HIGHWAYS ARE GREATEST NEED OF THE NATION

The people of our land were never able to deal as comprehensively with the problem of highways development and highways transport as today. For now, as a result of war's challenge and the demands upon all producers for their utmost endeavor, we know where people are in greatest need of additional transportation facilities. And from experience gained before and during this war we have seen the manner in which highways transportation can be harnessed most effectively to the service of our people.

"Take the great problem of rural highways transportation," cites Mr. W. O. Rutherford, Vice President of the B. F. Goodrich Rubber Co., and consider a concrete and definite need that presented itself in the State of Utah during the war. In the vicinity of Lea, Wayne County, back 75 miles from the railroad, several carloads of fat hogs were available for market, but there was no means of shipping them to the nearest rail point. The solution was found by improving the highway to carry motor transport, the hogs were moved rapidly to rail shipping point and an additional food supply thereby made available. And the solution of this problem had the effect of moving the whole back country, a vast area in itself, up closer to the railroads and the markets of the world. While the exodus of the hogs symbolized the creation of new wealth in Wayne County, the transport service was able to return from the shipping point to Lea with the wares of our great industries, thus providing a larger market. Hence Highways Transport linked up the farms with the desired markets. It also spelled opportunity to the great body of loyal workers in America in that it provided for a larger field to be supplied by the indispensable products of their hands.

"What took place in Utah has happened in nearly every corner of our land. Our colleges and universities and other forces of education in several of our most progressives states are already setting up courses of instruction which will equip men to occupy important posts on the frontiers of this development. And of lasting consequence, they will commence to lay the foundation for the progressive science of transportation and communication."

W. T. Powell, Manager of the B. F. Goodrich Rubber Company, at San Francisco, who is well acquainted with conditions in this section of the country, adds an important suggestion:

"The benefits to our section of the country following upon the improvement of highways and the effective and economical utilization of them by express and passenger cars places us on the threshold of a new era of prosperity. And I am convinced that this and other State Legislatures as well as our State and County Highway Departments and Commissions were never in so fortunate a position with regard to having the support of a large portion of the intelligent and thoughtful tax payers of our state.

"A great deal of information has now been made available through the Highways Transport Committee, of the Council of National Defense, pertaining to the most effective utilization on highways. No man today need vote or deliberate in ignorance of basic facts. Our own great state colleges should, and undoubtedly will do their part in collecting and disseminating facts which will create an inexhaustible supply of dependable data."

LAST OF OREGON UNITS NOW BOUND FOR U. S. A.

PORTLAND, May 21.—A Washington dispatch received today says that the 148th Field Artillery comprising three Portland troops and Troop D of Pendleton, former National Guard men, is now on the way home from the army of occupation.

It is believed that no Oregon units are now left in France.

NEW YORK SOCIETY PEDDLING DOUGHNUTS

NEW YORK, May 21.—New York Society leaders after spending most of the night cooking doughnuts in Mrs. Vincent Astors Fifth Avenue Home, peddled them on Broadway as voluntary recruits in the salvation army drive.

They sold the doughnuts at a dollar a piece on Wall Street.

ASHLAND STORE SOLD.

ASHLAND, May 22.—The Ashland Trading company, one of the oldest grocery and drygoods stores in Ashland, has been sold to J. C. Kaegi of Wilbur, Or. Several months ago L. S. Brown, a member of the old firm, bought out the stock and closed the drygoods department. Mr. Kaegi will confine his business to groceries.