

SEVENTY-FOURTH YEAR

SALEM, OREGON, SUNDAY MORNING, JANUARY 4, 1925

USED CAR CORNER ANNOUNCE SALE

Claim That Prices Here are
Cheaper and Terms are
Better

The Used Car Corner are announcing in this issue of The Statesman their third annual mid-winter sale and are offering cars at real bargain prices. The company announces that it is now possible for people to buy used Fords cheaper here than in Portland and the terms offered here are more reasonable, the financial charge being all the way from one third to one half less.

A large assortment of cars are on hand to choose from including all models coupes, sedans, roadsters and touring cars. The company claims that this is the best time of the year to buy open cars as the demand for the open models will increase with the signs of spring weather and by the time spring arrives it will be hard to supply the demand for these open cars. They say that they can afford to sell these cars cheaper now rather than store them until spring. 1925 license is to be given free with every car sold by the company which in itself figures quite a saving to the buyer.

WORK TO START ON REMODELING YMCA

Kirkwood Motor Company to
Have Fine Garage
There

Fred Kirkwood announces that work will start Monday on the remodeling of the Y.M.C.A. building which was recently purchased

by the Kirkwood Motor company. The company intends to remodel the building and put in a first class place to handle their cars. A large and attractive show room will put in on the corner and the service department will be on the Chemeketa street entrance. The Kirkwood Motor company are local dealers for the Nash and Hupmobile Automobiles. Mr. Kirkwood has been in the automobile business in Salem for a number of years, has made a thorough study of the business and has faith enough in its future to invest a large sum of money in establishing a first class place.

14 YEAR OLD FORD ON 100 HOUR TEST

Old Ford Makes 100 Hour
Non-Stop Recently

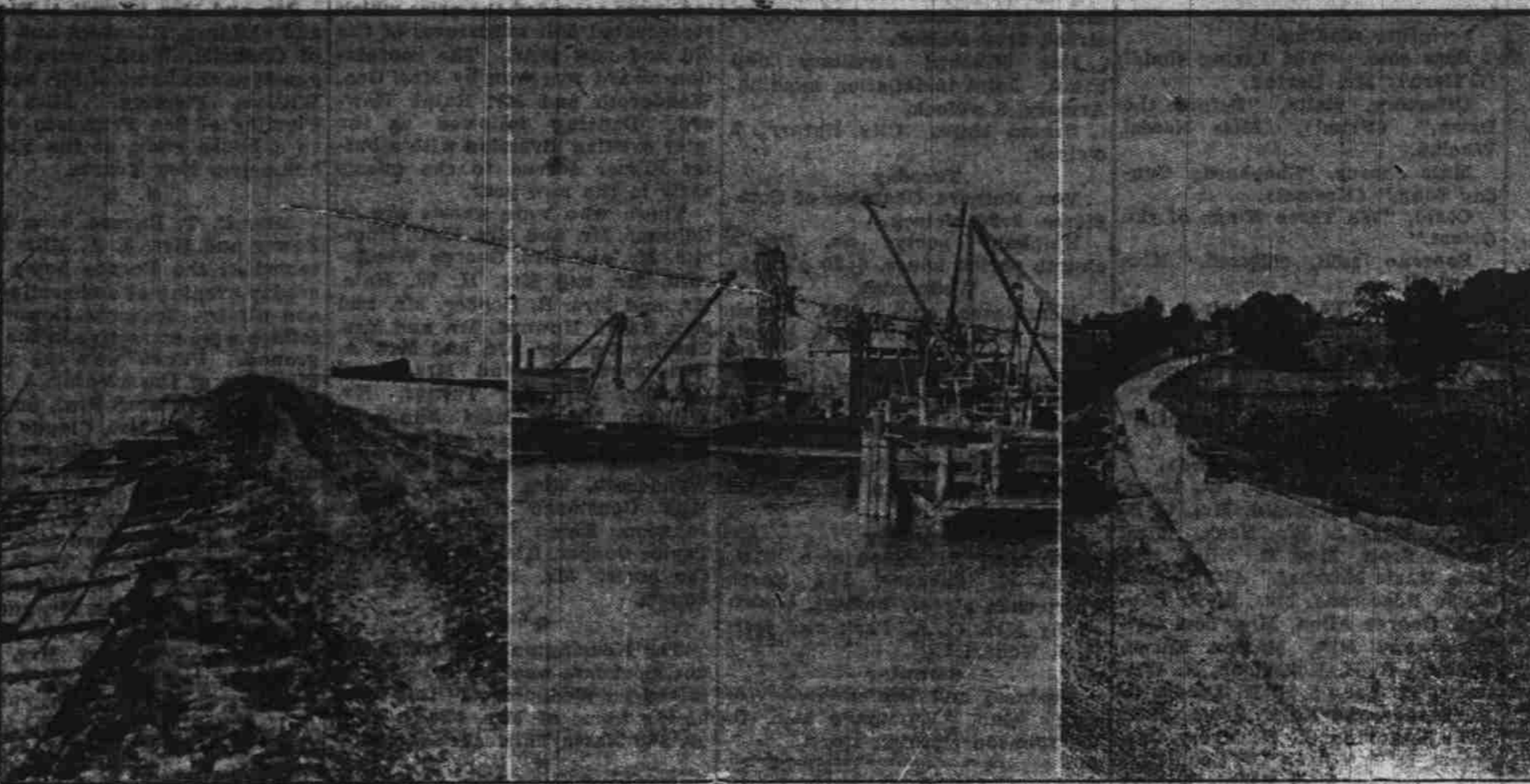
Ford endurance and sturdiness were interestingly demonstrated at Fond du Lac, Wis., recently when a 14-year-old Ford touring car bearing motor No. 36536 made a 100-hour, non-stop run.

