

Automobile, Truck, Tractor and Highway News of

Highways More Than Pay Return

E. J. Adams Says Money Spent on Roads Represents Investment Well Made

Washington, May 25.—"Highway construction is much more than self-supporting," said E. J. Adams, secretary to Senator Stanford, when interviewed on the proposed Townsend bill which will provide for a national system of roads under the administration of a centralized authority which will be competent to frame a nationwide policy fair to all.

Farmers Suffer Loss.
"It has been estimated," said Mr. Adams, "that the average haul on roads the country over, is about ten miles. The cost of hauling of farm produce to market is 33c per ton mile over unimproved roads and 15c per ton mile over improved roads, a saving of 17c per ton mile where improved roads are used. This would mean a saving of \$1.70 per ton if all our roads were improved. It must also be remembered that about 80 percent of the tonnage is hauled over about 20 percent of the road. Thus the improvement of about 20 percent of the aggregated mileage will save 80 percent of this enormous annual loss.

1,000,000,000 Tons Annually.
"Since the total tonnage of farm products is approximately 1,000,000,000 tons per year, the loss thru bad roads approximates \$1,700,000,000 annually, or to put it optimistically, we have the opportunity to save \$1,700,000,000 per year to our producers of farm products if we will only develop our main highway systems.

25,000 Miles Most Important.
"The total mileage of our highways in the United States, in comparison with the mileage of state and interstate roads, for example, is as follows: 25,000 miles, forming the backbone of highway traffic and absorbing the larger part of the available state and county funds and time to maintain them under the heavy traffic.

"The need for building highways which will stand up under motor vehicle traffic is obvious when it is realized that there are 5,200,000 motor vehicles in the United States, a road that will carry a motor vehicle in 1921 is not a public highway and more

Sidecar Taxi Popular



A group of happy English youngsters returning from a morning at the beach in a novel Torquay sidecar "taxi." This new type of sidecar is proving very popular with Londoners.

than a pack trail was a wagon road in 1871.
"In order to assure the public in each state that the maximum benefits will be secured in building these interstate roads, it is desirable that they should be built and maintained jointly by the federal government and states and that these expenditures should be supervised by a federal agency having the knowledge and authority to work out the best possible policy.

How Roads Save Money.
"Road expenditure becomes a very minor item when one takes into consideration the economy realized in addition to the direct monetary benefits to the producers of farm products."
"Among the benefits to be derived are," concluded Mr. Adams,

- (a) "A very large saving in transporting manufactured articles from center to center over short hauls;
- (b) "Opportunity of producer to haul his products to market any day in the year; when farm work is not pressing, when markets are not congested or when the prices are favorable;
- (c) "Better schooling conditions for the rural districts;
- (d) "Increased efficiency of producers, increased production and corresponding decreased cost to consumers;
- (e) "Greater efficiency and more pleasure for 35,000,000 users of automobiles;
- (f) "Less expense in maintaining and operating over 9,000,000 motor vehicles;
- (g) "Increased land values, increased taxable property, resulting decreased tax burdens."

Park-to-Park Road Boosters Meet In June

Salt Lake City, Utah, May 27.—Approximately 450 delegates from eight western states are expected to meet here in the first annual convention of the National Park-to-Park highway association June 16-19 to consider means of completing and improving the highways connecting the country's big parks.

The delegates will represent Colorado, Wyoming, Utah, California, Idaho, Arizona, Oregon and Montana, all parts of the west through which the highway will run.

The parks to be reached by the proposed highway include Zion National park, Grand Canyon National park, Sequoia National park, General Grant National park, Yosemite National park, Lassen Volcanic National park, Crater Lake National park, Glacier National park, Yellowstone National park and Rocky Mountain National park.

In addition to connecting the parks, the proposed highway which describes almost a complete circle, will touch many national forests, Indian reservations and national monuments.
Extensive preparations are being made by the Utah State Automobile association for the entertainment of the convention delegates.

