

# MR. JARDINE HAS WORD TO SAY OF WEAR ON HIGHWAY

Denial of the popular impression that motor vehicle traffic is destroying the nation's roads was made by Secretary of Agriculture W. M. Jardine in his recent address before the recent mid-west transportation conference at Chicago, who pointed out that:

"The idea that trucks destroy roads is a hangover from the war period when they were actually destroyed, for two very good reasons: first, because the heavier motor trucks then comparatively new, were suddenly released on roads which had not been built to accommodate them; and second, because at that very time the expenditure of money for highway maintenance was declared to be non-essential to the winning of the war and was discouraged.

"The roads we are now building are built to accommodate the traffic they will be called upon to carry, as determined by detailed surveys. And they are maintained. They wear out just as locomotives and motor trucks wear out; but they are not destroyed."

Secretary Jardine also pointed out that the same was true of automobile traffic and that roads must be built to carry the vehicles and that the vehicles shall not overburden the road.

The Hoover Conference on Street and Highway Safety has written into its proposed uniform state vehicle act an important section designed to control practices which might result in damage to the highway. The section, which came up for consideration by the Hoover committee on uniformity of laws and regulations at Washington on June 3, reads as follows:

"No tire on a vehicle moved on a highway shall have on its periphery any block, stud, flange, cleat or spike or any other protuberance of any material other than rubber which projects beyond the tread of the traction surface of the tire, except that it shall be permissible to use tire chains of reasonable proportions when required for safety because of snow, ice or other conditions tending to cause a vehicle to slide or skid."

Some critics have discouraged the use of non-skid chains by passenger jured the surface of the pavement. This is not borne out by the facts in respect to concrete. Tests by the U. S. Bureau of Good Roads, however, indicate that on concrete non-skid chains such as would be used by a heavy truck have comparatively small wearing effect even when applied in direct contact with the concrete, with no snow or ice to reduce any possible damage. But any damage to highways resulting from use of chains to prevent skidding is far preferable to the accidents which would result if they were not used, say safety authorities.

# SCOUTS WILL GET PLENTY OF FOOD

It will not be necessary for parents to send their boys boxes of food from home to the first annual summer camp of Eugene Boy Scouts on Knowles creek, near Mapleton, July 13 to July 27, reports C. R. Clark, scout executive. Candy will be a thing unheard of at camp, and if parents wish to send boys something, fruit is suggested, and enough should be sent to supply the entire patrol.

"No boy will leave the table hungry," says Mr. Clark. We will have the best grades of plain, wholesome food, well cooked, and plenty of fruit, fresh vegetables and fresh milk. A careful menu has been prepared with the proper food values for all meals. There will be plenty of dessert too, pies and cakes and real pudding."

Mr. Clark's camp hobby is plenty of food for scouts. He has had 12 years of experience with the United States forestry service, is a veteran of seven scout trips, and has a record of 1700 miles spent in tents back in the mountains in the Rocky Mountain region. He holds Red Cross lifesaving examiners' certificate, and his special lines are camp management and programming, nature study, camp museum, swimming, lifesaving and water sports.

Kenneth C. Able is chairman of the camp committee, which includes Dr. H. C. Stand, Leland Johnson, and W. R. Robertson.

# Many Autos Travel McKenzie Pass now

Automobiles are now negotiating the McKenzie pass daily, according to reports from local garages and service stations. The Bend stage started its first trip of the year this morning, according to Richard Shephard, manager of the Terminal hotel, and will operate on its daily schedule hereafter.

