

TOURIST TRAVEL NEAR ITS PEAK

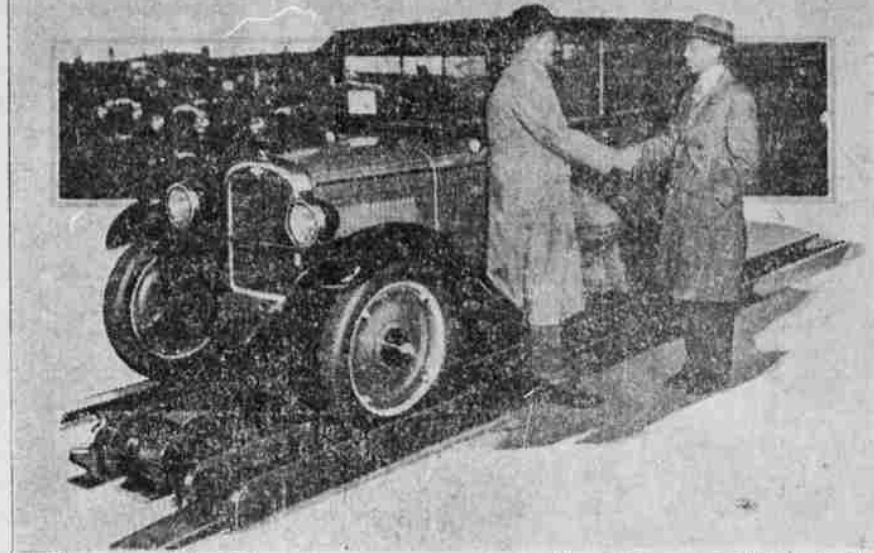
Motor Association Completes Log Tour of the Highways of Oregon

The Oregon State Motor association has completed an extensive log tour of the highways in Oregon. The tourist travel in the state will reach its peak in two weeks and will continue at that peak until the first of September.

of the state roads in excellent condition. The only roads of importance now blocked by snow are believed to be the Crater Lake rim road and the short-cut from Crater lake to Diamond lake, both of which will probably be blocked for several weeks. One of the drives on the Crater lake-Diamond lake cut-off is believed to be about 32 feet deep. This does not materially hamper travel to Diamond lake, as access may be gained from the Pacific highway on the east side of the mountains. Crater lake is accessible both from Klamath Falls and Medford. About 150 cars were at Crater lake last Monday.

Motorists will have little trouble with oil splashing their cars, as has been the case during the past week on several of the highways. The Mount Hood loop road is now practically free from wet oil. An excellent detour takes the motorist around a stretch of wet oil near Fort Klamath. Only three wet stretches of oil remain in the state at the present time, between Seaside and Hamlet, Hebo and Neskeam and Hebo and Beaver.

Mark Up New Record



Production of 5,347 Chevrolet cars, a new record output for one day, was marked on April 29 at the Chevrolet factory in Flint, Mich., by a visit from W. S. Knudsen (left) President of the Chevrolet Motor Co. and Alfred P. Sloan, Jr. (right) President of the General Motors Corporation.

FLORA HIGHWAY TO BE SURFACED

Contractors Begin Work on Stretch of Road Near Enterprise

ENTERPRISE, Ore., July 23.—An advance crew was sent out on the Flora highway last week by Joslyn and McAllister, contractors, to investigate the crusher site previously selected. The firm has the contract for graveling about nine miles of the new grade, from Red Fir to Appleton. Drilling into the rock, the men found it was only a few feet thick, but sufficient to furnish material for the job on hand, and a search for a new quarry site was begun at once.

Much of the machinery for the crusher plant had arrived and the work will be started soon and pushed hard, for it is a big job and the time this fall is short. The firm is resurfacing the valley highway from the head of Wallawa canyon to Wade point and has this contract

well in hand. Another complete outfit will be used on the Flora road.

The earth grade on this road is not quite finished, and a few men are blasting out short rock sections and doing other work. They will be out of the way of the surfacing crews by the time the latter get on the job.

Engineers In on Visit

Two engineers of the Oregon State Highway department spent Friday inspecting Wallawa county roads and scenery. They were H. G. Smith, division engineer with headquarters at La Grande and J. H. Scott, in charge of Market roads located at Salem. Judge L. R. Jordan and County Engineer J. D. Walker accompanied them and when the day was ended the visitors realized they had been somewhere.

After inspecting the roads in the south part of the county, which are reached easily and quickly, they drove out on the Flora highway, continuing to the breaks of the Grande Ronde river in Paradise. Then they swung west and looked at other branches and districts which are branched in abeyance, landing at Troy. Returning they drove to Powwatha ridge, through roads

heavy with dust from the heavy traffic of logging.

A few days before, C. H. Purcell, in charge of the Portland office of the government Bureau of Public Roads, came in the county and drove out to the north end.

Traffic Shows Gain

A traffic count on the two highways of the county last Thursday, July 14, taken by Patrolman F. J. Barry and James Barnes showed:

Table with traffic statistics: Oregon passenger cars, Other passenger cars, Stages, Light trucks, Heavy trucks, Motor cycles, Horse drawn vehicles, Total, 1925 total.

DEPENDABLE

Any used car seen on our floor is good for more than enough satisfactory miles to assure the owner of his money's worth. You can always count on that.

