

Automobile, Truck, Tractor and Highway News of

Autos Speed Good Roads In Mexico

Southern Republic Is Rapidly Becoming Motoring Country—Present Roads Bad

By Louis P. Kirby
Mexico City, Sept. 2.—Mexico is rapidly becoming a motoring country, and for this reason greater attention is being paid to the roads of the country.

Highway improvement is to be considered at a national good roads congress, which will be opened here on September 5 with an address by President Obregon.

Organizations in all parts of Mexico will be represented, including chambers of commerce and automobile clubs.

Few countries are in greater need of road improvement than Mexico, and there are few countries in which the needed materials could be more easily obtained.

Bad Roads Are Nightmare
There are some good roads out of Mexico City, but in many places the motorist, on leaving the streets of a city, plunges almost at once into a nightmare of bad roads.

Road building has been neglected for years. Many roads which could be made important links between business centers are little more than trails, washed by rains on hillsides and deep in dust or sand in the lowlands.

As good roads will stimulate the buying of American motor cars, automobile men are taking a lively interest in the forward movement. According to figures gathered by the American chamber of commerce here, Mexico is second only to Canada in the buying of American automobiles, tires and accessories, even under present conditions.

Improvements in the highways is expected to put Mexico at the head of the list as a buyer of motor cars, and automobile men are looking forward to great things.

Because the prospects for the automobile business in Mexico appear to be so bright there are frequent rumors that leading American manufacturers of motor cars, trucks and tractors are preparing to build branch plants here.

According to figures prepared here, Mexico's purchase of motor cars, tires and accessories from June 1 to June 30 exceeded \$7,500,000. This would be at the rate of \$90,000,000 a year, but automobile men say that even greater things may be expected if there is no interruption in the present advancement in Mexico.



WOMAN CARES FOR HER CAR

Mrs. R. A. Wilson of Rock Falls, Ill., cares for her car as well as any mechanic. This would not be so difficult if Mrs. Wilson used her car in her home town only.

But she has traveled more than 100,000 miles in her Buick touring car since 1916. Though her car has needed but little attention, Mrs. Wilson does all her own adjusting. She has traveled in Iowa, Virginia, West Virginia, New Jersey, New York, Maryland, Pennsylvania, Delaware, Indiana, Ohio and Massachusetts.

"I think understanding a car's mechanism makes a woman a better driver," she declares. "She can better realize what kind of driving will harm the car. I know my Buick thoroughly. I know when any part merely needs a little adjusting and instead of rushing to the garage, I fix it myself. I have found this particularly valuable in long touring trips."

Philippine Roads Follow Hilltops Instead Of Vales

University of Oregon, Eugene Sept. 3.—Owing to the instability of the Philippine geological structure and the work of tropical rain and running water it is much more difficult to locate and maintain roads in that country than in the United States, according to Dr. Warren D. Smith, head of the department of geology of the University of Oregon, who is on a year's leave of absence in the islands as acting chief of the division of mines of the bureau of science in Manila.

"The downpours of tropical rain which occur at certain seasons of the year cause the streams to rise so rapidly that any road built in a canyon is likely to be washed away," he says in an article in the Philippine Journal of Science. On this account it is necessary to locate the roads along the ridges, contrary to the common American practice. Retaining walls and dikes are practically useless as protection on account of the nature of the soil and the force attained by the water. Stream increases its carrying capacity 64 times when its velocity is doubled and the rocks that can be carried by a swollen tropical stream would batter out any wall that might be built, according to Dr. Smith.

Earthquakes also have to be considered by the engineer in any construction work in the Philippines. A knowledge of modern geology is essential to the engineer if he is going to build intelligently, stated the Oregon geologist. In Manila, engineers without adequate training have built five and six-story structures where the nature of the subsoil and the danger of earthquakes led the geologist that five stories is the absolute maximum for safety, according to Dr. Smith.

Nearly ten years have been spent in the Philippines by Dr. Smith and he is considered one of the best authorities on their geology in the world. He will return to the United States in time to resume his work at the University of Oregon at the opening of the fall term.

Oakland Makes 20.1 Miles On Gallon In Test

Covering 1709 miles in a 48-hour non-stop run, and averaging 20.1 miles per gallon of gasoline is the most recent achievement of an Oakland Six stock car on the Pacific coast.

The test was made on the famous Sunnyvale-Los Altos highway south of San Francisco, where both road and traffic are typical of the average California highway.

Five drivers alternated at the wheel, starting at 5 p. m. on Wednesday, May 25, and continuing the grind until 5 p. m., Friday, May 27. During the test the motor of the Oakland Six was not stopped once, and no change of tires was necessary.

The Oakland Six used in creating this Pacific coast record was a stock model, taken from the floor of the Oakland, California distributor. Only a week previous to this economy test the same car negotiated the famous Duncan Street hill, San Francisco, in second speed. The famous climb is familiar to all Pacific Coast motorists since its 52 per cent grade is used as a test for cars of practically every make known. By reason of the performance of climbing Duncan Street hill in second speed, the Oakland Six set a new record for this test.

Oakland dealers are highly elated over the fact that within a period of one week the Oakland Six not only demonstrated its remarkable power by its performance on Duncan Street hill, but in addition set a new mark for miles per gallon of gasoline when it completed the Sunnyvale-Los Altos economy run with a mark of 20.1 miles to the gallon.

