

DAILY EAST OREGONIAN, PENDLETON, OREGON, SATURDAY EVENING, APRIL 1, 1922.

NATION'S GAS SURPLUS SUFFICIENT TO RUN FOR 68 DAYS

GRANT HIGHWAY IN OREGON IS IN GOOD CONDITION—REPORT

235 of 520 Miles in State is Paved; Highest Point is Reached Near Pendleton.

By MALCOLM MacKINNON
Secretary of the Grant Highway Improvement Association.

Among the interstate routes of travel, the Grant Highway, which takes the Lake street road from Chicago to Elgin, by way of Addison, Bloomingdale and Ontarioville, passing within gunshot of Roselle and Bartlett, promises to stand out as one of those pre-eminently important from a national point of view.

The Grant Highway starts at Grant Park, Chicago, and has no eastern extension to the Atlantic Coast, for the reason that Chicago is the national metropolis and, by reason of its location, must always be. Just as all railroads in the United States and Canada lead to Chicago, so all highways center there. This would seem to be reason enough why Chicago should be the eastern terminus of a route of automobile travel designed to serve all the people of the Union as one of the preferable ways of reaching the Rock Mountain district and the Pacific coast.

The Grand Highway Improvement association, formed in January, 1915, by representatives of Elgin, Hampshire, Mareno, Belvidere, Rockford, Freeport, Stockton, Galena, Dubukue and other towns along the line, has never adopted theatrical tactics. In calling attention to the merits of its purposes, and it has always tried to consolidate one position before attempting to capture another. Organized in the first place as a memorial to General Grant and to advance the interests of the old Galena

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Studebaker Has Made New March Sales Record

Only a few short months since there were a lot of people who were insisting that the automobile business was a "dead one" and would never be so important again as it was until business depression started, but Wallace Bros., local Studebaker agents, declare that the prophets of darkness were not correctly informed.

"We have sold 7 new cars so far this week," De Witt Wallace said Thursday evening, "and right now we have established a banner record for sales for the month of March during the seven years we have been in the auto business here."

The buyers of new Studebakers for the four days are J. W. Witherell, who has a big six; L. L. Rogers, who purchased a light six; Ross Wilmer, light six; Forrest Zerba, Athena, special six; W. A. Rhodes, special six coupe; Tom Boylen, light six; and Garlen Gray, Helix, light six.

The local agency has sold 14 new cars during the month and more than half as many used cars. The chief problem now is to keep enough cars on hand for display purposes to enable customers to see the different styles that are made.

Mr. Wallace expects orders for Studebakers to come in at a more rapid rate than they can be filled, he said, and several weeks will be required, in his opinion, to enable the company to furnish cars to supply the trade.

The 2,700,000 cars in the country will need approximately 34,000,000 tires in 1922, to keep them on the road. This is figured on the basis of 3 to 3 1/2 tires per car during a 12 month period, taking into account the new cars being manufactured.

Autoped Traffic Cop



Timothy Porter, traffic cop at Newark, N. J., rides about on an autoped to untangle traffic tie-ups.

OREGON ROADS

Reported by State Highway Commission.

