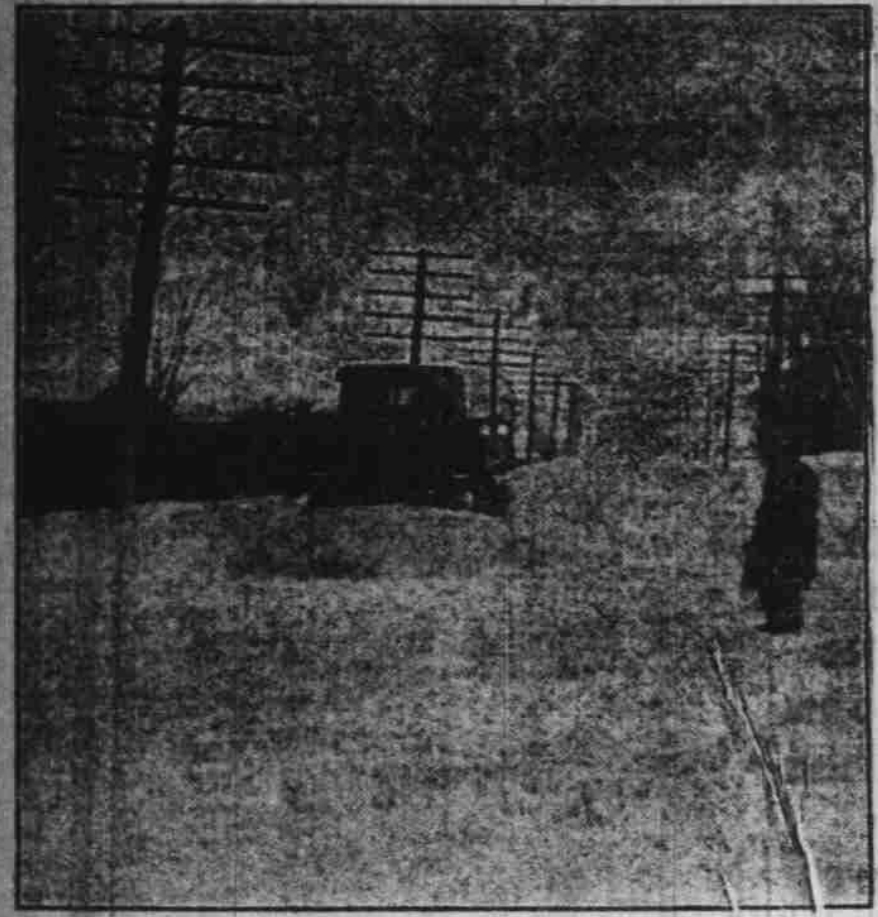


Two Phases of Highway Maintenance.



Although it will be some months before accurate figures are obtained which will show the vast sums of money spent for highway construction in the United States during 1924, authoritative estimates place the total fully twenty per cent in excess of the 1923 figure, which was approximately \$1,000,250,000. This amount puts the highway industry in the select class of billion dollar enterprises.

A goodly proportion of this amount is appropriated to maintenance, as those in charge of highway work are fully alive to the fact that even the most scientifically constructed roads must be maintained. No one has yet discovered a road surface that can be put down and then left severely alone. The continual stream of traffic that passes over the well-paved highways of the country inexorably takes its toll, and it requires unremitting attention on the part of those to whom the

highway are entrusted to keep them in good condition.

Different methods of maintenance are in operation in different sections of the country. States, counties, cities and various other municipal organizations all have roads to maintain and, as was inevitable, they have all followed the same practice. For a number of years, the necessity for constructing new roads and reconstructing old ones to keep pace with the enormous increase in automobile traffic, showed the maintenance problem into the background, but in the last few years most of the states have been making intensive studies of their highway maintenance problems. They have not all reached the same conclusion, but so far as the fundamentals are concerned, they are approaching uniformity.