L. C. SMITH 5th and Depot

A USED CAR IS ONLY AS DEPENDABLE AS THE DEALER WHO SELLS IT

LINCOLN HIGHWAY WEST'S ENTRANCE

Thousands of Tourists Take This Road Each Year on Western Trip

(By NEA Service) The popular entrance to the west is by way of the Lincoln highway.

This is the road that thousands of tourists have been taking each year, from the time it was first opened up as a complete cross-country highway in 1912. Now, brought up to the best in road construction, it comprises a \$20,000,000 investment for the benefit of tourists who would take the shortest and easiest route to the west.

By this route we get ready access to the Rocky mountains, the Yellowstone and Yosemite national parks, and avoid the heat of the Mojave desert besides the hot opening and early closing Sierra passes of the northwest.

Back in 1903, Tom Fitch stepped into his one-cylinder Packard and, directed by a Union Pacific road map and a compass, got to New York along what was to become the Lincoln high, in 24 days. A few days ago, L. B. Miller, of San Francisco made the same trip on the improved Lincoln highway in three and one-fourth days.

Short Stretch Unpaved This testifies to the quality of this transcontinental road. Only 41 miles of its 3,333.5 miles from New York to San Francisco are still unpaved. This stretch is in Utah. When the weather is favorable, it can be negotiated as easily as any other part of the highway. But during unfavorable weather, many tourists turn to the Oregon trail at Granger, avoiding this stretch, and reach the coast at Portland.

At present, in addition to this stretch, there's a detour in Eastern Iowa, which is also of this Lincoln highway here, is under paving construction. The detour begins at Elgin, Ill., over a good road until it strikes Iowa. The entire road is marked. The rest of the road is well light and easy of negotiation. Most of the eastern part of the Lincoln highway, as far as Chicago and a little beyond, consists of concrete, macadam and bitch, wide and comfortable for travel. Further west gravel road is used, but it is mostly graded and allowed as good for touring as the concrete of the east.

Millions Spent on It Last year, the various states and the federal government spent \$17,000,000 on the Lincoln highway, more than \$15,000,000 of it being for new construction. The result is that more than 98 per cent of the highway is improved.

The highway leaves New York and crosses New Jersey to Philadelphia where it turns westward to Pittsburgh, a total distance of 277 miles. From Pittsburgh it cuts across Ohio through Canton, Mansfield and Van Wert, and goes on to South Bend, Ind.

Here a good concrete road takes its part in the Lincoln highway around the south bend of Lake Michigan and on to Clinton, Iowa. It is the last part of this stretch that must be deforested and either pine road, which should not be attempted in wet weather.

There are two more dirt detours past Clinton, Ia., on the way to Council Bluffs, but they are short and the rest of the way is good concrete or gravel. The dirt road is well graded and dragged and dries quickly after a rain.

Gravel in West The route now goes on through Nebraska, past Omaha and on the Cheyenne, Wyo., mostly on well graded gravel. The Wyoming stretch is good, smooth and dry, and the rest of the way on to Salt Lake City is good gravel.

From Salt Lake City the road goes on to Elly, Nev., and includes the only unpaved section between Utah's ranch and the Goodyear section. The Goodyear section crosses the Great Salt lake desert for a distance of 17 miles, is well graded and dragged, and makes a comfortable journey to Elly.

Elton, Nev., 200 miles farther, offers a choice of road, either by way of Lake Tahoe to Sacramento, or by the longer northerly route through Reno, past Donner lake, and Truckee, Cal., also to Sacramento. The shorter route, however, is the better for travel and brings the motorist into one of the most beautiful regions of the west. The rest of the way to San Francisco is well paved over a stretch of 115 miles.

Scientists' observations indicate that in 1922 the sun radiated four per cent less heat than normally, and that since then it has not been up to par. There is no danger of our burning out yet, however, as the life of a star such as the sun is estimated to be 20,000,000,000 years, and the sun is still comparatively young.

The function of a recent calculation invention, consisting of 15,000 parts, is to predict high tides and low tides two years in advance for any port in the world.

Few Still Favor Imported Goods

WASHINGTON, July 15.—There are still some people in the United States who just can't get along without imported stuff; American-made goods are so common, they understand.

So during May 247 foreign tires were imported into the United States, despite the fact that American tires enjoy world-wide reputations for supremacy. Of this total, France shipped 150, Great Britain 35, Canada 57, with 19 coming from other countries, according to the figures of the rubber division of the department of commerce.

Chicago Dealers War On Gas Tax

Chicago automobile dealers in cooperation with motor clubs here are united in the plan to file an injunction restraining state officials from enforcing provisions of the gas tax law which was signed last week by Governor Small.

BROKEN

windshields or sedan windows can be replaced by us.

GLASS

- AUTOMOBILE MIRROR PLATE WINDOW PRISM PICTURE

La Grande Construction & Supply Co. 1501 Madison

Used Tires

Vulcanizing

JOHNS BROS.

Tire Shop and Filling Station 1517 Adams

General Service

Red Crown

Advertisement for Graham Brothers Trucks featuring 'New Engine!' and prices for 1 1/2-Ton (\$1245) and 2-Ton (\$1445) models. Includes contact info for L. C. Smith.

Advertisement for Graham Brothers Trucks highlighting features like 'These sturdy trucks are powered by the New Engine' and 'Only great volume production makes possible such low prices.' Includes contact info for L. C. Smith.

Large advertisement for Goodyears tires with the headline 'RIDE ON GOODYEARS!' and 'Better Traction -- Longer Wear'. Features images of tires and a price list for various sizes.