

HIGHWAYS SHOULD BE ONE NATIONAL IDEAL

WASHINGTON, D. C., May 15.—"Complete and comprehensive systems of enduring highways should be a national ideal," said Attorney General A. Mitchell Palmer in a statement issued today regarding national ship by Truck-Good Roads Week, May 17-22.

The attorney general, stressing the point that the activities of the week would create opinion and organize sentiment favorable to good roads, also expressed the unique wish that national highways, once constructed, should be lightened by electricity.

Mr. Palmer, in his statement, said in part:

"Good highways are essential to America's proper functioning as a national entity. Socially, politically and economically, they are vital in the carrying-out of the plans laid down by the fathers for a more perfect union of these states.

"I hope that I may yet see the United States closely gridironed with scientifically constructed highways, and my effect as a citizen will be to hasten that end.

"When we get such a system of national good roads, as I believe we will, it should be lightened electrically. We have the power waiting in our rivers, whose latent usefulness for transportation has been too long neglected. Lighted highways will have a doubled carrying value, and will bring power, light and heat to the farmer's front door.

"A complete and comprehensive system of enduring highways, built to

serve all the people, should be a national ideal, and I believe is fast becoming one. It is an ideal upon whose attainment depends the completion of our destiny as a government and a commonwealth designed to be a blessing to its own citizens and a model to the citizens of other nations, so many of whom are now looking and will continue to look to use for guidance.

"I am glad to see any effort, such as the projected national ship by Truck-Good Roads Week, which will help, as I believe this effort will, to create opinion and organize sentiment favorable to good roads."

SPEED TESTS UTILIZED IN HUDSON ADVANCES

The speedway, the road race and the endurance run have been the crucibles from which have come the perfected automobile of today. Driving a motor at top speed for five and six continuous hours in a speed contest, or sending the car through endurance and reliability runs, put it to a greater test than five years of ordinary service and immediately show up any weakness which may exist.

"When it was announced five years ago that by the use of an exclusive, patented principle, Hudson had increased the power of the motor by 72 per cent without any increase in size of the sacrifice of simplicity, skeptics expressed a doubt as to whether the car would stand up under such a strain," declares J. E. Elkins, of the Oregon Motor Garage.

"It was to prove the superior endurance which also resulted from the use of this principle that Hudson cars were entered in speedway events. The super-six was not designed as a racing machine. Therefore it was not put on the speedway to display mere brute speed. It was entered merely to prove how the patented principle used in the super-six motor resulted in a motor with greater endurance than anything heretofore known, because the increase in power it yielded came from the minimizing of destructive vibration.

"Pitted against the fastest special racing machines ever built, many of them costing from \$15,000 to \$40,000, these super-sixes made a record which has never been equaled. But it was a triumph of endurance over speed, for more than 60 per cent of the racing machines against which Hudson competed had more speed. What the super-six accomplished therefore, was due to superior staying powers. They won out by being able to hold the terrific pace where other cars with less stamina literally were burned up. In nine championship races during its first year on the speedways, out of 23 entries, every Hudson car except one finished within the money and a collision forced that one out of the race.

"It was at Chicago that a Hudson special established the American speedway record for 150 and 200 miles at an average of 100 miles an hour. This was faster than a car had ever traveled such a distance before. At Omaha, Seattle, Minneapolis and Tacoma, also, new track records were established. In some races, notably at Seattle, super-sixes practically monopolized the leading positions, taking first, third and fourth. In six of the biggest races of that year Hudsons captured three first positions, four seconds, two thirds, a fourth, a fifth, a seventh and a ninth. In fact, the super-six specials decisively wrested the American speedway championship from foreign-made cars, which up to that time dominated speed contests.

"But Hudson victories were not confined to the speedways, for it was the same year that stock super-sixes captured more worth-while records than have ever been held by any other stock car. Everyone recalls how a Hudson stock car traveled 1419 miles in 24 hours and how another seven-passenger touring car made the run from San Francisco to New York and return in 19 days and 21 hours. In addition, a Hudson stock car in an acceleration test went from a standing start to 50 miles an hour in 16.2 seconds and from a standing start to 60 miles an hour in 23 seconds, establishing new world's records.

"It was the result of these tests, as well as the experience gained from 80,000 cars in the hands of their owners that has culminated in the present perfected development of the super-six. The same engineers who built the first super-six and who for five years have developed it are responsible for the latest Hudson model."

