

### GOOD ROADS ONE OF BIG LESSONS OF MOTOR CORPS

At the weekly dinner of the Rotary club, held in the private dining room of the Weber club yesterday noon, Dr. S. M. Johnson delivered the following address dealing with the aims and purposes which are meant to be served by the United States Motor Transport Corps now on its way from the east and due in Ogden on Monday evening next.

"This army motor convoy trip across the continent is the result of the strong conviction that the next step in the national advance, and indeed, in the progress of civilization itself, is to be taken through the general use of the motor vehicle. Secretary of War Baker stated in an address at the unveiling of the zero milestone in Washington on July 7th, when the convoy started, that we were now entering upon an era of national progress in which the highway was to be a factor comparable to the part which the railroad has had in the development of the country since the invention of the locomotive. This being true, efficiency, economy and safety of operation of motor vehicles are matters of vital importance.

"The main factors in efficiency, economy, and safety in the operation of motor vehicles are the quality of the vehicle, a proper roadbed and the skilled motor-engineer. The war department is doing its part toward the increased use of this new facility of transit by sending two companies of the United States army across the continent over the Lincoln highway, making use of the motor transport, testing types of machines, trying out road conditions, and enrolling young men for instruction in the motor transport schools.

"Due to the fact that rains have not interfered, we have reached the Missouri river on schedule time. We were equipped with three spare trucks, and have arrived with the loss of but one. This was due to a fenderburst in the Laurel mountains of Pennsylvania, and a stroke of lightning, shattering a telegraph pole and stunning the driver. The heavy truck left the road, and the young men leaped from the car and escaped injury, and the truck went to its untimely end one hundred feet below, a martyr to the cause of better roads.

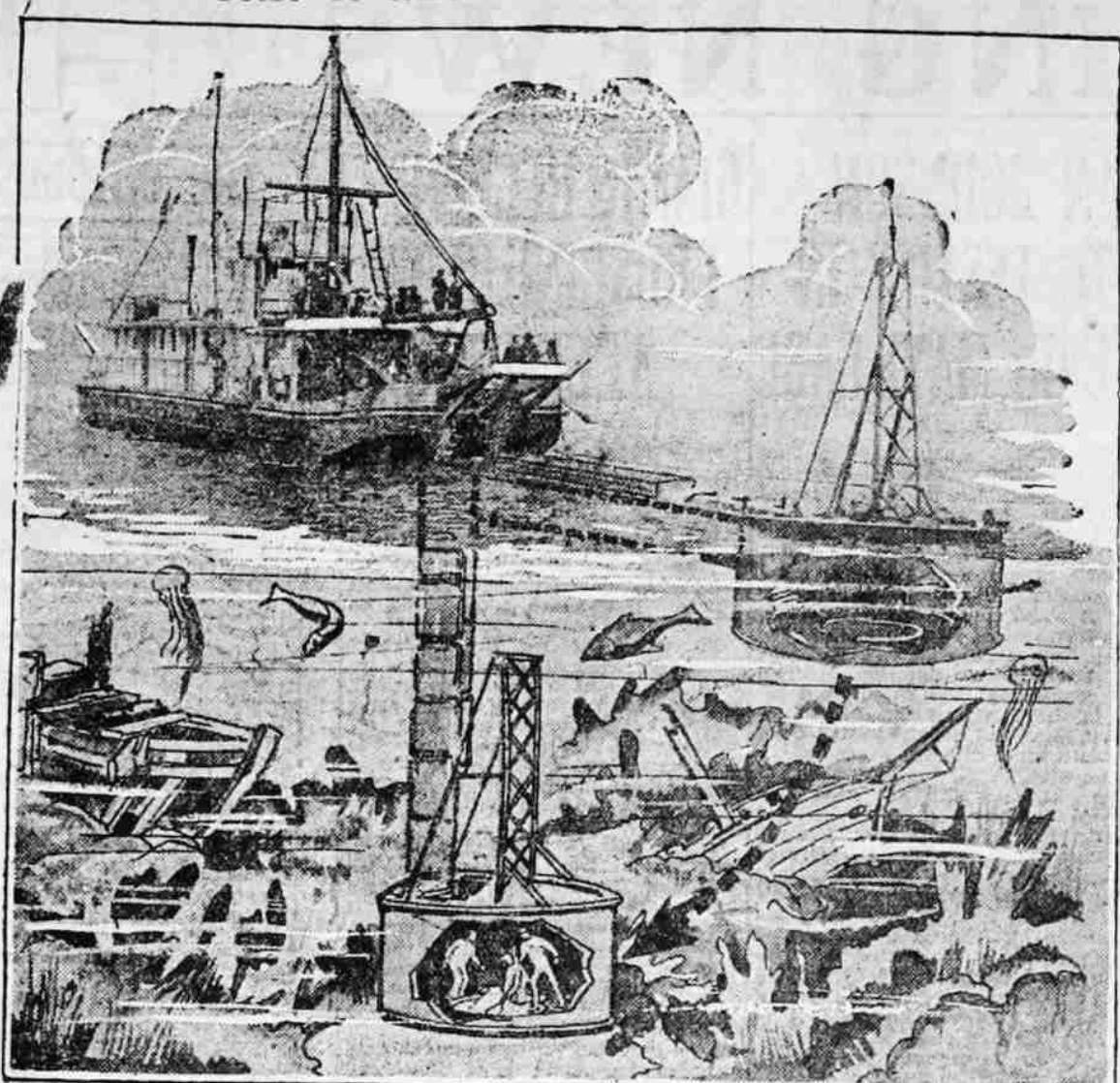
"The assertion that the next step in the national advance will be taken through the increased use of the motor vehicle, needs no argument. Facilities of transportation have a direct bearing upon the progress of civilization. The story of spreading population, the rise of cities, and the increase of wealth is the story of the highways, the wagon trails and the railways. For many years the railways have led the march of civilization. For some years, however, the necessity of a new and supplemental form of transportation have been keenly realized. With such facilities of intercourse as the telegraph and telephone, the world's pace was quickened to such an extent that it was no longer satisfied with the slow and uncomfortable method of transportation provided by animal-drawn vehicles. The public having been accustomed to the swift and efficient transportation for men and goods, supplied by the passenger and freight service of the railway, the contrast was too great between the place of residence and production, to the railway station and that part supplied by the railway service. Passenger travel by animal-drawn vehicles rarely exceeded six miles per hour, while the transportation of freight by this method rarely exceeded three miles per hour. Transportation by team and buggy or wagon involved considerable personal discomfort to passengers, and was ill suited to the transportation of many kinds of merchandise, especially perishable products. As usual, necessity was the mother of invention. Science perfected the automobile which has proved itself such an efficient facility of transit that today the volume of passenger travel by this method exceeds the volume of similar travel by both steamer and railway combined.

