

NEW MARKET ROADS TOTAL 108 MILES

Marion County Court Will
Continue Five-Year Pro-
gram for 32 Highways

SYSTEM IS SUCCESSFUL

Work of Last Five Years Pleases;
Some Paving Planned, But
Majority of Work Will
be Macadam

Thirty-two public highways with an aggregate of 108 1/2 miles were selected Monday by the Marion county court in response to a request from the state highway commission, bringing the total of improved county roads to 258 3/4 miles at the end of a five-year period. The old system of 34 roads amounted to 150 miles, the program being completed last fall.

The new roads were selected from all parts of the county, the court endeavoring to connect with main roads in adjoining counties wherever possible and to connect sections of the county that were not directly served by the first system. Some of the proposed work in the next five years will be paved, but a majority will be well drained, graded and macadamized. Roads selected as market roads by the 1919 bond issue have been included in the system in order that the work of the system may be completed and the finished parts properly maintained.

An inspection of the county maps shows that the net work of roads serving communities and districts of the county to have been impartially selected, with the plan for the entire system kept in mind.

Members of the county court have given much thought and spent considerable time examining the county to determine the best course to follow. Many delegations have been heard and many petitions received. The court takes the view that at this time it is not advisable to select too many roads in order that all could be improved within a reasonable length of time.

The roads selected are tentative and will be referred to the state highway commission for final approval. The commission will make investigations before recommending that any work be started. Prior to actual construction or improvement of the new market roads, complete data on grades, alignment, road curves and widths will be compiled.

With the completion of the present five-year program, the county court expects to have the best market road system on the coast. The same economies will be followed in the future as have been observed in the past, and the standard of highway construction will be maintained. The results obtained in the preceding five years have been highly praised, both for the type of work and for the general low expense. The county purchased and operated its own rock crushers and paving plants to great advantage. The cost of these has more than been saved, and the equipment is available for the second portion of the program.

In many districts strong petitions were presented and large delegations appeared. Almost all the roads so requested have been selected, and while the court would have liked to approve all of the roads asked, a too-long program would have proven unsatisfactory. In only a few cases was it found necessary to decide contests rising when several roads were asked in one locality.

Additional new roads to be designated as market roads are as follows:

- Jefferson and Marion road.
- Salem and St. Paul road, via Fairfield.
- From Highway at Brooks to Labish.
- Woodburn to Pacific Highway via Layman place.
- Talbot to Pacific Highway.
- West Stayton to Amunville.
- Turner to Pacific Highway by McKinney place.
- Sublimity to Willard.
- From east end of Market road No. 23 to Meridian line.
- Pratum to Willard.
- From Silverton via Davis S. H. to L. O. Hadley's place.
- Silverton to Section 2 via Skiff's.
- Silverton to Central Howell Prairie.
- Pine Tree Corners to Jack's Bridge.
- St. Angel-Bethany road to North Howell Prairie.
- North Howell S. H. to Lake Labish.
- Gervais via Parkersville to Simmons church.
- Chemawa to Hazel Green church.
- Lively Station to Halls Ferry.
- Rosedale to Fairview S. H.

Point of Saturation Must Be Lost, Is Claim of Auto Man

"The Greatest April I Have Ever Known,"
Says President

"Somebody must have mislaid that 'Point of Saturation,'" exclaimed B. F. Everett, president and general manager, Rickenbacker Motor company, when Sales Manager Hoskins laid a pile of telegrams on his desk last Monday morning and asked if it was not possible to triple or at least double the factory output of Rickenbackers.

"Looks like that theoretical 'saturation point' has either been mislaid by manufacturers, who were too busy trying to catch up with the demand, to keep it in mind, or else it has gone back to the place where it came from—namely the statistical files of theoretical economists.

"I have been in this industry since it started, says Mr. Everett, and this is the greatest April I have ever known."

