

GENERAL MOTIONWAY
INVADES OLD PATH

(Continued from page 1)

formation furnished by the Bureau of Public Roads, United States Department of Agriculture follows:

Summary of Types of Surfacing U. S. Route 40 (Northern Branch)

Per Cent	Miles
Hard-surface roads, including brick, concrete, macadam and bituminous macadam	1,550 48.4
Gravel "sand" graded	539 16.8
Earth, "sand" graded and drained roads	672 20.9
Unimproved	444 13.9

Total 3,205 100.0

Travelog of the Road

New Jersey—Beginning at Atlantic City, the nationally famous pleasure and health resort, where it is estimated 15 million vacationists annually parade the boardwalk, United States route 40 extends in a northwesterly direction through the practically level truck-farming and fruit-growing areas of New Jersey. This stretch is of particular interest to the road user because it was this Commonwealth that in 1891 enacted the first State-aid road law. Thus, this legislation initiated the movement which culminated in the present State and Federal highway systems. Of the 66 miles of the route in this State, 44 miles are paved, and the rest of the distance is surfaced with gravel.

Delaware—Crossing the Delaware River by ferry at Penn's Grove the traveler arrives in Wilmington, where in 1838, the Swedes made their first landing in America. The Battle of the Brandywine in the Revolutionary War was fought 8 miles northwest of the city. The variety in the license tags on the automobiles that the traveler passes on the 19-mile stretch of pavement across the State, illustrate the interstate and transstate usefulness of the United States highways.

Maryland—Passing over the State boundary into Maryland the route proceeds westward to Elkton, 21 miles from Wilmington, where in 1777, the British fled under General Howe's landing troops to attack General Washington in the Battle of the Brandywine. The first view of Chesapeake Bay is glimpsed opposite Charleston, about 10 miles farther on. Traveling in comfort over the smooth pavement, the motorist arrives in the historic city of Baltimore, founded in 1732, on the banks of the Patapsco, and named after Lord Baltimore, the first royal proprietor of the Maryland colony. It is worth while to drive to the foot of Fort Avenue and view Fort McHenry, during the bombardment of which, in 1814, Francis Scott Key, temporarily detained on a British boat, composed the verses of "The Star Spangled Banner." Continuing westward from Baltimore over what is known as the Cumberland Road—after the town of that name, originally Fort Cumberland—the motorist passes through Ellicott City—the western terminus of Peter Cooper's initial experiment with a Baltimore and Ohio locomotive. Farther over the rolling hills, at Frederick, is found the home of Barbara Fritchie—the aged heroine of John Greenleaf Whittier's Civil War poem. Then the traveler passes through Hagerstown, 10 miles south of which is situated the historic battlefield; and next arrives in Cumberland, in the heart of the Allegheny mountains. From Cumberland—the junction of the Old National Pike—it is about 31 miles to Keysers Ridge, the summit of the Allegheny Mountains and the highest point on route 40 in the Eastern States—elevation 2,900 feet above sea level. This altitude, however, presents no serious obstacle to all-year-round travel because the snow-removal forces of the Maryland State Roads Commission are continually on the alert to keep this summit clear of snow.

For the entire distance of 226 miles, through the State of Maryland, route 40 is paved.

Pennsylvania—Crossing the Pennsylvania State line, a short distance west of Keysers Ridge, the traveler passes over that portion of route 40 made famous by Major George Washington, who was defeated by the French in the early Colonial days at Fort Mifflin, a short distance south of Farmington. Just west of here also is the grave of the British General Braddock, who was sent to retrieve Washington's defeat, and was mortally wounded in battle. It was upon the Old National Pike between Cumberland, Md., and Wheeling, then in Virginia, that the first extensive program of road improvement at the expense of the Federal Government was begun, in 1806. The completed road as far as Wheeling, W. Va., was thrown open to travel in 1818, and in that year United States mail coaches began operating between the National Capitol and the Ohio River at Wheeling. The freight over the road in the early days was carried in Conestoga wagons. The drivers wanted a cheaper smoke, and in order to satisfy the demand, George Black, an enterprising tobaccoist of Washington, Pa., is said to have produced an elongated cigar which the drivers carried in the tops of their boots and which came to be known as a Conestoga or stoga. The same kind of cigar is now known as a "Pittsburgh Stogie." After the Government completed the construction of the road it was maintained by turnpike companies and financed by the collection of tolls. This method of highway finance, however, was never a success and

the road gradually fell into tourist rest stations or hotels.

