

**US ROAD JOB IS NOW ONE-THIRD FINISHED**

**GOVERNMENT FAR AHEAD IN HIGHWAY CONSTRUCTION**

Provision of Federal Highway Act Are Now Approaching Completion

(From American Motorist)  
Uncle Sam is helping build roads so fast that when he turned the corner into 1925 he had placed under construction nearly one-third of the total mileage of the main, interstate and intercounty ytem provided for in the Federal Highway Act approved in November, 1921. In brief, according to the report of the bureau of public roads, he had placed 54,954 miles of federal-aid roads under construction up to January 1 last, which will cost him \$452,880,341, while his contract with his peoples calls for 174,350 miles. In addition very large mileage, probably in excess of the mileage proposed for improvement with federal aid, already has been improved by the states without federal assistance.

The total of all federal aid funds apportioned to the states up to the beginning of the year was \$25,125,000, of which \$469,495,477 had been definitely allotted to particular projects totaling 57,073 miles. The 54,954 miles which had been placed under construction will receive federal aid in the amount of \$452,880,341, and of this sum \$380,528,813 had been paid up to January 1 for work completed on these projects. Of the mileage which had been placed under construction up to the beginning of the current year a total of 42,828 miles had been completed, leaving a balance of 12,127 miles actually under construction at the beginning of the year. Work will be continued on this mileage during the year and it is anticipated that fully ten thousand miles will be completed before January 1, 1926.

The accompanying chart shows the mileage of the approved federal-aid system in each state and the portion which had been placed under construction with federal aid up to the beginning of the year.

The state with the largest approved mileage is Texas in which the system includes 10,930 miles, nearly five thousand miles of which already has been placed under construction with federal aid.

**NEW TEST RULING MADE**

**NO CHANGES TO BE ALLOWED IN CARS IN ECONOMY RUN**

Unanimously favorable comment has been created by the radical changes in the rules for the annual Camp Curry economy run scheduled for May 22-23, according to J. A. C. Waters, run manager and Southern California representative for the Yosemite Park and Curry company.

"Declutching and so-called 'trick driving' were ruled against last year, of course," says Waters, "but this year the usual slight variation in equipment is also prohibited."

"Under the A. A. A. stock car contest rules each model entered must be exactly according to factory specifications—in other words the same automobile in every way that every car buyer gets."

Naturally the announcement of this change in the famous economy test is making a hit with the motoring public. And the dealers have welcomed it with even greater enthusiasm, as it at last gives them an opportunity to silence scores of skeptical Thomases that have sometimes doubted the remarkable records made heretofore. Every car's performance this year will be authentic. The rigidity of the rules requires it."

Changing back from the Mojave route, followed in 1924, to the ridge, is also looked upon favorably. The two principal reasons in favor of this move, as Waters explains, are the time element and the fact that the ridge is the highway trail followed by most motorists who visit the Yosemite from south of the Tehachapi. The Mojave road, while having fewer grades, added some 40 miles to the customary 360 mile drive to Camp Curry, and thus necessitated too close a schedule to reach the first day's control at Fresno.

Public interest in the new eight cylinder class is likewise keen. Segregation of contestants according to number of cylinders has been made purposely. Waters says, to satisfy the curiosity of the motor fans as to which motor type is most economical in relation to weight propelled. While the Deussenberg and Cole, the only eight to compete heretofore, have made excellent showings against competing "fours" and "sixes," the double quartet of cylinders as an automotive feature belongs to 1925, and popular judgment awaits the outcome of this year's run.

**London Dancing Girls May Tour Continent**

LONDON—Forty London vaudeville companies are to take the road this spring and summer as an aid to relieve unemployment among the music hall performers, many of whom have not worked for months.

**Veteran Olds Motor Worker, Presented Trophy Cup by President of Company in Appreciation of 28 Years of Service**



"Uncle Charlie" Blades, foreman of forge department, helped in experiments on first sample of one cylinder, curved-dash models.

