

ROADS GENERALLY IN
PRETTY FAIR SHAPEOregon State Motor Association
Gets Reports.

ROCK ON ASTORIA HIGHWAY

Seven Miles at Astoria End Fierce
on Tires, Due to New Paving
Construction Work.

Road reports received late last night at the headquarters of the Oregon State Motor association in the Oregon building indicate that most of the leading highways of the state are improving in condition from week to week as the warm and dry weather approaches permanency. However, the roads to the higher mountain regions, such as Crater Lake, the Mackenzie pass, Government Camp and Cloud Cap Inn, are still obstructed by tenacious snow banks.

The feature road report of the week received by the association was made by L. R. Merrick of Portland, who drove from Portland to Fort Angeles, Wash., via Olympia, in 13 hours' running time. His account of this trip is told by chapters:

Portland to St. Helens—Good.
St. Helens to Gold Butte—Hard but rough.
Gold Butte to Chehalis—Good.
Chehalis to Olympia—Good.
Olympia to Shelton—Hard but rough.
Shelton to Port Angeles—Good, all but five miles, which is under construction. No trouble getting through construction. Made the entire trip in 13 hours.

Inland Highway Cut Up.
These further reports on road conditions covering important routes in various parts of Oregon were given out by the association.

Clatskanie to Astoria via Westport—Good to within seven miles of Astoria. Remaining seven miles mostly crushed rock preparatory to paving. Very hard on tires.
Clatskanie to Astoria via Mist—This road, owing to heavy truck traffic beyond Mist, is so cut up as to be hard to travel.
Newport to Corvallis via Philomath—Good.
Newport to Dallas via Kinross Valley—Fair.

Oregon City to Molalla—Good.
Molalla to Salem via Silverton—Good.

Salem to Corvallis via Independence—Good, although rough in a few places. Route via Albany is not much used because of the many ruts and rough stretches. Tourists should be careful of these roads after a rain, as some short stretches are not even raked.

Roseburg to Cottage Grove—Fair; continues to improve as drying weather comes on.

Cow Creek Canyon Passable.
Roseburg to Grants Pass—Good, but slow going from Canyonville for about ten miles south, where road is under construction.

Roseburg to Glendale—Good, but sometimes held up for a while on account of construction work.

Glendale to Grants Pass—Good.

Ashland to Canyonville—Only know what Grants Pass reported to us by phone three days ago that the Cow Creek canyon road from Glendale north was fairly easily traveled now.

Ashland to Klamath Falls—Rough and dusty; otherwise very fair and safe. Auto stage makes its schedule every day.

Ashland through construction south of Dunsmuir—This road is reported still rough, but passable to all travel and no delays. An ordinary car traveled from Red Bluff to Ashland before 6 P. M. one day last week, about 225 miles.

Ashland to Klamath Falls via Parker—Fair. Two stage lines running on schedule every day between the two towns. Highway construction so far does not interfere at all.

Marshfield Road Open.
Ashland to Hornbrook—Very good; travel normal for June, though not as heavy as expected. Highway work will not interfere with this road much this summer, because of width of mountain grade.

Roseburg to Marshfield—Improving every day; stage now running daily trips; rough through canyon.

Grants Pass to Crescent City—Good.

Gold Beach to Crescent City—Main roads pretty rough, but they are being worked and in very good condition now. Informant drove to Brookings, had lunch and returned, all in nine hours.

Gold Beach to Marshfield—About same condition as foregoing.

Hood River to The Dalles—Road in good shape.

Hood River to Trout Lake, Wash.—Good.

Hood River to Cloud Cap Inn—Road to Mount Hood Lodge in good shape, but from there to Cloud Cap Inn not open on account of snow.

Hood River to Cascade Locks—Good gravel, paving not yet started.

The Dalles to Madras via Wapinitia—Fair dirt road. To Madras via Warm Springs reservation rough in places. Stage grade out of Madras, then to Madras good.

Shaniko to The Dalles via Wanawana—Good to Wanawana, then rough to The Dalles.

Lakeview-Klamath Section Good.