JOURNAL WANT ADS PAY

Detailed Report On Condition of Highway Is Made

Condition of the Pacific highway south from Portland is reported by the state highway commission as follows:

Portland to Roseburg
No detours are necessary between Portland and Salem, via Milwaukie and Oregon City. Leaving Salem, traffic will be routed all summer via the Liberty road and over Ankeny Hill to a connection with the new pavement North of Jefferson. This route gives approximately 3 miles of county paving and 8 1/2 miles of rock road, which is rough in spots. This road is good from this connection, thru Jefferson, Albany and Corvallis, and thence down the West Side Highway thru Junction City and Eugene.

About June 1st, the road will be closed 'from Corvallis to Junction City for all thru traffic. This is necessary on account of the concrete paving being laid for 8 miles south of Corvallis. Notice will be given the press, in advance, of the closing of this road and large signs will be erected at each junction of the East and West side highways and at any other point where North and South traffic might get on the wrong road. At present, there is no interruption to traffic between Junction City and Walker.

Between Walker and Cottage Grove, bituminous pavement is being laid and the road is open to traffic until 8 A. M.; for a few minutes at 10 A. M.; between 12 and 1 P. M.; for a few minutes at 3 P. M.; and between 5 P. M. and 8 A. M.

A little later in the season, probably about June 6th, concrete pavement will be started between Goshen and Walker. The greater part of this pavement can be laid without any inconvenience to traffic. Suitable detours will be provided and the detours will be well signed.

From Cottage Grove to Roseburg, there are no holdups to traf-

Ford Turned To New Use; Turns Press Wheels

Rock River, Wyo., May 25.—The "flivver" is vindicated once more!

The Rock River Review, published by Royal A. Young, has a cylinder press usually driven by an electric motor that derives its power from the local light plant. When the plant was closed down recently because the owners declared, they were furnishing lighting and other electrical power at a loss, Mr. Young found a perfectly good Cranston press on his hands; his "forms" for the daily paper were "locked up" and on the bed of the press and his mailing clerk was ready to get the paper into the mails. But there was no "juice." The motor would not run off the paper without the motor being started.

While Young pondered the situation he thought of his flivver. Backing his faithful Ford up to the building, he hoisted one wheel off the ground, removed a tire, slipped the transmission belt of the press to the tireless wheel and started the engine.

The edition was run off at the rate of 1700 papers an hour, the tire was replaced on the wheel;

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the Ford was let down onto terra firma again and the folded papers thrown into its tonneau, whence they were delivered to the subscribers.
Boss, to stenographer—How do you spell "income"? You've got here "i-n-c-o-m-e."
Stenographer—Good, boss. How did I come to learn one "b"? "b"?



Is Your Youngster Left Behind?

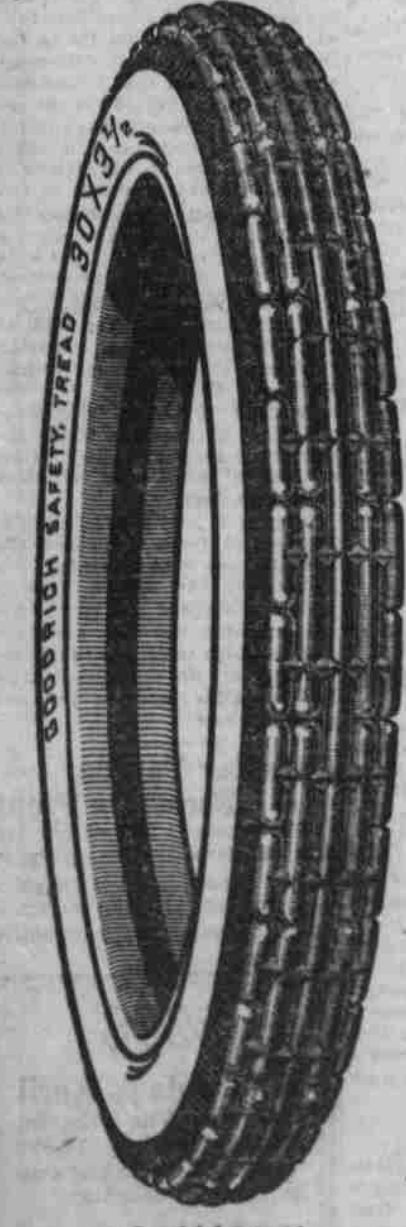
When the others ride off, happy, healthy and gay—yours the wiseful one, denied the glorious possession—a bicycle?
When you give your children bicycles, you give them more than happiness. You give them health—a love of nature—the great outdoors—a chance to do things worth while. Let us show you our new models.

