

CONDITION OF ROADS IN OREGON

ON the basis of information furnished by the automobile clubs and civic bodies in various parts of the state, the following road bulletin detailing road conditions was published yesterday by the Portland Automobile Club:

Portland South Via Oregon City, Newberg, Salem, Dallas, Albany, Corvallis and Eugene.

Miles.	Condition.
Portland to Newberg (via Rex-Tigard).....	24.9 Good.
Portland to Newberg (via Tualatin).....	24.9 Good.
Newberg to Dayton.....	24.9 Good.
Dayton to Salem (via Whittier).....	24.9 Good.
Dayton to Salem (via Amity).....	24.9 Good.
Portland to Oregon City (via Oswego).....	14.8 Under construction.
Portland to Oregon City (via 8th street).....	14.8 Under construction.
Oregon City to Astoria.....	24.9 Good.
Astoria to Salem.....	24.9 Good.
Dayton to Dallas.....	24.9 Good.
Dallas to Salem.....	24.9 Good.
Dayton to Monmouth.....	24.9 Good.
Monmouth to Independence.....	24.9 Good.
Independence to Corvallis.....	24.9 Good.
Corvallis to Monmouth.....	24.9 Good.
Monmouth to Eugene.....	24.9 Good.
Eugene to Albany.....	24.9 Good.
Albany to Corvallis.....	24.9 Good.
Corvallis to Harrisburg.....	24.9 Good.
Harrisburg to Eugene.....	24.9 Good.
Dayton to McMinnville.....	24.9 Good.
McMinnville to Dallas.....	24.9 Good.
Dallas to Blodgett (via King's Valley).....	24.9 Good.
Eugene to Cottage Grove.....	24.9 Good.
Cottage Grove to Drain.....	24.9 Good.
Drain to Roseburg.....	24.9 Good.
Roseburg to Marshfield.....	24.9 Good.
Marshfield to Crescent City (via Sanderson road) in good condition.	
Roseburg to Glendale.....	24.9 Good.
Glendale to Grants Pass.....	24.9 Good.
Grants Pass to Medford.....	24.9 Good.
Medford to Ashland.....	24.9 Good.
Ashland to Hornbrook.....	24.9 Good.
Hornbrook to Crater Lake.....	24.9 Good.
Eugene to Cent'Or. (via McKenzie Pass).....	118.0 Open to rim of lake; in fine shape. Very rough, but cars can get through pass.

Portland East Via Gresham.

Miles.	Condition.
Portland to Gresham.....	14.9 Hard-surface.
Gresham to Rhododendron.....	14.9 Fair.
Rhododendron to Government Camp.....	14.9 Fair.
Government Camp to Wapinitia.....	14.9 Fair.
Wapinitia to Tygh Valley.....	14.9 Fair.
Wapinitia to Skamania.....	14.9 Fair.
Skamania to Shastika.....	14.9 Fair.
Wapinitia to Madras.....	14.9 Fair.

Portland East Via The Dalles.

Miles.	Condition.
Portland to Eastern Multnomah Co. line.....	45.0 Paved all the way.
Bonville to Hood River.....	19.6 Fair; narrow in places.
Cascade Locks to Hood River.....	19.6 Fair.
Hood River to Cloud Cap Inn.....	23.0 Fair in spots; steep in some places; a few full tanks of gas on leaving Hood River.

Good road to Cloud Cap Inn. Hood River; upper valley good dusty in some places. Toll road above Mount Hood Lodge \$3 for all cars.

Miles.	Condition.
The Dalles to Wasco.....	16.5 Good.
Wasco to Ione.....	16.5 Good.
Ione to Pendleton (via Highway and Pilot Rock).....	16.5 Good.
Pendleton to La Grande.....	16.5 Good.
La Grande to Baker.....	16.5 Good.
Baker to Huntington.....	16.5 Good.
Pendleton to Walla Walla.....	16.5 Good.
Walla Walla to Dayton.....	16.5 Good.
Dayton to Colfax (via Central Ferry).....	16.5 Good.
Colfax to Spokane.....	16.5 Good.
Dayton to Pomeroy.....	16.5 Good.
Pomeroy to Lewiston.....	16.5 Good.

The Dalles South.

