

## GOOD MEALS WILL INCREASE TOURING

Autoists Becoming Tired of Poor Hotel Accommodations, Writer Says

(Concrete Highway Magazine)  
Touring by motor is yet new—a novelty that few have exhausted and many have yet to experience, but after a time it will cease to be so interesting unless organized provision is made for making the tourist entirely comfortable at a cost he is willing to pay.

There are already good hotels along the highways and the success of these good ones should spread until they bring up the standard of the hostleries that are not so good. The restaurateur and the innkeeper affect the use of the highways just the same as the use of the highways affect the patronage of the hotels.

Plenty of good things to eat and a good soft bed in a firesafe hotel at night—it might as well be admitted that most people are fond of these things and regard them not as luxuries and comforts but as necessities. The box spring and hair mattress and a clean tablecloth well weighted with good things compensate for the inconveniences that travel must bring and those who furnish these things are, with the road makers, partners in inducing travelers to begin their journeys.

It is a safe guess that the greater number of people who will visit the coast and the northwest this summer would not make the trip if the roads furnished catch-as-can meals and could guarantee a berth for the first night out, but could offer no assurance that there would be sleeping quarters for the second or third night. Steamship companies publish menus in their advertisements and good chefs and stewards are convincing sales arguments to those who would travel by water.

The tourist business is amounting to a tidy sum these days and with inducements, it may even amount to a great deal more. These inducements are good roads



Are highways destined to bring the republics of America into closer concord? Secretary of State Kellogg and Ambassador Mathieu, of Chile, grasp hands before a plaque presented the Highway Education board by members of the Pan American Highway commission. Left, Commissioner of Education J. J. Tigert, chairman of the board; right, Ambassador Pueyrredon, Argentine. The plaque is to hang permanently on the walls of the Pan American Union at Washington.

and good entertainment. The former is being supplied by federal, state and county governments while the latter is largely as you find it. Poor accommodations will stop traffic with only a little less certainty than a washed out bridge. Poor hotels along a transcontinental road in Utah will turn business from good hotels along the same route in Iowa.

"Organized responsibility" is the reason a certain automotive transport company assigns for its success and the principle might work with hotels. An announcement that the hotels along a major highway had set a standard of accommodation and charges in such a way that a tourist might book from one end of the route

to the other would relieve those who wish to take to the open road of a considerable amount of petty trouble.

How this may finally be done is of little moment. The point is that there are a lot of people traveling well-defined routes and a lot more people would make use of the highway if they were assured that all along the way, their hosts would literally and also figuratively speaking, set the biscuits on the table while they would still melt butter.

### LEAVES FOR RACES

Cody Evans, local rider, will leave this morning to ride for Harry Scott, Salem Harley-David-

son dealer, in the motorcycle races to be held in Vancouver today. There will be automobile races at that place today as well as the motorcycle races.

### MACDONALD TO MOVE

R. N. MacDonald, local Marmon, Cleveland and Chandler dealer, expects to be in his new location at the corner of Cottage and Perry streets next week. Mr. MacDonald returned during the week from a trip over his territory to the south and reports conditions to be improving.

Eugene—Eugene Bible school will build new girls' junior college.

## OIL IS NOW CARRIED IN MAINS IN GROUND

Huge Network of Pipes Transmit Millions in Crude Oil to Plants

CHICAGO—The transcontinental underground web of pipe lines that silently supply the surface feeding of industry, has been developed into an oil carrying system that is comparable with the expansion of the railroads after the Civil war.

A network of more than 65,000 miles of two- to twelve-inch pipes touch both coasts and spread into the mid-continent, connecting crude oil fields with refineries and industrial plants in distant sections of the country. This system is estimated to represent an investment of \$518,500,000 in the United States.

One of the largest companies figured that if the work of transporting the oil were taken over by the railroads tomorrow, it would require two million tank cars, in addition to 10,000 locomotives, to handle it.

Three main or "trunk" lines join that central and western fields with the Whiting, Indiana, refineries, and two of these continue to the Atlantic seaboard. Another trunk line connects the Salt Creek, Wyoming, and Elk Basin region with this line at Freeman, Mo.

The system is made up of dozens of trunk lines, tapped by gathering lines or feeders. If all these trunk and gathering lines were connected in one line they would reach three times around the earth. The most recent addition was the 1,400-mile line from Teapot Dome to Chicago, via Kansas City. More than 500,000 barrels of oil are required to fill this line, which carries a "frozen liquid capital" figured at \$500,000.