"The motor truck had just begun to demonstrate its value as a facility of transportation in the city and tributary regions, when we entered the world that the motor truck is a boon to humanity. It is a vehicle of common knowledge that it was the motor truck that enabled America to take the decisive part in the finish of the war. When the railways from the Chicago region were overwhelmed by the volume of war material to be transported, it was the motor truck on the Lincoln highway, operating from the producing centers to tidewater, that saved the day, thus establishing beyond question the fact that main through routes for the operation of the motor vehicle are essential to the national security.

"The motor truck saved Verdun. The motor truck saved Paris. On that day in July, 1918, when the enemy had driven his wedge between the English and the French, it was the motor truck filled with American boys that rushed the reserves to Chateau-Thierry, not a minute too soon. They drew up in battle formation. The enemy threw the choice of his shock troops wave on wave against them. Those clear-eyed American boys stood there like a stone wall. They never gave an inch, and that was the farthest west the enemy ever got. From that day on our men pressed them with their swift moving trucks, cut them off from their bridge heads, and forced the war to an end on a basis by which those who started this conflict will never be able to start another. Little wonder that with such an impressive lesson, every man who saw service in France, and who saw not only the main routes, but the byways of France and England paved and well kept, has come home asking the question if it is necessary for the United States to linger longer in the mud age.

