

FORD EXPECTS OUTPUT OF MILLION THIS YEAR

When the first six months of the Ford Motor Company fiscal year ended January 31, more than half a million of the sturdy little Fords had left the factory to join their three and a half million brothers and sisters on the world's highways. And Ford officials express confidence in their ability to turn loose the other half of the million by July 31, when their year ends.

However, they say that a million a year is far from the ultimate in motor car manufacturing; and that with the completion of the Blast Furnaces and Body Plants which Henry Ford is now building in Detroit, the yearly output

capacity is bound to assume larger dimensions. The present capacity is 1,200,000.

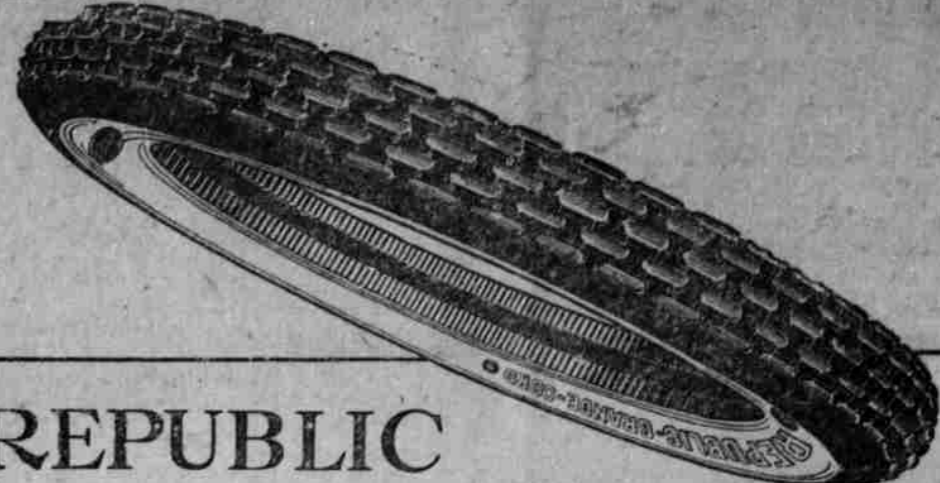
The blast furnace project on which Mr. Ford has been working for the past three years will enable the Ford Company to make Ford parts direct from the iron ore instead of buying the iron ingots and then melting them before making into parts. At the present time there are approximately 15,000 men engaged at the Blast Furnaces and in the new body plant. But it is quite probable that that number will be more than double once the Steel Mills—which will be the largest in America—begin to operate. Ford men do not attempt to place any estimate on what the production of cars will be in the future, but point to the fact that they have not been able to supply the demand for the past ten years and that at the present time there are some 250,000 unfilled orders on file.

FOREST SERVICE NEWS ON OREGON HIGHWAYS

Road information for Motorists, Campers, Traveller, Salesmen, and Sportsmen. Compiled from data furnished by the field men of the Forest Service, and covering only roads in or near the National Forests of Oregon and Washington.

OREGON ROADS
Eastern Oregon
 Barlow-Oak Grove—Open. Wapinitia to Cedar Burn; fair. Closed Cedar Burn to Twin Bridges. Should be open to Clear Lake June 1, and across mountain July 1. Camp ground at Bear Springs.
 Mount Hood—Open. Sandy to Cold Springs; rough.
 Santiam-Wagon Road—Open. Foster to Cascade Ranger Station; fair; camp grounds available. Closed. Cascade Ranger Station to summit; no detours. Open by June 15.
 Medford-Crater Lake—Open. Medford to Union Creek; fair. Closed. Union Creek to Crater National Park; snow. No detours. Should be open July 1.
 Green Springs Mountain—Open. Ashland to Klamath Falls, fair.
 McKenzie Highway—Open. Eugene to Blue River; fair. Closed. Blue River to McKenzie Bridge, construction. McKenzie Bridge to summit; snow.

Willamette Highway—Open. Eugene to Oakridge; fair. Closed above Oakridge; snow. Never passable for autos above Ripdon.
 Grants Pass-Alameda—Open. Good.
 Grants Pass-Crescent City—Open. Good except on Haynes Hill and Oregon Mountain.
 Crescent City-Gold Beach-Port Orford—Open. Good. Crescent City to Brookings; fair. Brookings to Gold Beach; fair. Gold Beach to Port Orford; Meyers Hill rough. Autos have little difficulty.
Eastern Oregon
 Baker-Prairie City—Open. Baker to Sumpter, fair. Sumpter to Prairie City; poor.
 Baker-Cornucopia—Open. Fair to Carson. Passable for autos to Cornucopia; poor.
 Medical Springs-Carson—Open. Medical Springs to Martin Bridge; poor. Closed. Martin Bridge to Carson; bad bridges.
 Sparata-East Eagle—Open. Sparata to Lilly White; good. Closed. Lilly White to East Eagle. No detours.
 Meppner-Monument—Open. Fair.
 Willow Creek—Open. Heppner to Moore saw mill. Fair.
 Flora-Enterprise—Open. Poor, but used by auto stage.
 Mitchell-Condor—Open. Rough. Twickenham to Fossil.
 Prineville-Dayville—Open. Good except Ochoco to Mitchell, where rough.
 Prineville-Mitchell—Open. Fair.
WASHINGTON ROADS
Western Washington
 Bumping Lake—Open to Naches; fair.
 McClellan Pass Highway—Enumclaw to The Dalles, open; good. Closed for summer. The Dalles to Park entrance; grading. No detours.
 Darrington-Clear Creek—Open to Clear Creek Ranger Station. Good.
 Arlington-Darrington—Open; excellent.
 White Salmon-Trout Lake—Open. Good.
 Trout Lake-Glenwood—Open. Good.
 Wind River—Open. Carson to Government Mineral Springs; poor. New road to open about July 1.
Eastern Washington
 Sunset Highway—Open. Seattle to Spokane. Fair. Blowett Pass opened April 24, earlier perhaps than ever before; light snowfall made this possible. Improvement work going on.
 Cle Elum River—Open Cle Elum to Salmon La Sac; fair. Closed from Salmon La Sac up. No detour.



