

OREGON ROADS NOW FAIR CONDITION

Lack of Adequate Marking
System on Main Roads Felt
Keenly by Tourists.

WEST SIDE HIGHWAY ROUGH

Ralph J. Staehli Makes Trip to California Line and Return and Talks Entertainingly About Pleasures and Troubles.

With countless numbers of machines traveling in every direction over Oregon roads there still is lacking an adequate marking system of even the main roads, and travelers from north to south or east to west still have difficulty in finding their way across the state. The Oregon State Motor Association is now about to take up the work. How badly it is needed was demonstrated by a trip undertaken from Portland to the California line last week.

Ralph J. Staehli made the trip by way of the West Side Highway to Salem, thence to Albany on the East Side and back to Corvallis, Junction City and Eugene, from Portland to about a mile this side of Wheatland the road is fairly well marked, but at a cross road there, two very good roads, which from general directions might lead to Salem, are unmarked. Neither is the fact that there is no bridge to Salem and no ferry after 5 P. M. placarded.

The same condition prevails beyond Corvallis. In fact the road from Corvallis to Eugene is practically unmarked, and if you happen to get there after the farmers have gone to bed, the chances of the stranger getting to Eugene or vice versa are rather slim.

Roads Not at Their Best. Roads for the most part are now the best they will be at any time of the year. The road from Portland to Salem over the West Side Highway, however, is very rough, Mr. Staehli reports. Between Rex, Tigard and Newberg he says great deep ruts almost defy the wheels of a motor car.

Until repairs of some sort are made the East Side Highway will undoubtedly be the one which will carry most of the travel down the Willamette valley. From Eugene to within a few miles of Cottage Grove the road is now dried out thoroughly, and a rain would only settle the surface which has practically all of the heavy ruts ironed out. Pass Creek Canyon is really in good driving shape. Much of it has been regraded and surfaced with macadam, so that this part of the road can be expected to stay in good condition the whole season through. However, it is very narrow still, and slow travel will be the rule through all the mountain roads between Eugene and Grants Pass.

The other roads which the motor driver is now in splendid shape. Cow Creek Canyon is now a slightly rising grade, not as broad as it might be, but wide enough for two machines to pass at almost any point. Its construction will fit in splendidly with the greater plans of the State when the entire mountain descent on the southern side of the mountains is still steep and good brakes on a car are requisite before tackling the journey through the southern part of the state.

Conditions Are Surprising. Everywhere conditions are surprising. It is said, for considering the rains that have guzzled up northern roads for weeks back mud in some of the shady roads would not have been surprising. There is said to be not a soft spot between Portland and the California line. Douglas and Jackson counties have not had a drop of rain in a month, so these roads also are excellent. How Jackson is developing its road system is a constant marvel to the tourists on their way north. To most of them their mental picture places the limit of trouble right at the California line. This first touch of Oregon at least starts them off through the state in good humor and high hopes, almost enough to carry them over the rough parts without complaint.

Judging from the popularity which the camping grounds at all these places enjoy Portland might do well to stake out a place and let the auto traveler tie up his car and lay out his tent somewhere in the city.

Mr. Staehli reached Roseburg just as the cars of the travelers were being rolled under the trees and the baggage being unstrapped from on top, underneath and all the places where the modern auto traveler has chattered the family. Seventeen cars were getting ready to spend the night there on the banks of the stream which runs across the northern side of the town.

Ashland's Campground Popular. Most popular is Ashland's Lithia Park campground, which is so inviting that some motorists take a few days off there and stake out a place for a week. The park is still being developed and for the big celebration on July 4 will have a great Chautauqua Hall, modeled after the great tabernacle at Salt Lake City.

Mr. Staehli drove a Reo Four, and while the car was not tuned for a special run it established a gasoline average of 17 miles to the gallon over mountains and all, and probably would have done better than that had not a minor accident to the petrol tank, which suddenly dropped all of the precious fluid in the road miles from anybody having any of the "motor-rod."

The road to Crater Lake is expected to be open shortly, and at Lithia Park in Ashland several parties are spending the time until they can go through to the lake. The travel from California is heavier than it has ever been at this time, and today there are more cars in Oregon from that state than came through to July 15 last year.

DINNER SERVICE DISCONTINUED. Motor Association Will Serve Only Lunches at Clubhouse.

The following self-explanatory notice was issued last week by the directors of the Oregon State Motor Association to all association members: "After June 30 the dinner service at the clubhouse will be discontinued and only cold meats, salads and sandwiches, with hot and cold drinks, will be served. "However, arrangements may be made at the office for special dinner parties of not less than 40 people. "This decision was reached after careful deliberation and was brought about by the excessively high cost of food stuffs, which makes it necessary to either advance the dinner price to \$2 or to operate at a considerable loss. "Your directors feel that it would not be wise to advance the price of dinners at this time, and they feel confident that the members of this association will appreciate their efforts in trying to carry the association through these trying times as economically as possible."