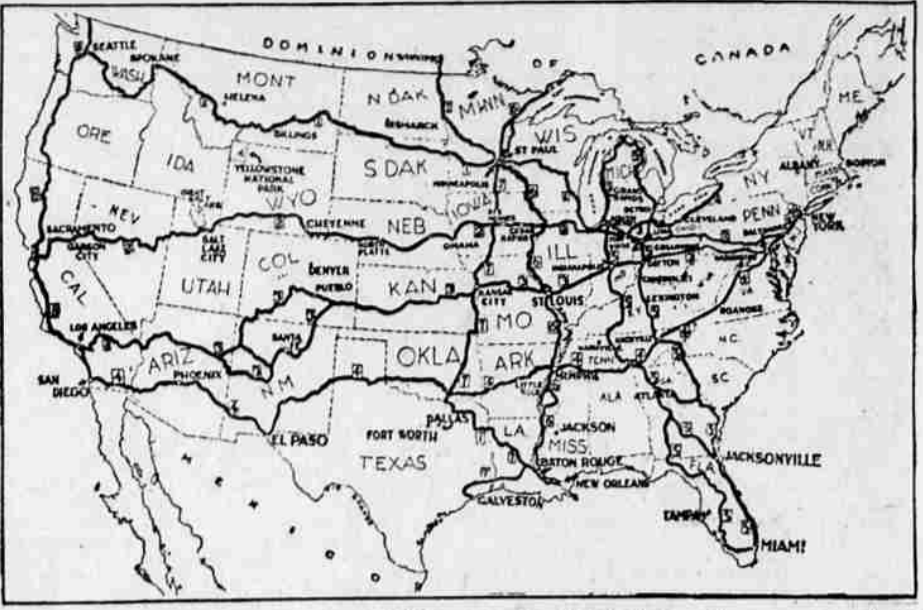
Two Bend boys, Willard Houston and S. M. Lunsler, were the first from that city to make the circuit from Bend to Eugene and back by way of the McKenzie pass. They made the trip across the lava fields to Eugene in 4 1/2 hours.

No chains are needed on the trip, according to motorists. With the exception of one deep mud hole, which the driver may go around or through, at his own discretion, the road is in fair condition all the way.

# REAL ESTATE TRANSFERS

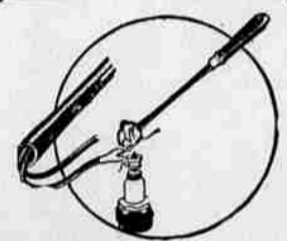
- W. W. Calkins et ux to Ruth A. Parkhurst—Lot 9, blk. 3, Capital Hill add. \$1.
- G. A. Allen et ux to Cecilla Simpson—Tract 1p, 20 S R 3 W, \$750.
- J. C. Finley et ux to John G. Murray—Tract 1p, 22 S R 3 W, \$400.
- R. G. Barnes to Charlotte Barnes—Lot 7 sec. 7, 23 S R 2 W, \$10.
- Benjamin W. Battleson et ux to Charles Straw—Part of lot 1, blk. 6, Skilton's add. Eugene, \$10.
- Russel O. Wood et ux to Iva Wood—Tract in blk. 1, Alta Vista Park, \$10.
- Hiram H. Wood to George H. Wood—Tract in blk. 1, Alta Vista, \$1.
- Louisa M. Ralston to Clyde Ellis Tomphey et ux—Lot 3, blk. 2, Parkhurst add. C. G., \$10.

# CHIEF CROSS-COUNTRY HIGHWAYS OF UNITED STATES



Map showing the main transcontinental highway of the United States. These are, according to their numbers: 1, Yellowstone trail; 2, Lincoln highway; 3, National old trails; 4, Lee highway; 5, Dixie highway; 6, Mississippi river scenic highway; 7, Jefferson Highway; 8, Pacific highway.

# No Matches Needed



detail and the unusual bulk purchases of material, coupled with increased production due to extremely heavy sales in the field, has Willys-Overland been able to produce this five-passenger sedan, the lowest priced sedan with sliding gear transmission.

One of the unique features of the new Overland Standard sedan is the instantaneous rearrangement of the interior to form a comfortable bed for the camper and tourist.

# BLANKET DECREASE IN TAXES SOUGHT

WASHINGTON, June 20.—(AP)—The next congress in its predicted effort toward tax reduction, will have before it proposals for blanket decreases with a maximum surtax ranging from 13 to 25 per cent, if the early summer suggestions of republican and democratic leaders carry through to December, when the law makers assemble again.

Chairman Green of the house ways and means committee, which will begin in the fall its work on a new revenue bill, is of the opinion that liberal, equitable reduction should be effected, with a maximum surtax of 25 per cent. The same figure has been suggested by Chairman Smoot of the senate finance committee.