REPUBLIC GRANDE CORD TIRES

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SYSTEM OF NATIONAL HIGHWAYS ADVOCATED

WASHINGTON, D. C., May 22.—Declaring the problems of highway construction are national rather than the concern of the individual states, the report of the War Department to the Highways Committee of Congress, made public today, summarizes conclusions reached as a result of the army convoy of seventy-three trucks which blazed a trail from Washington to the Pacific Coast, last summer. The report recommended the construction of a Federal system of national highways.

Urging as a commercial asset, the need for "a comprehensive system of national highways," the report voices the opinion that the transportation arteries of the country should be built to accommodate the rapid movement of heavy vehicles during any season of the year.

The recommendations of the Department are as follows:
 "First—That the necessity for a comprehensive system of national highways including transcontinental or through routes east and west, and north and south, is real and urgent, as a commercial asset to further colonize and develop the sparsely settled sections of the country, and, finally as a defensive military necessity.
 "Second—That the existing roads and bridges, especially in the sparsely settled section of the middle and far western states, are absolutely incapable of meeting the present day traffic requirements, and until modern types of roads and bridges are constructed which will permit the rapid movement of heavy motor cargo vehicles during any season of the year and in all conditions of weather, economical transcontinental highway traffic will continue to be but a vain hope.
 "Third—That the road problems of the middle and far western states are national rather than local problems, as these states, while possessing vast area and tremendous mileage of highways, have only a sparse population which cannot possibly undertake the needed highway improvement work, which moreover is usually of greater importance to the country as a whole than to the individual states.
 "Fourth—That the radius of action and resulting utility value of the motor vehicle is limited only by the condition of the roads, and that the provision of adequate roads will have a far reaching effect on the economic development of the country at large.
 "Fifth—That the types of motor vehicles especially those used by the army, should be coordinated with the road conditions. In other words, until such time as all sections of the country are connected by improved highways that are passable to heavy motor vehicle traffic at all seasons of the year, the size and weight of vehicles should be limited to types of light and medium capacities."
 Thirty-three of the army trucks which arrived on the Pacific Coast with the convoy last autumn, took part in a parade during National Ship by Truck-Good Roads Week, May 17-22, on at San Francisco.

negotiations until recently. Acquisition of the South American factory marks another step in the expansion policy of the company, which already has plants in Akron, Los Angeles and Toronto, Canada.

Training of the personnel that will be sent to Brazil from Akron as the skeleton organization will be started within the next few weeks. In accordance with its policy, Goodyear will allow employees to make application for connection with the South American factory and those selected will be enrolled in classes for instruction in Portuguese, the language of the country.

The output of this concern will be pneumatic and solid tires, and also mechanical goods similar to the lines now manufactured in other Goodyear factories.

Negotiations for the purchase of a site were begun two years ago with the Brazilian government, but were broken off by the entrance of the United States into the World War. Difficulties in obtaining shipping facilities caused the postponement of

plans, will operate the plant, which will probably have a capacity of about 1,500 tires and tubes a day.

leading the field on the 163rd mile, clearing the air at 104 miles an hour. Suddenly his right rear wheel collapsed, the steel spokes being sheared off close to the rim. Steering wildly, the car scrambled about on the remains of the wheel, but the maully inflated Goodyear cord tire, perfectly mounted swept on down the track at terrific speed in the direction the car had been taking. When it finally came to a stop, it was found uninjured.

This is the first time that such a freak performance, demonstrating the ruggedness of tires, has ever been witnessed during a race.

Wife Paid Own Fare. (By United Press.) SEATTLE, May 21.—Although Jacob Maas makes \$400 a month running a jitney, he required his wife to pay her fare when she rode with him, she claimed in the divorce court here today.

TIRE STANDS STRAIN OF 104 MILE VELOCITY

The unbelievable amount of punishment sustained by automobile tires in speed races when wheels are revolving at the rate of 25 tires a second when the car is making 100 miles an hour, is not appreciated by the averaging racing fan.

A remarkable incident in the recent Los Angeles race brings this point out in a striking manner. Art Klein was

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RIO JANEIRO TO GET GOODYEAR RUBBER CO.

The Goodyear Tire & Rubber company has completed arrangements with the Brazilian government for the erection of a South American factory to be located just outside the city of Rio Janeiro.

Construction of the foundations has already begun and it is believed that the new factory will be completed within a year and a half. The factory group will consist of four buildings built to allow for adequate expansion. At first 1,000 employees, mostly Brazil-

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