The event was staged by the Service Motor company, Ford dealers, and the car, which is owned by H. D. Vinton of Fond du Lac, was the first one sold by that company when it started in business.

This 1909 Ford started on the endurance run at noon on a Saturday ending at noon the following Wednesday, during the period the car traveled 1,273 miles and covered practically all of Fond du Lac county. The drivers, at the wheel day and night, worked in three shifts daily. The car was started off on its remarkable run without any special overhauling and finished the long grind in excellent condition, a splendid illustration of the high quality which makes Ford long life possible.

The trouble with most fellows keeping company with a girl is that they want to form a holding corporation.

National Highway Traffic Increasing With Each Year



Left: Wendover Road across Great Salt Desert in Utah.
Center: At work on caissons of Victory Bridge across Raritan River, New Jersey.
Right: New hard surface highway which crosses the State of Illinois.

Highway traffic in the United States has increased so rapidly in the last few years that some of the statistics which have been collected seem hardly believable. For example, it was announced recently during the summer months a volume of traffic amounting to 300,000,000 passenger miles per day was carried by the highways of the country. Inasmuch as the railroads of the United States handled a volume of traffic amounting to 500,000,000 passenger miles per year, the importance of the highway in national development can hardly be overestimated.

Under the Federal Aid system

which has been in existence for a number of years, new roads are being built in every section of the country which are paid through the cooperation of the United Bureau of Public Roads with the various state highway departments. At the present session of congress, it is probable that \$80,000,000 will be appropriated for Federal Aid during 1925. This money will, of course, be distributed among the states, each state matching the amount received from the Federal Government and using it for the construction of roads approved by the United States Bureau of Public Roads of which Thomas H. MacDonald is the chief.

In every part of the country roads are being built and there is hardly a state which is not engaged in some notable highway project. The state of New Jersey is building a new bridge across the Raritan river which will cost nearly \$4,000,000 and which will handle traffic on a busy day amounts to nearly 18,000 vehicles per day. This bridge has been designated by the legislature as the Victory bridge. In Utah the state is building with the assistance of Federal Aid a highway across the Great Salt Lake Desert known as the Wendover Road. An unusual feature of this project is six miles of construction extending

across the salt beds which are subject to flooding to a considerable depth. The depth of the salt varies, but averages about 3 feet. The embankment for this section of road was made by a trenching machine. Wooden culverts through the embankment are used to equalize the water level on both sides, at the time of year when the salt beds are flooded.

Illinois in the center of the country has just finished project No. 9 which is a road 143 miles in length extending across the state and following the route of the Old National Trail from Marshall near the Indiana line to the

western border of Illinois at East St. Louis. This is an important link in nation's highway system.

Many others are big highway projects, such as the Pacific Highway in California, and the new bridge over the Savannah river which will make a new route to the south, also being put through. One after another, the weak links in the country's chain of highways are being strengthened.

The men who are doing this work will meet in Chicago, January 5 to 9. The American Road Builder's association, which is more than twenty years old and has been prominent in the good roads' movement ever since its organization, will hold its annual Convention and Road Show at that time. The convention sessions, which will be held at the Congress hotel, are open to all and the various problems of the great highway industry will be thoroughly discussed. The Road Show will be held in the Coliseum and adjoining buildings, the Coliseum itself having proved inadequate to hold the vast array of road making machines and other exhibits. Last year more than 15,000 persons attended the Road Show and there will be an even larger attendance this year. Contractors, engineers, public officials and others are identified with highway construction from every state and from a number of foreign countries will attend.