Miles.	Condition.
The Dalles to Shaniko (via Tygh Valley).....	24.9 Very hilly.
The Dalles to Shaniko (via Wasco).....	24.9 Good.
Shaniko to Madras.....	24.9 Good.
Madras to Bend.....	24.9 Good.
Bend to Crescent.....	24.9 Good.
Crescent to Burns.....	24.9 Good.
Burns to Klamath Agency.....	24.9 Good.
Klamath Agency to Crater Lake.....	24.9 Open to rim of lake; fine condition.
Klamath Agency to Klamath Falls.....	24.9 Fair.
Klamath Falls to Ashland.....	24.9 Good.
Klamath Falls to Lakeview.....	24.9 Good.
Shaniko to Prineville.....	24.9 Good.
Prineville to Bend (via Redmond).....	24.9 Good.
Prineville to Silver Lake.....	24.9 Good.
Silver Lake to Paisley.....	24.9 Good.
Paisley to Lakeview.....	24.9 Good.

Wasco to Prairie City Via Rock Creek, Condon, Fossil, Mitchell, Antone and Dayville—Wasco to Prairie City Via Antelope and Mitchell.

Wasco to Mitchell—From Wasco to McDonald's Ferry good up Rock Creek to French Charlie; Canyon road fairly good, some sand; from there to Mitchell rough and sandy for about 10 miles; from Mitchell to Fossil good; from Fossil to Bend good. Mitchell to Baker improving all the time; fine to Prairie City; from there to Baker good; from Baker to Canyon City to Burns, they motored to The Dalles, every day \$1 for machine and four passengers (round trip).

Ferry, Hood River to White Salmon, \$1.25 for machine and 25 cents per passenger. Ferry, Cascade Locks and Stevenson, \$1.25 for machine and 25 cents per passenger. Ferry, Cascade Locks to Carson, \$5 for machine and driver and 50 cents per passenger. Road open between Stevenson and Carson.

Columbia River Highway.

Sandy boulevard closed between Fairview and Troutdale a few days longer. Highway now open all hours.

Base Line road closed from Melrose farm to Automobile Club. Turn left at Melrose farm and go through Troutdale, thence out Highway or cross the bridge to clubhouse.

PORTLAND TO THE BEACHES.

Portland to Astoria and Seaside Via the Lower Columbia River Highway.

Miles.	Condition.
Portland to St. Helens.....	13.0 Good.
St. Helens to Goble.....	13.0 Good.
Goble to Rainier.....	13.0 Fair; chains necessary.
Rainier to Clatskanie.....	13.0 Fair; right-hand turn to Clatskanie at sign.
Clatskanie to Astoria.....	13.0 Fair; last six miles numerous bad spots.
Astoria to Seaside.....	13.0 Paved.
Portland to Astoria and Seaside (via Inland Route).....	13.0 Best via Forest Grove and Timber, Kist, Verona, Lake River road Verona to Pittsburg, Mist, Jewell and Astoria.

McMinnville to the Coast.

Miles.	Condition.
McMinnville to Sheridan.....	13.4 Good.
Sheridan to Willamina.....	13.4 Good.
Willamina to Dolph.....	13.4 Good.
Dolph to Tillamook.....	13.4 Fair.
Tillamook to Bay City.....	13.4 Good.
Bay City to Nehalem.....	13.4 Good.
Note—In case of rain road gets very soft.	
Dallas to Blodgett.....	13.4 Good.
Blodgett to Toledo.....	13.4 Good.
Toledo to Newport.....	13.4 Good.
Note—Will be good via Pacific City with a few more dry days. Best road is either by way of King's Valley or Corvallis and Wren to Blodgett, thence down the Little Elk road to Eddyville, thence via cutoff to Toledo and Newport. Road over Pioneer Hill will be abandoned as soon as the road around is finished, which enters the present road near Chitwood.	

Portland, North.

To Chehalis via Woodland, Kalama, Kelso, Castle Rock and Toledo, good. Chehalis to Seattle, good. Cars may go either by way of Goble or Vancouver, as the roads both ways are in very fair shape.

HOUSE INCREASES SPACE

ACCESSORY STORE OF A. J. COMPANY IS DOUBLED.

Enlargement of Establishment at 67 Sixth Street Made Necessary by Growth of Business.

When A. J. Winters, founder of the auto supply house bearing his name, returns from a vacation passed on his ranch in Douglas County, he will find that the home of his company in Portland has been doubled in capacity during his absence.

Before his departure negotiations were under way for the rental of the store immediately adjoining the Winters establishment on the north and the deal was closed subsequently by Mr. Winters' son and chief lieutenant in business, Lovell Winters, on the latter's own initiative.

