PARK- TO- PARK HIGHWAY, 4,500 MILES LONG, IS DEDICATED

DENVER, Colo., Oct. 2.—(U. P.)—The world's longest continuous auto scenic highway—4500 miles—connecting eleven national parks and traversing nine western states, was dedicated here yesterday to all America by Stephen T. Mather, director of the National Park Service, and officials of the National Park-to-Park Highway Association.

The simple ceremonies consisted of "a world challenge to compete with the enchanting wonders contained in the federal recreational areas," which lure the traveler to snow-cooled heights. The dedication here was marked with the opening of a publicity tour by federal, state and city officials, including Director Mather.

The days of old prairie schooner travel were wiped out forever in the caravan of 25 automobiles that carried the official party in comfort on the circle swing that will require 60 days to complete. It also heralded a new era in which every man, woman and child in the country is given a share in the hospitality of the great west.

The park-to-park highway, laid out by A. L. Westgard, scout for the American Automobile association, reaches the Rocky Mountain National Park in Colorado, Yellowstone Park in Wyoming, Glacier Park in Montana, Mount Rainier Park in Washington, Crater Lake Park, Oregon; Lassen Volcanic park, Yosemite, General Grant and Roosevelt Parks in California, the Grand Canyon in Arizona, and Messa Park in southwestern Colorado.

The ultimate object of the National Park-to-Park highway association is to prevail upon congress to furnish a hard-surfaced boulevard making easily available to the people America's playgrounds.

DETROIT HAS EXAMPLES OF SERVICEABLE DORTS

Detroit, where upwards of 1,000 Dorts have been sold at retail this year, furnishes two striking illustrations of the long life of these cars. William McCaffrey, a contractor in the motor city, bought a Dort roadster in 1916 and in the five years has covered more than 150,000 miles.

Thousands of miles have been with a semi trailer loaded with bricks, mortar and building supplies. In the first four years McCaffrey spent $15 for service work and this year he had the car overhauled at a cost of $100.

T. C. Purney, also of Detroit, has driven his Dort touring car five years, during which he has spent exactly sixty cents for parts, and this not until September. Mr. Purney says he has driven under all conditions and over all roads and taken care of the car himself, because it is such an easy job owing to the accessibility of all parts.

Thruout the country traveling men are finding that light cars not only multiply their efficiency by two or three, but cut down traveling expense as well. Recently the Milwaukee distributor of Dorts made a test during which careful records were kept. Fourteen towns were selected, some of them off the rail lines, and thirty-nine grocers were interviewed by the salesman of the wholesale grocery. The distance covered was 400 miles and the trip was made in three days, the roadster averaging just 20 miles to the gallon. Cost figures showed $6.00 for gasoline. Rail transportation for the trip would have been $12.00 had all the towns been accessible, but as some would have had to be covered either by motor car or horse and buggy the cost would have been considerably more.

Rail schedules show that the trip would have taken six days if the steam lines had been used, so the hotel bill was cut in half, the same as the salary of the salesman.

"Many salemen operating out of Pendleton in this section and covering the small towns find the Dort roadster ideal for making quick trips and not only calling on their regular trade but the small cross roads dealers as well," said the Western Auto Co., Dort dealers here.

Unique tests are being made with every new Dort car sold by the distributors at Cleveland. The car is taken out with the buyer who is promised a certan mileage, or his money back, if he wishes. A special pint can is adjusted, the tank drained, and the can filled. Then the car is driven as far as possible on the pint of ordinary gasoline. The first experiment showed an average of 19.4 miles per gallon, which is high for a brand new car. Another averaged 23.5 miles and the mean average is better than 20 miles, which the Western Auto Co., Dort dealers in this city, says is a better showing than any made by a light car of the size of the Dort.

Tire Makers Baseball Champs

In baseball the team of the Goodyear Tire & Rubber Company is now the unofficial Southern California champion. By decisively defeating the Dyas All Stars in the first game to be played on the New Goodyear Athletic Field, the rubber men established themselves as the undisputed masters in amateur and industrial baseball, in the southern end of the state, as both Goodyear and the All Stars had previously vanquished all aspirants for the title.

The team's performance for the season stands 24 won and 5 lost, with a percentage of .827. Present plans provide for all-year-'round baseballl.

SERMON FACTS ON OVERLOADED AUTOS

Here are some sermon facts for drivers who are careless of the results of overloading automobiles or trucks and under inflation of tires:

An average sized tire, under proper inflation and normal load reaches a temperature of 140 degrees F. just under the tread, when run at a speed of twenty-five miles per hour. On increasing this speed to thirty-five miles per hour, the driver raises the temperature to 155 degrees.

Now if this same tire is overloaded by 50 per cent the temperature will reach 160 degrees at a twenty-five-mile speed. And it will go to 190 degrees and at thirty-five miles per

Morever, if this same tire is run under inflated, at twenty-five miles per hour the temperature is 180 degrees an dat thirty-five miles per hour it will risee to 220 degrees.