**Distances From Salem**

Albany	26.0	Monmouth	16.3
Absca	68.3	via Rickreall	
Amity	23.6	Monroe	54.4
via Rickreall		Mt. Angel	17.0
Ashland	272.2	Nehalem	118.0
Astoria	156.8	via Rickreall & Amity	
via Portland		Netarts	99.6
Astoria	166.5	via Rickreall & Amity	
via Tillamook		Neskovin	84.3
Astoria	157.0	Newberg	30.5
via Forest Grove & Vernonia		via St. Paul	
Aumsville	15.0	Newberg	31.0
Aurora	25.3	via Wheatland Ferry	
Baker	392.2	Newberg	44.7
via Portland		via Rickreall	
Bend	189.2	Newport	98.1
via McKenzie Pass		via Corvallis	
Bend	291.3	Niagara	48.0
via Portland		Ontario	476.2
Barlow	27.0	via Portland	
Bay City	98.2	Oregon Caves	275.0
Beaverton	59.3	Oregon City	38.2
via Portland & Canyon Road		Oreoc	67.0
Brownsville	51.3	via Forest Grove	
via Halsey		Oswego	43.8
Canby	29.0	Pacific City	78.8
Carlton	37.8	via Rickreall & Amity	
via Rickreall		Pendleton	285.0
Cascadia	70.5	via Portland	
Clatskanie	116.6	Philomath	45.3
Clatsop Crest	131.5	Portland	51.3
Coburg	65.2	Prineville	206.8
via Harrisburg		via McKenzie Pass	
Cornelius	59.2	Prineville	292.3
via Rickreall		via Portland	
Corvallis	37.0	Rainier	99.1
via Albany		Rockaway	107.6
Corvallis	37.0	via Rickreall & Amity	
via Rickreall		Roseburg	148.0
Cottage Grove	93.6	Sandy	60.0
Crater Lake	339.3	via Boring	
via Medford		Sandy	68.0
Crater Lake	257.1	via 32nd St. & Gresham	
via Oakridge & Crescent		San Francisco, Cal.	680.0
Dallas	15.1	via Jefferson	
Dayton	22.0	Scotts Mills	25.0
via Wheatland Ferry		Seaside	146.4
Dolph	60.2	via Tillamook	
Donald	30.0	Seaside	176.9
via Aurora		via Portland	
Dundee	28.3	Seattle, Wash.	246.0
via Wheatland Ferry		Sheridan	34.2
Dundee	42.2	via Rickreall & Amity	
via Rickreall		Sherwood	40.0
Estacada	62.0	via St. Paul or Wheatland Ferry	
via Clackamas		Sherwood	54.0
Eugene	71.8	via Rickreall	
via Pacific Highway		Silver Creek Falls	26.0
Eugene	77.8	via Macleay	
via Corvallis		Silverton	15.0
Falls City	24.1	Sodaville	46.0
Forest Grove	56.5	via Albany	
via Rickreall		Springfield	76.1
Forest Grove	75.0	via Eugene	
via Portland		St. Helens	21.1
Gaston	49.5	St. Paul	30.3
via Rickreall		St. Paul	22.0
Gates	43.5	Sublimity	18.8
Gearhart	148.9	Sweet Home	55.5
via Tillamook		Tacoma, Wash.	214.0
Gearhart	174.4	The Dalles	144.8
via Portland		Tillamook	91.6
Gervais	14.0	via Rickreall & Amity	
Gladstone	41.0	Toledo	89.3
Goble	92.4	via Corvallis	
Government Camp	90.0	Troutdale	67.3
via Boring		Tualatin	45.0
Grant Pass	225.8	via St. Paul or Wheatland Ferry	
Grande Ronde	48.8	Tualatin	58.0
Gresham	57.0		
via 82nd St.			
Halsey	44.3		
Harrisburg	53.2		
Hebo	71.1		
Hillsboro	68.9		
via Portland & Canyon Road			
Hilaboro	62.6		
via McMinnville			
Hood River	129.3		
Hubbard	20.8		
Huntington	410.3		
via Portland			
Independence	12.7		
Jefferson	17.1		
Junction City	57.7		
via Albany & Harrisburg			
Junction City	63.7		
via Corvallis			
Klamath Falls	295.2		
via Oakridge			
Klamath Falls	336.4		
via Ashland			
Lafayette	55.8		
via Rickreall			
La Grande	341.3		
via Portland			
Lebanon	40.1		
via Albany			
Marathon	235.8		
via Roseburg			
McKenzie Bridge	127.6		
via Eugene			
McMinnville	30.3		
via Rickreall			
Medford	259.2		
Mehama	30.3		
Mill City	40.9		
Mollala	35.0		
via Silverton			
Monmouth	16.4		
via Independence			

via Rickreall	
Turner	10.5
Vancouver, B. C.	410.0
Waldport	103.3
Warrenton	160.0
via Tillamook	
Warrenton	165.0
via Portland	
Waterloo	48.0
via Albany	
West Linn	38.5
Willhoit	29.7
Williamina	39.1
via Rickreall & Amity	
Woodburn	17.3
Yachats	113.3
Yamhill	41.3

**SPEED TO BE CURBED**

**ROAD POLICE ARE NOW USING HARLEY-DAVIDSON CYCLES**

"Don't step on the gas too freely," is the advice of Harry W. Scott, Harley-Davidson motorcycle dealer, to touring motorists this summer. Recent news from the Harley-Davidson factor shows a much needed increase in the efforts of police and sheriff departments to curb speeding and reckless driving.

The factory reports a perfect avalanche of orders from police and sheriff departments for their new 1925 Police model.

Last week the factory received an order for a fleet of 64 new machines for the Los Angeles City police, which will be entirely remounted on these new models. Maine state police have bought 54; the New Jersey state police 37; Maryland state police 22; Delaware state police 13; Michigan state police 2; Virginia state police 15; West Virginia state police 8; Oregon state police 7; Portland, Ore., police department 24; and hundreds of other departments. Over 2000 departments are now equipped with Harley-Davidsons.

