

# COAST TO COAST AUTO ROAD PLAN

Lee Highway Will Be All-Year Paved Route, Washington, D. C., to San Diego.

## ROUTE THROUGH CHATTANOOGA

Road is of Primary Importance to Each State and Its Completion Will Be Big Factor in Further Development.

Despite the fact that this is the motor age, and that the automobile has been universally adopted as the highway vehicle, and that federal, state and county agencies have for several years accelerated road building, actual touring experience shows that there has not been developed a single transcontinental road, making an automobile trip from coast to coast a possibility at all times. In order to make such a trip possible throughout the year a program is now taking shape under the auspices of the Lee Highway Association, assisted by the American Automobile Association.

**Most Feasible Route.**  
As a result of this co-operation, the federal government, through the United States bureau of public roads, and the states of Virginia, Tennessee, Arkansas, Oklahoma, Texas, New Mexico, Arizona and California, through their state road departments, are now engaged in the selection of the most direct feasible route from Washington, D. C., to San Diego, Cal. Subsequently effort is to be concentrated for the speedy completion of all unfinished sections, and for the systematic maintenance and the widening and strengthening of the pavement as required by the volume and character of the traffic the pavement will be required to carry.

Already the route has been selected from Washington in a southwest diagonal down the valleys of Virginia and Tennessee through Roanoke, Bristol and Knoxville to Chattanooga. The next step is to fix the route from Chattanooga to San Diego.

**Statement by Johnson.**  
In a statement relating to the Lee Highway, Director General Johnson says: "From practically every county sent in the series of counties between the national capital and San Diego the city pavement extends a considerable distance in either direction, and in many sections the pavement is continuous for a hundred miles or more. This series of pavement is now to be connected. The road is of primary importance to each state, and its completion will be a main factor in the further development of the state. It is a road of great local importance to a series of towns and cities stretching across the continent, and the connecting of these various sections of pavement will be a prime factor in the further development of the nation, since it will facilitate interstate travel and promote the free commingling of the people of the East and the West. It will probably be shorter than any other Southern transcontinental highway and can therefore be completed more quickly. Within the next three years, and possibly sooner, there is every reason to anticipate a modern motorway between the capital city of the nation and southern California."

The Lee Highway Association is one of the youngest of such organizations, having begun its work only 20 months ago. C. H. Huston, assistant secretary of commerce, is president of the organization.

## TO COVER UP PEDAL SLOTS

Prevent Drafts in Winter by Tacking Piece of Heavy Material Over Holes in Floor.

To close up the pedal slots in floor boards to prevent drafts in cold weather, tack a piece of canvas or sheet rubber on the under side of the board over the slot. Cut a slit in the material just large enough for the pedal levers to pass through, making sure that their motion is not impeded.

## IMPORTANT FUNCTION OF CAR TIRE TREADS

Not Decorations Like Embroidery on Woman's Dress.

Tractive Wave is Partly Overcome and Car Held to the Road Without Slipping and Side-Sway on Moist Surfaces.

Some car owners think tire treads are decorations like embroidery on women's dresses, or distinctive patterns by which the manufacturer can leave advertisements on soft roads. But if such trifling considerations were suggested to the scientists who create the modern tire, they would be scandalized.

As a tire revolves there forms a bulge just ahead of where it is in contact with the road. This bulge is called a "tractive wave." Although the bulge always stays in the same relation to the road, the revolving of the wheel has the apparent effect of making it travel around the tire.

In plain tread tires the full force of this wave continues to roll around the tire. But where a tread with a ribbed or cogged backbone is used the wave is divided to a certain extent and thrown off at the sides. Some tire treads are smooth, some corrugated and some indented, but the purpose of them all is to overcome this wave. The decorative effect is only incidental.

Another important function of the tire tread is to resist slipping and side-sway. If a tire is to give full satisfaction it must be designed to hold the car to the road. An excellent tread combines holes to provide a vacuum grip on slippery surface with a V-shape or angle design to prevent side-sway.

## KEEPING SPARK PLUGS CLEAN

Grease and Mineral Dirt Accumulate on Exterior and Interior of the Porcelain.

Many car owners do not realize the importance of keeping the spark plugs clean. The points of the plug seldom need cleaning, but grease and mineral dirt do accumulate on the exterior and interior of the porcelain, so that the current passes that way instead of jumping the gap as intended. The plugs should be kept clean or ignition troubles will result.