The trunk lines are of eight and twelve inch pipe, while the gathering lines range from two to six inches. The pipes are laid three feet under ground.

Oil is forced through the pipes by powerful pumps, located 30 to 50 miles apart along the line. The oil moves at a speed of three or four miles an hour, depending upon the contour of the country and the viscosity of the petroleum.

Building and laying of the pipe lines is similar to the construction of the railroads. Reconnaissance parties make the survey, the pipe layers string the pipe along the ground and when the shallow ditch has been dug, usually by machine, it is eased into place. Under favorable conditions, a crew of 40 men can lay a mile of pipe a day. The right of way, telegraph and telephone lines and sufficient acreage for pumping sites are obtained by the purchase of "easements." In some states the right of way may be obtained by condemnation proceedings.

The power which the pipe lines hold has caused them to be defined as public carriers, and as such are under strict government regulation. The holders of the largest systems are Prairie Pipe Line company, with 10,772 miles, representing an investment of \$86,478,000; the Sinclair company, with 5,732 miles, representing an investment of \$71,592,000; the Buckeye company with 6,455 miles, representing \$21,775,000, and the National Transit company, with 3,942 miles, representing \$16,531,000.

The operation of a pipe line is continuous. Every day in the year the oil flows steadily. The pumping stations are all connected with communication wires. Road men daily inspect the lines for leakage.

The quantity of oil handled by the lines is more than 400,000,000 barrels annually, transported over a distance ranging from a few miles up to 1,400. They bring 150,000 barrels daily from the eastern and midcontinental fields to the Atlantic seaboard.

### SALES FOR 1925 LARGER

HUPP MOTOR COMPANY ANNOUNCES 45 PER CENT GAIN

Sales of cars by the Hupp Motor Car Corporation for the second quarter of 1925—the months of April, May and June—were 45.6 per cent greater than for the corresponding period in 1924, according to C. C. Hutchinson, general sales manager. Sales volume in dollars was even greater than that increase, due to the large proportion of eight cylinder cars. Export sales totalled an even 100 per cent larger than those for April, May and June 1924.

The month of June was the largest in the company's entire history in sales volume in dollars, and its second largest in number of cars manufactured. It exceeded June 1924 in shipments by 32 per cent.

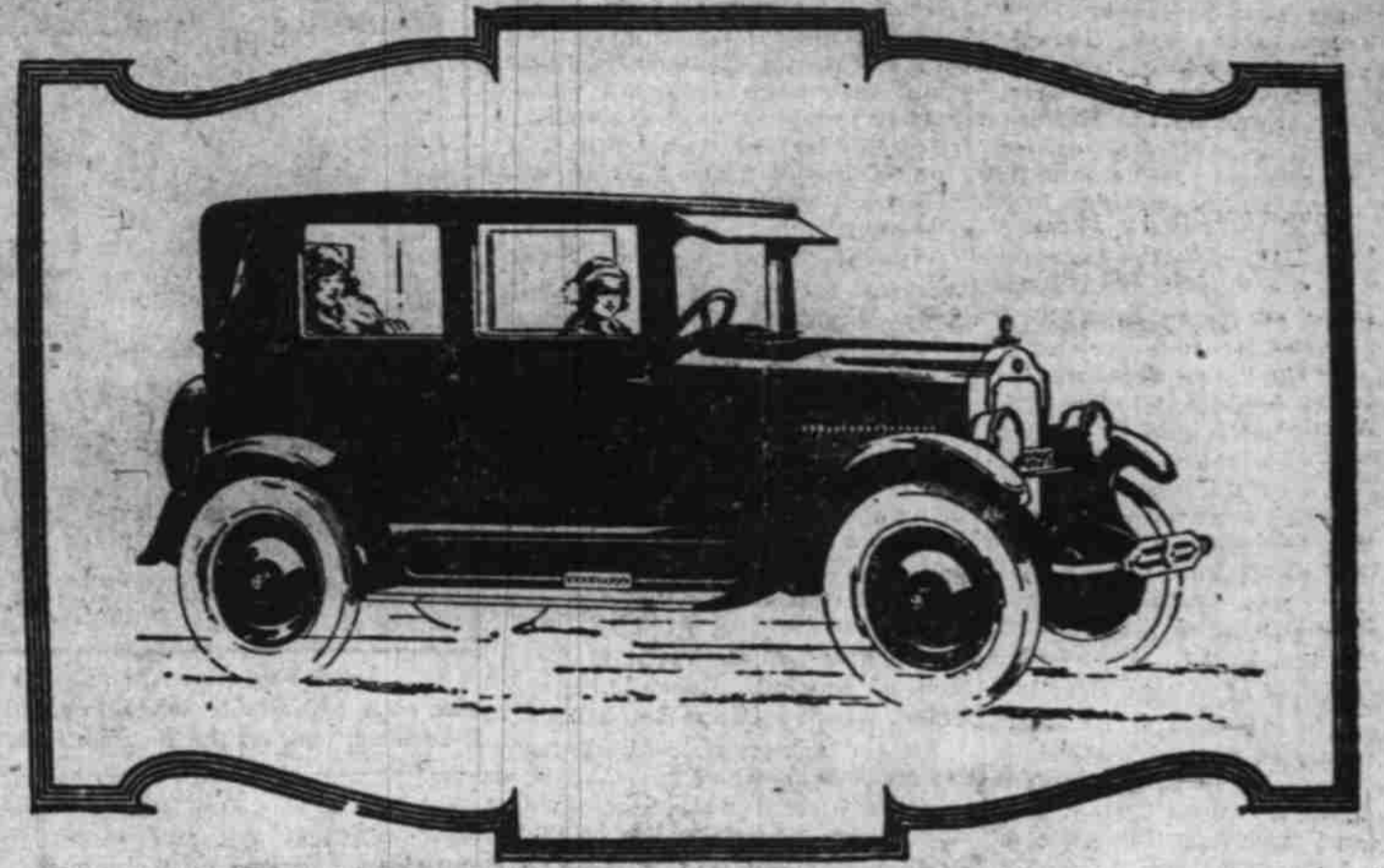
July sales should reach a figure at least 50 or 60 percent higher than those for July last year, continued Mr. Hutchinson. "Dealers' stocks were practically exhausted at the month started. We have many more orders on our books than we can possibly build during the entire month.