**HAY FEVER**  
Melt VapoRub in a spoon and inhale the vapors.  
**VICK'S VAPORUB**  
"YOUR BODYGUARD" - 30¢, 60¢, 1.20

### BUILT TO SALVAGE BILLIONS FROM OCEAN



BRIDGEPORT, CONN.—Walking dry-land in six fathoms of water on the floor of Long Island Sound, 50 men and women guests of Simon Lake, inventor of the submarine, tried out his new device that is intended to salvage from the floor of the ocean billions of dollars in gold and treasure sunk by submarine and wreck during the war. From the operating vessel a steel tube four and a quarter feet in diameter is connected to a fatiron-shaped compartment. The observers crawl through the tube to this compartment and the tube is forced downward until the compartment rests on the floor of the ocean, or over a vessel to be salvaged and a metallic hatch is opened. Compressed air pumped in keeps seawater out. A suction equipment will lift 300 tons of coal an hour. The dotted line outlines the tube to the diving chamber and the arrow shows its course in lowering to the ocean bed.

"When we entered upon the era of railway construction, we first provided a suitable roadbed, then we bought our rolling stock, and then we put it in commission. Today, however, under the pressure of necessity, we have bought our rolling mechanism, and have put it in commission upon roadbeds altogether unsuited to economic and efficient use.

"The result is an appalling drain upon the financial resources of the country, a drain so great that there is not a community in the United States rich enough to longer endure it. This waste includes such items as gasoline, tires, upkeep, deterioration and waste of time and energy. It costs twice as much in all these items to operate a motor vehicle over a poor road as over a good one. This waste is preventable. With half the world going to bed hungry every night, preventable waste is a sin against humanity. It is proper for the counties, the states and the federal government to retrench in appropriations which were so much above normal during the year, but it is not proper for them to retrench in the appropriation for the improvement of the highway. On the contrary, the most urgent duty of the hour is to stop this preventable waste. The people of the United States demand of their legislators not less, but more for roads. At the present rate we will remain in the mud through the twentieth century. We are even lagging far behind both France and England in the federal appropriations of the post-war period for the improvement of the highways. We are losing more through our inferior roadways than proper pavement will cost.

"No legislation enacted by the sixty-fifth congress has met with more hearty approval than the legislation for an enlarged road program. No better evidence could be afforded that the United States is a non-militant nation, determined that wars shall end, than the fact that as soon as the armistice was signed, the government of the United States instead of selling its surplus army trucks, decided to ship them out to the highway departments of the forty-eight states to be used in the improvement of the highways, thus an average of eight motor trucks to every county is now being shipped to every county in the United States. In addition to this, the federal government is bringing back from overseas, an immense quantity of road graders and rollers, rock crushers, concrete mixers, power lifters and loaders, and other costly road machinery purchased with the proceeds of Liberty bonds, and soon to be shipped to the various states to be employed in building the roads of peace at home. Never in history has there been such an example, of a powerful war machine being so quickly converted into an instrument devoted to the peace and advancement of a country. Thus, with no cost except loading and freight charges, a total in value of more than one hundred million dollars of road machinery is now ready to be put into commission, an equipment such as the states would not have acquired in twenty-five years had it not been for the war.

"Realizing that this equipment could not be put into commission without money, the congress of the United States last February aided to existing appropriations for federal aid in highway improvement, the sum of \$209,000,000 conditional upon the states providing an equal amount. Most of the states have made the necessary provision, and thus a total of over five hundred million dollars is now available for this purpose.

"There is pending in congress a bill for the creation of a federal highway commission whose duty it shall be to select, designate, construct and maintain entirely at federal cost, a system of national highways. The bill provides for an appropriation for this purpose totalling \$425,000,000 for expenditures for this purpose in the next five years. There is every reason why such a measure should be enacted. Experience should have a value. The experience of the older countries of Europe in which the federal government constructs and maintains the national routes, should point the way for the United States. There is an added reason in the immensity of the task, and the necessity for quick results. The necessity is a national one, and it will take the combined strength of the

### NEW ROUTE INTO THE PARK IS THROUGH VICTOR, WYO.

Tourist reports are to the effect that the road from Victor, Wyoming, over the Teton Pass and through Jackson, is now the best one to the Yellowstone park. It is in good condition with the exception of a short distance on the out trip near the summit of the Pass, where construction crews are at work. However, any cars having trouble at this point can get one of the teams engaged on road work to help them out. Cars short of gas, and not equipped with vacuum feed sometimes have a difficult time making the summit; therefore, care should be taken to fill gas tanks before starting over the hill from Jackson or Victor.

The ferry across Snake river is running and the charge has been reduced from \$2 to \$1.50 for a car.