## ACCELERATOR IS SENSITIVE

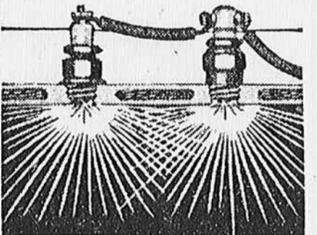
Novice in Driving Over Rough Roads Will Find Simple Foot Rest Is Advantageous.

The accelerator on some cars is very sensitive and the novice finds difficulty in proper control of the foot-throttle driving over rough roads. A simple foot rest installed to fit the ball of the foot will prove advantageous.

## SUPPLEMENTARY AUTO PLUGS

Purpose of Secondary Devices is to Make Ignition More Certain and Help Combustion.

Secondary, or supplementary, spark plugs now on the market are designed to be inserted in the cylinder heads of an automobile engine alongside the regular plugs, the purpose being to



Supplementary Spark Plugs.

make ignition more certain and combustion more complete by providing two points in each cylinder at which sparking takes place simultaneously. The extra plug is connected directly with the regular plug and is so insulated that the current passes through it without being grounded.—Popular Mechanics Magazine.



1—Interior courtyard of ancient king's palace at Genoa, where economic conference will meet. 2—Remarkable photograph showing the steamship Northern Pacific being destroyed by fire at sea. 3—Thomas A. Edison photographed with Mrs. Edison on his seventy-fifth birthday.

## NEWS REVIEW OF CURRENT EVENTS

Republicans Struggling With Problem of Financing the Soldiers' Bonus.

## DENBY TRIES TO SAVE NAVY

Asks Personnel of 90,000 and Appropriation of \$350,000,000—General Strike of Coal Miners Impends—Collins and Craig Coming to Agreement.

By EDWARD W. PICKARD

NEARLY everyone is in favor of giving the ex-service man a bonus, but no one is willing to help pay for it. Every plan so far proposed for raising the necessary revenue—estimated at \$350,000,000 annually for the next three years—has aroused determined opposition. Members of the house ways and means committee thought eight special taxes would turn the trick, but every element of the population that would be directly affected by them raised an immediate wail.

Republican leaders appealed to President Harding to suggest something feasible, and he undertook to do so on Thursday. But what should his plan be but the same old general sales tax proposition which it has been admitted by nearly everyone cannot possibly get through congress! Because this was his only plan, and because he also criticized the plan of providing for the payments of cash bonuses in installments over a period of two and a half years, it was assumed by many in Washington that the President really wished the bonus legislation again postponed, though he hesitated to say so flatly. The situation was plainly uncomfortable for the Republicans, and the Democrats were joyously taking every advantage of the discomfiture of their adversaries. The leaders of the agricultural bloc in both the house and the senate reiterated their unqualified opposition to any kind of a general sales tax.

Some of the Republican leaders strongly favored the passage of a house bill without any plan of financing. They thought the necessary money might be made available by further reduction of appropriations for certain departments, especially the army and navy. Mr. Mondell prepared a statement to show how nearly \$300,000,000 could be saved this way. But even that would not be sufficient, and many congressmen urged again the issuance of bonds. Of course the deficit, after the problematical saving of \$300,000,000 in appropriations, could be made up by issuing short term certificates of indebtedness, which it was asserted the market would readily absorb. Both the President and Secretary Mellon declare that a big bond issue would seriously embarrass the extensive refunding operations that must be undertaken during the coming year, causing an increase in interest rates and disturbing the Liberty bond market. Some other government officials do not agree with them.

SENATOR BORAH is consistently opposing the bonus because, he says, it will interfere with the care of the soldiers now undertaken by the government through the veterans' bureau. He predicts that within ten years the annual expenditure for disabled soldiers will have reached \$1,500,000,000, of which no one will complain "so long as the appropriations are based on the necessities and requirements of the disabled soldiers." Director Forbes of the veterans' bureau calls attention to the fact that the total government expenditure required for disabled soldiers for 1922 is \$510,000,000, and thus sets forth the ways in which the bureau is using the money.

Paying out \$1,000,000 cash every day, including Sunday, directly into the hands of the ex-service man or his dependents in compensation allotments. Providing, without cost, hospital care and treatment to 30,000 veterans.