A thorough discussion of state maintenance of highways is on the program of the Annual Convention of the American Road Builders' Association to be held at the Congress Hotel, Chicago, January 5 to 9 next. Frank T. Sheets, Chief Highway Engineer of Illinois, has been selected as best qualified to discuss this important subject. Mr. Sheets has risen from the ranks in the Illinois Highway Department and knows every phase of highway work. He is one of the younger men in the highway field who have been appointed to positions of great importance. The people of his state have just voted an additional \$100,000,000 bond issue for highway construction.

The sort of maintenance needed, of course, varies with the type of road maintained. The hard surfaced road, such as the concrete road or the asphalt surface, requires considerably less attention than a gravel or other secondary surface. No state in the country is lucky enough to have reached the point where all of its roads are of the hard surfaced type, so one of the first problems

is to so organize the maintenance department that it can work equally well on either type of road. This phase of the problem will be discussed by Mr. Sheets.

Another problem that comes under the head of maintenance is snow removal. It was not so many years ago that only the bigger cities spent considerable sums for snow removal, but now in all the northern states, the highway departments are removing snow on the country roads under their jurisdiction. Work of clearing the snow on the through routes between the big cities usually begins before the snow stops falling. Most of the states have snow removal forces all ready to turn out at any hour of the night or day to begin work. Many of the machines, such as tractors and blade graders, which are used for maintenance during the summer, are called upon for snow removal in the winter. The proportion of the maintenance fund which goes into snow removal is considerable.

RECORD SALES ARE MADE BY MAXWELL

Many Applications Received for Dealers of This Line

The unusually successful reception given the new Maxwell cars the country over has resulted in hundreds of applications for dealerships being filed with Maxwell Motor Sales corporation in the last few weeks, according to J. E. Fields, vice-president in charge of sales.

The company's records show that never before in the history of the organization has the selling franchise been so largely sought after, not only in this country but in Europe and Australia.

"This recent swing to Maxwell, led by some of the most prominent dealers in the country, is undoubtedly the outcome of the fine performance capabilities of the new Maxwell," Mr. Fields pointed out.

Reports have been received by the company from scores of dealers that actual performance records of demonstrators surpass the slogan of 35 miles per gallon, 58 miles per hour and acceleration from 5 to 25 miles in eight seconds' adopted by the factory for the new model.

"Record sales of Maxwell cars are being reported in all parts of the country," Mr. Fields said. "Hundreds of our dealers' sales for November were two and three times those of a year ago. In Detroit, quite generally recognized as a barometer of the automobile market, our dealers took orders for more than 125 Maxwells in two weeks. That is an un-heard-of record for November."

DO I NEED GAS?

Gasoline is probably low in the tank. You don't know, for sure. So you hunt up a long stick, run it into the tank after getting hands all dirty unscrewing the tank cap, then carry the stick into the light to see how much of it is wet. Even that doesn't tell how many gallons there is left.

The new Studebaker owner has none of that trouble. He doesn't get a lot of dirt into the tank on that stick, or let it rain into the opening if it is storming.

He sits at his wheel and glances at the indicator on the instrument board and it tells him exactly how many gallons remain. At 20 miles to the gallon, that tells him how far he can go to get the kind of gasoline he wants to use.

USED CAR SALES ARE BRISK

December business has been exceptionally good for the Certified Public Motor Car Market. The average has been close to a car a day and many of these have been good sized sales. This may indicate the idea of giving a car to the family for Christmas has influenced the trade to some extent. According to Byron C. Wright, manager of the market.

With this newfangled spelling it's quite a social function to hoppe to the shoppe for a choppe. Cincinnati Times-Star.

WALTER P. CHRYSLER'S TRAFFIC TALKS



CITIES SHOULD STUDY ACCIDENT STATISTICS

In a previous traffic talk I pointed out the need for a city planning commission. In this talk I want to point how such a commission should proceed.

To begin with huge maps of the city should be obtained and placed side by side on walls so that the streets and arteries of the city can be seen and studied at a glance.

Secondly counts should be made of pedestrian and motor vehicular and horse-drawn traffic at the busiest points of the street and the density of traffic indicated on the maps by different colors.

Studies should be made to see where the most traffic comes from and where it is going and at what hours it is the densest.