The Hoback canyon road is in good condition from the mouth of Shoal creek to Jackson. Above Shoal creek it is passable, but rough and relatively unimproved. While some cars are fording the Hoback river above Shoal creek, drivers preferring to be pulled across will find teams available at the Van Vleck ranch at a charge of \$10 per car for pulling through five fords.

Several cars en route to the park from Jackson have taken the wrong road at Kelly and come up the Gros Ventre river. While this is a good road and a beautiful drive, it does not lead to the park, and after crossing Crystal creek, about 10 miles from Kelly, it is barely passable for high clearance cars. A reliable road log may be secured at either hotel, the Jackson Mercantile company or the forest supervisor's office at Jackson.

Fishing is good in all streams, including Snake river. Jackson lake is not as good as usual due to the small streams being very low and forcing the small fish down into the lake, where they furnish the large lake fish with an unlimited supply of food.

### Bonus Question Is Before Legion In Minneapolis

In reply to an inquiry from a local post of the American Legion, the national organization of American veterans of the great war, as to the legion's attitude on the bonus question, Henry D. Lindsley, chairman of the joint national executive committee, states that the action of the St. Louis caucus last May, which unanimously tabled a resolution demanding a bonus, is subject to review at the Minneapolis convention in November in accordance with the wishes of the legion's members.

### Heavy Rainfall Stops Tournament At Longwood Club

NEWTON, Mass., Aug. 14.—A north-east storm with a heavy rainfall made the prospect doubtful for play today in the final round of the national lawn tennis doubles championship tournament at the Longwood Cricket club. The match was expected to bring out the most brilliant performances of the series and enthusiasts believed William M. Johnston and Clarence J. Griffin, holders of the northwest sectional title would prove worthy of the Australian opponents, Gerald P. Patterson and Norman P. Brookes.

### Japanese Plan to Lay a New Cable Across Pacific

TOKIO, July 25.—(Correspondence of The Associated Press.)—Prominent Japanese business men formally decided yesterday to float a \$50,000,000 yen (about \$25,000,000) company for the purpose of laying a cable line between the United States and Japan. This decision is the result of dissatisfaction which has been existing for a long time among business men on both sides of the Pacific with the present cable service which seems unable to handle the constantly increasing volume of traffic.

### BOY VICTIM OF ACCIDENT IN IDAHO

SALT LAKE, Aug. 14.—Word was received in Salt Lake yesterday of the accidental death in Idaho Falls, Idaho, of Billie Sutherland, 9 years of age, the son of W. O. Sutherland. According to the report, the boy was run down by an automobile.

## -at Wrights' tomorrow

Tomorrow will be an unusually busy day at the Economy Sales. Some new and very attractive features are added. Don't fail to visit 2nd Floor and see the dresses that are to be sold at \$4.95.



## -a hundred tub dresses at \$4.95

One hundred bright new dresses, every one a smart summer style will go on sale tomorrow morning at \$4.95 — and we confidently expect to sell every dress by Saturday night. These are smart dresses of voile — and there are sizes to 44. Such dresses as have been offered during the season to \$12. Women who have seen them in the windows have declared their intention of securing three or four. On 2nd Floor tomorrow—choice \$4.95.

## -\$10.00 mairbou scarfs at \$3.95

The ever popular Maribou Scarf may now be owned at a small fraction of its original cost. We have a special shipment of these in a variety of styles that go on sale tomorrow. These dainty, soft, feathery scarfs are worn for cool evenings and during all the year. Ordinarily we must sell them at \$7 to \$10 or more. Tomorrow we offer some very handsome models at \$3.95.

## -sample pieces of women's neckwear 48c

A very important manufacturer of women's neckwear has shipped to us his entire stock of samples, which are to be disposed of at a price that is from one-half to one-fourth of the original prices. You probably have seen them in the windows — the selling begins tomorrow. There are lace collars, crepe de chins, collars of embroidery, vestees — a wonderful assortment in values to \$2. Tomorrow in the Bargain Square buy as many as you wish at 48c.



## -a new boot

Here's one of the first smart styles in women's boots for fall. A wonderfully graceful model with a vamp of black patent leather — a top nine inches high of lustrous black satin. The heel is covered style and is 2 1/2 inches high. All sizes for early buyers — all widths. We predict that every pair will be sold this week. . . . \$12.50