This care includes board and lodging and represents an expenditure by the government of \$60,000,000 a year.

Giving vocational training, without cost to over 100,000 disabled ex-service men at an annual expenditure for tuition and supervision of \$30,000,000.

Mailing out 650,000 checks every month, representing \$42,000,000.

Conducting an insurance business for over 600,000 ex-service men, without cost of administration to them, at premium rates below that of private companies for like policies. Insurance in force \$3,500,000,000.

Conducting over 50,000 medical examinations every month.

Giving outside treatment in cases where hospitalization is not required to 20,000 ex-service men every month. Receiving 1,000 new claims a day in addition to the 1,200,000 already on file; employing 4,000 ex-service men and women in carrying out the work.

SECRETARY DENBY began last week a strenuous fight to save the United States navy from congressional action which, he believes, would destroy its efficiency and at the same time destroy the international naval relativity provided for in the pending treaty for naval limitation. He is ably seconded by Assistant Secretary Theodore Roosevelt and Admiral Robert A. Coontz, chief of naval operations. All three of them appeared before the house naval affairs committee and argued for a minimum personnel of 90,000 men and 6,000 apprentices, and for an appropriation of \$350,000,000 for the fiscal year 1923.

At the outset Chairman Thomas Butler, voicing also the opinion of other members of the committee, declared the amount asked by Mr. Denby was altogether too large, that the people would never support a vote by congress for three times what the navy cost in 1916 exclusive of construction. Admiral Coontz in his argument said: "The secretary of the navy has called your attention to the expenditures of the naval establishment for this year amounting to \$478,000,000, if we add to this various other transactions and moneys returned to the treasury, we will have practically a half billion dollar business. Its ramifications extend all over the world."

"The navy maintains communications in the interior of Europe as far east as Constantinople and Warsaw for the benefit of our country, its commercial interests and the American relief work. Our radio communications handle Pacific matters, and, at the present time, due to the breaking of the mid-way cable, are handling practically the entire trans-Pacific traffic. The naval appropriation also provides the funds for the administration of our island possessions, among which are the Virgin Islands, Haiti, San Domingo, Guam, and Samoa."

ONE of the outcomes of the unemployment conference was up for discussion in the senate Wednesday and received some hard knocks. It was the bill introduced by Senator Kenyon by which the President would be authorized to postpone federal construction and improvements in prosperous times when jobs are plentiful and then order the work carried on at full speed when business stagnation appears.

Senator New of Indiana based his opposition to the measure on the rather ridiculous reason that the Pharaohs were unable to discover a formula to solve the problem of recurring periods of plenty and famine in Egypt. He did not think congress could succeed where the Pharaohs had failed.

WHILE the senate foreign relations committee was discussing the four-power Pacific treaty, the same pact obtained place on the floor of the upper house. Senator Hitchcock offered a resolution asking President Harding to transmit to the senate additional information and documents relating to its negotiation, asserting that little of this was contained in the report of the American delegates. Administration leaders said this was because practically all the negotiations were oral and few minutes or notes of the conversations were kept. The resolution, however, was adopted.

SECRETARY OF COMMERCE HOOVER wants to publish the trade statistics gathered by trade associations, so he asked Attorney Gen-

eral Daugherty as to the legal limits within which such associations could operate. Mr. Daugherty in reply holds that their activities do not contravene the provisions of the anti-trust act unless in actual practice they suppress competition, curtail production or enhance prices. They may standardize grades, quality and processes; furnish information as to financial responsibility; handle insurance and engage in co-operative advertising; gather statistics of production, distribution and wages for the information of the secretary of commerce; and they may provide a standard system of cost accounting, but should be warned to guard against uniform cost as to any item of expense.

IT APPEARS likely there will be a general strike of coal miners on April 1 unless it is prevented by government intervention. The United Mine Workers of America are in convention in Indianapolis and have received the report of the scale committee positively declaring against the wage reductions which have been demanded by the operators. Indeed, some increases are asked by the men, though they do not demand the six-hour day and five-day week. The report says:

"In event no agreement is reached by April 1, we declare in favor of a general suspension of mining operations, such action being subject to a referendum vote of the membership of the United Mine Workers of America, such referendum to be held prior to March 31."