Chandler Six

\$200 Advance June 30, 1917

Old customers are coming in enthusiastic about Chandler Six performance and dependableness. These same facts, repeated from friend to friend; have caused the oversale of our allotment: A few cars we have to be sold at the old price until June 30, \$1545, Portland.

Choose Your Chandler Now.

Gerlinger Motor Car Company

Chandler Distributors. 75 Broadway, Portland, Or.

LEE ODGERS \$100 RICHER

ECONOMY TEST OF MAXWELL CAR HANDSOMELY REWARDED.

One Gallon of Gasoline, With Scientific Handling, Drives Automobile Over 39.4 Miles of Highway.

Thanks to the fact that he managed to send a Maxwell car over 39.4 miles of road on a measured gallon of gasoline, Lee Odgers, a member of the sales force of the C. L. Boss Automobile Company, Maxwell distributors in the Portland field, is now \$100 richer than he was a week ago.

Mr. Boss last week received an announcement from the Maxwell Motors Company that the Portland car had won fourth place in the second class of the National Maxwell economy proof test and that it ranked fourteenth among the 892 cars in the entire country. Accompanying the announcement was a check for \$100, which was awarded with congratulations and best wishes.

True to his promise in advance of the contest that whatever prize money might be won by the Portland car would be turned over to the driver and the boys responsible for the victory, Mr. Boss has turned the \$100 over to Mr. Odgers. Inspired by the success of the economy test on May 23, the officials of the Maxwell factory are now conducting a \$50,000 owners' contest. The 500 Maxwell owners who make the best mileage on one gallon of gasoline are to receive \$25,000 in Government liberty bonds. The other half of the \$50,000 is to go to dealers assisting in the big competition.

New Car Owners in County.

THE daily reports of M. O. Wilkins, publisher of the Automobile Record, show that the following temporary permits were issued last week to the purchasers of new automobiles pending the arrival of the official state license tags from the office of Secretary of State Olcott:

- Horace Meekem, 630 Schuyler, Buick.
- A. L. Lambert, Oregon City, Or., Saxon.
- Associated Oil Company, Portland, Or., Dodge.
- B. Douthitt, 4920 Thirty-third street South-east, Chevrolet.
- C. Walsh, 1470 East Morrison, Maxwell.
- S. Breerton, 333 Everett, Saxon.
- F. Laukat, 19 Going street, Saxon.
- H. W. Orweiler, 546 East Fourteenth street, Oldsmobile.

- Apperson Motor Car Company, Portland, Or., Apperson.
- T. H. Rostum, Portland Fish Company, Maxwell.
- Mrs. William Martin, 37 East Forty-seventh street, Chevrolet.
- R. T. Lung Company, 25 North Fifth, Ford.
- E. J. Clay, Goldendale, Wash., Briscoe.
- M. G. Wasken, 2078 East Stark, Ford.
- Thomas J. Hatch, 187 King street, Saxon.
- Virginia Hampton, 612 East Twenty-second street, Velle.
- Mrs. F. H. Perry, 794 Levelee, Dodge.
- C. H. Parvin, 342 East Forty-third street, Dodge.
- Evanson Company, Portland, Or., Studebaker.
- W. E. Bahls, Lebanon, Or., Chandler.
- United States Rubber Company, Portland, Or., Dodge.
- W. E. Webb, Multnomah Hotel, Buick.
- Dr. F. H. Brook, 87 Third street, Paige.
- C. E. Grove, Morgan building, Cole.
- S. H. Mosierway, 775 Quincy, Dodge.
- H. G. Sonnenman, 37 East Burnside, Dodge.
- R. Generowski, 541 Thirteenth, Briscoe.
- R. D. Crowe, La Grande, Or., Grant.
- Mrs. F. A. Nitzky, Crane Company, Cole.
- R. F. Lane, Vernonia, Or., Grant.
- Nicolai-Neppach Company, Portland, Or., Grant.
- Trackless Car Company, Portland, Or., Grant.
- V. V. Micks, 489 East Fortieth street, Maxwell.
- George C. Flanders, 581 Hawthorne, Cadillac.
- Dr. O. W. Mack, City Hall, Paige.
- Mrs. Eva Pointner, Byron Hotel, Saxon.
- Joe Enstad, Seapose, Or., Maxwell.
- Emerj Elmstad, Northwest National Bank building, Packard.
- W. Beeby, Northwest Steel Company, Buick.
- F. Schatz, 194 Jarrett, Overland.
- E. J. Hughes, 241 Sherman, Buick.
- F. W. Wappet, Maplewood, Or., Ford.
- H. A. Janss, 275 First, Maxwell.
- J. M. Johnson, Haasman & Co., Chandler.
- H. H. Chapman, Lower Bridge, Overland.
- D. L. Smith, Arlington, Or., Overland.
- E. F. Vosburg, Enterprise, Or., Ford.
- W. A. Lane, Oregon City, Or., Hudson.
- A. R. Palmer, Olds, Wortman & King, Case.
- J. Hill, 745 Thompson, Pierce.
- A. M. Sherwood, 901 East Salmon, Buick.
- E. J. Squires, East Sixth and Gilliam, Overland.
- N. E. Ayer, St. Johns Lumber Company, Buick.
- S. R. King, Spalding building, Buick.
- H. R. Walker, 415 Tenth street, Buick.
- Portland Trackless Car Company, Portland, Studebaker.
- E. F. Platt, 224 Clifton, Buick.
- F. E. Dozier, Hibernia Bank, Buick.
- M. Harrison, 324 Finn, Chandler.
- W. V. Gray, McMinnville, Or., Chandler.
- J. G. Richardson, Multnomah Hotel, Dodge.
- C. Schorger, 325 Hamblet avenue, Dodge.
- M. Standifer, Northwest Bank building, Dodge.
- J. A. Dofy, 24 East Twenty-fourth, Ford.
- Charles E. Heitkemper, 504 East Gilliam, Chevrolet.
- C. E. Johnson, 579 Linn avenue, Dort.
- Mrs. E. M. Smith, 817 Pettigrove, Hudson.
- B. Clayton, 612 Lexington, Chevrolet.
- Mrs. J. D. Stevenson, 618 East Sixty-fourth, Cole.
- T. H. Greer, Gresham, Or., Chevrolet.
- E. A. Christensen, Madras, Or., Overland.
- A. E. Kramer, 729 Irving, Ford.