In proportion to the expanse of the quarters.

New Speed Car Promised.

LOS ANGELES, Aug. 12.—The first of the new 300-cubic inch displacement models is now under construction here and will be ready in a few weeks. The car is being built for Frederick Robinson, of this city, and will make its first appearance in competition in the Vanderbilt cup and international grand prize races at Santa Monica on November 16 and 18. The derivation of the name "Mile" is from the initials of the words in the slogan of the car, "Made in Los Angeles, California."

New Car Owners in County

ACCORDING to the records of M. O. Wilkins, secretary of the Portland Automobile Dealers' Association, the following temporary police permits were issued in Portland last week to the purchasers of new automobiles pending the arrival of the official license tags from the office of the Secretary of State:

A. E. Buhrer, 73 Front street, Ford.

H. H. Mosherberger, 341 Marguerite avenue, Ford.
Frank Meeks, Timms, Cross & Co., Ford.
C. H. Nobles, 2729 East Yamhill street, Hudson.
J. G. McDougall, 5906 Sixtieth street, Southeast, Ford.
E. L. Shamborn, 261 Yamhill street, Ford.
M. Murafford, 235 First street, Ford.
P. F. Heuk, 1411 Wateria street, Meta.
W. O. Hayes, Panton building, Reno.
J. C. Welch, 628 Morgan building, Ford.
Dr. C. D. Boding, 230 Fargo street, Studabaker.
F. D. Hubbard, 1665 Montana avenue, Ford.
C. T. W. Hollister, 1194 Wilcox building, Ford.
Friedman Market, 513 Morgan building, Ford.
J. Funderle, 331 Davis street, Vella.
Chris Stern, Oregon Laundry, Ford.
Sam Shepard, 228 Gibbs street, Ford.
H. A. Alexander, 321 East Taylor street, Oakland.
E. V. D. Paul, 204 Railway Exchange building, Overland.
F. W. Habbut, 66 North Twentieth street, Oke.
C. F. King, 795 Vancouver avenue, Overland.
Carl Shoemaker, 5 Oregonian building, Overland.
N. A. Wilson, 285 East Twenty-first street, Grant.
W. D. Conn, Albany, Or., Overland.
C. B. Sander, 1135 Albion avenue, Ford.
Narcis Stuckey, 809 Stock Exchange building, Ford.
E. G. Jurgens, 367 1/2 Morrison street, Mitchell.
Mrs. C. H. Oswald, 903 East Caruthers street, Ford.
Mrs. Cleo B. Corbett, Carlton Hotel, Hudson.
Roy Stafford, 354 East Eleventh street, Ford.
W. W. Wallace, 250 1/2 Third street, Ford.
Howard B. Hall, Inman-Poulsen Lumber Company, Ford.
David Sussman, 27 North Front street, Ford.
Charles E. Sears, Stevens building, Locomobile.
John Goodman, Portland Manufacturing Company, Ford.
James C. Zan, Corbett building, Hudson.
F. H. Kelly, 5904 Forty-first avenue, Southeast, Ford.
O. G. Flowers, 4823 Seventy-fourth street, Southeast, Ford.
W. H. Hatt, 370 East Stevens street, Maxwell.
A. E. Roy, 240 Alder street, Buick.
L. C. Mickelson, city water works, Ford.

CRATER LAKE POPULAR

MOTORISTS FROM FAR AND NEAR JOURNEY TO WONDER.

Many Visitors From Other States Are Loud in Praise of Roads and Scenery Observed on Trip.

Crater Lake appears to be one of the chief objective points for nearly every party of motorists arriving in Portland or departing, the same rule applying to Portlanders as well as those who hail from afar. As a matter of fact, there are more California cars than Oregon machines making long tours in Oregon now, according to the observations of George L. Baker, who recently returned from Crater Lake with John F. Logan and others.

H. E. Noble and W. M. Knight are other Portlanders who have just returned from Crater Lake with parties of friends.

Among those who left for Crater Lake with respective parties last week were C. F. Wright, Walter H. Evans, Clarence R. Reames, Mayor Albee, W. J. Clemens and Ralph Meyer. Many of those going to Crater Lake choose the Central Oregon route on the way down, approach the lake from the Klamath end and return north over the Pacific Highway, thus completing a loop.