The present officers of the association are: President J. H. Cranford of Washington, D. C., Secretary, E. A. Birchland, and Treasurer, James H. MacDonald, of New Haven, Conn. Mr. Cranford is a contractor. Mr. MacDonald is a member of the Connecticut state senate and for many years was highway commissioner in that state. C. M. Upham, the state highway engineer of North Carolina and director of the Highway research Board in Connecticut is also attending.

Chicago has been selected for the convention because of its central location and this time of the year has been chosen because of the fact that in so many states highway construction is suspended.

OREGON NOW HAS 300,000 DRIVERS

Motor Vehicle Fees Increase
Nearly \$700,000 Over
Previous Year

There are more than 300,000 licensed automobile drivers in the state and 192,616 duly licensed motor vehicles, according to a report by Sam A. Koser, secretary of state. The number of vehicles represents a substantial gain over the previous year, when 166,433 were licensed. Fees received for the two years were \$4,766,076.00 in 1924 and \$4,069,609.40 in 1923. Registration in 1923 showed 134,466, in 1921 a total of 118,615 and 1920 a total of 102,790 vehicles. More vehicles were licensed in December 1924, according to the report, which showed 2478 and 1888 machines for the two different years.

During the last year a total of 177,558 passenger machines were licensed, against 152,795 for 1923. Other classifications for 1924 were: trucks, 15,057; motorcycles, 764; dealers, 500; chauffeurs, 1,624 and operators, 49,044. For 1923 the following registrations were shown: passenger cars, 152,795; trucks, 13,437; motorcycles, 3140; dealers, 565; chauffeurs, 1,258 and operator permits, 48,803.

The report shows a decrease in the number of motorcycles during the last five years, all others increasing with the exception of dealers, 751 of these being registered in 1920. There were 2700 motorcycles licensed in 1924 against 3140 in 1923; 3200 in 1922; 3164 in 1921 and 3517 in 1920. The greatest number of operators' cards was issued in 1920, when the law went into effect, a total of 133,568 being issued.

At any rate the wages of state keep up with our higher standard of living.

Our Third Annual MID-WINTER SALE OF USED FORDS

YOU CAN SAVE \$50 TO \$200 ON ANY
AUTOMOBILE BOUGHT FROM US.

53 CARS TO CHOOSE FROM

Every One a Real Bargain

1925 LICENSE FREE WITH EVERY CAR

Look Over The
Following List:



OUR SELLING PLAN

Our first consideration is
to satisfy our customers.

If you are sick or disabled,
our special insurance plan
takes care of your payments.

COME IN, TALK IT
OVER

And see how easy it is to
own a car of your own.

90 DAYS FREE SERVICE

- 1924 Ford touring car has cord tires and other extras, cost new \$525.00 our price \$425.00
- 1924 Overland touring car cannot be told from new, cost new \$733.00 our price \$550.00
- 1924 Ford roadster cannot be told from new \$400.00
- 1923 Coupe has lots of extras \$390.00
- 1923 Ford coupe has disc wheels, Hassler Shocks, cord tires, a real bargain \$375.00
- 1923 Roadster, wire wheels, cord tires, cannot be told from new, cost new about \$600.00, our price \$400.00

- 1923 Ford roadster, cord tires, spotlight several other extras \$375.00
- 1923 Ford touring car, cord tires all round extra tire, lots of extras, our price \$400.00
- 1923 thoroughly rebuilt see this one \$325.00
- 1923 touring car in best of condition, cord tires and other extras, too numerous to mention \$280.00
- 1923 Ford touring \$300.00
- 1923 Ford touring \$310.00
- 1923 Ford roadster \$325.00
- 1924 Fordor Sedan, lots of extras \$650.00
- 1924 Tudor sedan cannot be told from new \$600.00

And Many Others

NO SERVICE ON FOLLOWING

- 1920 Ford touring in best of condition, cord tires, a dandy car \$160.00
- 1922 Ford touring priced to sell \$150.00
- 1921 a real bargain \$130.00
- 1921 Ford touring, just been overhauled \$145.00
- 1919 Dodge touring, in best of mechanical condition \$175.00
- 1918 Maxwell truck, a real bargain, 1 ton \$123.00
- 1922 Ford touring, without starter in best of condition \$ 85.00
- 1917 Ford touring, a good serviceable car \$ 50.00
- 1921 Ford touring, one man top thoroughly rebuilt \$300.00
- 1922 Ford body \$ 40.00

USED CAR CORNER

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