

OREGONIAN REPORT ON ROADS

ON the basis of information furnished by the correspondents of The Oregonian in various parts of the state, the following road bulletin detailing road distances and condition, as of last Friday, in all directions, is published for the guidance of motorists:

Portland South via Pacific Highway to California Line		
PLACES—	Miles.	Condition.
Portland to Oregon City (via Oswego).....	13.2	Fair; rough near Oswego.
Portland to Oregon City (via Sellwood and Milwaukie).....	14.6	Good; very few rough spots.
Oregon City to Aurora.....	14.6	Good almost all the way.
Aurora to Salem.....	24.9	Good; most of it in fine shape.
Salem to Albany (via Jackson Hill road and Jefferson).....	26.3	Mostly fair and good; some rough near Albany.
Salem to Albany (via Turner and Marion).....	26.3	Good and fair; some rough where construction under way.
Albany to Corvallis.....	10.0	Mostly good; some chuck holes.
Corvallis to Monroe.....	17.3	Good.
Albany to Harrisburg Ferry.....	29.4	Much better than last year.
Harrisburg to Eugene (via Junction City).....	18.4	Good.
Monroe to Eugene (via Junction City).....	23.8	Some rough.
Eugene to Cottage Grove.....	21.0	Mostly good.
Cottage Grove to Drain (via Pass Creek Canyon).....	17.9	Very rough.
Drain to Roseburg.....	35.1	Fair; some rough.
Roseburg to Glendale (new road branches off short distance north of Glendale).....	53.0	Fair.
Glendale to Grants Pass.....	24.5	Fair and good.
Grants Pass to Medford.....	33.2	Poor to Rogue River; rest good.
Medford to Ashland.....	12.5	Good.
Ashland to Hornbrook, Cal.....	30.6	Fine.

Portland North via Pacific Highway to Seattle		
PLACES—	Miles.	Condition.
Portland to Vancouver, Wash. (via Interstate Bridge).....	8.1	Fair.
Vancouver to La Center.....	18.3	Partly paved; rest good.
La Center to Woodland.....	9.8	Good and fair.
Woodland to Kalama.....	11.2	Rough.
Kalama to Kelso.....	11.2	Some rough, some fair, some fine; water no longer on road near Kalama.
Kelso to Castle Rock.....	8.3	Good and fair.
Castle Rock to Chehalis (detour via Winlock to avoid paying near Toledo).....	34.1	Good.
Chehalis to Centralia.....	4.7	Good.
Centralia to Olympia.....	27.7	Good.
Olympia to Tacoma.....	51.9	Good and fine; some construction.
Tacoma to Seattle.....	41.7	Mostly paved.

Portland South via West Side Highway to Connection With Pacific Highway and to McMinnville		
PLACES—	Miles.	Condition.
Portland to Newberg (via Rex-Tigard).....	24.7	Paved to edge of Multnomah County, then fair, some very rough.
Newberg to Dayton.....	7.8	Good.
Dayton to Salem (via Wheatland ferry; ferry operates both day and night, charge being 25 cents).....	22.2	Good, except six miles near Dayton.
Dayton to Salem (via Amity).....	25.0	Good; bridge across Williamette River from Polk County to Salem is not in use; free ferry in operation until 8 P. M., service slow.
Dayton to Dallas.....	35.0	Good.
Dallas to Salem.....	18.0	Good.
Dayton to Monmouth.....	30.0	Good.
Monmouth to Independence.....	2.5	Good.
Dayton to McMinnville.....	6.2	Fine; macadam.
McMinnville to Dallas.....	25.8	Fine, except in few short stretches.
West Salem to Independence.....	2.5	Good.
Independence to Corvallis.....	17.3	Good.
Corvallis to Monroe.....	17.3	Good.
Monroe to Eugene (via Junction City).....	21.7	Good.

Beaches and Coast Districts From Trunk Highway Points		
PORTLAND TO ASTORIA AND SEASIDE VIA LOWER COLUMBIA HIGHWAY.		
Portland to St. Helens.....	29.7	Good, except where under construction.
St. Helens to Goble.....	13.0	Good and fair.
Goble to Rainier.....	7.0	Passable; very rutty.
Rainier to Clatskanie.....	16.4	Passable; some good; some rough.
Clatskanie to Astoria.....	40.2	Passable; soft where under construction; rough around Westport.
Astoria to Seaside.....	18.5	Mostly paved; rest good.
Portland to Astoria and Seaside (via inland route through Forest Grove, Timber, Vernonia, Pittsburg, Mist, Jewell and Astoria).....	—	In better condition than river route, but about 20 miles longer.

McMinnville to the Coast.		
McMinnville to Grand Ronde (via Sheridan and Willamina).....	27.4	Mostly good.
Grand Ronde to Tillamook.....	44.9	Rough through reservation and for 10 miles this side of Hebo, rest good.
Note—Fine new "Sour-Grass" road eliminates Dolph Toll Gate.....	7.0	Good.
Bay City to Salem.....	28.8	Good.
Note—New road connecting Astoria and Tillamook (via Seaside and Bay City).....	75.3	Passable; mostly good except in wet weather; 10.3 miles of new road very rough.