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Like all other Goodrich tires the "30x3 1/2" is made only in one quality. It is so thoroughly and unusually good that its makers frankly declare it the best tire ever made for small cars.

THE B.F. GOODRICH RUBBER COMPANY Akron, Ohio

Dealers everywhere are selling Goodrich Silver-town Corda Goodrich Fabric Tires and Goodrich Red or Gray Tubes—all one quality—at the 20% reduction in prices which Goodrich made effective May 2nd, 1922.

Separated or Insulated

The plates in your battery may be merely separated or they may be insulated.

If insulated with Willard Threaded Rubber Insulation, your old-time wood-separator battery worries are over.

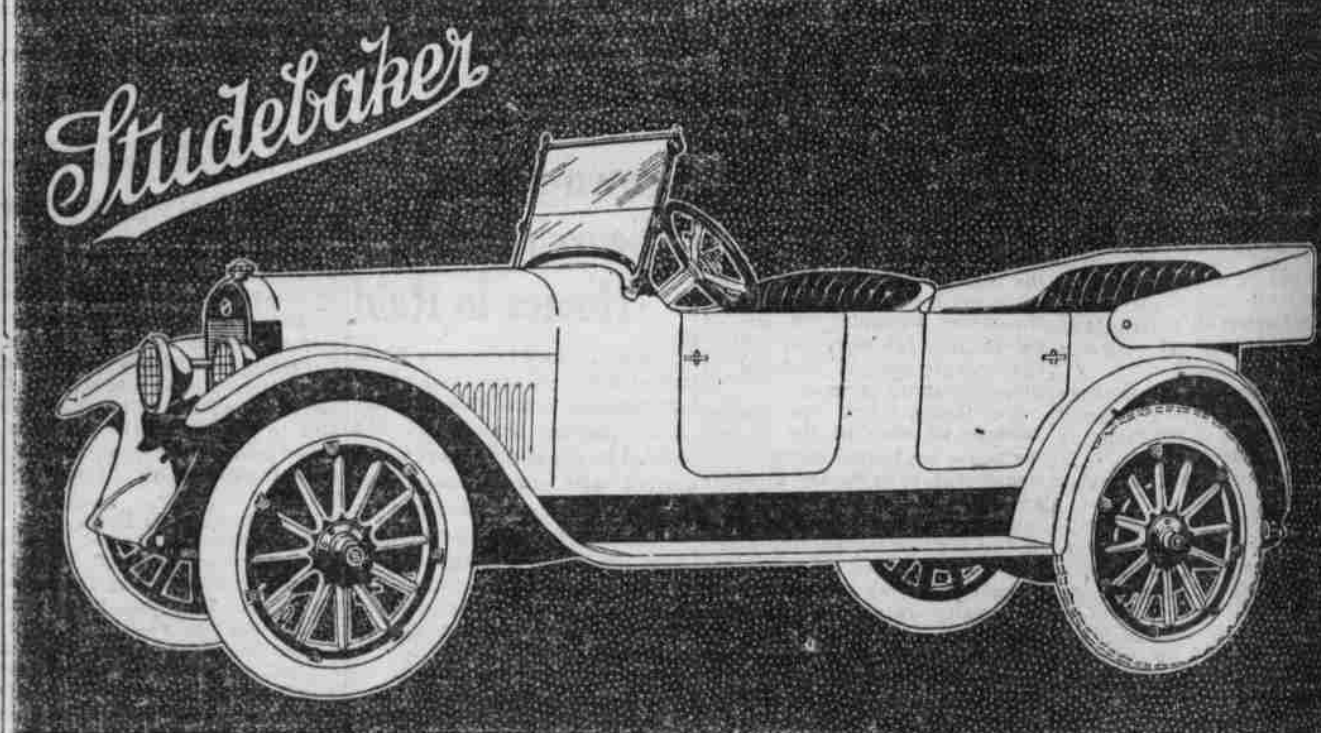
It's a satisfaction to know that Threaded Rubber Insulation does not puncture, check, warp, crack or carbonize—