CRATER LAKE SOON ACCESSIBLE

Route Over Siskiyou Now Traveled by Hundreds.

MEDFORD, Or., June 23.—(Special.)—The recent warm and dry weather has placed the Crater Lake road in such condition that the first trip to the lake will probably be made the first week in July. Several cars have been as far as Union and Whiskey creeks, the last ten days, and it is possible to get to Arant's camp, five miles from the rim, but beyond that the roads are at present impassable. The first portion of the trip from Medford to Trail is still rather heavy going, but work on the road is promised in time for the summer travel. Hundreds of cars are going over the Siskiyou every week now, the slides have been cleared away and a crew of men is putting the road in splendid condition. From Central Point to the summit of the Siskiyou there is a permanent paved highway except for a few miles south of Ashland, and cars can negotiate the trip through the Rogue River Valley to California without the slightest difficulty. The work on the Ashland hill cut-off will start in a few days and State Highway Engineer Nunn has a crew of men working on the southern slope of the Siskiyou, which insures easy travel through the summer. From Medford to Gold Hill the road is excellent as far as Central Point and is fair to good from Central Point through Gold Hill to the Josephine

Fair List Prices Fair Treatment

Their Merit Written Across the U. S. Map



GOODRICH

BLACK SAFETY TREAD TIRES

THE strength and durability of Goodrich Black Safety Tread Tires are ground into the roads of our nation from Maine to California.

Six Fleets of Goodrich Test Cars, heavy cars and light cars, daily write the truth about Goodrich Tires on the worst roads in six widely different regions of our country.

Sand, rock and gravel, and every freak of climate are testing out Goodrich Tires through millions of miles of roughing it.

The answer of this nation-wide test of the Test Car Fleets—an answer told in 300,000 tire miles weekly—is:

THE ONE foundation of lasting, resilient fabric tires is the UNIT.

MOLD, UNBROKEN CURE, Goodrich has championed a alone amongst tire makers.

This is the TESTED TRUTH of Goodrich Black Safety Treads, the TESTED TIRES of America. **BUY THEM.** They must give you lasting, full value service.

THE B. F. GOODRICH CO., Akron, Ohio

PORTLAND, OREGON
Broadway at Burnside St. Phones Broadway 850, A 6505

You Owe It to Men at the Front for You.
Join the Red Cross—Give Your Utmost Now.

"Best in the Long Run"

County Line.

The absence of rain has made all the dirt roads very dusty, however, and until there is a break in the balmy weather the pleasure of travel off the permanent highway will be somewhat affected.

O'DONNELL CROSSING COUNTRY

Well-Known Racing Driver Is Using Saxon on Second Trip. "Eddie" O'Donnell, one of the best-known racing drivers in the country, is now making his second trip across the

Country, driving a Mitchell Six, with

one arm in a sling, according to information received last week by H. S. Rodebaugh, who has charge of the automobile department of Mitchell, Lewis & Staver Company, Oregon dealers in the Mitchell.