The entire 81 miles of the route in Pennsylvania is paved. West Virginia—At West Alexander Road 40 crosses the State line into West Virginia, and from this point sixteen miles of road have been paved across the northern section of the State to Wheeling. This is the oldest town on the Ohio River, and when the Civil War broke out, was the headquarters of Virginians opposed to secession. It was the capital of the new State of West Virginia from 1863 to 1885. On a rocky precipice, just east of Wheeling, is a monument marking the spot from which the daring Indian scout Major Samuel McColluck, in 1777, escaped by forcing his horse over the cliffs, while attempting the relief of Fort Henry at Wheeling.

Experimental Concrete Road
Ohio—Two bridges cross the Ohio River. The toll from east-bound travelers is collected on the Wheeling side and from the west-bound travelers on the Bridgeport end. Entering upon the straightaway road across Ohio the traveler is impressed with the directness with which the early pioneers selected the route for the Old National Pike. Passing through the State capitals of Ohio, and Indiana, and through Vandalia, capital of Illinois in 1839, this highway is the longest stretch of practically straight road in the United States. It becomes almost monotonous to hold the steering wheel of the car to the same course. The road is paved for the entire 225-mile distance across Ohio.

About 6 miles west of Zanesville, there is a tablet in a Federal-built bridge, the inscription of which bears the date 1830, (in Jackson's term) and the phrase "The policy of the Nation, reciprocity at home and abroad." This is only one of the many bridges along the route in Ohio which are relics of the days of the Old National Pike of a century ago. East of Zanesville is the famous Y bridge over the Muskingum River, said to be the only one of its kind in the United States.

Between Zanesville and Hebron, a distance of 24 miles, is a section of experimental concrete pavement built in 1915 by the Office of Public Roads, now the Bureau of Public Roads of the United States Department of Agriculture. At that time concrete road construction was still in its infancy. This road is still in good condition.

Continuing through Columbus, and Springfield, the traveler reaches Brandt. Between this point and the State line, the direct route of the numbered highway is under construction to the Indiana boundary. It was at Dayton, on the detour road, that the disastrous flood occurred in 1913. Dayton is also the home of Orville Wright, who with his brother Wilbur was a pioneer in aviation.

Indiana—The highway crosses the State line just east of Richmond, Ind., a town in the midst of a rich farming and natural gas region. Richmond was settled by the Quakers in 1816. The entire of

151-mile distance across the State is paved. The birthplace of James Whitcomb Riley—the Hoosier poet—may be seen at Greenfield, 44 miles west of Richmond, and 20 miles farther on, in Indianapolis, the State capital, the poet made his home. At the intersection of United States routes 40 and 31, a concrete monument marks this location as the point where the historic old Michigan Road branched off from the Old National Pike.

Free Bridge Over Mississippi
Illinois—After crossing the Wabash River, the State line is passed between Terre Haute, Ind., and Marshall, Ill. The traveler is impressed by the center parking permitted in the streets of this town and is reminded of the difficulty of keeping in formed of the varying traffic rules in the different municipalities. Passing through Effingham, the road leads on to Vandalia, the capital of Illinois, from 1819 to 1839, and in the courthouse beside the route may be seen the window from which Abraham Lincoln is said to have jumped during one of the sessions of the State legislature. After driving over continuous pavement through Illinois for a distance of 161 miles, the traveler reaches the Mississippi River at East St. Louis. There are three bridges across the river at this location—the Eads, the McKinley, and the Free—but route 40 passes over the Father of Waters upon the structure free from tolls.

Route 40 Blocked by Snow
Colorado—In the Western States, the passes over the Rocky Mountains and the Sierra Nevada range may be expected to be blocked by snow at any time after October 15, and remain closed to travel until the following April or May.

Beginning at little above sea level at St. Louis, the traveler has now motored over the gently-rising topography of Kansas and has climbed gradually to an elevation of a mile above sea level at Denver, Colo. Many scenic drives, adjacent to the city afford interesting side trips to Estes Park, the entrance to Rocky Mountain National Park, and the grave of William F. Cody (Buffalo Bill) situated on Lookout Mountain, 14 miles west of the city. The traveler finds it difficult to believe that this bustling American city was a rude mining camp only 70 years ago. But, when fortune hunters swarmed westward to seek the gold that had been discovered on a stream tributary to the South Platte, the trail to the new Eldorado developed into a well-worn road over which, on what was said to be one of the proudest days in the history of Denver—June 7, 1859—there arrived the first two horse-drawn Concord coaches of the Leavenworth and Pike's Peak Express.

