

AUTO NEWS

NORTH DAKOTA THOROUGHFARES ARE DISCUSSED

State Engineer Writes of Good Roads—State Slow to Get Started.

[Note: America is enjoying a steady and emphatic progress in the



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building of good highways, in which our own state is a very material factor, according to the information brought forth by national touring week. In connection with this campaign in the interest of a national automobile outing those in charge found it in line with their work to make as first hand an investigation as possible of the mileage and condition of that mileage in the several states. The report on roadway in North Dakota contributed to the promoters of national touring week by the state highway department is as follows:

(By Jay W. Bliss, State Engineer.)
North Dakota has been slow to adopt progressive methods of road administration and road building, with the result that while over \$21,000,000 have been spent on the roads since statehood, no definite system of improved highways has been established.

Much of the money that has been spent has been utterly wasted. This is due to a definite plan and the absence of centralized authority. People are becoming keenly interested in the building of better roads, and are realizing more and more the importance of the part they play in the development of the state. Improved roads bring many advantages: rural life, they bring better schools and churches and greater attendance; less isolation and a broader social life, better health and quicker medical aid, more cultivated land, enhanced land values, and cheaper transportation of crops to the market. And, of course, in North Dakota the betterment of rural conditions means the increased prosperity of all the people of the state.

The citizens of North Dakota are fully aware of the need of better roads, and with the awakened interest of the people has come, in a measure, the improvement of road conditions. The old statute labor law has been repealed and highway taxes are now required to be paid in cash, which is a long step in the right direction, although the provision making it compulsory for the township to employ any tax payer if he so desires until the amount due him equals his tax, partially nullifies the intent of the cash payment plan. It is now more generally understood that road building and maintenance and the economic administration of highways can only be properly done

by men especially trained for this work, and there are now more skilled road builders employed in North Dakota, with more improved road machinery at their command, than ever before.

All these things are encouraging, yet the fact remains that North Dakota has not kept abreast of the progress that is being made in the other states of the union, in the matter of highway improvement. There are now in use in the state approximately 6,000 miles of public roads. Of this mileage it is estimated that approximately 26,000 miles are turpiked and graded. There are 1,100 miles of gravel roads and about 33,000 miles of ordinary ungraded roads. It is estimated that during the road building season of 1916 approximately 5,000 miles of road will be built.

Some of the townships and counties of the state are building excellent roads and keeping them in good condition at all times, but they find it discouraging to spend large sums of money in road building and maintenance, when between them and the market there is an unprogressive township with roads that are impassable after every rain, and so deeply rutted that travel over them is precarious at any season of the year.

A definite and uniform system of roads is required if satisfactory results are to be obtained, and in order to obtain such a definite and uniform system, it is necessary that the authority in road matters be centralized.

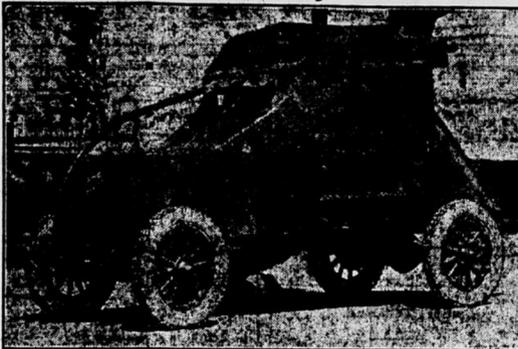
At the present time more than half of the total amount of money expended annually in the state of North Dakota is used by township authorities, and most of the townships are attempting to build what are properly called "cheap" roads. Such roads are naturally much more expensive than they ought to be, as no three or four or half a dozen townships can build a road as cheaply as the county, dealing with the same road through the several townships as a unit. Further, no three or four township boards could be expected to have the same ideas relative to the construction and maintenance of roads, and a lack of uniformity is the result. It is not to be expected that any comprehensive system of county roads could be worked out through the medium of the township boards. The planning of county roads and the construction and maintenance of them should be under the immediate direction of the county. The same facts are true as to the relation between the counties and the state. North Dakota might wait forever and not see a comprehensive system of roads develop under county authority. This point is especially well illustrated in North Dakota by the various road associations which have adopted and improved certain roads throughout the state, such as the Wonderland Trail, the National Parks highway, the Yellowstone Trail and the Meridian road. These roads have been put in excellent shape for the most part through the efforts of the different associations.