DALLAS TO NEWPORT.		
Dallas to Blodgett.....	22.5	Fair.
Blodgett to Toledo.....	33.3	Good.
Toledo to Newport.....	32.2	Fine; smooth; no dust.
Note—The best route into Newport at present time is reported to be by way of Corvallis, down Little Elk River to Eddyville and over new cutoff avoiding Pioneer Hill; total distance from Corvallis to Newport about 63 miles; road from Dallas to Newport, via Falls City, reported good.	—	—

ROUTES TO COOS BAY POINTS.		
Roseburg to Marshfield (via Camas Valley, Myrtle Point, Coquille and Fairview). (This route is preferable to road from Roseburg through the Brewster Valley to Marshfield, though longer).....	103.0	Good, except 20 miles of rough road in mountains.
Drain to Marshfield (via Elkton, Scottsburg, Alleghany and Long Ferry).....	70.3	Passable all way; most scenic route.

COOS BAY TO CRESCENT CITY, CAL.		
Marshfield to Crescent City (via Empire, Bandon, Port Orford, Gold Beach and Brookings).....	162.3	Fair; 13 miles south of Bandon rough.
Crescent City to Grants Pass.....	30.3	Fairly good condition; considerable travel.

Columbia River Highway		
Portland to Hood River County Line (via Broadway bridge and Sandy boulevard through Troutdale).....	44.3	Paved.
End of pavement on Highway at Hood River County Line to Hood River (via Cascade Locks).....	45.5	Paved.
Hood River to The Dalles.....	20.8	Fair; some rough; several grades, Ruxton Hill being worst.
Hood River to Cloud Cap Inn (via Mount Hood). (This side trip involves a drive up one side of famous Hood River Valley and return by another).....	24.2	Good roadbed, but hilly.
Hood River to Guler, base of Mount Adams, (via White Salmon ferry, Husum and Trout Lake).....	29.0	Good as far as lodge; snow above that point.
Hood River to Guler, base of Mount Adams, (via White Salmon ferry, Husum and Trout Lake).....	26.7	Fine; ferry charge \$1 per car and four passengers.

Other Cross-State Roads Running West to East.

Portland to Government Camp (southern base of Mount Hood).....	66.0	Paved to Gresham; Sandy, Cherryville, Road much better than Marmot route, reported best it has ever been; road now open all way to camp.
Government Camp to Wapinitia.....	19.0	May be open this week; broken bridges being repaired.
Wapinitia to Central Oregon Highway at Madras.....	33.0	Good.
Wapinitia to Central Oregon Highway at Shanks.....	42.0	Good.
Eugene to Bend (via McKenzie Pass).....	121.2	McKenzie road from Eugene very rocky, account crushed rocks; pass still closed, snow.
Medford to Crater Lake National Park.....	81.7	Open all the way; good.
Crater Lake Park to Klamath Falls.....	63.4	Open all the way; good.
Ashland to Klamath Falls (via Hornbrook and Ager, Cal.).....	—	Reported good, except 10 miles from Klamath to Keno.
Ashland to Klamath Falls (via Green Springs Mountain).....	72.0	Reported passable, but in poor shape, though shorter than Ager-Hornbrook route.

The Dalles and Points East and Northeast		
The Dalles to Wasco (detour on account of road work).....	85.5	Good.
Wasco to Lone.....	49.0	Fair; nine miles good; balance bad.
Lone to Pendleton (via Echo).....	59.0	Bad; dusty; sand holes.
Pendleton to La Grande.....	74.7	Dusty, but fairly good.
La Grande to Baker.....	52.3	Dry, fair; steep grades; rough beyond Meacham.
Baker to Huntington.....	50.0	Good; dusty.
Pendleton to Walla Walla.....	45.0	Good; all roads dusty.
Walla Walla to Dayton.....	45.0	Dusty; under construction.
Dayton to Coeur d'Alene.....	62.4	Splendid.
Coeur d'Alene to Spokane.....	47.0	Good.
Spokane to Pomeroy.....	28.0	Good.
Pomeroy to Lewiston.....	33.0	Fair.
The Dalles South		
The Dalles to Shaniko (via Tygh Valley).....	58.0	Very hilly, 5% and 7% grades.
The Dalles to Shaniko (via Wasco).....	71.6	Good.
Shaniko to Madras.....	52.8	Fair.
Madras to Coeur d'Alene.....	42.2	Fair; dusty.
Bend to Crescent.....	56.0	Fine, except in short stretches.
Crescent to Klamath Agency.....	67.0	Rest via Port Klamath.
Klamath Agency to Klamath Falls.....	31.0	Rough along Klamath Lake.
Klamath Falls to Lakeview.....	59.5	Rough between Lakeview and Bly; rest good; much better than it was month ago.
Shaniko to Prineville.....	57.9	Good.
Prineville to Bend (via Redmond).....	35.2	Good.
Shaniko to Silver Lake.....	77.3	Good.
Silver Lake to Paisley.....	51.2	Good.
Paisley to Lakeview.....	52.8	Good either way; some construction.