In 1861, wishing to gain a westward connection from Denver to Salt Lake City, a civil engineer named E. L. Berthoud, was employed by W. H. Russell and Pen Holladay—the overland transportation magnates—to examine the country in search of such a route. The survey proved that a road could be constructed which would shorten the distance from the Missouri to the Pacific by 250 miles. It has only been within the last few years, however, that the State and Federal Governments have been active in constructing this road largely as Federal aid and forest-road projects.

Proceeding by circuitous mountain construction, the road is built

Continuing westward over a paved road, the traveler passes through St. Charles, and then reaches Booneville, 151 miles from St. Louis. It was over this Lick Road, that the redoubtable pioneer Daniel Boone himself, and his two sons Nathan and Daniel, transported supplies of salt to the little French village of St. Louis, in 1800. It was also from Booneville in the early part of the nineteenth century, that great wagon trains started over the Santa Fe trail for the Southwestern country. From Booneville the driving is easy to Kansas City on the State boundary. The entire distance of 256 miles through Missouri is paved.

Paved for 1,234 Miles
Kansas—Kansas City is the world's largest hay market. Its Chicago in the contest of size.

Long famed as a railroad center, this market town of the Southwest has now an elaborate system of five boulevards connecting beautiful residence sections which will attract the motoring visitor.

From Kansas City the paved road continues for 101 miles through Lawrence and Topeka to St. Mary's. This is the end of the 1234-mile paved section which begins at Wilmington, Del. Thirty-six miles farther on is Manhattan, where the route divides into 40-north and 40-south, and continues as two branches of the same road as far as Limon, Colo. It was the discovery of gold in Colorado in 1858, more than any other occurrence, that caused the direct westward extension of the original road across Kansas, over practically the same location as the present route. The Overland stages traveled over the road branching off at Junction City onto the divide between the Smoky Hill and Republican Rivers. Of the 486-mile distance across Kansas, 101 miles is paved, 73 miles is gravel surfaced, and 292 miles is earth, or graded and drained road.

Route 40 Blocked by Snow
Colorado—In the Western States, the passes over the Rocky Mountains and the Sierra Nevada range may be expected to be blocked by snow at any time after October 15, and remain closed to travel until the following April or May.

Beginning at little above sea level at St. Louis, the traveler has now motored over the gently-rising topography of Kansas and has climbed gradually to an elevation of a mile above sea level at Denver, Colo. Many scenic drives, adjacent to the city afford interesting side trips to Estes Park, the entrance to Rocky Mountain National Park, and the grave of William F. Cody (Buffalo Bill) situated on Lookout Mountain, 14 miles west of the city. The traveler finds it difficult to believe that this bustling American city was a rude mining camp only 70 years ago. But, when fortune hunters swarmed westward to seek the gold that had been discovered on a stream tributary to the South Platte, the trail to the new Eldorado developed into a well-worn road over which, on what was said to be one of the proudest days in the history of Denver—June 7, 1859—there arrived the first two horse-drawn Concord coaches of the Leavenworth and Pike's Peak Express.

In 1861, wishing to gain a westward connection from Denver to Salt Lake City, a civil engineer named E. L. Berthoud, was employed by W. H. Russell and Pen Holladay—the overland transportation magnates—to examine the country in search of such a route. The survey proved that a road could be constructed which would shorten the distance from the Missouri to the Pacific by 250 miles. It has only been within the last few years, however, that the State and Federal Governments have been active in constructing this road largely as Federal aid and forest-road projects.

Proceeding by circuitous mountain construction, the road is built

across the Continental Divide, through the Berthoud Pass—62 miles west of Denver—at an elevation of 11,313 feet. Again it crosses the Rocky Mountains at Muddy Pass—94 miles north of the Berthoud—at an elevation of 8,772 feet; and for the third time via the Rabbit Ears Pass—7 miles northwest of the Muddy Pass—at an altitude of 9,808 feet above sea level. Thus, the Continental Divide is crossed three times within 163 miles of Denver.

Of the 512-mile length of United States route 40 across Colorado, there are 20 miles of concrete pavement, 38 miles of gravel surfacing, 287 miles of graded and drained earth road, and 187 miles of unimproved road.

Engineers Abolish Terrors
Utah—After crossing the Utah State line 20 miles east of Jensen, the traveler soon arrives at Vernal, 17 miles farther on. Twenty-two miles to the southeast is the Dinosaur National Monument, where there are extraordinary fossil remains of the dinosaur, and other gigantic reptiles of the early geologic ages.

