BULLETINS ON ROAD CONDITIONS GIVEN

Special Service for Motorists Inaugurated by The Oregonian Today.

ENTIRE STATE COVERED

Condensed Reports From Correspondents Will Give Frank and Unbiased Information—Co-operation Is Invited.

In recognition of the tremendous demand for accurate, impartial information on road conditions in all parts of the state and in neighboring districts, The Oregonian inaugurates today a new department feature in the form of a condensed bulletin detailing road conditions as they are reported from all parts of the state by the regular Oregonian correspondents.

The responsibilities of the task are too broad for anyone to hope that the bulletin will be entirely free from inaccuracies at all times, but constant effort will be exerted to make such revisions and corrections as changes in the weather and the development of road construction and improvement may from time to time warrant.

It will, of course, be impossible to reflect the impressions of everyone as to the existing condition of this and that roadway, for the reason that no two motorists ever see the same road through the same pair of goggles. Opinions as to road conditions vary as widely as the specifications of the various makes of automobiles and as widely as the dispositions of human beings. The experienced road tourist, for instance, doesn't expect to find a paved boulevard through the rural districts and consequently seldom utters a grumble providing the roads are in fairly good shape, weather and the turn of the calendar considered.

In framing their reports to be included in the Sunday road bulletin The Oregonian correspondents will aim to report conditions as they impress the fair, frand and impartial and not prejudiced by local pride or sectional feeljudiced by local pride or sectional feeling.

Providing the motorists of Oregon and the public generally will be good enough to give the plan their co-operation, the road bulletin feature can be made exceedingly valuable to the motoring public.

When you make your next road trip carry The Oregonian road report along with you and if you discover any detail, either as to distances or road conditions which you believe to be inaccurate or in need of revision, your kindness will be appreciated if you will at once notify Chester Moores, automobile editor, who will make it a special point to be at his desk, 815 Oregonian building, between the hours of 9 and 12 o'clock on the morning of each week day and between 5 and 6 o'clock in the evenings.

HOOD RIVER HIGHWAY FINE

Motorists Cautioned to Have Brakes in Good Condition.

HOOD RIVER, Or., June 23.—(Special.)—The Columbia River Highway from Cascade Locks to Hood River and thence to The Dalles, according to recent motorists over the stretch, is now in better condition than at any time since the scenic route was opened. However, the automobilist, accustomed to city paved streets, is going to have an unpleasant experience and certain trouble unless he makes preparation for the journey. It must be remembered that the stretch of road is very narrow at many points. It is crooked, and many steep grades will be met.

The motorist expecting to make the journey from Portland all the way to Hood River should be sure his brakes are in the best of condition. For the Ruthton-hill grade he should have his tank well filled with gas. A gas supply station is being put in at Sonny, just west of the Mitchell's Point grade. By stopping there, in case your tank is not full, will save you the trouble of back-tracking some three miles.

Hood River Valley roads are all good at the present time. The journey to Mount Hood lodge can be made with ease. Motorists are advised to take the east side on the way to the mountain, traveling into the Upper Hood River Valley by the Neal-Creek route. The return trip should be made over Booth hill, thus affording one of the finest views of the orchards. After you have passed Tucker's bridge, across Hood River, turn to your left at the top of the canyon, where sign says Portland way. Returning to Hood River by this route will afford you travel over some of the valley's smoothest gravel roads through a fine orchard and residence section.

Travelers headed west over the Columbia River Highway should be warned of the dangerous turn at the verge of a steep precipice at the top of Ruthton-hill grade. The road to the very top of the grade is fine. Drivers are tempted to go so fast that they meet with difficulty in making the dangerous right-angle turn. Watch out at this point for warning sign.

The White Salmon ferry charges have been reduced to $1 per machine each way, this rate including four occupants. Last season the charge of $1, including only the driver, was made.

ROADS ROUGH NEA RALBANY

Gravel Placed on Highway in Wet Months Well Worked In.

