

AUTOMOBILE OWNERS OF STATE TO PAY COST OF HIGHWAY BUILDING

J. W. Morris, Consulting Engineer Oregon State Motor Association On June 4th Oregon will be put to the test. The people will be called upon to settle for a long time to come whether the trails and dirt roads which have served the past generation are good enough for the present day. It is not a question of whether we are any better than our forefathers—it is simply a fact that we have progressed to a point in the development of this state where our personal conveniences and our commercial enterprises demand better transportation facilities.

There are people who will vote against the \$6,000,000.00 bond issue. Strange to relate, ninety per cent of the opposition vote will come from those who will not be called upon to pay one cent toward the construction of highways. The vote among automobile owners will be practically unanimous in favor of the bonds. All of the opposition that has developed to date comes from those who do not own cars. There is only one way to account for this—they do not understand. If every voter in Oregon is made acquainted with the provisions of this act, the positive vote will be the greatest ever recorded in history.

Let's lay aside prejudice and half-formed opinion and look this matter squarely in the face. What does the bill provide? Simply this—the licenses on automobiles are doubled and the money obtained therefrom will be used to pay the interest and principal on the bonds. Not one penny of tax is called for. You who cry that your homes and your farm will have to meet the burden are doing so out of ignorance. The law says AUTOMOBILE—not house—not farm. The man with the automobile need not squirm—the double license act was passed by the last legislature and will be in effect whether or not the bonds are voted. The revenue is already provided. All that the voters are called upon to settle on June 4th is how the money will be spent. Don't overlook this statement—you are not called upon to vote a license or a tax. This has already been done. All you have to do is to say that the money provided shall be spent in immediate road construction made possible by a bond issue of \$6,000,000. Otherwise, the money will be spent in dribbles of three or four hundred thousand dollars a year scattered over many hundred miles of roads. With the bonds, we can have the same results in three

years and can enjoy the use of good highways, lessen the cost of getting our products to market and have attractions to offer to tourists, some of whom will like our climate and our paved roads so well that they will make their home among us.

Perhaps some one has told you that some future legislature may repeal the double license and that property will then have to be taxed to pay the bill. Set your minds at rest on this point. When a bond is sold the purchaser and the state enter into a contract covering such sale. This contract is sacred and once made can not be impaired by future legislation. If you doubt this statement, ask your lawyer. You do not hesitate to seek his judgment upon a personal matter involving a hundred dollars, therefore be equally careful in a \$6,000,000 deal. It won't cost you anything.

Another voice we hear comes, perhaps from a district where a proposed road is not shown on the state map. Some selfish fellow says—"They are not going to build any road in front of my farm and I won't vote to build a boulevard for the joy-riders." How silly. Did you ever hear of a railroad company building the branches before the construction of the main line? Is it not reasonable to believe that the building of the main highways is deferred, the longer you will have to wait for your branch road? Furthermore, if the county is relieved of the burden of keeping up the main highways, won't they be able to spend this money on the less important roads?

All sorts of ridiculous and untrue stories are being set afloat. It is said by some who are misinformed that the county must put on the crushed rock—otherwise macadamize—before the state will finish the job. The language of the bill as it relates to Josephine county is very plain. Paragraph 9, section 7, says: "Provided, that if the counties of Douglas and Josephine, or either of them, shall prepare any part of the said Pacific Highway, and make same ready for paying according to the requirements of the State Highway commission, then said commission shall immediately pave the road so prepared * * *." The greater part of the mileage paved in Jackson county has been with concrete where no crushed rock is first needed, the concrete being always laid directly on the dirt. On asphaltic pavements, the concrete base is likewise laid on the dirt. If a crushed rock base is used, it is laid upon as a part of the pavement and is not laid by the county in advance. State Highway Commissioner E. J. Adams made this very plain while in Grants Pass last week.