Thirdly a study of accidents should be made and with different colored pins these accidents should be marked on the maps for a period of time, preferably one month.

In New York such a study revealed an unusually large number of injuries to children in certain sections of the East Side of New York. The study showed that while there were playgrounds nearby the children preferred to play in the streets. Wisely enough, the police of New York designated certain streets where these accidents took place as play streets and did not permit vehicles of any kind to go

on those streets except during certain hours of the early morning for delivery purposes. Immediately the number of accidents in those sections decreased.

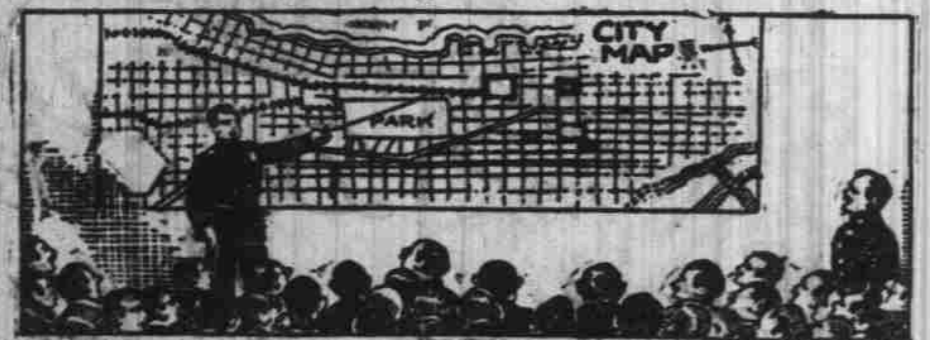
Another city in studying a map on which were indicated time and character of accidents discovered that most of the accidents in that city occurred at certain busy corners and during the hours of 5 to 7. Extra traffic officers were stationed at those corners and as a result accidents decreased.

But the use of extra officers is not enough. Cities must realize that the demands upon the modern city are quite different from those of twenty or thirty years ago.

Suppose someone were asked to lay out a city. Would the streets be of the same width as are most streets today? Of course not. They would be wide enough to permit four and six lines of traffic at least. There would be separate areas for the slower moving vehicles and special areas for the faster moving motor cars.

Would sidewalks be as wide? Probably not. With so many more people riding than heretofore it is reasonable to assume that less room would be devoted to pedestrians.

The modern city of today must be adapted and changed to meet the changed order of transportation.



COMPRESSED AIR TO AID FLYERS

Wind Tunnel Used to Measure Atmospheric Pressure; Result Observed

WASHINGTON, Dec. 13.—The national advisory committee for aeronautics expects to gather valuable scientific information for use in building aircraft from experiments that will be conducted in its new variable density wind tunnel at Langley Field, Va. This tank, said to be the only one of its kind in the world, has just begun to produce results.

The tank is 35 feet long, 15 feet in diameter and weighs 33 tons. It is mounted on a concrete foundation and is surrounded by a working platform. Air pressure as high as 20 times atmospheric pressure are made possible. As men cannot work in a tank of

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compressed air, small glass windows are on the side to enable observers to gain scientific data. A small model airplane is placed in the wind tunnel and mounted on a balance or scale, which records the lifting characteristics of the airplane wings and the resistance of the whole structure. Through a honeycombed arrangement the air is driven through the tunnel with a smooth flow, with the airplane model suspended in its path.

By experimenting on models, accurate calculations can be made on which the design of the new airplanes is based. One of the greatest problems of today, the committee's officials declare, is the non-functioning of a plane's controls while it is flying at low speed, especially when taking off or about to land, thus causing accidents. To endeavor to remedy this condition and supply other valuable information, the committee's wind tunnel has been brought into play.

The committee is an independent government establishment, which includes the most eminent men in aviation in the country, all of whom serve without pay.

GIFT PROBLEMS QUICKLY SOLVED

Auto Accessories are a Quick Solution of Gift Problem

With one motor vehicle for every 3.4 persons in the Pacific states the preparation and filling of Christmas present lists has well become a happy solution in the "Give Something for the Car" spirit that is finding rapid favor here.