Veteran A. E. F. Mascot, Who Lost Leg in France, Trying Out a Substitute



Joe has lots of friends. He is one A. E. F. veteran who doesn't care anything about bonuses or allotments or such things. It is true he lost a leg in action while serving in France as mascot of the 109th Infantry, but everybody has been a good to him that he has almost forgotten about being wounded. He is shown here wearing a wooden leg which was made for him at the Philadelphia pound where he has been a cheerful patient for months.

There are many things you don't know and it is just as well you don't.

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THE mere fact of owning a motor car counts for but little these days unless it is a car of which its owner may justly be proud.

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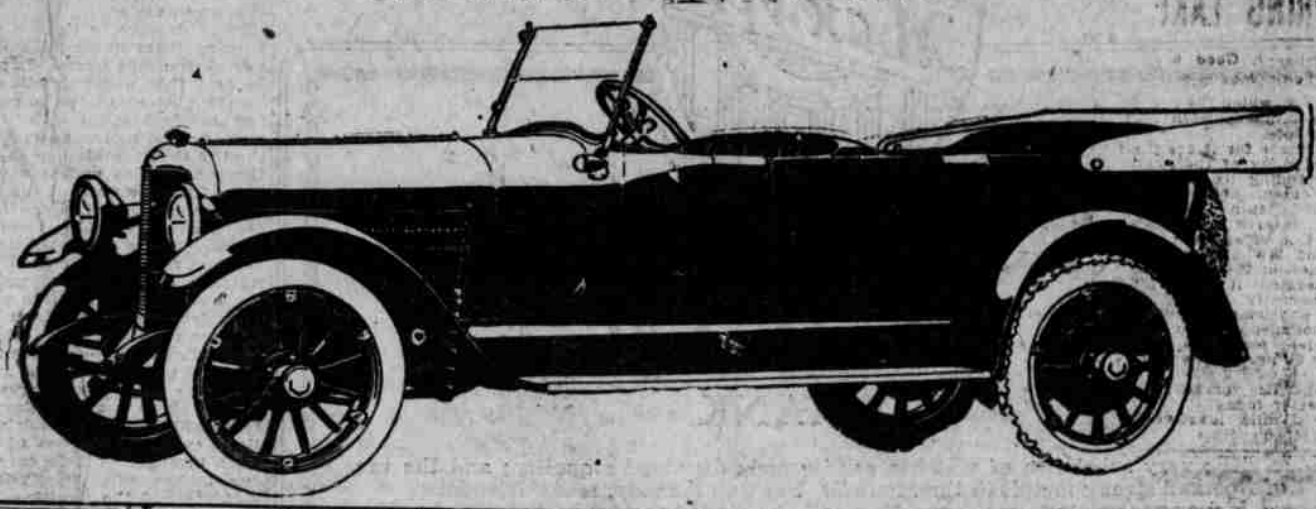
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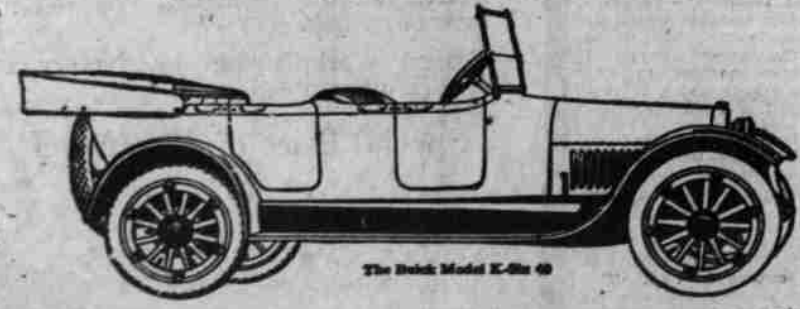


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Prices Reduced April 1, 1920

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O. A. C. PLANS FOR JUNIOR WEEK-END

OREGON AGRICULTURE COLLEGE, Corvallis, May 15.—Junior Week-end at O. A. C., May 21 to 23, promises to be the biggest affair of its kind ever held on the campus, according to Roy Keene of Salem, general manager of the week-end.

Class work will be suspended Friday May 21, by President Kerr, and all plans relative to activities of the week-end have been completed. Friday morning has been left open in order to allow all students and staff members the opportunity to cast ballots in the special election. The annual alumni luncheon will not be held this year. Friday evening the junior vaudeville will be the center of attraction. The tug of war between the freshmen and sophomore classes followed by burning freshman caps will take care of the early morning hours on Saturday. The out-door pageant by women of the college for which elaborate preparations are being made will be given in the afternoon.

The Junior Prom is scheduled for Saturday evening. The festivities will be closed Sunday by a band concert on the campus, and all houses observing the tradition of "open-house."

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