ALBANY, Or., June 23.—Roads generally in the section of the state adjacent to Albany are in good condition. Some roads are rough in places but wherever a drag was used or other work done they are fine.

The Albany-Corvallis road is good practically all of the way.

From Albany to Harrisburg the road is in good condition. A great deal of work was done on this road the past year. Many miles were graveled last Winter. Linn County followed a new system of spreading gravel in the wet Winter months so that it might be worn down by Summer, the plan being made possible by the establishment of a plant here to take gravel from the Willamette River. This plan of work was followed extensively on the Pacific Highway southward from this city. Where this gravel was spread early enough the roads are in fine shape. Where no gravel was placed the roadway is graded and was dragged in most places and is in good shape. There are a few places where the road is a little rough but generally speaking the road is good all of the way from Albany to Harrisburg.

Between Albany and Salem the road is good part of the way and very bad for part of the distance. From Albany northward to Jefferson the road is good, though a little rough in places. There is good road for about 1½ miles north of Jefferson, and then there is a stretch of road for four miles which is very bad. There are big ruts and chuck-holes left when the road dried up and this makes this one stretch hard to cover. After that stretch is passed the roads are fairly good. For three miles south of Salem they are in almost perfect condition and from the end of that road they are good for some distance and then fairly good until the bad stretch north of Jefferson is encountered.

Many of the lesser traveled roads in this section of the state are as good or better than these main highways. There are a few stretches of very bad road, but generally speaking they are fine for this time of year. The Albany-Lebanon road is fine now and the road from Albany to Brownsville good. Perhaps the best stretch of road in Linn County now is a portion of the Lebanon-Sweet Home road, which is part of the road to Cascadia and other mountain resorts on the South Santiam River.

ROAD TO COAST EXCELLENT

Poorest Highway Is Between Portland and McMinnville.

M'MINNVILLE, Or., June 23.—(Special.)—Considering the shortage of labor and the unfavorable season up to the early part of the month the roads throughout Yamhill County are said to be in excellent shape at the present time, although the usual oiling of the main roads has not yet been given.

Between McMinnville and Dayton the road, fully macadamized, is fine.

From McMinnville to Dallas the road is fine for the entire distance with the exception of short stretches of dirt roads still rough from the ruts of early Spring.

From McMinnville to Sheridan the road is fine except from the Turner hill to the city limits of Sheridan, which portion is in process of paving by the State Highway Commission, work having commenced thereon this week.

From Sheridan to Willamina the road is pronounced good.

Between Willamina and Dolph it is said to be good. The "Sour Grass" cut-off constructed last year beyond Grand Ronde by Yamhill and Polk counties jointly eliminates the toll gate, and provides a much easier grade through the pass than formerly. A number of local autoists who have recently passed over this road speak highly of its condition. "The worst part of the road between Portland and the Coast," they declare, "is to be found from Portland to McMinnville."

SNOW FILLS M'KENZIE PASS

Road May Not Be Open to Autos for More Than Month.

EUGENE, Or., June 23.—(Special.)—According to reports given out by the United States Forest Service in Eugene there is now ten feet of snow in the McKenzie Pass and the road will probably not be open to automobile traffic for more than a month.

The McKenzie road, as far as McKenzie bridge and the fishing grounds in that vicinity, is in fair condition, rough with a few mudholes. Men and teams are at work on this road with prospects of greatly improving conditions of travel within the next 10 days. From Eugene to Thurston the road is in excellent condition, but from Thurston on to the bridge rough travel is the rule.

Few motorists have attempted to make the trip from Eugene to Oakridge and the fishing grounds in that vicinity. They report the road from Lowell to Oakridge very rough.

Virtually all roads in Lane County are macadam.

Condition of other roads is reported as follows:

Eugene to Harrisburg, via Junction City, crossing ferry at Harrisburg, good with exception of four miles of rough road near Junction City.