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CENTRAL OREGON ROUTE TAKEN FOR FIRST HALF OF TOUR.

L. F. Russell, Prune Grower of Washougal, Visits Southern California, Returning by Crater Lake.

L. F. Russell, the big prune grower at Washougal, Wash., returned from a trip of 3000 miles which he started June 20 and which carried himself and family as far south into California as Monterey. The Central Oregon route was taken on the way down through The Dalles, Bend, Klamath Falls, Yreka, Red Bluff and south by easy stages to the extreme southern part of California. On the return trip Mr. Russell made a circle of 303 miles ending in San Francisco. On this part of the trip Mr. Russell's Chalmers "45-30" carried seven passengers, weighing 1200 pounds in addition to their baggage. The Washougal party also visited Crater Lake en route home, though the lake at that time was not open all the way to the hotel as now. From Prospect for 21 miles to the lake the Chalmers climbed all the way on high

gear, he says. While at Crater Lake Mr. Russell found scores of cars parked waiting for the road to be shoveled clear of snow. The biggest season ever enjoyed by the park officials is expected this year, he says. The unusual sight of thousands of trout scattering from the boats on the lake was enjoyed by the Russell party. Guests are permitted to catch a limit of five trout and, if they are biting at all, this is an easy matter, he asserts. He found road conditions as a whole very satisfactory. On the whole trip of 3000 miles it was not necessary for Mr. Russell to touch his Chalmers engine except to put in oil.

Willis-Overland Engineer Named.
An announcement of unusual interest has just been made by John N. Willis, president of the Willis-Overland Company, of Toledo, O., to the effect that E. H. Belden, widely known in motor car engineering circles, has been appointed chief engineer in full charge of the engineering department of the Willis-Overland Company.

Republic to Take Over Knight Plant.
Officers of the Republic Rubber Company, of Youngstown, O., have taken an option on the plant of the Knight Tires & Rubber Company, of Canton, O., as the preliminary step to the merger of these two companies in a new corporation with a capitalization of \$20,000,000.

TULSA MOTORISTS HERE

TWO VISITORS ON 60-DAY TOUR THROUGH NORTHWEST.

Yellowstone National Park Attracts for a Time and Cars from All Over Country Are Seen.

On a 60 or 70-day automobile trip that involves a loop of the western half of the United States, Paul Konz and C. O. Olson, of Tulsa, Okla., passed through Portland last week in their Haynes Six. From their home town Mr. Konz and Mr. Olson drove through Kansas and Colorado over fine roads and through Wyoming and Montana to Spokane. En route they visited Yellowstone National Park and found hundreds of motor cars registered from all states in the Union within the park gates. Many of the Wyoming roads are now being improved and some of them are rather narrow but quite serviceable, they report. "From Spokane to Walla Walla we found the roads rather rough and sandy," said Mr. Konz last week in relating the incidents of his trip. "There was formerly a fine road from

Walla Walla to Pendleton, but they have allowed it to go to pieces so that it is rough. Workmen are now busy putting it back in shape again. From Pendleton we were routed through Heppner and found much rough going." Mr. Konz and Mr. Olson left Portland late in the week via the Pacific Highway for San Francisco. After touring California they will return home by way of Salt Lake City.

WHITE SALMON ROADS GOOD

Midsummer Dust, However, Prevails at Some Places.
WHITE SALMON, Wash., July 28.—(Special.)—Highways throughout the White Salmon Valley are in the main in good touring condition. Midsummer dust will be found on some stretches. A section of Trout Lake road beyond Husum is getting somewhat rough from heavy truck hauling, but crushed rock is being used to fill chuckholes. The road to Snowden and Lyle is good; also from Snowden to Glenwood and the White Salmon-Husum-Glenwood road. The White Salmon-Underwood-Little White Salmon Valley run is in fine condition. The Lyle-Glenwood new High Prairie road is nearly completed. The Hood River-White Salmon auto ferry operates during daylight hours. The auto camps are located at Husum and Weingartner's Bridge, on Trout Lake road.

KISSEL SALARIES RISE

WORKING DAY ALSO CUT TO EIGHT HOURS IN NORTHWEST.

Idea Is to Give Employers More Time to Attend to Their War Gardens and Enjoy Recreation.

On top of a recent order raising the salaries of all men connected with the Pacific Kiesel Kar Branch organization A. S. Robinson, manager of the Portland and Seattle branches of the company, issued instructions to his men last week to work hereafter on an eight-hour instead of a nine-hour schedule and at the same scale of wages they have been receiving since the recent increase. Like N. L. Hughson, head of the Pacific Kiesel Kar interests for the entire Pacific Coast, Mr. Robinson feels that the men should have plenty of time to work in their "war gardens" and devote some time each day to recreation. The new eight-hour rule is to be enforced at each office of the company. Phone your want ads to The Oregonian, Main 7070, A 6094.