Crater Lake is decidedly the greatest scenic wonder that has been viewed by Mrs. A. R. Hotelling, Jr., Miss J. M. Blair and Miss O'Connor, of San Francisco, who arrived in Portland in Miss Blair's Hudson Six last week after driving from San Francisco north to Crater Lake, and returning to Portland. They toured through Mount Rainier National Park and visited all of the interesting sections en route, taking a month for the trip. From Portland they motored to The Dalles and will go south, entering Crater Lake again, this time from the Klamath side, before proceeding home by way of Lake Tahoe. By the time they arrive in San Francisco their total mileage for the trip will be about 4500 miles.

Sound for points of interest in California and for the Hawaiian Islands. W. J. Price, of Butte, Mont., altered his Cadillac out of Portland last week with praise on his lips for the Columbia River Highway, the roads of Oregon and Washington and for the cordiality of Portland. Mr. Price said he found most of the roads from Butte to Portland good.

Among the visiting motorists who asked for road information at the Portland branch of the B. F. Goodrich Rubber Company last week was C. A. Tibbs, who drove in from Sumpter to participate in buyers' week; C. G. McArthur, of Los Angeles; C. N. Needham, of Fresno, Cal.; and A. R. Thomas, of Gilney, Cal. The latter came north over the Pacific Highway and returned via The Dalles and Central Oregon.

Movie Star Buys Scripps-Booth Car.

That beauty attracts beauty is well proved by the purchase of a Scripps-Booth car by Miss Gertrude Selby, the well-known star of the L. K. O. Company. "It is the most beautiful car in the world and I just couldn't resist buying one," declares Miss Selby, who spends her time when not before the camera motoring around Los Angeles.

"In winning the medal of honor it shows that all lines of business have improved quite materially on the Pacific Coast and particularly in the Northwest. This we can attribute to the sales of our trucks to the lumber and timber concerns operating in the forests of the great Northwest. Our 'Good Roads' or Tractor trucks with 20-inch wheels seem to solve the problem of hauling out timber and logs economically from seemingly inaccessible places. The local road supervisors welcome the sight of the White

RUDOLPH WILHELM, GOLF STAR, BUYS STUDEBAKER CAR TO CARRY HIM TO LINKS IN HURRY.



Mr. Wilhelm Aboard His Newest "Driver," and Rudolph, Jr., Playing With Some of His Daddy's Clubs and Golf Trophies.

THE WHITE COMPANY

REMOVAL NOTICE



OUR NEW HOME

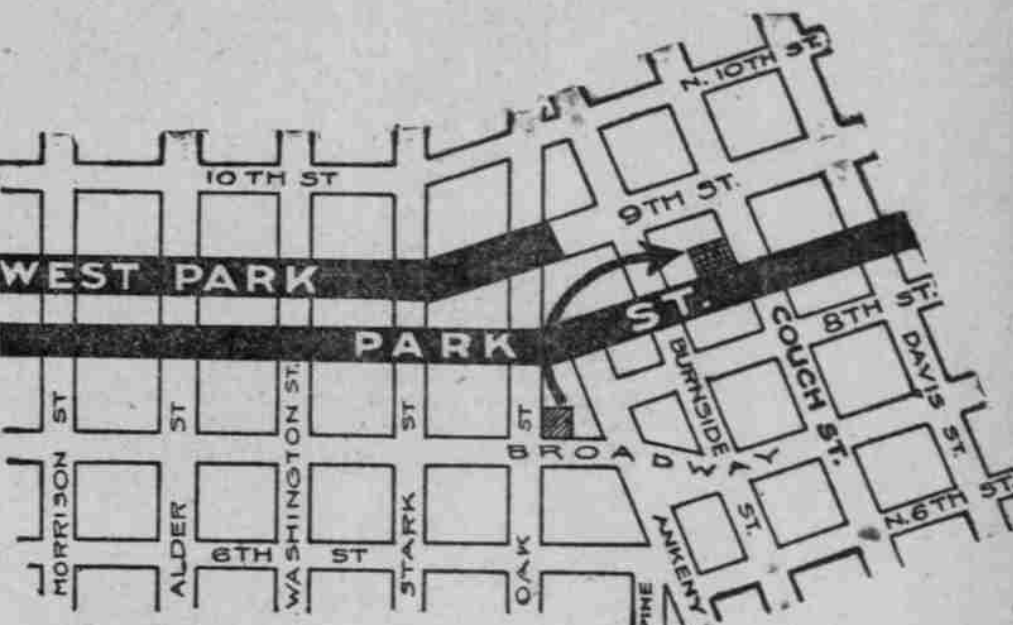
TO OUR NEW BUILDING

Park and Couch Streets

White Pleasure Cars
White Motor Trucks
White Service

YOU ARE CORDIALLY INVITED TO INSPECT OUR NEW PREMISES

The White Company R. S. HURD, Manager
Phone Broadway 827



TRUCKS OF AID TO ROADS

WHITE MOTORS, WIDE WHEELS, REAL BENEFIT TO HIGHWAY.