Eugene to Harrisburg, via Coburg, road beyond Coburg rough.

Eugene to Cottage Grove, excellent condition, recently worked.

Eugene to Corvallis, via Harrisburg, nine miles rough road near Monroe.

VALLEY ROADS BEING WORKED

Some Traffic Follows Hill Route Between Salem and Independence.

INDEPENDENCE, Or., June 23.—(Special.)—Considerable improvement has been made in the condition of the roads in this section of the country during the past few weeks. Although the traveling public complain a little of the dusty roads, yet they say the roads are fairly smooth and are making good under the heavy traffic. A great many motorists from the Southern part of the state and California have been passing this way in the past few days.

The roads leading into Independence from the south by way of Albany and Corvallis have been graded and graveled in many places, making the grades more passable than they were during the Spring months. A new highway has been laid out by the county south from Independence which will do away with heavy grades passing the I. O. O. F. Cemetery. It is expected that this road will be completed for Fall use.

Between Independence and Monmouth there is a good gravel road which needs some grading in places to smooth it up, but is fairly good. A number of the visitors here have made the side trip to the Normal School, which is two miles from Independence to the west. Leading north from the city of Independence in the direction of Salem there is a hard-surface road for about two miles which is very tempting to the motorist. This passes through a very rich farming and dairy section.

On account of the absence of a bridge at Salem, much of the traffic has turned aside from Independence and has crossed the Willamette River by ferry at this point and followed the Oregon Electric line to Salem on the Marion County side. While much work has been done on that road, yet it is in quite passable and shortens the distance. It is a hill road.

The roads leading south in the direction of Albany on the Marion County side are quite rough at present, although work is being done on them and they will be in better condition in a few weeks.

COLUMBIA ROADS IMPROVED

Four Miles of Planking Near Delena Badly Broken.

RAINIER, Or., June 23.—(Special.)—The road from St. Helens to Goble is in fair condition. It had been rocked last year, but is cut up some. Goble to Rainier very rutty. Has been dragged this year, but is not in very good condition. The new highway road from Rainier to Delena Schoolhouse is partly rocked and the rest is dirt road, but it has been dragged and is fairly smooth. The worst place on this stretch is a sharp double turn in town, where the highway leaves the old county road to go onto the street leading to the highway. Cars with long wheel-base have difficulty in negotiating this turn.

After leaving Delena there is a bad stretch of about four miles, as this is all puncheon or planks which is badly broken up. The last two or three miles into Clatskanie is pretty fair, as the road is rocked.

ROADS TO SOUTH ARE GOOD

Only Few Short Stretches Are Rough and Being Improved.

ROSEBURG, Or., June 23.—Tourists with road experience and local garage proprietors who have means for ascertaining the condition of the roads in this section of the state report the Pacific Highway in good condition between Roseburg and Drain. This is particularly true between Roseburg and Oakland, with the exception of short stretches, which are undergoing improvement. Automobilists say the Goodrich road from Oakland to Yoncalla is a trifle smoother than the Pacific Highway, although the latter road is in better condition than for many years past.

Going north from Drain through Pass Creek Canyon the road is good, with the exception of about three miles, which is somewhat rough in spots. There is no mud between Roseburg and the Lane County line, neither is there any dust. South of Roseburg the Pacific Highway is good as far as Cow Creek Canyon, which is dry but rough. The grade through the canyon is also quite steep and the road is narrow in places. An ordinary machine, however, should have no trouble in getting through the canyon at a 15-mile-an-hour clip. From the southern mouth of the canyon the road is fine as far as Wolf-Creek hill. The latter hill is smooth, and the grade ranges as high as 6 per cent. Good road again greets the traveler from the base of the Wolf-Creek hill to Grants Pass.