July will see the greatest out-

put of our eight cylinder car that we have yet reached—placing that car in an even more dominating position among all eight-cylinder types. Our production of this car has already passed 75 per day

with demand continuing to exceed supply. Distributors are continuing to telegraph orders for cars to the factory—a condition we have never before experienced during the summer months."

Baker—Greenhorn Mountain gold strikes 60 miles southwest, attracts many.  
Marshfield—New \$125,000 Wesley hospital opens with many patients.



## TODAY! Not Tomorrow

- Distinctive Features of the New Coach**
- The Million Dollar Motor
  - Four-Wheel Brakes
  - Full Balloon Tires •• 495
  - Disc Clutch • Dome Light
  - Spring-Type Silk Curtains
  - One-Turn Window Lifts
  - One-Piece Windshield
  - Cowl Ventilator • Bumper
  - Boyce Motometers
  - Aluminum Kick Plates
  - Genuine Gray Spanish Leather Upholstery ••
  - Optional

The 1925 Star Car is the greatest value buy in its price class—today—not tomorrow. The new Million Dollar Motor has swept the Coast with its real power performance.

This is the car for you, the car with a hundred and one advanced features—today—features which competition may have tomorrow. High class features which set the Star in a class by itself. It is the car for you. It will save you money in every mile.

Compare it with any car, detail for detail. Then you'll know—positively—why its the greatest value buy in the world today.



**A Convenience Feature**  
The front seats, contrary to custom, fold in toward each other, thus clearing a wide avenue for entrance and exit of passengers.

Salem Automobile Co.