RELIGIOUS factions in Belfast fought bitterly throughout the week and about two score persons were killed and many wounded. The British troops there took a hand in the melee, making bayonet charges on both sides impartially, but were unable to stop the sniping and bomb throwing.

Michael Collins, head of the Irish Free State, went to London and after a conference with Sir James Craig announced that they had agreed upon the appointment of liaison commissions from the Free State and Ulster that will patrol the frontier and prevent bloodshed. He also said he had secured the release of the kidnapped Ulsterites. The evacuation of the Free State by British troops had been halted, but on Mr. Collins' representations it was resumed.

FROM Paris comes the prediction that the conference on the economic rehabilitation of Europe will be postponed until May, and shifted probably from Genoa to Rome, Milan or Verona. The reasons advanced are the delay in forming a new Italian government, the insistence of France on a preliminary meeting to decide on the agenda, and the alleged fact that the United States will not determine the extent of its participation until the senate has acted on the Washington conference treaties.

The German delegation to the conference will be headed by Dr. Walther Rathenau, foreign minister, will be armed with elaborate arguments to prove that the reparations clauses in the treaty of Versailles must be abandoned or radically altered if the financial salvation of Europe is to be accomplished. Rathenau's idea is that the interests of all will be best served if there is almost a complete cessation of payments during 1922 and if Germany is permitted to pay in goods and work instead of cash.

HUGO STINNES, industrial magnate, learned on Wednesday that he is not so much the master of Germany as he thought. After a debate in the reichstag in which he and his Peoples' party were bitterly assailed the government was given a vote of confidence. This was a victory not only for Chancellor Wirth but also for Doctor Rathenau and the industrial group that is opposed to Stinnes.

ANOTHER of the gangs of swindlers that prey on ignorant foreign residents has been uncovered, this time in Chicago. The victims were defrauded of millions of dollars by means comparable to those employed by Ponzi of Boston. Most of the members of the gang are under arrest and the police are close on the trail of the others.



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## PROMPT! WON'T GRIPE Dr. King's Pills

Regrettable Error. The battalion was in camp. Tents had been pitched and all made ship-shape.

The cooks had lit their fires and dioxies were shimmering sweetly.

The sergeant major made his rounds.

"Tripe and unyuns for supper," he said. "Get the tripe ready."

One of the cooks looked up in surprise.

"But where's the tripe, sir?" he asked.

"Hanging up on that tent pole," was the reply.

"Lor," said the cook, "an' I just been wiping me hands on it! Tort it was a dirty towel."—London Answers.

Paradoxical Result.

"Did she succeed in her caramel making?" "Yes, and yet she made a sweet mess of it."

We do not believe that the kick of a cow is the most acceptable form of milk punch.

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Safe, pleasant—always brings remarkable and gratifying results.  
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## Cuticura Soap The Velvet Touch For the Skin

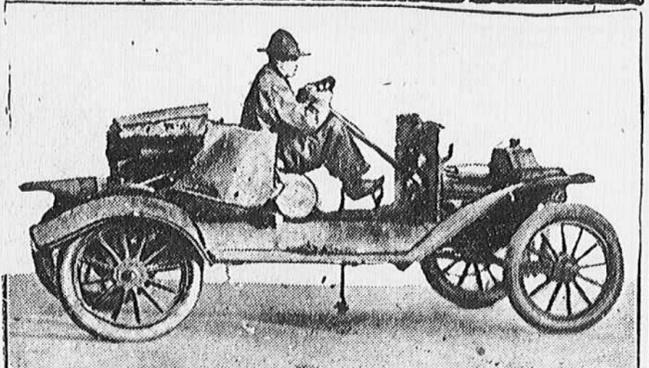
Soap 25c, Ointment 25 and 50c, Talcum 25c.

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SAFE AND SANE  
for Coughs & Colds  
This syrup is different from all others. Quick relief. No opiates. 35c everywhere

## LOST AUTOMOBILE IS UNEARTHED



San Diego, Cal., experienced a flood six years ago that did great damage. Among other things, cars and wagons were carried off by the surging tides. A flivver was among the victims. It was recently unearthed and an enterprising dealer bought the ruins. The gas tank still contained some 1916 highest test gasoline and one of the tires still contained the original air pumped into it at the time of the flood. A little repairing, new spark plugs and a substitution of new wheels for the rotted ones, and the bus is now running as well as it ever did.