There are three classes of roads in North Dakota, state roads which would be the main trunk lines running through the state, suitable for inter-county and inter-state traffic; county roads, which would be the main thoroughfares of the county, connecting the principal towns; and township roads, which would be the roads leading into the main roads which lead to the state. With the increase in the mileage of graded and turpiked roads within the state, the question of road maintenance is becoming especially important. An earth road is bound to go to pieces quite rapidly, although it may be considered fairly permanent when properly cared for. A portion of the available funds each year must be set aside by every county and township board for the express purpose of dragging the turpiked roads, for practically the entire maintenance of an earth road may be done with a drag or a light push grader. If maintenance work is not kept up, the roads become so rutted that it is practically as expensive to repair them as it was to build them.

The state engineer's office is greatly interested in the good roads movement and is always pleased to cooperate with the various counties and townships of the state in every way possible. However, the lack of funds available for work limits the usefulness of the office greatly. North Dakota has not yet seen fit to grant state aid in the building of roads, and while a nominal highway commission exists, it is without funds with which to work and without any authority whatever and can only act in an advisory capacity.

The state engineer is prepared to furnish plans and specifications for roads and to make road surveys and furnish estimates of the work to be done, and for such work it is required by law to charge the actual cost. During the past year the state engineer has attended all of the good roads meetings that he could, and has done all within the power of the office to stimulate interest and to promote

New Armored Cars Equipped With 'Nobby' Tread Tires



Here is one of the latest type of armored cars being made for service on the Mexican border. The cars mount three automatic machine rifles of the newest design, on a heavily armored body, equipped with wire cutting devices. United States 'Nobby' Tread Tires have been specified for these cars, because of the wonderful record made by 'Nobbies' in heavy service with General Pershing's expedition.

RAILROAD SUED FOR \$125,000 DAMAGES

Minot, N. D., Aug. 14.—Attorney C. B. Davis of this city and Attorney James Manahan of St. Paul have been employed by the fathers of the five Berthold school children who were killed at a crossing west of Berthold shortly before Christmas, to bring actions for damages aggregating \$125,000.

The attorneys have started the actions in federal court, \$25,000 damages being claimed for each child.

SUFFERED 6 MONTHS WITH PIMPLES

Grew Into Large, Hard, Sore Eruptions. Itched and Burned Awful. Would Scratch All Night. HEALED BY CUTICURA SOAP AND OINTMENT

"My trouble started in the form of little pimples and the whole of my body except my feet, hands, and face was affected. The pimples grew into large, hard, sore eruptions. They itched and burned something awful. I could not sleep at night, but would lie and scratch all night. I suffered for six months until I sent for Cuticura Soap and Ointment. Three boxes of Cuticura Soap completely healed me." (Signed) Earnest Langdale, Northwestern Business College, Beatrice, Neb., March 7, 1916.

FARMERS ORGANIZE CO-OPERATIVE CO.

Starkweather, N. D., Aug. 14.—At a largely attended and enthusiastic meeting of farmers held at the tabernacle building in Starkweather, the Farmers' Co-operative Elevator Co. was organized. Another meeting was held at which the organization was further perfected and the proposition of buying or building an elevator was discussed.

The purpose of the new organization is to buy or build an elevator in Starkweather for the handling of grain. At the present there are fifty-three stockholders in the concern and it is expected that others will join before the books are closed. All those attending the meetings were enthusiastic for the new organization and its success is apparently assured. It is understood that the new organization has a deal on to purchase one of the local elevators. In case the deal is not consummated they will build one of their own.

