

# ONE BILLION FOR PAVING PROGRAM AVAILABLE, U. S.

NEW YORK, Aug. 12.—Klamath Falls with a proposed expenditure of \$25,000 for paving is one of 310 states, counties, townships and municipalities announced within the past month as contemplating highway improvement to a grand total of \$179,307,359.36.

More than \$1,000,000,000 is available for good roads and streets in the United States. This sum, large as it is, represents an increase over the highway revenues of 1914 of only about 150 per cent, while highway traffic has increased 450 per cent. There are now 2,500,000 miles of highways in the United States, of which only an approximate 100,000 miles are improved with modern pavements. When compared to sums expended for luxuries by the pleasure-loving public the American highway budget does not look so impressive.

The people of this country spend \$1,000,000,000 a year for candy, \$3,500,000,000 for automobiles, \$1,600,000,000 for automobile tires, \$1,275,000,000 for gasoline, \$1,500,000,000 for carpets and rugs, \$1,950,000,000 for cigars, cigarettes, tobacco and snuff, and \$1,650,000,000 for jewelry, perfume and cosmetics. On the other hand the sums spent for roads and streets are seven times greater than those expended for water supply improvements, three times those for sewerage work and 15 times those for bridges.

In connection with the road-building program public officials are casting about to find the types of pavement best suited to their purpose and best calculated to save money to the tax-payers and those who use the highways. It now costs from \$20,000 to \$60,000 a mile to construct modern paved highways, depending on the dimensions of the pavement, the kind of material used and the local conditions encountered such as labor costs and sub-soil conditions. Naturally the purpose of the highway officials is to get the best for the least expenditure, consistent with durability and service.

"It is high time," says M. O. Eldridge, director of roads, American Automobile Association, "to pay more attention to the effect of the various road surfaces on motor vehicles instead of considering only the damage by the motor vehicle to the road. Compare, for instance, the smooth resilience of Fifth Avenue, New York (paved with sheet asphalt, with the rough, gritty and flinty surfaces. The saving in tire costs alone would pay the difference in construction costs in many instances."

According to J. E. Pennybacker, former chief economist for the United States bureau of public roads, determination of justifiable outlay for the proposed improvement of roads and streets from anticipated service, should call for at least as careful a survey and estimate as the engineer now provides for the construction work itself. "It is suggested that for the potential local traffic," says Mr. Pennybacker, "a zone be blotted to include the territory which might logically be served by the highway after improvement. Within this zone the investigator could make an approximate automobile census and so acquaint himself with the business, industrial and social factors and possibilities of the zone as to establish a basis for estimating both the saturation point in motor vehicle ownership and the average mileage per car. The cost of operation per ton mile on the old road should be ascertained and from this should be subtracted the estimated cost of operation per ton mile on the improved highway established by comparative data of operating costs on highways similar to the type or types under consideration for the improvement. This method leaves to the engineer the same discretion as he now customarily exercises in selection of design but subjects it to the test of financial justification. This saving in cost of traffic operation per ton mile when applied to the total existing and potential increase in ton miles gives the gross annual saving in traffic operation attributable to the improvement.

The rapidity with which the American people are turning to dustless highways is shown in figures recently compiled by highway information service, New York city. These show, for instance, that during the past eight years five million tons of asphalt, a quantity sufficient for

50,000 miles of roads and streets, or double the entire mileage of the Route Nationale, the main highway system of France, have gone into roads and streets in this country. A census of city paving, recently compiled, shows that of 364,901,611 square yards of paved streets in the 196 leading cities of the country, 27,476,345 consisted of surface-treated gravel, 58,412,780 consisted of surface-treated water-bound macadam, 14,279,494 of bituminous macadam, 26,430,112 of asphaltic concrete, 105,712,821 of sheet asphalt, 59,963,748 of brick, 10,744,695 of Portland cement concrete 6,259,695 of asphalt block, 10,313,420 of wood block and 27,098,414 of stone block. The percentage ratio to the whole was: Brick, 14 per cent; stone block, 10.2 per cent; Portland cement concrete, 2.9 per cent; sheet asphalt, 29 per cent; asphalt concrete 7.3 per cent; asphalt block, 1.7 per cent; bituminous macadam, 3.91 per cent; waterbound macadam, 16 per cent and gravel, 10.23 per cent.

### Gas From Straw.

A gas derived from the destructive distillation of straw is being produced on a small scale at the experimental farm of the United States Department of Agriculture at Arlington, Va., says the Journal of Industrial and Engineering Chemistry in a recent article. This gas has been used for motor fuel, for cooking and illuminating purposes, but its commercial value has not yet been determined. The office of development work of the bureau of chemistry is now making a series of tests upon it.

Fifty pounds of straw will produce about 300 cubic feet of gas, and the problem of liquefying or condensing the gas in order to enable it to be used practically as a motor fuel is now in process of solution.

### France's Best



France's 1921 baby contest is concluded and here are the three chosen the prettiest babies in the country. Top—Armand Larrien, Calais; middle—Germaine Permentier; right—Henri Potevin, Paris.

### Daily Dares the Devil



Charles Hutchison. They call him "Hurricane Hutch." He's a tornado of action. Dives great heights. Swims rapidly. Rides motorcycle across railroad trestle. Leaps over train with it. Drops onto moving train. He daily dares the devil—and laughs at him.