The old Coos Bay wagon road, extending as far west as Marshfield, is in good condition as far as Reston, 18 miles west of Glendale. From there to Laird, 22 miles, grades are steep and the road is rough and narrow. The scenery is beautiful, however, and the trip can be made with pleasure. From Laird to the western termination the road is planked, and fast time can be made.

The Roseburg-Myrtle Point road is in good condition, with the exception of a few rough spots in the Coquille Canyon. There are some heavy grades, but in most instances these are planked. This road is narrow in the canyon, but turn-outs make traveling secure. The automobile stages are now making the trip between Roseburg and Myrtle Point in six hours, and tourists pronounce the scenery almost equal to that found along the Columbia Highway. Little work is being done on the roads at the present time, although a number of them will be improved later in the Summer.

PACIFIC HIGHWAY SPOTS POOR

Going Is Rough Between Dunsmuir and Redding.

ASHLAND, Or., June 23.—(Special.)—Pacific Highway road conditions between Dunsmuir and Redding are reported to be very poor in places, particularly in the canyons, where the grades are in places steep and the road narrow and rough, owing to late drying out. Construction work is under way in Shasta County. Tourists report conditions worst between San Francisco and Ashland.

Pacific Highway from Dunsmuir to Hornbrook is good with no bad places except one short stretch just north of Dunsmuir, where construction work has made heavy going but no serious obstacles.

Pacific Highway—Siskiyou grade—Hornbrook to Ashland is fine, with all rough places removed by a crew which has been working for months. Maximum grade 6 per cent. Partially paved on Oregon side.

Ashland to Central Point, paved.

Central Point to Grants Pass is good.

Ashland-Klamath Falls-Greenspring road, passable, but rutty and rough. Crew is working on it and will have it in fair condition by July. Two miles of steep grade.

Ashland, Klamath Falls by Hornbrook, Ager and Klamath Hot Springs, fine to Hornbrook, good to Klamath Hot Springs, slightly rough but uniformly good from Hot Springs to Klamath Falls.

Crater Lake not yet accessible to automobile owing to deep snow.

Rogue River Valley branch roads all in good condition.

ROADS FROM THE DALLES FINE

Work Is Being Done on Route South to Antelope.

THE DALLES, Or., June 23.—(Special.)—All roads from The Dalles are in best condition at present. Some road work is being done to the west of The Dalles, as also on the road south to Antelope. The weather is mainly responsible for their present excellent shape, the dirt surface having packed firm and being as yet without dust.

The Dalles-Hood River—Dirt roads in the best condition; long upnill pull to Mosier and steep grades from that place to Hood River, with downhill drops between. Road narrow in most places.

The Dalles east to Wasco—Dirt roads, firm and smooth, with minimum of dust. Grades comparatively small. Miller's bridge across Deschutes at county line charges $1 toll for automobiles.

The Dalles-Goldendale—Excellent dirt road, free from bad spots; ferry at The Dalles across Columbia charges $1 passage for automobiles.