Harry Arnold, who lost a son; Hudson Miller, two sons, and Ole Hagen, two sons, have instituted the proceedings. Separate actions will be instituted against the company for the death of the driver, Jack Ahern, and for the injury to an Arnold boy, who has partially recovered. The attorneys will allege carelessness on the part of the Great Northern. They claim that the crossing was nothing short of a death trap and maintain that a watchman should have been maintained at the crossing. Nobody seems to expect to get much joy out of the political campaign.

1917 Chalmers Roadster Price **\$1070** Detroit

The Roadster Hit of The Season

The demand for this smart two-passenger model has exceeded that of any Chalmers roadster ever built. It is the distinct "roadster hit" of the season.

Ideally suited to the needs of the urban dweller, the Six-30 Roadster is finely equipped for the open road. A roomy compartment in the rear deck accommodates five suitcases. Snug-fitting storm curtains fold away in a pocket back of the seat when not in use.

The roomy 45-inch seat is fitted with luxurious, yielding cushions, nine inches deep; leg-room is ample; overhead room, 38 inches from seat to top, prevents crushing of head-gear on entering car.

Under the hood is the powerful 3400 r. p. m. power plant, the motor sensation of the past year. No need to wait at traffic intersections—you'll be first away at the traffic man's blast. And the dust on country roads is the other fellow's share, with the Six-30 motor in action.

Two color schemes are available: Oriford maroon or Meteor blue with black wheels and gold striping. Wire wheels optional at extra cost in black, white, yellow or red. The price is \$1070, Detroit.

Edw. D. Hansen Auto Co.
Opposite Court House. Grand Forks, N. D.

Willard STORAGE BATTERY

Cheer Up!

There's no gloom for the fellow who does as much as he can for his battery and lets us do the rest.

THOS. MCGOEY
115 N. 3rd Street
GRAND FORKS, - N. DAK.

Free inspection of any battery at any time

Ford
THE UNIVERSAL CAR

NEW PRICES
F. O. B. Detroit

Effective Aug. 1st., 1916

Runabout	\$345.00
Touring Car	\$360.00
Coupelet	\$505.00
Town Car	\$595.00
Sedan	\$645.00

These prices are positively guaranteed against any reduction before August 1st, 1917, but there is no guarantee against an advance in price at any time.

Moore Automobile Co.
Grand Forks, N. D.

DODGE BROTHERS MOTOR CAR.

will be sold in this city by

McKinney-Fuller Motor Co.
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Oakland Light-Six
Trims Them All In Hill Climbing Contests : : :

The Following Is an Account of Oakland Cars Winning Three of the Latest Important Hill Climbing Contests.

Second Annual New Boston Picnic
Columbia Park, Northwest Minneapolis, July 27, 1916
Automobile Hill Climbing Contest. Distance One-Fourth Mile on Steep Hill.

OLDEST CAR MAKING BEST TIME,			NEW SIX-CYLINDER CARS.		
Make of Car.	Driver.	Time.	Make of Car.	Driver.	Time.
Model K Oakland	Miller	37 1-5	Oakland Six	Fageros	31 1-5
Dodge	Petersen	35	Buick Six	Scheffer	32 2-5
Buick Six	Fageros	39 2-5	Moore Six	Gunner	32 4-5
Interstate	Johnson	40 4-5	Buick Six	Johnson	33
			Buick Six	Dr. Brady	40
			Buick Six	Dr. Mack	42 2-5

FREE FOR ALL

Make of Car.	Driver.	Time.	Make of Car.	Driver.	Time.
Oakland Eight	O'Donnell	37	Chalmers	Dr. Brady	46 4-5
Oakland Six	Hunter	37 4-5	Buick	Miller	39 2-5
Oakland Six	Gunner	38 4-5	Buick Roadster	Miller	39 2-5
Oakland Eight	Miller	31 4-5	Ford		52 2-5
Oakland Model K		34 1-5			

Oaklands Are Here and Ready for Immediate Delivery.

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Grand Forks, North Dakota