151 NORTH HIGH

SALEM

WITH THE MILLION DOLLAR MOTOR

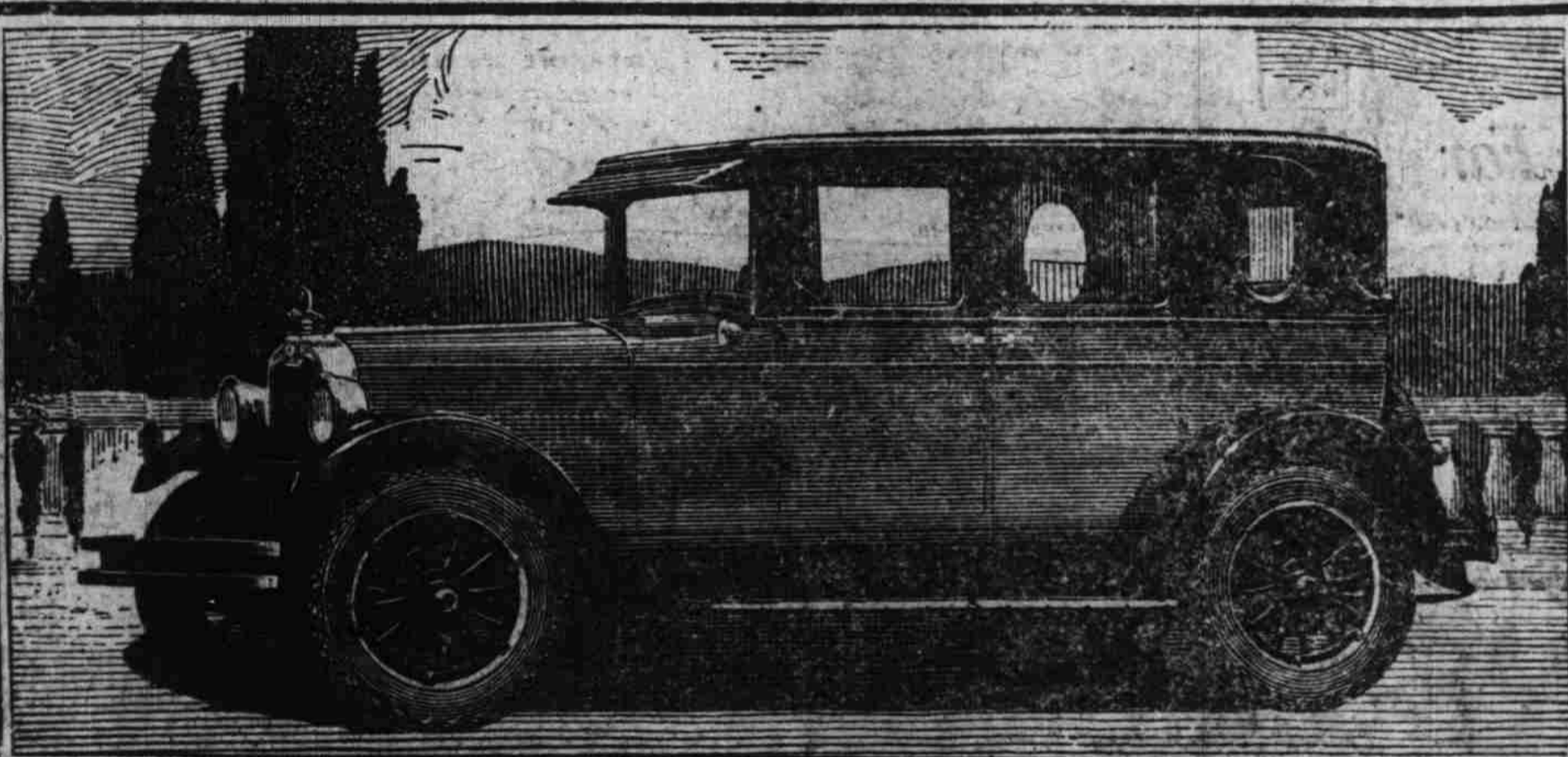
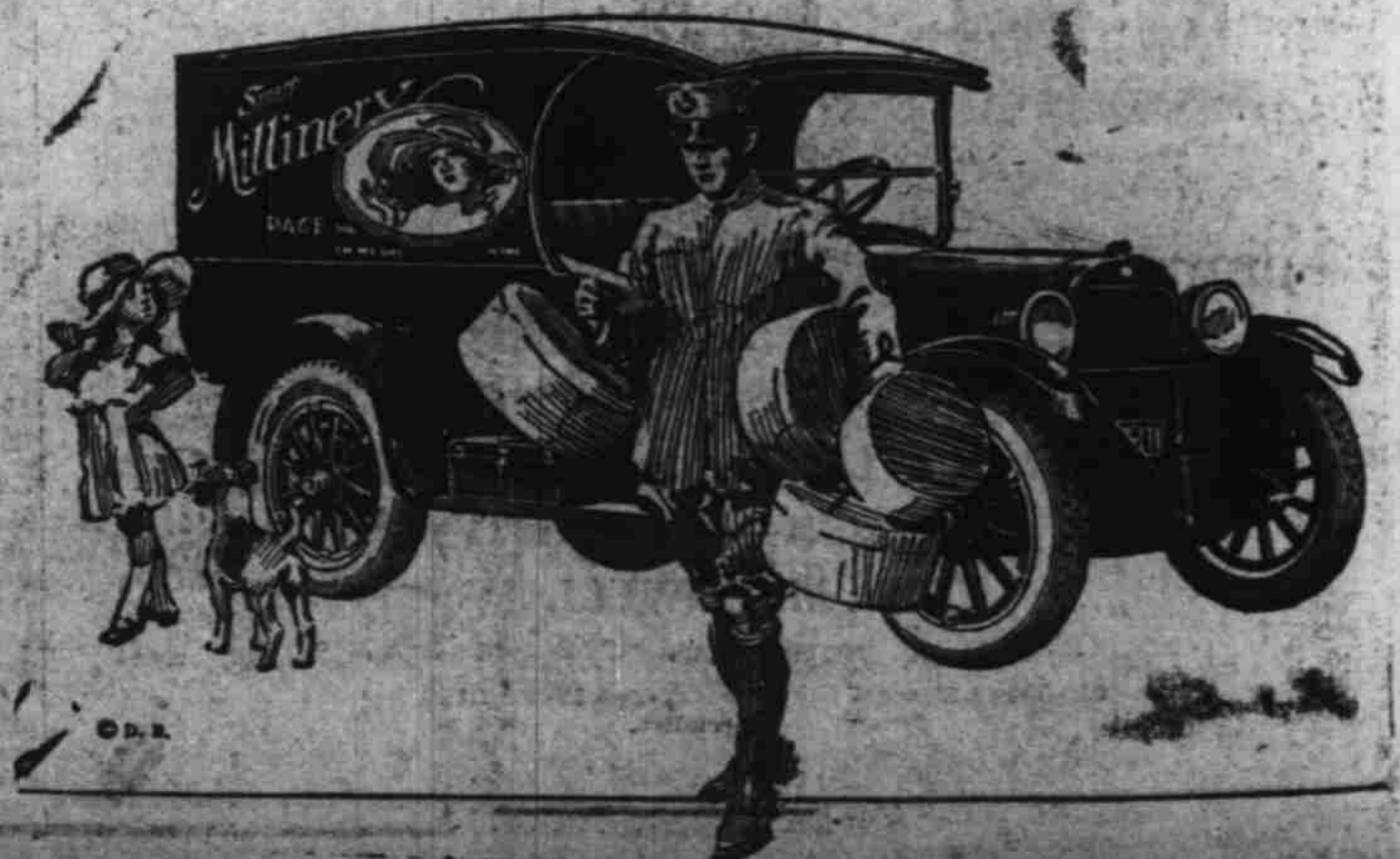
## DODGE BROTHERS COMMERCIAL CAR