Pacific Highway
Portland-Oregon City—Oregon City bridge closed for reconstruction, therefore, West Side traffic from Portland must cross the Willamette River at Sellwood ferry in South Portland, or take East Side route through Milwaukie which is paved throughout.
Oregon City-Canby-Salem—Paved.
Salem-Jefferson-Albany—Paved.
Albany-Corvallis-Junction City-Eugene—Gravel Albany to Corvallis. Pavement Corvallis to Eugene.
Eugene-Roseburg-Grants Pass-Medford-California Line—Large proportion paved; balance good macadam. The highway over the Siskiyou Mountains is kept open throughout the winter by snow plows if necessary. Dry pavement over Siskiyou this date.
The Pacific Highway on Shasta Summit is open.
Columbia River Highway
Portland-Astoria—Paved.
Portland-Hood River—Paved. Snow has been removed and highway opened. Single track roadway in a few places. Traffic is requested to use caution on single track roadway. Light traffic only is permitted.
Hood River-The Dalles—Paved except four miles of macadam; open. Contractors having started hauling rock on the Mosier-Roseburg Section, traffic is warned to look out for trucks and loose rock on the grade.
The Dalles-Morrow County Line—Macadamized entire distance and in good condition.
Morrow County Line-Pendleton—Macadamized and in good condition.
Coast Highway
Astoria-Seaside—Paved.
Seaside-Tillamook—open for travel; traveled or rocky.
West Side Pacific Highway
Portland-McMinnville—Paved.
McMinnville-Amity-Rickreall-Monmouth-Independence—Open except bridge over Yamhill River between McMinnville and Whiteson which is being replaced. Traffic should detour from McMinnville via the McMinnville-Tillamook Highway to a point 2 miles from McMinnville, thence south to the Bellevue-Amity road, thence east to Amity; graveled.
Independence-Corvallis—Take road via Suver; graveled to Benton County Line; paved county line to Corvallis.
Corvallis-Junction City-Eugene—Paved.
Oregon-Washington Highway
Pendleton-Washington State Line—Paved and open; drive slow at caution signs where maintenance work is in progress.
Pendleton-Pilot Rock—Open.
Pilot Rock-Butter Creek-Jones Hill—Front is now going out of the ground; this road is impassable.
Jones Hill-Heppner—Same as above.
McMinnville-Tillamook Highway
Portland-McMinnville—Sheridan—Paved.
Sheridan-Williamina-Grand Ronde-Nebula-Tillamook—Good macadam, some pavement; open throughout.
Old Oregon Trail
Pendleton-Foot of Cabbage Hill—Open; macadamized.
Foot of Cabbage Hill-Hillard—Closed by snow.
Hillard-La Grande—Open but very rough.
La Grande-Hot Lake—Pavement and macadam; good construction.
Hot Lake-Union—Open; short detours necessary. Cross track just east of Hot Lake, detour marked to main highway; detour just east of Union at small grade.
Union-Baker—Open; macadam.
Baker-Nelson—Snow and ice.
Nelson-Huntington—New standard grade; detour 2 1/2 miles in length from Gale's crossing to Weatherby bridge; new old road which is very rough. Detour 1 1/4 at Jordan Creek, very rough; detour of 1 mile from

\$1,875,644 ALLOWED FOR OREGON FOREST ROADS AND TRAILS

\$15,000,000 Has Been Appropriated to 27 States, Alaska and Porto Rico.

Fifteen million dollars has been apportioned by the Secretary of Agriculture among the 27 states, Alaska, and Porto Rico in which National Forests are located for the construction of roads and trails.

Of this amount Oregon will receive \$1,875,644. Washington will receive \$1,311,922 and Alaska is allotted \$1,029,493. In totals allowed for all National Forest States, Oregon ranks third, Washington fifth and Alaska is in seventh place, Idaho leading, with California second and Montana and Colorado in fourth and sixth places.

Of this sum \$3,500,000 known as the "National Forest Highway Fund" is set aside for roads of primary importance to states, counties and National Forest communities; \$5,500,000 constituting the "National Forest Development Fund" will be used for the construction of roads and trails needed for the administration and utilization of the Forests themselves.

These appropriations will mean the development of roads and trails throughout the Forests which will aid materially in fire protection. At present there are large areas of trackless wilderness within the National Forests that can not be reached by trails. When lightning storms sweep over these inaccessible areas, heavy fire losses of public timber often occur.

Speed in reaching a forest fire foresters say, is just as important in protecting the country's forests as is speed in city fire protection. But high speed within the Forests means 4 or 5 miles an hour over a mountain trail. If no trail exists it is often impossible for the fire fighters to average more than one-fourth of a mile in an hour.

These appropriations will also, forestry officials say, give a new impetus to the work of opening up areas of scenic beauty for the use and enjoyment of the American people as well

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Willys Overland Has Banner Sales Record in March

"During the month of March the Willys-Overland Pacific Co. sold as many cars as had been sold during the five months preceding. We thought we had a sufficient stock on hand to last us until the latter part of June, and today our floors are practically empty of all save our cars which have been sold but not delivered."

This statement was made this morning by William C. Copelan, factory representative of the western branch of the Willys-Overland corporation who has been here this week with Dr. S. L. Kennard, county dealer for the two popular makes of cars, the Willys-Knight and the Overland.