"Each year from the first, we have been told that if we did not look out we were going to reach a 'point of saturation' in the production of automobiles. It is less than a year ago that we were told that we had reached this 'point of saturation', it had been flaunted before our eyes so persistently—we almost began to believe it, ourselves.

"As a result, we have seen, from January first on, a demand that has constantly been ahead of production, and is daily increasing its lead.

"Despite all this caution, the figures show that the industry has made more automobiles in the first quarter of the year than in any previous quarter in its history; the next quarter will be still greater and it past experience is any guide to the future, I predict that the demand is going to increase still faster than the supply.

Rapidly as we seem to be making automobiles, it is nevertheless, a fact, that the production of this particular necessity has never kept pace with increased population nor our increased purchasing power.

"Time is today worth more than three times as much as it was ten years ago. It is a simple matter to prove that—we are paying more than three times as much per hour, per day, and per month for time as we paid ten years ago.

"This means not only tremendous purchasing power but increased necessity for the greatest conservator of time ever invented—namely the automobile.

"Our export trade is increasing by leaps and bounds.

"The purchasing power of the rest of the world, while not yet on a par with that of America, is increasing very rapidly.

"This has already resulted in a great foreign demand for American automobiles and I predict that within the next five years, we will be exporting more cars than even our own luxurious people can use.

"Looks like the Glooms are in for a long period of hibernation. The next time some pessimistic statistician springs that old wheeze about the 'Point of Saturation' he will surely get a laugh, but nobody will take him very seriously."

- Liberty to center line of section 17 on Skyrise road.
- Girls Industrial school to Boys Industrial school.
- Woodburn to Reform School road.
- Hubbard to Boones Ferry road via Wolfers spring.
- Arvon to Boones Ferry road to County line.
- East Butteville to Cemetery four corners.
- Donald to Yergens Corner.
- Champoog to Monument park.
- Kelch School house to North line section 33 (Spang road).
- Salem to Pratum.
- W. A. to Broadacres.
- Cheese Factory to Santiam Bridge at Stayton.
- The "A" roads heretofore designed as market roads by the 1919 bond election are as follows:
- Jefferson and Green's Bridge Road.
- Jefferson and Sidney Road.
- Turner and Marion road.
- Brooks and Labish road.
- Cemetery road from Gervais.
- Mathony Ferry road.
- Gervais and St. Louis road.
- Hubbard and Broadacres road.
- Hubbard and Needy road.
- Aurora and Donald road.
- Aurora and Butteville.
- Yergens Corners and Newburg road.
- St. Paul and Newburg road.
- Woodburn and St. Paul road.
- Monitor and Woodburn road.
- Mr. Angel and Scott's Mills road.
- Mr. Angel and Bethany road.
- Halls Ferry and Rosedale road.
- Liberty and Rosedale road.
- Salem and Pratum road.
- Salem and Gervais road.
- Salem and Whiteaker road.
- Salem and Wheatland road.
- Facile Minded road.
- Salem and Silverton road.
- Salem and Turner road.
- Turner and Amunville road.
- Amunville and Sublimity road.
- Sublimity and Stayton road.
- Stayton and Meridian road.
- Stayton and West Stayton road.
- Silverton and Markham road.
- Silverton and Willard road.

BUYS SPECIAL COUPE

Dr. J. S. Backstrand purchased a special custom built coupe body mounted on a Ford chassis from the Valley Motor company last week. The body was built by Hal DeWade of Portland. It is nine inches lower than the regular Ford coupe. It has a one-piece windshield and is rather a sport type.

ATTENDS MEETING

S. B. Dodge, of the sales department of the Valley Motor company, local Ford dealers, represented his company at a meeting of the Ford Weekly Purchase Plan at Portland last Monday. Representatives from most of the dealers in the Portland territory were present. All were taken through the assembly plant and afterwards taken to dinner at the Benson where pictures were shown and interesting and instructive talks were given.