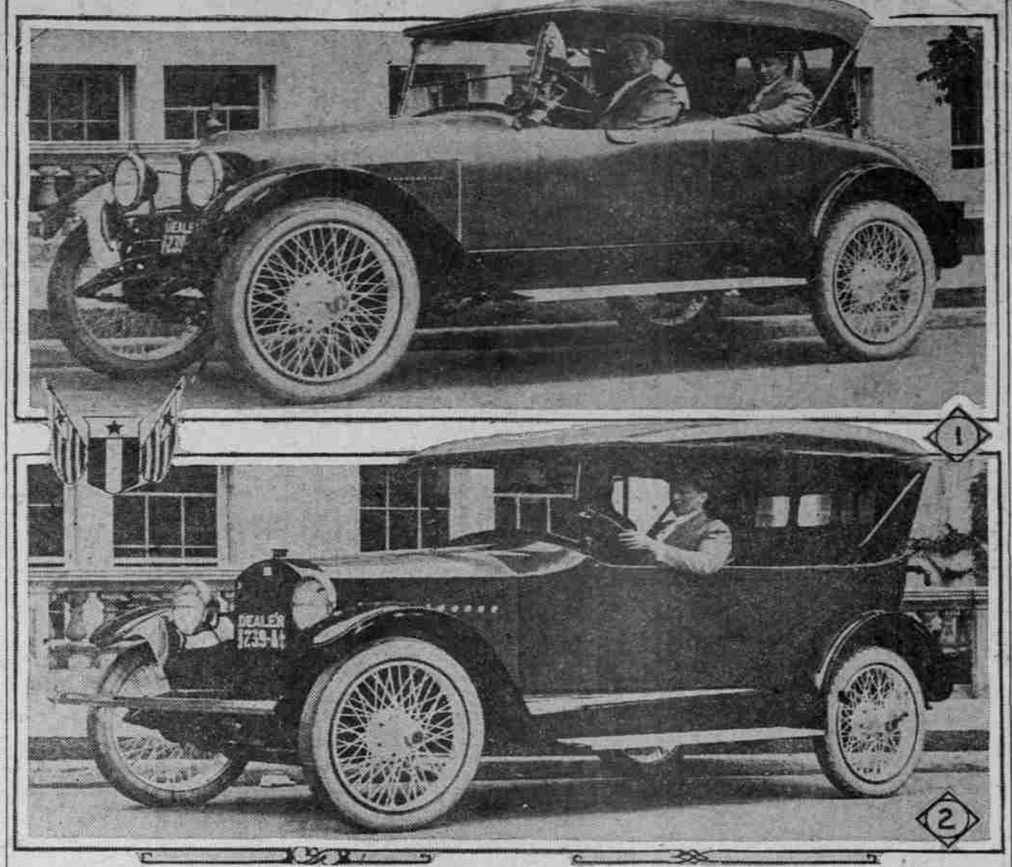
The Dalles south—Roads in best condition of year. Some road work now being done about 50 miles south of The Dalles, on road surface. Several steep, hard grades, and country hilly all the way to southern county line. Run of 75 miles, The Dalles to Antelope, lately done in 2 hours and 30 minutes, without crowding, by car with passengers over this route.

FORMER WHOLESALE REPRESENTATIVE ACCEPTS POST AS RETAILER OF STUDEBAKERS.

H. A. Clodfelter.

H. A. Clodfelter, who for the past three years has served as Western Oregon territory man for the Studebaker Corporation of America and who prior to that time was connected with Mitchell, Lewis & Staver in a similar capacity, last week "signed" with the Oregon Motorcar Company and will hereafter confine himself to the business of retailing Studebaker cars. As a result of his new connection Mr. Clodfelter will make his home in Portland.

NEW MODELS ARRIVE AT STORE OF MITCHELL & WALLINGFORD.



1—PREMIER CAR WITH W. H. WAL LINGFORD AT WHEEL. 2—LIBERTY CAR, E. A. MITCHELL AT WHEEL.

NEW CARS DELIGHT

Design of Premier Strikingly Original.

LIBERTY CONTROL IS EASY

Clutch Responds to Lightest Pressure, and Gear-Shift Lever Can Be Manipulated With Two Fingers.

To say that E. A. Mitchell and W. H. Wallingford, partners in the newly formed company that is to handle the Premier and Liberty motor cars in this territory, are pleased with the new models of those cars, both of which arrived in Portland a few days ago, would be stating the facts lightly. They are delighted as respects appearance, performance and general makeup.

The new Premier, famed as the "aluminum six with the magnetic gear shift," is striking in its originality and its freshness of design. It is described as having "bullet" lines, with a "V" type radiator and a flush-hinged hood at the front of the car. The upper construction of the hood is a Premier creation and the top center panel is covered by patents pending.

Car Is Light One.

The motor is of aluminum, which insures lightness. Officials of the Premier factory assert that the general use of aluminum both in the motor and in the transmission construction effected a saving of 250 pounds in weight.