"The cars offer sufficient quality to compete in the field at any time," Mr. Copelan said, "but at the prices now offered, they are simply selling themselves. A reduction was made last fall, and about three weeks ago another reduction was put into effect. Immediately after this reduction the machines began to move at a rate that surprised us. Incidentally, our chief trouble now is to get the machines fast enough. The factory is also behind on orders, and the revival came before we were prepared for it with the result that the factory has specified that orders must be in at least 30 days before delivery is expected. That order means that dealers are going to have to wait a month or six weeks before they can get a sufficient supply of cars to keep up with the demand."

During his visit here, Mr. Copelan and Dr. Kennard have visited a number of towns in the county in an effort to line up sub dealers. Dr. Kennard only recently came to Pendleton from Weston. He is an experienced dealer.

A traffic control system has been produced which is operated by clock work mechanism. The "stop" or "go" sign is changed mechanically at regular intervals.

130,000,000 GALLONS MORE ON HAND FEB. 1 THAN ONE YEAR AGO

Figures Are Rapidly Reaching 800,000,000 Gallon Record Mark Made Last May.

WASHINGTON, D. C., April 1.—The millions of motorists concerned over the matter of the nation's gasoline supply may experience at least temporary relief in the announcement of the United States Bureau of Mines that the stocks of this vital liquid fuel were increased in the month of January by 113,400,000 gallons. On February 1, there was a reserve of 705,700,000 gallons, which is 130,000,000 gallons more than for the corresponding date in 1921. The figures are rapidly approaching the 800,000,000 gallon record mark made in May of last year. Production of gasoline in January amounted to 444,622,783 gallons; imports were 2,250,393 gallons; domestic consumption amounted to 282,717,168 gallons; exports to 49,850,310 gallons; and shipments to insular possessions, 670,459 gallons. Present stocks are equivalent to fifty days' supply based on the total daily average consumption for 1921. Operative refineries in the United States numbered 123 on February 1, with an indicated daily capacity of 1,753,940 barrels. Plants running continued to operate on an 80 per cent basis.

An increase demand for gas and fuel oils may be anticipated if the pending coal strike becomes a reality. Stocks of these oils on hand February 1 amounted to 1,315,481,350 gallons. Based on the daily average domestic consumption for 1921, these stocks are equivalent to sixty-eight days' supply. The production of these oils in January amounted to 453,110,577 gallons.

During January the nation's output of kerosene amounted to 172,317,341 gallons, an increase of 2,600,000 gallons over the preceding month. The fact that despite this increase in production, stocks of kerosene decreased 15,500,000 gallons indicates entering in the movement of this product.

Stocks of lubricating oil on hand February 1 were 445,000,000 gallons, an increase of 28,485,000 gallons over the month previous.

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Are you satisfied with your present trading store? A great many are not. If you trade here and are not satisfied, let us know—it's a sure bet if there is anything wrong we can adjust it for you. If you don't trade here we know that a trial order will convince you as to our quality of goods and our low prices will hold you. Resolve that on Monday you will try this place first.

Pendleton Trading Company
Phone 455

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Moisture Saved Is Money Earned

"THE best tool I have, to save moisture, is the Culti-Packer. It crushes the clods, packs the soil to make a perfect seed bed, and thus prevents excessive evaporation. The water that evaporates is the water that would have made extra bushels of grain. So the Culti-Packer pays with extra bushels."

"Every time I hitch my Culti-Packer to my Fordson tractor, I tell myself that this is one of the best combinations of tools on my farm. The work is so perfect that I can't help but smile with satisfaction as I drive."

"Thus, the simplest, most durable tool on the farm turns out to be one of the most profitable ones. I'D HATE TO TRY TO FARM WITHOUT A CULTI-PACKER."

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Bus Boy's Bride



Miss Bessie A. Walton, sister of a millionaire owner of Boston lunch rooms, says that she will wed Alexander G. Romanesque, a former bus boy. She is 43 and the groom-to-be is 25.

\$2395

R.O.B. Factory

THE LOWEST PRICE EVER PLACED ON THE NEW, IMPROVED HAYNES 75 Tourister (The Companionable Car)

Sociability and companionship are keystones of the Haynes 75, four-passenger Tourister. Passengers congenially grouped. Equipped with the newly-developed, more powerful Haynes 75 motor. Has the famous Haynes Volatizer, insuring greater power, economy and longer life. Fashionable three-quarter length running board; individual front fenders; trunk rack with mole-skin covered trunk; finger pressure lever system for starting and lighting; 34x4 1/2 cord tires; searchlight type head lamps, with exterior side cow lights. See this amazing motor car value.

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