So trim and businesslike in appearance that frequently it pays a substantial part of its own way in advertising value alone.

Panel Commercial Car \$905, f. o. b. Detroit \$1140 delivered

BONESTEEL MOTOR CO.

474 SOUTH COMMERCIAL STREET  
PHONE 423



# Announcing

**Smart New Motor Cars**—new bodies by Fisher—low, racy lines—hood and body beading—lower running boards and fenders—rich, distinctive new color combinations in enduring Duco—newly designed nicked radiator and special head and cowl lamps—all combine to inspire admiration.

**Over 100 Improvements and Refinements**

Oakland Six owners everywhere have expressed surprise that a car so powerful and spirited should operate so smoothly and quietly. And yet this car has been still further bettered by more than 100 improvements and refinements—including Oil Filter, perfected full pressure Oiling System, larger Crankshaft and Bearings, Air Cleaner, Four-wheel Brake refinements, still larger Balloon Tires and many other features of advanced engineering which contribute to the outstanding value of the car.

**The Harmonic Balancer** A vitally important and exclusive Oakland feature, the result of years of intensive research and development by Oakland and General Motors engineers—renders the Oakland Six engine positively unmatched in the absence of vibration at all speeds. It establishes Oakland even more firmly than ever as the outstanding leader in advanced engineering.

**~and New Prices ~\$70 to \$350 lower** Oakland's much lower prices would of themselves make this announcement one of the most important of the year. Considering the many important refinements which have been added to a car already unmatched in appearance and performance, the new prices are all the more impressive.

Come in—see the new Oakland Six—drive it—study the remarkable Harmonic Balancer—get the new lower prices—see why Oakland is more than ever the outstanding leader in its field.

VICK BROTHERS

High Street at Trade

Telephone 1841

# OAKLAND SIX

WINNING AND HOLDING GOOD WILL

PRODUCT OF GENERAL MOTORS