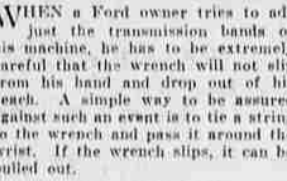
Senator Underwood of Alabama, recently advocated a maximum of 13 per cent and Frank W. Mondell, war finance corporation member and former republican leader of the house, has suggested 15 per cent in a series of speeches in the mid-west on tax reform.

Treasury officials are said to favor a reduction of at least 20 per cent.

Chairman Green disagrees with the opinion of Senator Smoot which is concurred in by President Coolidge, that it might be well for the federal government to abandon its inheritance tax.

The senate finance chairman proposed inheritance levies be left to the states and that they in turn should leave the income tax field to the federal government.

# Wrench is Saved



WHEN a Ford owner tries to adjust the transmission bands of his machine, he has to be extremely careful that the wrench will not slip from his hand and drop out of his reach. A simple way to be assured against such an event is to tie a string to the wrench and pass it around the wrist. If the wrench slips, it can be pulled out.

# New Overland Sedan Interests

That lower prices and the steady increase of retail sales in the automobile field herald a stability of other industries throughout the country is the contention of Willys-Overland officials who are watching with interest the mounting sales on the new Overland Standard sedan recently announced.

Only by the closest application to

# Oldsmobiles Show Continued Increase

Continued increase in retail sales of Oldsmobiles and a general feeling that business conditions are good throughout the greater portion of the country is reported by D. S. Eddins, general sales manager of Olds Motor works. The Oldsmobile factory entered June with advance orders that will assure it full production throughout the month, and indications are that July production will be satisfactory.

Sales of Oldsmobiles during May were more than 36 per cent greater than during the same month last year. This is the third consecutive month that Oldsmobile sales have shown a substantial increase over those for the same periods in 1924.

"The northwestern section of the country is showing remarkable prosperity, according to both the reports and orders received by our distributors and dealers in that section," said Mr. Eddins. "This excellent showing is extending practically without a break from Lake Michigan to the Pacific coast."

# FEWER MAKERS OF AUTOS PREDICTED

Harry M. Jewett, president of the Paige-Detroit Motor Car company, in an address recently before the national meeting of the Taylor Society at Ann Arbor, Mich., predicted that next year would see less than fifty motor car companies actively engaged in building automobiles.

The Paige and Jewett builder stressed the importance of a manufacturer having a dealer organization composed of business men, if the products of the company were to be sold in quantities sufficient to make possible the low prices of today.

Leading up to the problems of dis-

# REDUCTION PLAN IN TIRE SIZES IS AGAIN SOUNDED

WASHINGTON, June 20.—The threat of higher tire prices made by the restriction of crude rubber shipments and the resultant reduction in supply, may be nullified by standardization and reduction in the number of tire sizes now being produced.

This suggestion comes from an officer of the U. S. Department of Commerce to help the tire manufacturers simplify their production methods.

A survey of the tire producers shows that practically all favor such simplification. But they lay the blame for the great variety of the sizes on the automobile manufacturers who design cars without regard to the sizes of tires already in production.

Before the use of balloon tires, the manufacturers succeeded in limiting the number of sizes of their tires to about a dozen. This brought a considerable reduction in overhead and waste, which ultimately was brought down to the benefit of the consumer.

But the advent of balloons again raised the variety of tire sizes to about 30. Now the Department of Commerce and the tire makers are planning to get together on a plan to standardize all sizes and reduce their sizes to about five or six.

In view of the rising cost of raw rubber, it is believed this is the only way to keep the prices down.

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# To Keep His Job

TOKYO, June 20.—Fearing that he would be discharged because nothing exciting ever happened in a small town in which he was night watchman, Kazo Hirano, 62, set 30 fires in order to impress the village with the need for continuing his services.

# Prove to Yourself This Car's Amazing Performance!

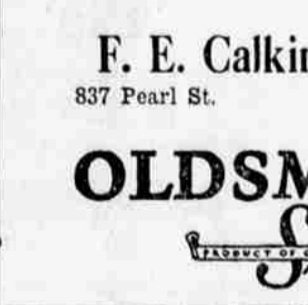
You'll admire its distinctive beauty, yes—you'll appreciate its economy—but the thing that will satisfy you even more is the confidence you'll come to have in your Oldsmobile Six because of its amazing performance!