35,000 Mile Record Made By Cord Tires

Another big record for Royal Cord tires was recently reported to the United States Tire company. E. T. Capenir, who sells farms for a real estate firm in Salt Lake City, bought a new car in May, 1918, equipped with Royal Cords.

"I drove this car until a few weeks ago when I purchased a new car, and the speedometer registered 35,000 miles. As I have charge of four farm and ranch departments a good deal of my driving was in the country. The tires were still comparatively good when I sold the car, which has gone into the taxi business. I noticed the car on the street today with three of the same tires still on."

"I think they are the most remarkable tires I have ever seen in my life. Our whole selling force has been watching these tires for the last year, wondering when they were ever going to wear out."

All-Weather Road To Dallas Is Now Assured

With paving operations being rushed between Dallas and Rickreall and a crew of men and trucks traveling the new grade between Brunk's Corner and the P. E. & E. railroad crossing at Gray, indications are that Salem and Dallas will be connected with an all-weather road before the opening of the winter season.

Already the paving crew has finished laying the hot stuff from Dallas to a point about three miles this side of the city limits and it is expected that the entire distance to Rickreall will be hard surfaced before the paving season closes.

The new road between Brunk's Corner and Gray will not be paved this year.

Brumfield Drove Elgin Over Bank

"It isn't often that you have to tow an Elgin Six in," writes a Roseburg dealer to Lee L. Gilbert, local distributor, for the Elgin, concerning the roadster which Brumfield drove over the embankment on the road between his home and Roseburg. The roadster was badly damaged by fire and broken up by the fall and the explosion, but the Roseburg dealer maintains, the car was in pretty good shape for having received such treatment.

Deschutes county's indebtedness was reduced \$40,000 last week when general fund and road warrants to that amount were called.

Ideal Section Of Highway To Be Constructed

To ascertain its suitability as a probable location for the ideal section, detailed surveys of that section of the Lincoln highway between Dyer and Schererville in Lake county, Indiana, have been completed.

This is the point on the great transcontinental roadway that has been tentatively determined upon by the board of directors of the Lincoln Highway association as the best location for the ideal section to be built as an object lesson embodying the most advanced highway specifications.

It is the hope of the Lincoln Highway association, of the technical committee which determined upon the specifications for the section, and of the United States Rubber company which furnishes the money to pay for construction, that the section when completed, will represent the very finest and most adequate work possible at the present stage of scientific road construction. The project is therefore not being unduly rushed. Every step is being taken with care.

It is now felt possible that in view of the recommendation of the association's engineers, the grading may be done this year, but the paving not laid until the spring of 1922, thus allowing adequate time for the grade to settle and compact.

New Detour On Highway South In Good Shape

Motorists traveling the Pacific highway south from Salem report the new detour from the south limits of Salem to the new pavement near rabenhorst corners to be a big improvement over the first detour behind Salem Heights.

The big advantage of the new route over the old is that it is passable in all kinds of weather, whereas the old detour was rough and dusty and would have impassable after a few hours of rain. The new route also adds nearly three miles more pavement to the distance between Salem and Jefferson.

The detour is well marked with signs indicating the following route:

South on Twelfth street in Salem; turn to left at end of pavement and follow signs past feeble minded school and state industrial school to new pavement just south of Grabenhorst corners.

Silverton, Or., Sept. 3.—Ristgen & Harding have made the best sale on hops of any so far reported this season. Their fuggle crop estimated at between eight and nine thousand pounds was sold for 35 cents. An estimated crop of clusters of forty thousand pounds were sold for 27 1/2 cents. The purchasers of the hops were Hugo Lowry, Inc., of New York.

Road Work Plans May Bring Relief

St. Louis, Mo., Sept. 3.—Between 55,000 and 60,000 persons are out of employment here, with no apparent prospects of the number being materially lessened during the winter, according to David Kreylinger, secretary of the Central Trades and Labor Council.

"We are doing everything we can to find employment for the large number out of work," says Kreylinger, "but the industries seem to have no prospects of taking on added workers."

"We are endeavoring to get the state of Missouri to immediately start work on roads and other public things requiring laborers and for which money has been appropriated. Whether we will succeed can only be conjectured at this time."

Efforts Lower Idle

San Antonio, Texas, Sept. 3.—Efforts of business men have reduced the unemployment problem in this city, although the situation here is far from satisfactory. Those unemployed here are mostly unskilled workmen who could secure jobs in the cotton fields if they desired.

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SALEM-SILVERTON STAGE

| | |
|--------------|------------------|
| Leaves Salem | Leaves Silverton |
| O. E. Depot | News stand |
| 7:00 a. m. | 8:15 a. m. |
| 11:00 a. m. | 1:00 p. m. |
| 6:00 p. m. | 8:15 p. m. |

SALEM-INDEPENDENCE MONMOUTH STAGE

Leav. Salem O. E. depot—7:00 a. m. 11:00 a. m. 5:00 p. m.
Leav. Monmouth Hotel—8:15 a. m. 1:00 p. m. 6:15 p. m.
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|-----------|----------|----------------|
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| 5 Miles | 3:15.88 | 91.8 |
| 10 Miles | 6:31.48 | 91.9 |
| 15 Miles | 9:45.96 | 92.1 |
| 20 Miles | 13:01.48 | 92.1 |
| 25 Miles | 16:37.94 | 90.1 |
| 50 Miles | 33:16.43 | 90.1 |
| 75 Miles | 50:00.80 | 89.9 |
| 100 Miles | 66:53.16 | 89.7 |
| One Hour | | 89.0 |

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