## FIRE LOST U. S. MORE THAN WAR LOST GERMANY

WASHINGTON, Aug. 13.—Because of the war, Germany lost about 21,547,520 acres of land exclusive of plebeianities. This was undoubtedly a serious national misfortune to Germany. The United States, during the period 1914-1920, inclusive, burned up 56,488,307 acres of our forested area—over 2 1/2 times as much as Germany's entire loss—an area greater than New York and Pennsylvania combined, or of Minnesota, Kansas, Idaho, or Utah.

While it is impossible to trace the origin of all forest fires, the records of the forest service of the United States department of agriculture show that a large number originate through the carelessness of happy-go-lucky tourists. The forest service is anxious to encourage the use of the national forests as recreation grounds. It cooperates with plans for building fine roads through the forests, and establishes numerous free camping grounds, where shelter, water, and firewood may be obtained. Many of these camps are located on main automobile highways and are easily reached. Some states provide tourist guide maps to the forests and camp sites. About 5,000,000 people, it is estimated, use the forests each year during the vacation season. At Eagle Camp ground on the Columbia river highway in the Oregon national forest, 132,000 tourists registered last year.

Some of the campers, however, do not seem to appreciate the pleasures and privileges afforded to the touring public. They disfigure the scenery with rubbish and filth, they disregard game laws and pollute streams, but their worst and most frequently recurring offense, according to forest officers, is the starting of destructive forest fires by care-

lessness either with camp fires or with smoking.

A lighted cigarette thrown into dry leaves or needles, may start a fire that will spread for miles. A camp fire not fully extinguished may be the means of destroying valuable timber which has taken hundreds of years to reach maturity. The re-

### "Nippy"



It's nippy but it's nice. That is, of course, if you have a figure adapted to "nippiness." The new fall walking suit is nipped in at the waist with a flare out of the coat skirt that would satisfy the most extreme college beau brummel.

### Germans Salute British Dead



German soldiers are shown firing a salute at the grave of a British non-commissioned officer at Munslerlager Camp, near Hanover. They also were included in the funeral procession.

ports of forest rangers are filled with dramatic accounts of the work involved in controlling such fires, and also in detecting and bringing the culprits before a judge after following the very slight clues obtainable in a deserted camp site. Sometimes an old bottle or a pocket handkerchief will reveal the original possessor who did not put out his fire. Sometimes a particular make of automobile tire can be traced for miles and the careless camper has been brought to justice.

No fines, however, on the part of the local magistrate, will restore the burned area. While the forest rangers are vigilant and alert to catch carelessness and prevent incipient fires, the real need, the foresters say, is for the development of more conscience on the part of the public which uses the National Forests. It is greatly desired by the Forest Service that all the 147 National Forests, from the Atlantic to the Pacific, and from Gulf to Border, be used and enjoyed to the fullest extent by as many people as possible. This involves universal adoption of the slogan, "Be sure your fire is out!"

### C. of C. Secretary Says School Was Of Great Benefit

The first session of the western school for community leadership was

## SAGE TEA KEEPS YOUR HAIR DARK

When Mixed With Sulphur It Brings Back Its Beautiful Lustre At Once

Gray hair, however handsome, denotes advancing age. We all know the advantages of a youthful appearance. Your hair is your charm. It makes or mars the face. When it fades, turns gray, and looks streaked, just a few applications of Sage Tea and Sulphur enhances its appearance a hundredfold.

Don't stay gray! Look young! Either prepare the recipe at home or get from any drug store a bottle of "Wyeth's Sage and Sulphur Compound," which is merely the old-time recipe improved by the addition of other ingredients. Thousands of folks recommend this ready-to-use preparation, because it darkens the hair beautifully; besides, no one can possibly tell, as it darkens so naturally and evenly. You moisten a sponge or soft brush with it, drawing this through the hair, taking one small strand at a time. By morning the gray hair disappears; after another application or two its natural color is restored, and it becomes thick, glossy and lustrous, and you appear years younger.—Adv.

the greatest thing that has ever taken place in the history of western commercial organizations, was the opinion expressed by T. J. Stanley, executive secretary of the chamber of commerce who has just returned from the school.

"From the first day when over 100 secretaries from the prominent cities of the 11 western states entered into the intensive training for community leadership, there was not one moment of lost time" he said.

A congratulatory message from Secretary of Commerce Hoover was read on opening day. The program included speeches and lectures by leaders from London, New York and prominent western cities. Dr. Ray Lyman Wilbur of Stanford was a speaker on the opening day. Those finishing the course were awarded a diploma. Another session will be held next year. Four Oregon secretaries, three from southern Oregon attended the school.

Watch out for children playing in the street.

The first garage of record where motorcars could be stored, repaired and rented was opened in Boston, Mass., in the spring of 1899.



## Hot Cakes

-like Mother used to make!  
only 15¢  
-and try! how delicious with a piping hot cup of coffee - and pure cream

## DOUGHNUT SHOP

Take Home a Dozen Doughnuts 30¢



## "Square as Old Abe"

Prime Rib Rolled	25c
Choice Round Steak	25c
Boneless Pot Roast (Tender)	15c
Chuck Pot Roast	17 1/2
Choice Plate Boiling	3 lbs. for 25c
The Finest Veal Obtainable	15c to 30c
Pork (Grain Fed)	25c to 35c
Lamb (Finest Milk Lambs)	15c to 25c
Choice Corned Beef (Boneless)	15c
Pork Sausage (No Cereals Added)	25c
Hamburger (None But Fresh Meat)	2 for 25c
Fancy Hens	35c
Fancy Fryers	40c

## Lincoln Market

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