You'll get a new thrill every time you meet a high hill—or a stretch of deep sand—or a long open road where you can open the throttle.

We'll gladly loan you one of these cars for an hour or two. Drop in—or phone us—soon!

F. E. Calkins Motor Co.  
837 Pearl St. Phone 605

# OLDSMOBILE Six



The Greatest Machinists in the World



Eugene Foundry and Machine Company  
518 East 8th Avenue Phone 1054

# S. B. FINNEGAN

Machine—Blacksmithing  
Soil Truck Tires; Auto and Tract Springs; Auto Wheels and Rims; Oxyacetylene Welding  
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tribution that are facing the manufacturer today. Mr. Jewett revealed that these were becoming even more important to an automobile maker today than the manufacturing end.

"Automobile production has become fairly well standardized," he said. "The efficiency and lower costs of progressive assembly have made this method the one to be generally employed. It has brought down the price to the point where the public can now as easily afford an enclosed type car as the touring car of former days.

"That we might meet the closed car market situation, we scrapped a \$100,000 enameling plant for one in which production was tripled and costs lowered 33-1-3 per cent.

"It has taken courage, good judgment and the casting aside of ordinary conventional business management to keep pace with the increased demand, to keep forcing an increased demand by lowering costs to put needed transportation into the hands of everyone.

"In the past, 75 per cent of the administrative brains of an automobile plant have been put into the manufacturing end. Today the wise ones are dividing the brains between the sales and manufacturing.

"There have been approximately 175 makes of automobiles placed on the market. At the New York show in 1923 there were 113 exhibitors; in 1925, 51 exhibitors, and next year, I predict that there will be between 40 and 45. The weak and inefficient are going by the wayside. Larger production and fewer plants is indicated."

# Largest Electric Sign

HOLLYWOOD, June 20.—The largest electric sign in the world has been erected here. It is nearly a quarter of a mile long and contains 14 letters each 45 feet high.

At Mission 45 Years  
TOKYO, June 20.—Dr. and Mrs. Gideon Draper have completed 45 years service as Methodist missionaries in Japan. They originally crossed the Pacific in a sailing vessel.

# Years and Bumps Cannot Harm DUCO AUTO FINISH

A finish that will last as long as your car does, has now been perfected by Du Pont chemists. Every motorist will be interested in Duco, the finish that resists all the elements, and whose lustre actually improves with age. Duco Finish is made on an entirely new principle. It is so adhesive that it is difficult to mar. Running the engine hot will not blister this scratches hot will not blister this marvelous finish. After the cloth actually use, rubbing with a dry cloth actually improves the appearance of the finish. You can run a car finished with Duco through any kind of weather, it out all night in any kind of rain, allow grease or caustics to get on it, without damage. We are refinishing cars with Duco, doing the job in less than half the time required for an old-fashioned job. Come to our shop and let us do it. Let us prove to you that Duco actually surpasses the claims made for it. You won't be satisfied until you get Duco on your car.

# GENERAL AUTO PAINTING

CLAUDE VAN WYCK  
7th and Charrelton, Phone 249

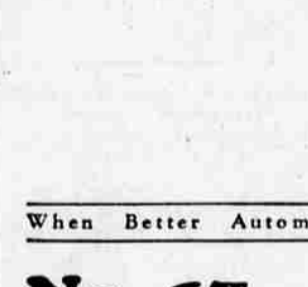
# Your New BUICK, CHEVROLET, OLDSMOBILE, OAKLAND, CHRYSLER, MAXWELL, MOON USES THIS EQUIPMENT

REMEMBER THAT—  
in order to receive the benefits of the manufacturer's guarantee on this equipment, your car MUST be inspected and registered by us within five days after its purchase.

BRAKEL WHITE  
89 W. 9th St. Phone 1610

# When Better Automobiles Are Built, Buick Will Build Them

# No. 17



# Question: Why do all of the great racing cars use Valve-in-Head engines?

# Answer: Because this type develops the greatest speed and power. All first place winners of the Indianapolis 500 mile race since 1912 have had Valve-in-Head engines. Buick pioneered the Valve-in-Head engine in 1904 and has used it ever since because it is more powerful, more economical and more dependable

# B. F. GOODPASTURE

7th and Olive