West of Fruitland—93 miles west of Vernal—approximately 29 miles of the route is at an elevation of 7,000 feet. Included in this section, there are 22 miles at an altitude greater than 7,500 feet above sea level, with an 8,000-foot summit at Bertham's Ranch, at the entrance to Daniel's Canyon. The next summit worthy of note is at Parley's Canyon, 18 miles east of Salt Lake City—at an elevation of 7,100 feet. From here the road descends rapidly to an altitude of 4,200 feet at Salt Lake City.

This city, situated at the foot of the beautiful Wasatch range was founded by the Mormons, in 1847, under the leadership of Brigham Young. The principal points of interest are the Temple and the Tabernacle both situated in Temple Block—the local civic center. The sacred rituals and ceremonies of the Mormon Church are carried on in the Temple, and only members of the Church are permitted to enter, but the Tabernacle is open to visitors, and free organ recitals are given daily at noon from the middle of April until August 1. The organ, built under the supervision of Brigham Young, contains 5,500 pipes.

The Great Salt Lake, said to be an evaporated remnant of prehistoric Lake Bonneville, lies to the northwest of Salt Lake City, the southern extension being known as the Great Salt Desert in which, under the blazing sun, so many of the early pioneers perished. This great obstacle to transcontinental travel has recently been overcome by a Federal-aid road which may be traversed easily at a 40-mile speed by automobile. This is known as the Wendover Cut-off. Of the 371-mile length of the route across Utah, 81 miles is paved, 107 miles

consists of gravel surfacing, and 183 miles is unimproved.

Federal-aid Funds
Nevada—The Nevada State line is passed, 0.4 mile west of Wendover, Utah, and from here

the ascent is rather rapid through Ruby Mountains, follows the valley of the Humboldt river through a sparsely-settled cattle-raising country, and skirts the Carson Sink, another one of the salty remnants of ancient Lake Ronne-

Vick Brothers
Used Cars

Enjoy a real vacation in one of our Good Will Used Cars

- 1927 Pontiac Coupe - \$675.00
- 1927 Chevrolet Coach - \$525.00
- 1926 Dodge Coupe - \$595.00
- 1927 Oakland Coupe - \$775.00
- 1926 Gardner Six Sport Touring - \$595.00
- 1926 Ford Coupe - \$325.00
- 1926 Pontiac Coupe - \$525.00

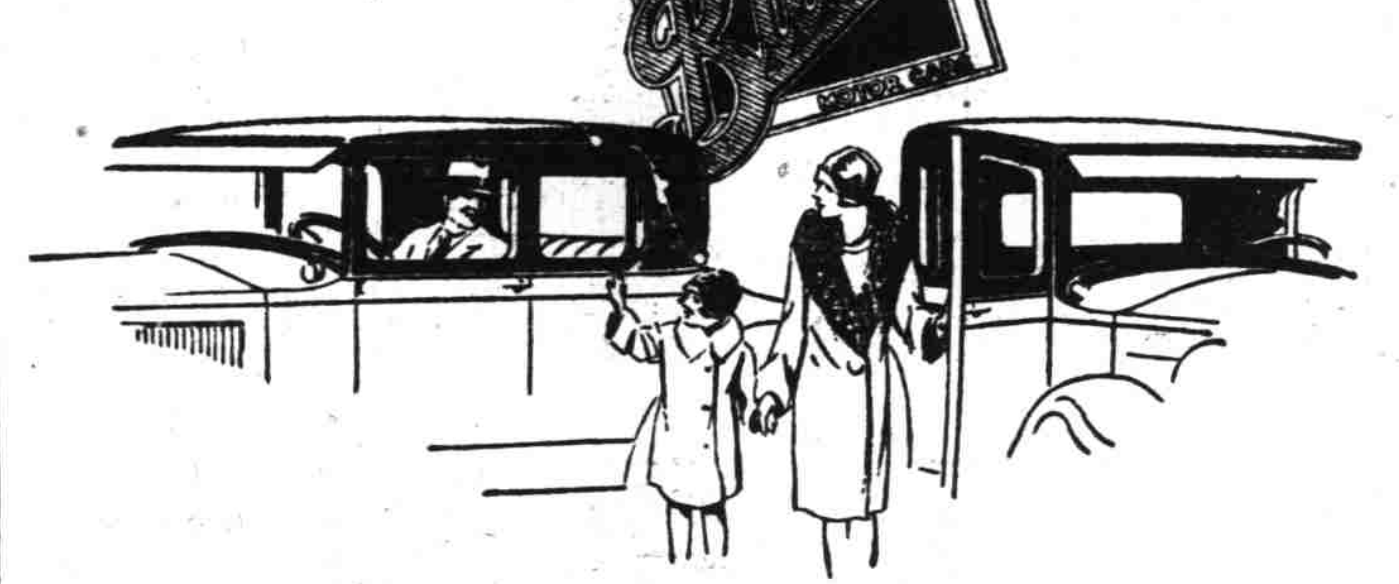
Several Harley Davidson Motorcycles \$75.00 and up