The benefits of paving are so well known to all of us that it seems hardly necessary to go into the subject. Down at Medford there are two auto-stage lines running to Central Point and Ashland over paved roads. Two more are running to Eagle Point and Jacksonville over the old fashioned Oregon standard. The same make of light cars are used and the same kind of tires are in general use. The machines running over the paved roads are getting 7,000 miles out of a set of tires while those over the unpaved roads are barely making 3,500. The average tire costs \$16, and the annual mileage per car is 30,000 miles. The owners of the cars running over the pavements save \$274.48 per car per year in tire cost alone to say nothing of the saving in wear and tear on the machines and of the less amount of gasoline required. Experience in Jackson county does not bear out the argument that pavements are for "joy-riders." Many people may drive over the road for pleasure but this does not interfere with the general utility of the pavement. The farmers and fruit growers between Central Point and Ashland are using this road every day right along with the automobiles and furthermore are able to haul double the loads with less tiring of their teams. What should also be noted is that since this pavement was finished the county has been put to no expense for upkeep and the money saved has been used to good advantage in more remote districts. Will not Josephine county be able to do the same? Everyone knows the Crescent City road needs work. In the past 30 days the impassable condition of 10 miles of this road has cost Josephine county \$40,000. You say, "to the mine owners?" Let's see about that. One hundred miners at

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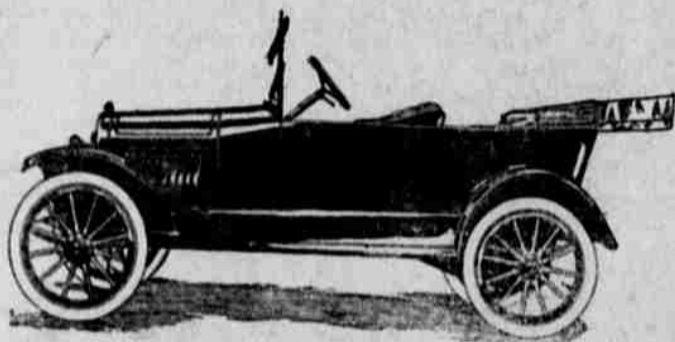
\$3.50 per day have been laid off; 25 teams at \$5.00 each per day; 5 auto trucks at \$20.00 each per day. On top of this the team owners have been out \$1.00 per day per team for feed; the mine owners have lost \$500 per day; the suspended traffic in lumber and other local commodities will easily bring the total to \$40,000. And think of it. All of this loss to the county in one month when the ten miles could have been graded for half the sum. Is this good business? Wouldn't you or I spend one dollar if we knew we could get back two in the place of it?

Maybe the county did not have the funds. All right, let's turn loose the money now needed to keep up the Pacific Highway and make the

fellow with the automobile foot the bill. That is exactly what we will do when we vote for the \$6,000,000 bond issue. And the auto owner won't kick either—he will make back his extra license on tire saving and upkeep on the machine and the county funds will be freed to build and repair the side roads.

Will you please tell me the advantage of wire wheels?

Wire wheels give a car a snappy appearance. They are more resilient than wood wheels, effecting a saving on tires. They will stand greater strain than wood wheels in case of accident or severe driving. They are lighter than wood wheels, thus reducing the amount of unsprung weight.



Metz Fibre Grip Gearless Transmission

A Marvel of Power. The Only Flexible Drive.

The owner of a Metz car remarked, in describing the Metz Fibre Grip Gearless Transmission, "It is pretty smooth."

Yes, it is smooth; in fact, it shines, it is polished. The surfaces look as if they would slide over each other like skates on ice; but—that is where they fool you. Slip'm? Say, you couldn't do it any more than you could slide down an asphalt sidewalk with rubbers on your feet. That fibre wheel clings to the aluminum composition disc closer than a brother. And yet, when power is applied too suddenly, it can give a bit; just enough to ease the shock on engine and tires and start the car gently.

Examine the cut of the transmission; or, better still, watch the transmission itself in a Metz chassis; you will catch the idea at once. That special fibre surface possesses an affinity for the composition disc. They cling together and cause every ounce of power in the engine to be delivered to the driving wheels.

The puss of that fibre wheel is uncanny. You can scarcely believe your own senses when you see and feel it. Just place a Metz car on one of the steepest side hills you know of, on a traveled road; stop it there; then apply the power by a slight shift of the fibre wheel away from the dead center. Your car, loaded to its full capacity perhaps, starts up the hill with such a reserve of power that it will feel to you as if some mighty giant were pushing it along. There is not a sign of the grinding, jerky, wearing effect so often seen when a sliding gear and clutch do not work in perfect harmony.

Every person who drives a car knows how often, especially on a hill, a clutch does not release instantly, or a gear refuses to mesh properly; possibly your car comes to a full stop or starts to back down the hill. Power is applied too suddenly with the inevitable result; you strip your gears, stall your engine, or, if everything else holds, you start up with a jerk which causes Ma to swallow her false teeth.