Sales Heavy on Pacific Coast, Reflecting Decided Gains in Lumber and Mining Industries.

G. A. Urquhart, Pacific Coast manager of the White Company, recently returned from Cleveland, O., where he went to attend the annual convention of the branch managers of the White Company. Urquhart left San Francisco feeling quite jubilant. Each year the White Company gives a bronze plaque to the branch of the White Company showing the greatest gain in the volume of business. A telegram from the home office disclosed the fact that the coveted trophy was awarded to the organization of which Urquhart is Pacific Coast manager. In discussing the event, R. S. Hurd, manager of the Portland branch of the White Company said:

"In winning the medal of honor it shows that all lines of business have improved quite materially on the Pacific Coast and particularly in the Northwest. This we can attribute to the sales of our trucks to the lumber and timber concerns operating in the forests of the great Northwest. Our 'Good Roads' or Tractor trucks with 20-inch wheels seem to solve the problem of hauling out timber and logs economically from seemingly inaccessible places. The local road supervisors welcome the sight of the White

'Good Roads' truck for the highway is packed hard and smooth by the wide wheels. At first before the 'Good Roads' truck could use the highway the supervisors had to have a demonstration and be shown that the truck would not tear up the roadway. One short demonstration proved the truck made the road smooth and broke down all rocks projecting above the road surface.

"Larger volume of business during the past two years especially in firms depending upon motor trucks for transportation means more trucks sold. Before the war there were a great many idle steamers and sailing vessels laid up awaiting a chance to get a cargo. All this is changed now. Every available bottom is eagerly sought and charters are made that spell fortune in one voyage, be the port of call Australia, England or Russia. These vessels cost hundreds of dollars a day for the charter, hence contractors must load them rapidly and economically. Horse-drawn vehicles are out of the question. A dependable motor truck capable driver and the work is done in no time.

"Our sales in the Northwest for the

past 12 months, show a marked advance over that of any preceding month of the year before. Credit this partly to mining companies and ore buyers purchasing our heavy service trucks. Owing to the rapid advance in price and call for copper, ore, silver, chrome, quicksilver, manganese, nesite, zinc—trucks are in demand. The steel works and factories back East must have these metals, hence, the summons is rush shipment in carload lots. All abandoned or neglected mines as well as newly discovered properties are paying their tribute to the Nation's prosperity. Motor trucks fill the void between mine and mill or railroad transportation.

AMERICAN PLANTS EFFICIENT

Firestone Company Offers Example of Preparedness.

In a recent talk Thomas Edison brought forward the idea that American, supposed to be unprepared for such trials as the great nations of Europe have been going through, is

really well prepared in the growth and increasing efficiency of its factories. There is a point in this. At the present moment the Firestone Tire & Rubber Company having done a business of over \$25,000,000 during the last fiscal year, is announcing an increase in volume of 38 per cent in its sales this year over those of last, according to the June 1 figures. A Firestone official, in talking of this matter recently, said: "The best thing about our organization is its wonderful expansive powers. For years Mr. Firestone has been building with this in view. He has strong men at every important point from top to bottom of the organization. When expansion comes we are ready for it. The units of the organization are fitted in and the service to the user goes on unimpeded in the face of any demand made of us."

Overland 59-T Runs 117,000 Miles.

Ed St. Pierce, taxi owner in Wolcott, Ind., owns a model 59 T Overland, which he has driven 117,000 miles in heavy work.

BIG AUTO SNAP

Six-Cylinder Car With Electric Self Starter and Electric Lights

\$500 CASH

We have six of these used cars at this price while they last. First buyer gets first pick. Open Sunday, 10 to 1:30.

Mitchell, Lewis & Staver Co.

East First and East Morrison

Come and see the new series Mitchell Seven-Passenger at \$1360 f.o.b. Racine and the small six five-passenger \$1050 f.o.b. Racine.

See us at the Auto Show—Meier & Frank Basement, August 21-26.