O'Donnell has not fully recovered from the accident sustained at the Kansas City speedway race July 22 last, when the plucky driver and his mechanic went through a fence and hurled a 12-foot embankment.

Although the accident dates back almost a year, O'Donnell's broken arm has been slow in healing. He plans,

however, to have it removed from the

sling in another seven weeks. If, by that time, the arm should be sufficiently strong to warrant its return to the racetrack, it is probable he will be seen in action in charge of the Duesenberg racing team.

It is possible that O'Donnell may desert the racetrack to join the aviation corps, provided he is assured of being sent to France and given an opportunity to see active service.

Russia celebrates as many as 86 public holidays in the course of the year.

BRISCOE \$725

The Car With The
Half Million Dollar Motor FULLY EQUIPPED



B-24—THE NEW BRISCOE

Larger Motor—Abundance of Power

**EASY RIDING—DEPENDABLE
IMMEDIATE DELIVERIES**

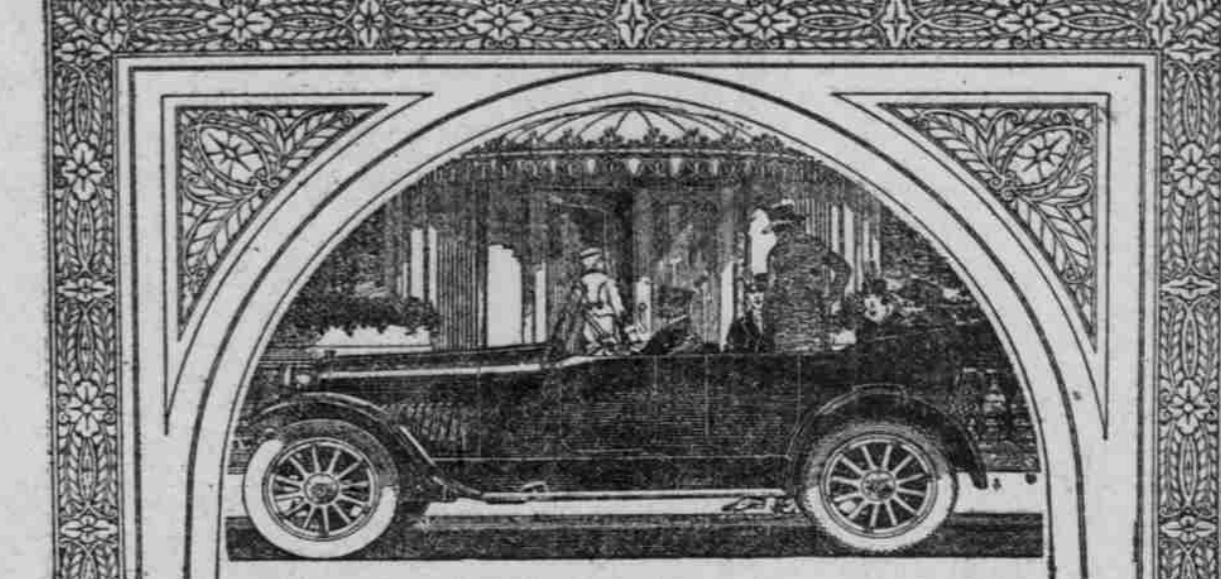
Touring Car \$725—Four-Passenger Roadster \$725
F. O. B. Factory

Dealers: Send for our agency proposition; some good territory still open. You are sure of deliveries.

The Pacific KisselKar Branch

W. L. Hughson, President
Broadway at Davis St.

San Francisco Fresno	Oakland Seattle	Los Angeles San Diego
-------------------------	--------------------	--------------------------



PAIGE

The Most Beautiful Car in America

THIS CAR—the Paige Linwood "Six-39"—is in every respect a representative member of "The Most Beautiful Car in America" family.

The work of the same master artists who designed the seven-passenger Stratford, this Linwood has the added daintiness and smartness of the five-passenger capacity.

You will find all the luxury, stamina, power and distinction of "The Most Beautiful Car in America" in the Linwood.

Price - \$1175 f. o. b. Detroit

Stratford "Six-51" seven-passenger	\$1495 f. o. b. Detroit
Fairfield "Six-46" seven-passenger	\$1375 f. o. b. Detroit
Brooklands "Six-51" four-passenger	\$1695 f. o. b. Detroit
Dartmoor "Six-39" 2 or 3-passenger	\$1175 f. o. b. Detroit
Limo "Six-51" seven-passenger	\$2750 f. o. b. Detroit
Sedan "Six-51" seven-passenger	\$2300 f. o. b. Detroit
Town Car "Six-51" seven-passenger	\$2750 f. o. b. Detroit

Paige-Detroit Motor Car Company, Detroit
COOK & GILL CO.
DISTRIBUTORS
BROADWAY AND EVERETT