The Metz fibre grip gearless transmission is the simplest thing of its kind to be found on any car. There is not a weak or delicate part about it. It don't run in oil; it is positive, quick to respond to the shift lever, flexible, lighter than any gear transmission, requires no clutch, and is the most reliable transmission known. It gives seven speeds forward and one reverse. The reverse speed is slow, safe and powerful.

Let us take a common-sense view of this matter.

A transmission is a means for conveying the power of the engine to the drive, or rear wheels. There are two popular forms of transmission—the gearless, as used in the Metz, and the sliding gear and clutch. An automobile engine is positive and continuous in its action. Its speed depends on the amount of gas supplied from the carburetor and the rapidity of the explosions as controlled by the magneto. Within certain limits the power developed depends on the rate of the revolutions of the crank shaft. This power must be conveyed to the driving wheels in some manner which will make it possible to reduce speed with increased power, or to change speed at will, or to stop the drive wheels without stopping the engine. This is the province of the transmission and clutch.

In the Metz Gearless Transmission no clutch is required, the power being removed from the drive wheels when the fibre wheel is disengaged from the disc. Gears are not required because

the movement of the fibre wheel toward or from the center of the disc reduces or increases the speed of the drive wheels.

In a sliding gear transmission there are a number of cogwheels which engage each other to produce, usually, three speeds forward and one or two reverse. These are called "sliding gears" because they can be moved back and forth on their shafts to give the necessary selection to change speeds. They usually run in oil. As these gears are inflexible, a clutch is required to detach the drive shaft from the power.

It should be clear to anyone who understands these forms of transmission why the Metz Gearless Transmission has enabled the Metz car to win endurance tests, hill-climbing tests, and, in fact, every test to which any car not especially built for racing should ever be subjected.

In passing through the gears some of the power of the engine is necessarily lost by friction; some power is lost in changing speed or shifting gears; some is lost by releasing the clutch and allowing the engine to run free. There are many ways by which power and motion can be and is lost in running a car fitted with gear transmission and clutch.

In the Metz Gearless Transmission, on the contrary, when shifting speed, if such becomes necessary, there is no moment when the engine is not performing its full duty. The power is continuous. It is raised or lowered gradually while the duty of the engine is unimpaired. The movement of the fibre grip over the aluminum disc is quick if desired, but gradual. The power is never lost, the engine never stalled, the car and its occupants subjected to no sudden jerk or jar.

Listen, Mr. Auto-owner, when you shift speeds with your gear car you release the clutch (losing all power), shift your gears (which often mesh hard or fail to mesh perfectly,) then apply your clutch again. In doing this, your engine is subjected to at least two severe strains; one when you release and another when you apply your clutch. Your driving gears, rear axle, rear wheels and tires are all subject to strains which tend to weaken them and wear them out. And (don't overlook this) if you strip a gear or even break a cog, good night! It is a long haul to the nearest garage.

Now with the Metz fibre grip gearless transmission you have:

1. Positive and constant power and action.
2. Simplicity and direct drive.
3. All engine power applied to the rear wheels as driving power.

Every Metz agent is glad to demonstrate the truth of all we say about our car.

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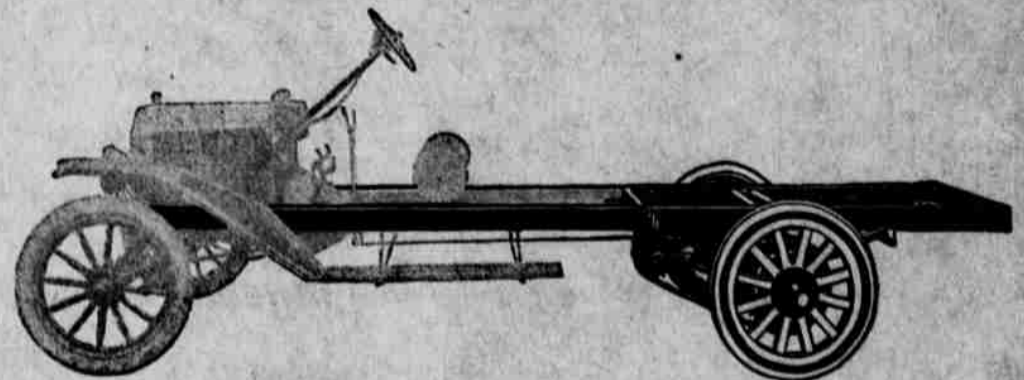
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