In place of the hand lever used to engage the three forward and reverse speed gears, the Premier is equipped with the C-H magnetic gear shift manufactured and guaranteed by the Cutler-Hammer Manufacturing Company, the world's largest manufacturers of electrical controlling apparatus.

In design and operation this gear shift is simplicity itself. A switchbox, which pre- selects the gear to be used, is located on the steering post. The speed having been selected, the clutch is depressed to its maximum. This engages a switch which energizes the solenoid controlling the desired gear. The change is made instantly—one-eighth of a second, to be exact. No effort is required, no stooping, no lifting the eye from the road, and there is no perceptible loss of momentum.

Liberty Graceful Car.

The popularity of the liberty car in the sections in which it has been represented is said to rest on the unusual character of the car itself, on points which differentiate it from other cars. It is a remarkably graceful car, with a strong foreign influence in its long, low lines, and, although it is a car of moderate size—115-inch wheel base—its general appearance of stability and power is that usually associated only with very much larger cars.

"When you sit comfortably in the deep Liberty driving seat you find, no matter what your size—100-pound woman or 200-pound man—that all controls are within easy reach," remarked E. A. Mitchell as he guided one of the new cars up Alder street to his store the other day.

"The weight of your foot alone is almost sufficient to depress the clutch pedal. To motorists who have experienced the disagreeable fatigue incident upon pushing out the average clutch the Liberty clutch is a revelation—apparently that clutch needs about a four-pound pressure, as against the 40 they are used to.

Easy Control Makes for Comfort.

"The ease of operation of this most used of all controls means infinitely greater comfort and much less fatigue in a day's motoring. As your foot lifts this clutch, apparently so gentle, engages at a pressure of over a ton.

"It is an easily operated, never failing clutch. It engages smoothly but surely.

"At your right hand, within easy reach, is the gear shift lever. The gear shift lever is manipulated with two fingers. The unusual ease with which this lever may be operated makes Liberty driving a real pleasure. You don't have to tug and strain to change speeds. The operation of the gear shift is smooth, silent, with a sure, rhythmic, easy motion, quickly becoming instinctive, the very antithesis of effort."

SAND MOTORISTS' ONLY WORRY

Roads of Southeastern Washington Excellent for Travel.

WALLA WALLA, Wash., June 23.—Road conditions in Southeastern Washington are as follows:

Walla Walla to Pendleton—Road macadamized most of the way. Macadam between Walla Walla and Milton breaking up so dirt road is best at present. From Milton and Pendleton in good condition. Many who know the country prefer the "reservation road" from Adams to Pendleton, but for the traveling public the macadam is the best. No bad grades.

Walla Walla to Spokane, via Lyons Ferry—Road in fine condition. Can go either by macadam to Waitsburg, thence to Prescott and Lyons Ferry, or direct to Prescott over dirt road, then to Lyons Ferry, in either event taking the old Mullan road from Prescott to the ferry. Plenty of hills, but no bad grades. Sandy on the grade to the ferry, but no trouble; 75-cent ferry tolls. From Lyons Ferry to Ritzville good roads, some hills and sand. Ritzville to Davenport all right. Davenport to Spokane macadam.

Walla Walla to Spokane, via Central Ferry—Going via Dayton, Central Ferry, Colfax and on into Spokane. Long pulls over hills, but can be made easily. Road is in good condition now and will be good until harvest.

Walla Walla to Dayton—Splendid roads. Macadam to Huntsville, then dirt road partly graveled to Dayton. No grades.

Walla Walla to North Yakima—Good road to near Wallula, then on some sand. Sand the other side of Wallula. Can cross at Wallula Ferry or continue to Burbank, where free ferry is maintained in daytime. Sandy on the other side of the river until near the Yakima country. Now is the best time to take this trip, though it can be made nearly any time. On this trip autoists should carry sufficient water, as going is heavy a part of the way and water is scarce.