Those few who do not own automobiles are fortunate in having a friend or neighbor who shares the pleasure of his possession with them. In this way the average person knows motor cars and those accessories that tend toward

heightened convenience and comfort.

The giving of automobile accessories and equipment for Christmas presents is dominant in the minds of appreciative and thoughtful car owners and their friends; and it is not amiss to give something for the car since the entire family will enjoy it.

So it is a simple matter to solve the gift problem when there is an automobile in the family and few gifts could be more appreciated by the family in general than some ar-

tle that will add comfort or utility to their car.

Those without cars can show their appreciation to their motor- ing friends who have taken them on week-end trips or Sunday excursions by giving them a tire or some needed accessory.

From the activities noted at the Western Auto Supply company during this holiday season, all indications point to a real automotive Christmas and the old family sock will be filled with accessories this year.

BARGAINS

1921 Dodge Tour.
1923 Essex Tour.
1924 Star Tour.
1921 Studebaker Lt. 6 Tour.

USED CARS



Alcohol for Your Radiator

Used Tires for Sale

An automobile makes a superb gift. Why not come in today and select one of our used cars? You can't go wrong here. We are dependable.

Certified Public Motor Car Market
255 N. Church St.
Phone 885



Vick Brothers to Sell Own Used Cars

Vick Brothers decide they can better serve their customers by taking in their used car in exchange on the new car, direct from the customer. Selling new cars now days requires more than good salesmanship, as the new car buyer is looking for the place where he can get the best service possible, as all standard makes of new cars will give reasonably good service, but the buyer is becoming more and more interested in the treatment he receives after he has bought his car.

Vick Brothers fully realize this and are doing everything in their power to equip their organization to give the very best service that money can buy. Their organization now has the following departments: New car sales, parts department, used car department, painting department, battery department, general repair department, tires and accessories.

Vick Brothers say they are going to spend most of their effort to see that each department gives honest and courteous service to the customer.

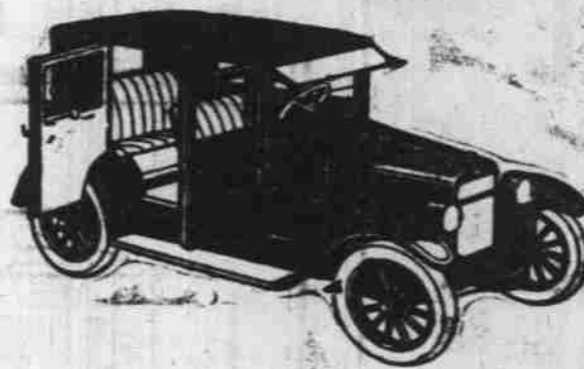
In looking over the income tax returns most of us are interested in the how-come instead of the income.

\$ F O R K

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Closed Car



Lab. Toledo

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It's an Overland. It seats four passengers. It has doors front and rear. It's a family car. It's a business car. It's a camping car. The Overland Coupe-Sedan! QA distinct and exclusive body creation—with benefits and conveniences never before built into a motor car. QDoors both front and rear—easy entrance, easy exit—no climbing over seats or feet. QFront and rear seats both adjust forward and backward to fit tall and short people. QRear seat and upholstery are entirely removable—giving 50 cubic feet of square carrying space for anything and everything a salesman, merchant, farmer or housewife wishes to carry. QBoth seats quickly

make into a full-length bed in the car—ideal for camping trips. Large trunk at rear at small extra cost. QSpanish long-grain upholstery—washable. QThe only closed car at the price with sliding gear transmission, a speedometer, foot accelerator, disc clutch and COMPLETE EQUIPMENT. It has lots of power. QReliability lives in its powerful engine and rugged rear axle. A car that saves you money in price—and then saves you money right along, all the time. Big savings in gasoline and oil—less wear and tear on tires—strength and dependability that minimize upkeep. Come in and see this remarkable Overland Coupe-Sedan at our Autumn Closed Car Show. You can buy it on the very easiest of easy terms.

OVERLAND Coupe - Sedan

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