Shaniko to The Dalles via Tygh Valley—Good to White River grade; eight miles

rough to top of Tygh grade. Good to Dufur. Fair then on to The Dalles.
Shaniko to Bend—Good except through Antelope canyon; four miles rocky.
Klamath Falls to Bend—Good via Chiloquin.
Klamath Falls to Lakeview—Good.
Klamath Falls to Ashland via Parker—Good.
Klamath Falls to Hornbrook—Good; rough on Topsy grade.
Lakeview to Klamath Falls—Very good.
Lakeview to Bend—Good.
Prineville to Shaniko—Road in good shape. Prineville to Mitchell—Fine shape, generally, but a few rough places.
Prineville to Paulina—Good shape.
Enterprise to La Grande—Good.
Enterprise to Flora—Fair.
La Grande to Pendleton—Across summit rough, remainder fairly good.
La Grande to Baker—Good road work going on in some places.
Portland to Rhododendron, Arrahawanna, Tawney—Road now in fine condition, new planking having been completed over portions not previously planked, and old planks replaced wherever needed by new. Beyond Rhododendron to Government Camp still closed by snow.

TY COBB IS TO SELL STARTER
Ball Player Will Be Distributor for Peerless System in South.

Captain Tyrus Cobb, U. S. A., retired business man, chemist and ballplayer, spent a morning in Toledo recently. Business brought Cobb down from Detroit. He was closing a deal with the M. M. & E. Sales company of Toledo by which he will become a distributor for the Peerless starting system.

MAGNETIC GEAR SHIFT
ALWAYS ON THE JOBPremier Car Easiest of Them
All to Drive.

OWNERS STRONG BOOSTERS

W. H. Wallingford Depicts Ease of
Shifting on This Car, as Compared to Old Method.

According to advices from the east manufacturers of high-grade cars are watching with interest the magnetic gear shift principle, now a distinctive feature of the Premier car. Although many have tried, no one had ever been

most overwhelming the big Premier Motor corporation plant. One ride behind the wheel of a Premier makes one an instant booster for this remarkable car and its gear-shifting mechanism.

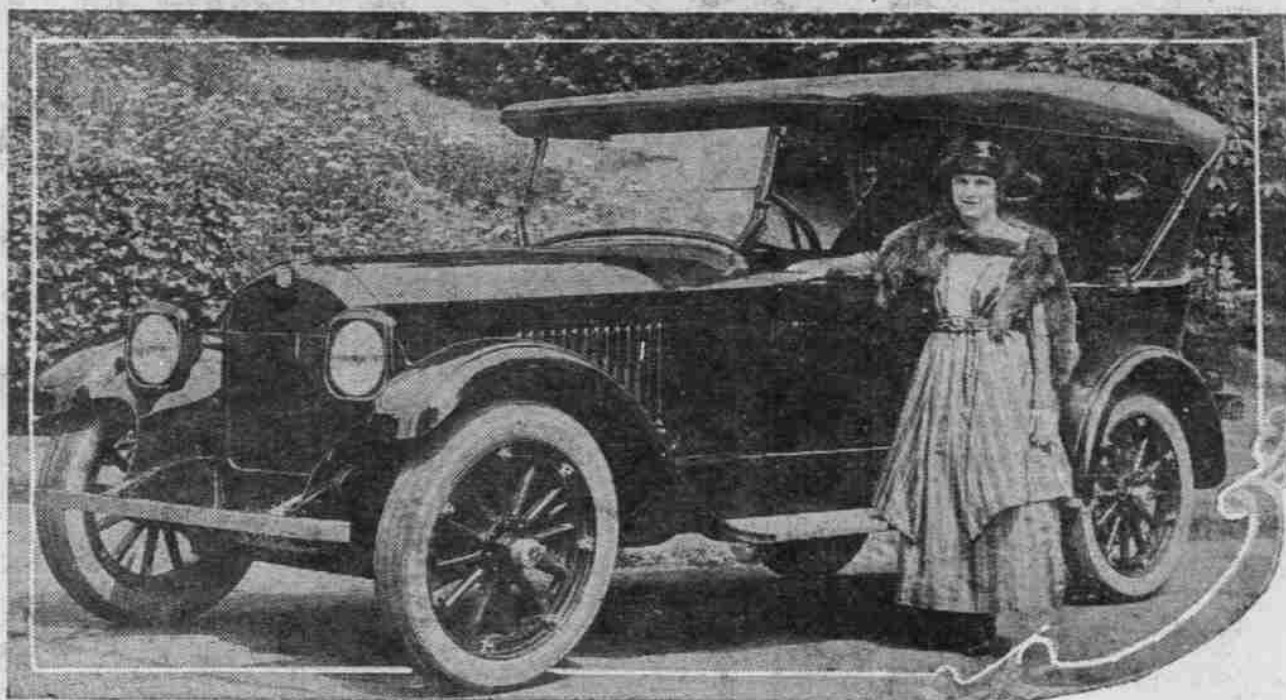
HOW TO CLEAN BOLT THREADS
Filled Ends of Stiff Wire Excellent for This Purpose.