Fishing cars with 1928 licenses for \$50.00 to \$75.00

Vick Brothers

280 So. High St. The House That Service Built Phone 1841

RELIABLE USED CARS



Buy a used car for your second car

The number of two-car families is growing every day. Perhaps you're considering a second car yourself. You don't want to spend too much—yet you don't want a cheap car, either. Then why not a used car—from a reliable dealer? Stop in and see us. We probably have just the car you want—at the price you want to pay. And if you buy a used car here you can depend on it. The word of a Buick dealer stands behind it.

OTTO J. WILSON
388 N. Com'l St. Telephone 220

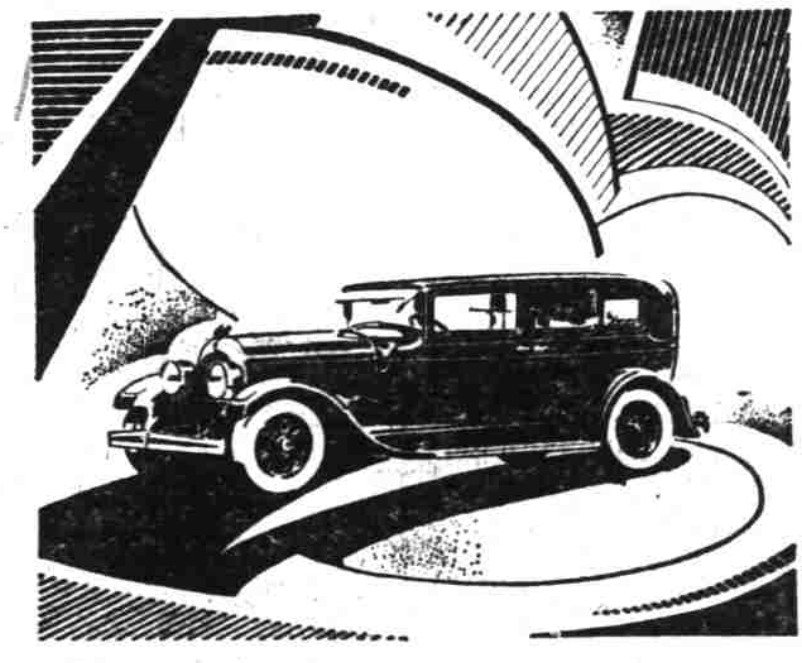
Overtake the "72"?

...well, hardly!

If CHRYSLER "72" were merely more beautiful—if it were just an average good value—it would deserve no special consideration from the buyer.

But it clamors for his consideration and demands his attention by reason of a gauge and proof of greater value which cannot be escaped.

All cars today seek to approximate Chrysler "72" performance by patterning after Chrysler engineering. But after three years of striving, how close are they to the "72"



CHRYSLER "72"

today? No closer than they were three years ago.

As they have struggled to approach, Chrysler "72" has pulled away and gallops around and past them with more than the ease of the old original Chrysler sensation-car of 1924.

There may be pocket-book reasons for choosing cars of lesser price than

the "72." There simply cannot be a valid reason for paying as much or more for any car other than the "72."

Illustrations New Chrysler "72" Prices—Two-passenger Coupe (with rumble seat), \$1545; Royal Sedan, \$1595; Sport Roadster (with rumble seat), \$1595; Four-passenger Coupe, \$1595; Town Sedan, \$1695; Convertible Coupe (with rumble seat), \$1745; Crown Sedan, \$1795. All prices f. o. b. Detroit, subject to current Federal excise tax. Chrysler dealers are in a position to extend the convenience of time payments.

New Chrysler "Red-Head" Engine—designed to take full advantage of high-compression gas, standard equipment on all body models of the 112 h. p. Imperial "80," also standard on the roadsters and available at slight extra cost for other body types, of the "62" and "72."

Fitzgerald-Sherwin Motor Co
CORNER CHEMEKETA AND LIBERTY TELEPHONE 1132