"So watch your step—when your stepping on the gas," is Mr. Scott's recommendation, if you would stay on the safe side of the motor cop.

Rats leave a sinking ship and die in the sea. Power leaves a sinking spark plug and it finally dies on the hill.

EVERY  
**500 MILES**  
SEE  
**MIKE PANEK**  
At 275 S. Commercial St.  
FOR  
**ALEMITE LUBRICATION**

**Hey Fellows!**

Enjoy this great sport  
**RIDE A BICYCLE**



Buy one on our easy terms  
**\$5.00 Down \$1.50 A Week**

Makes you the owner of one of our Bicycles  
—Come in and let us explain how easy it is for you to own a Bicycle.

**HARRY W. SCOTT**  
"THE CYCLE MAN"  
147-80 Commercial St.

**HUDSON SETS RECORD**

**ONE-HUNDRED THOUSAND IS THE PRODUCTION MARK**

Hudson - Essex Is Approaching Quite Closely the 100,000th Car For 1925.

When this car arrives, Hudson will have achieved the record of reaching the 100,000 mark first among all six cylinder manufacturers. According to Hudson officials, this will be the second consecutive year in which Hudson-Exsex has led the six cylinder field in reaching the six-figure mark in production.

In 1924, it is said, the 100,000th car came in mid-summer, while this year's entry is strictly a spring-season achievement. "This accomplishment," declares Fred M. Powell, Hudson-Exsex distributor, "serves again to identify Hudson-Exsex as the world's leading six-cylinder manufacturer. The simply astounding and still mounting success of the Hudson and Essex coaches has brought Hudson-Exsex to the front. Yet I feel that we have only scratched the surface of the market for these useful, economical and attractive cars. The demand is growing every day."

"The coaches are proof that the public wants utility and value in motor cars. Novelities both in mechanism and in body fittings have a limited appeal, but the broad usefulness and all-around value of the coaches fills the needs of the thousands and tens of thousands of average motorists. "As a consequence of the Hudson price cut—certainly one of the biggest automobile surprise of the year—the rush of buyers for Hudson and Essex cars has grown into a regular stampede for cars. Our problem is to get enough cars to assure prompt deliveries.

"When continuous operation at capacity made it possible, Hudson passed along the benefit to the public, and expects to benefit itself by ever-increasing business. "This price cut is but one step in a general and established policy of Hudson to pass along to motor car buyers reduction in costs and general economies effected at the factory.

"It is Hudson policy to give

high value and low prices; to step out aggressively and to maintain its leadership by a vigorous policy of giving the utmost for the smallest amount of money."

**RICKENBACKER MAN IS PROMOTED**

B. F. Everett, president and general manager, Rickenbacker Motor company, announce the promotion of A. H. Remsen, heretofore in charge of the service department, to the position of assistant to the vice president. Mr. G. W. Pontius, who has been Mr. Remsen's assistant in the service department, succeeds to the title of service manager.



Champion Spark Plug Co. Toledo, Ohio Windsor, Ont., London, Paris

Many a man has driven to the repair shop when his real destination was the spark plug man. A lean horse for a long race and a clean spark plug for any race, long or short.

**buy more**

**start the season with good tires all around**

For 20 years this trade-mark has stood for Dependable Quality

time tells buy C&Ls

Have you looked at your tires lately? Some of them may need changing. It does not pay to start the season with tires that are a constant threat of trouble and danger. If you have ever gone on a long trip with failing tires you know. Check up now. Replace your worn tires with pure footed, long-wearing C & L Coombs and Laminated red T. U.S.s. You will marvel at their rugged endurance, their bulldog grip, and cushion-like resilience. You will wonder why you have not turned to them before. But now is your opportunity. Start the season with C & Ls, and from this day on enjoy that extra comfort and peace of mind that comes with the knowledge of being positively protected.

Made in the West for the West by a pioneer firm of the West—CHANSLOR & LYON CO., world's largest exclusive distributor of automotive products and tires. Sold by

**CLARK & VINCENT**  
660 N. Capital

**C&L TIRES**  
serve you well

**This Motor Has Made History**

**Now you can own a Low-Cost Car with real power—Read these amazing performances**

Here are power achievements of the Million Dollar Motor in the 1925 Star Car that have astonished power engineers. For the first time—Real Power in a low-cost car.

Old Ferry Hill (Seattle, Wash.), Hall Street Hill (Portland, Ore.)—marvelous power achievements which prove all claims made for the Million Dollar Motor.

Yes, emphatically—the Star with all its value features, designed years in advance of its competitors, is the greatest value buy in the world today.

Your nearest dealer will be happy to let you test the 1925 Star to your own satisfaction.

[The Famous Star 30 Minute Test.—Thirty minutes—that's all—the time it takes to give you a new idea of what real value means in a low-cost car. Learn of the wonderful advances made in the low-cost Star.]

Million Dollar Motor  
Four-Wheel Brakes  
Full Balloon Tires  
Dry Disc Clutch

**The Star Car**  
TODAY  
TOMORROW'S CAR

Force Feed Lubrication  
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