POLK ROAD CONDITIONS VARY

Some Routes in County Reported Good and Others Poor.

DALLAS, Or., June 23.—(Special.)—Dallas-Salem, good, some dust. Free ferry across Willamette River at Salem until 10 P. M. Ferry service, poor.

Dallas-Dayton, via Perrydale, fair. Via Rickreall and McCoy, good, mostly rolling country through rich farming section. An ideal trip.

Dallas-Blodgett, good to Lewisville. Lewisville to Blodgett, fair, some rough places.

Dallas-Newport, via Falls City and Siletz Basin. Cars are now going through and report the road as still rough in places, but practically all dry. Another week of sunshine and this road should prove an attractive trip.

Dallas-Independence, good.

Dallas-Monmouth, good.

Dallas-Sheridan, fair, rough in places.

NEW TRACTOR PUT ON MARKET

Smith Motor Truck Company Aids in War Preparation.

Through its new tractor recently placed upon the market, the Smith Motor Truck Corporation is doing its share to aid the Nation in properly preparing for a long, vigorous war.

This machine which is an attachment that can be fitted to Fords, or other similar makes of machines, is adaptable either to small or large farms, and enables farm owners to accomplish far more than is possible by the old horse-drawn implements.

By attaching the tractor to the plow, cultivator or other piece of farm machinery, the farmer is able to cover his acres much quicker and to dispense with men and animals. In so doing, he releases his former hired help into other lines of industry, and thus aids in the increasing of his Nation's production.

By cutting down his working hours, the farmer who owns a tractor should be able to aid his neighbor who is plowing or harrowing.

Assistant Secretary of Agriculture Carl Vrooman has issued a Nation-wide appeal to tractor owners, asking them to make their outfits work from dawn until dark; if necessary, to make them work at night, if there are enough to fill the shift.

"Don't let one acre, which otherwise might not be planted," go untilled, is Vrooman's injunction. "Help your neighbors and do your part in strengthening the lines of the allies in Europe."

Drain Motor Oftener Warns Expert.

"Is the stuff in your crank case today real oil with lubricating power practically unimpaired, or is it just 'stuff' that was oil once upon a time long ago? If it is the latter you will be money in pocket if you drain it out immediately and put in fresh oil," says the Paige superintendent of service.

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Chalmers SIX-30: 5-PASSENGER.....$1350 SIX-30: 7-PASSENGER.....$1350 F. O. B. Detroit. H. L. KEATS AUTO CO. Broadway at Burnside. Phone Broadway 5268.

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Franklin offers more of "what you actually need and want in an automobile." BRALY AUTO CO. Main 4880, A 3881. 19th and Washington Sts.

GMC TRUCKS General Motors Company. Trucks ¼, 1, 1½, 2, 3½ and 5-Ton. The Standard of Portland Business Houses. Wentworth & Irwin, Inc., Second and Taylor

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Mack & Saurer MOTOR TRUCKS. Capacities, 1, 1½, 2, 3½, 5, 5½, 6½, 7½ Tons. Complete Stock Repair Parts. F. C. ATWELL, Sales Agent. Washington at 21st. Tel. Mar. 440

Maxwell. "I got the facts well, then took the Maxwell." Boss & Peake Automobile Co., 615-617 Washington St.

Mitchell SIXES. New Light Six, $1195, Factory. Mitchell, Seven Passenger, $1460, Factory. MITCHELL, LEWIS & STAVER CO. First and East Morrison

Oldsmobile Distinctive High Grade. Light Weight. OLDSMOBILE CO. OF OREGON. Broadway and Couch. Phone Broadway 1640.

Republic Motor Trucks. CAPACITY IN TONS: ¾ $920, 1 $1325, 1½ $1525, 2 $1935, 3½ $2875. Prices Delivered at Portland. ROBERTS MOTOR CAR CO., Park and Flanders Sts.

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