BILL'S BILLBOARD

Bill had a billboard. Bill also had a board bill. The board bill bored Bill so that Bill sold his billboard to pay his board bill. Hence after Bill sold his billboard to pay his board bill the board bill no longer bored Bill.

RETURNS FROM SEASIDE

George Allen, of the Geo. E. Allen Implement company, returned from a weeks vacation at Seaside. Mr. Allen has a cottage there and his family expect to remain there for a month.

GOAT RAISING IS BENEFITED BY AUTO

Demand for Mohair Increasing
With Demand for
Closed Cars

Goat raising is an industry which has been materially benefited by the automobile. These goats are Angoras, the elite of the specie, and their hair is used in making the mohair plush used to upholster Oldsmobile sedans, and in fact, practically all of the better class closed cars.

For years the cultivation of Angora goats was limited to Asia Minor where strict laws prevented their exportation. It is less than 20 years ago that they were brought to this country, and today there are thousands of herds grazing in north and south western states.

The chief differences between Angora goat hair and mohair and sheep wool is that the latter has a kinky appearance and its outer surface is covered with barbs and natural oil, whereas mohair is usually way but not kinky and its outer surface is smooth, glossy and dry. It also has a channel through the center which carries

the oil in the same way as human hair. This latter characteristic is the reason why mohair retains its luster after scouring, as the soap and water do not remove the life-giving oil. Mohair is about two and one-half times stronger than wool.

These advantages of strength, long wear and perpetual silky appearance make it a fabric that was quickly seized upon by automobile manufacturers as ideal for closed car upholstery. Olds Motor Works, which is the oldest automobile company in the world, was among the early users of mohair.

As the use of closed model automobiles has kept increasing each year the demand for mohair has increased. The raising of Angora goats in this country has kept pace with the demand until today the United States vies with Asia and Southwest Africa, two other chief locations, engaged in this industry, in volume of output.

THIS SEASON'S FORD JOKE

Mule—What are you.
Ford—I am an automobile.
Mule—Gwin! If you're an automobile, I'm a horse.

Wilker—"He made the best after dinner speech I ever heard."
Wilkinson—"What did he say?"
Wilker—"Waiter, give me the check."



BEN SEZ

You can purchase any of his used cars and drive for one week and if at the end of that time you feel you have not made a wise choice you can exchange your car at face value on any other used or new car of same or greater value.

- CENTER OF AUTOMOBILE OWNERSHIP HERE**
- Analysis of the state registrations of motor vehicles in the United States shows that the center of motor vehicle ownership is located close to Peoria, Ill., according to Geirge Otis Smith, director of the United States geological survey. This study was made in connection with an investigation by the United States geological survey on the subject of the distribution of energy resources and the center of production of power in the United States. The center of electric power generation was found to be about 50 miles southeast of Chicago.
- RESEARCH SAVES \$3,900**
- Engineering study is developing lower cost methods of building highways, according to a recent report of the highway research board. One instance is the use of the thickened edge in the design of concrete roads. By this design a saving has been made of about 390 cubic yards of concrete per mile. At \$10 per cubic yard, this is a saving of \$3,900 per mile. About 24 states have adopted this new design.
- INSTALLS LIGHT TESTING STATION**
- E. H. Burrell, local auto electrician and battery man has installed a headlight testing station at his shop 236 north high street.
- Customer—"You've made two mistakes in this bill; one in your favor and one in mine."
Gracer—"In your favor? Where?"—Boston Transcript.
- 1924 Ford touring
 - 1923 Ford touring
 - 1921 Special Studebaker
 - Oldsmobile eight—fine for large family
 - 1924 Gardner coupe
 - 1920 Overland touring
 - 1922 Overland touring
 - 1923 Overland touring
 - 1924 Overland sedan
 - 1921 Overland coupe
 - 1924 Oakland sedan
 - 1921 Oakland touring
 - 1920 Dodge touring
 - 1923 Willys-Knight touring

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MARION CLEVELAND CHANDLER

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