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The NEW LIGHT-SIX now holds the five most important automobile road records on the Pacific Coast, a remarkable feature being that all the honors were won by the same car, a stock touring car, within ten weeks

- 1. **Yosemite National Park.** A Studebaker LIGHT-SIX, piloted by Hart L. Weaver and carrying a crew of five men from the Chester N. Weaver Company, was the first automobile to reach the Yosemite National Park over any one of the three snow covered roads under its own power this year. The car went over the narrow and dangerous Coulterville road, bucking snow as deep as ten feet in some places, arriving in Yosemite Valley, January 16.
- 2. **Round Trip Record Between San Francisco and Los Angeles.** On February 2 the same car, driven by Hart L. Weaver and James F. Gurley of the Chester N. Weaver Company, established a new round trip record between San Francisco and Los Angeles, a distance of 854.8 miles, in the sensational time of 21 hours and 23 minutes.
- 3. **Coast Route Record from San Francisco to Los Angeles.** On the round trip record of February 2 the Studebaker LIGHT-SIX lowered the coast route record from San Francisco to Los Angeles by 2 hours, 35 minutes and 20 seconds. The former record was 12 hours, 47 minutes and 50 seconds, the time of the Studebaker LIGHT-SIX being 10 hours, 12 minutes and 30 seconds for the distance of 453.7 miles. The pilots were Hart L. Weaver and James F. Gurley.
- 4. **Valley Route Record Between Los Angeles and San Francisco.** On February 24 the Studebaker LIGHT-SIX smashed the valley route record between Los Angeles and San Francisco, running the distance of 411.1 miles in the remarkable time of 9 hours, 15 minutes and 50 seconds. This record was made all the more remarkable on account of the car having to go through a dense fog a distance of more than 100 miles between Tulare and Merced. The pilots were Hart L. Weaver and James F. Gurley.

5. **Los Angeles—Phoenix Record.** On the morning of March 23 the LIGHT-SIX left Los Angeles in an attempt to lower the fifth and only remaining record of consequence on the Pacific Coast. The 422 miles of desert trail from Los Angeles to Phoenix were made in 13 hours 16 minutes, and 2 hours 28 minutes were taken from the best previous automobile record. The railroad time is 14 hours 20 minutes, or 1 hour 4 minutes slower than the record established by the LIGHT-SIX.

Hart L. Weaver of the Chester N. Weaver Company, Studebaker Distributors in San Francisco, made the following statement after the completion of the Los Angeles-Phoenix run:

"These tests have demonstrated on the road everything that Studebaker engineers have claimed for the new LIGHT-SIX-cylinder car. When it is remembered that the bore and stroke of this car is only 3 1/2 x 4 1/2, giving it a piston displacement of 207 cubic inches, and that the car fully equipped only weighs 2500 pounds, these records are all the more remarkable since most of them were formerly held by heavier cars costing much more than the Studebaker LIGHT-SIX. I am inclined to believe that the secret of this car's wonderful performance, and roadability is due in a very large measure to its remarkable balance. Halved or quartered the parts of the new LIGHT-SIX would weigh approximately the same. "In making the Los Angeles-Phoenix record I am frank to confess that despite my faith in the stamina of Studebaker automobiles I could not believe that any car could make the speed over that desert road with its ruts and chuck holes that was necessary in order to lower the record by a large margin without falling to pieces. Any automobile, irrespective of weight, power or price class that can lower the record established by the Studebaker LIGHT-SIX will have my most sincere admiration."

This is a Studebaker Year
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Special Six 2-pass. Roadster 2985	Special Six Sedan.....\$1445	Light Six Landau Roadster 1990
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