Both under inflated and carrying a 50 per cent overload it will take only thirty minutes for the same tire to reach a temperature of 250 degrees when running at forty-five miles an hour.

In solid tires, overloading and increasing speed has the same effect as noted above for pneumatic tires. A temperature as high as 350 degrees has been measured in a solid tire under adverse conditions.

Try East Oregonian Want Ads

NOTICES

Notice For Bids

Notice is hereby given that sealed bids and proposals will be received by the Common Council of City of Pendleton on and until October 13, 1920, at 5 o'clock p. m., for the improvement of Lincoln Street, from the North line of Raley Street, to the South line of Jackson Street, Improvement District No. 69, with either Gravel Bitulithic Pavement, Concrete Pavement or Warrenite Bitulithic Pavement on Crushed Rock or Crushed Gravel foundation, in accordance to plans and specification for such improvement now on file in the Office of the City Recorder of City of Pendleton, Oregon. Each bid must be accompanied by a certified check of 5 per cent of the total cost, payable to the Mayor of the City of Pendleton, to be returned if the bidder is unsuccessful and to be forfeited on failure to enter into a Contract in accordance with the bid, if accepted.

Each bid must specify the price for said improvement as follows:

126.30 cu. yds. of dirt excavation, per cu. yd. ......$.......
40.20 cu. yds. of Fill, made from surplus dirt of exc. within the District, per cu. yd. ....$.......
1000 sq. yds. of Hard Surface Pavement, per sq. yd. ....$.......
600 L. ft. of Straight Curb, per L. ft. ....$.......

Total ....$.......

Bids must be filed with the City Recorder on or before the time above mentioned.

The Common Council reserves the right to reject any and all bids and bids will be opened by the Common Council at the regular meeting thereof on the day herein above specified.

Dated Sept. 30, 1920.

THOS. FITZ GERALD,
City Recorder.

Notice for Bids

Notice is hereby given that sealed bids and proposals will be received by the Common Council of City of Pendleton on and until October 13, 1920, at 5 o'clock p. m., for the improvement of Matlock Street, from the north line of Raley Street, to the North line of Jackson Street, Improvement District No. 71, wit either Gravel Bitulithic Pavement, Concrete Pavement or Warrenite Bitulithic Pavement on Crushed Rock or Crushed Gravel foundation, in accordance to plans and specifications for such improvement now on file in the Office of the City Recorder of City of Pendleton, Oregon. Each bid must be accompanied by a certiled check of 5 per cent of the total cost payable to the Mayor of the City of Pendleton, to be returned if the bidder is unsuccessful and to be forfeited on failure to enter into a Contract in accordance with the bid, if accepted.

Each bid must specify the price for said improvement as follows:

72.1 cu. yds. of Macadam Excavation, per cu. yd. ..$.......
75. cu. yds. of dirt excavation per cu. yd. ....$.......
165.1 cu. yds. of Fill, made from surplus dirt of exc. within the District, per cu. yd. ....$.......
671. L. ft of Straight Curb, per L. ft. ....$.......
94.8 L. ft. of Circular Curb, per L. ft. ....$.......
1439.5 sq. yds. Hard Surface Pavement, per sq. yd. ....$.......
30 L. ft. Header, per L. ft...$.......
1 Monument ....$.......

Total ....$.......

Bids must be filed with the City Recorder on or before the time above mentioned.

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Dated Sept. 30, 1920.

THOS. FITZ GERALD,
City Recorder.

Notice for Bids

Notice is hereby given that sealed bids and proposals will be received by the Common Council of City of Pendleton on and until October 13, 1920, at 5 o'clock p. m., for the improvement of Jefferson Street, from the North line of Martin Street, to the North line of Wilson Street, Impsovement District No. 70, with either Gravel Bitulithic Pavement, Concrete Pavement or Warrenite Bitulithic Pavement on Crushed Rock or Crushed Gravel foundation, in accordance to plans and specification for such improvement now on file in the Office of the City Recorder of City of Pendleton, Oregon. Each bid must be accompanied by a certified check of 5 per cent of the total cost, payable to the Mayor of the City of Pendleton, to be returned if the bidder is unsuccessful and to be forfeited on failure to enter into a Contract in accordance with the bid, if accepted.

Each bid must specify the price for said improvement as follows:

260.9 cu. yds. of dirt excavation, per cu. yd. ....$.......
121.9 cu. yds. of Fill, made from surplus dirt of exc. within the District, per cu. yd. ....$.......
1321.6 sq. yds. Hard Surface Pavement, per sq. yd ....$.......
600 L. ft of Straight Curb, per L. ft. ....$.......
94.2 L. ft. of Circular Curb, per L. ft. ....$.......
1 Monument ....$.......

Total ....$.......

Bids must be filed with the City Recorder on or before the time above mentioned.

The Common Council reserves the right to reject any and all bids and bids will be opened by the Common Council at the regular meeting thereof on the day herein above specified.

Dated Sept. 30, 1920.

THOS. FITZ GERALD,
City Recorder.