Every car owner who cares for his own vehicle has had more or less trouble with grit and other foreign matter getting into the threads of bolts or in the tapped holes about the chassis. It is hard to dislodge this dirt, except by a special thread cleaner of some kind. By taking a fairly stiff piece of wire and bending the two ends at right angles to the body of the device and fling the ends to fit the threads of the screw a very efficient little cleaner is produced.

WHEN YOUR CAR WON'T START
Look Carefully Over Ignition, Valves and Carburetor.

Q. If you had a motor that wouldn't start what would you look at first, second, etc., to find out what is causing it?
A. First lay the plugs on the cylinder head and crank the engine while watching the plug ends to see if the spark is all right. Then go to carburetor.

THIS STUDEBAKER AND ITS PRETTY OWNER BOTH LOOK PLEASED.



It's one of the new Studebaker Six Sixes. Its owner is Mrs. Carl G. Jantzen. Her husband, who runs the Jantzen knitting mills, bought it as a present for her from the Oregon Motor Car company.

tributor for the Peerless starting system for Ford cars in the states of South Carolina, Georgia and Alabama. Ty will maintain headquarters in Atlanta.

Life in the army appears to have agreed with the Tiger star. He is looking hard at nails and carries no superfluous weight. He is not highly pleased with the showing Detroit has made so far this year, and was considerably more interested in talking of automobiles than of baseball.

Asked whether this was to be his last year on the ball field, Tyrus replied:

"My contract doesn't expire until the fall of 1920."

PEPP MOTOR CAR CO. FORMED

New Organization to Handle Revere and Crown-Elkhart in North.

H. J. and A. M. McIntosh have obtained from David A. Pepp, of the Daniels Sales agency, the western Washington distribution for the Revere and Crown-Elkhart cars and for Simplex windshield wipers. They have named their organization the Pepp Motor Car company. Mr. Pepp recently obtained the northwest agency for Simplex windshield wipers from the manufacturers at Los Angeles. These wipers add much to driving comfort. Clamped on each side of the windshield, they fend off dust and wind and protect occupants of the back seat as well as those in front.

Shah Was Brave Potentate.

The Shah of Persia introduced automobiles in his country in 1901, purchasing the finest specimen of a "horseless carriage" that the market then afforded.

PACIFIC TIRE & RUBBER COMPANY GETS ANOTHER TIRE LINE.



PLEASED! TO BE SURE THEY ARE, FOR THEY'VE JUST CLOSED FOR CANTON AND BLACKSTONE TIRES.

In the center is Walter Peale, Canton-Blackstone factory representative, holding the newly signed contract. On his left is J. G. Gordon, president, and on his right Martin F. Swift, secretary of the Pacific Tire & Rubber company.

able to eliminate the labor of shifting by hand. Various sorts of mechanism that would do the work in an uncertain, undependable way have come out, but the distributors of the Premier say this is the first car to adopt an absolutely perfected and dependable push button gear shift.

This magnetic gear shift is giving 100 per cent service, according to W. H. Wallingford, who handles the Premier in this territory. "We know that the magnetic gear shift in the Premier is absolutely and positively 100 per cent efficient."

Engineers Could Quit.

"If the manufacturer could build a car as perfect in every part as this magnetic gear shift we would truly have a right to talk about the perfect motor car and motor car engineers could gracefully call their work on earth finished and resign from active service and retire forever."

"We have never had a call for a part that enters into the construction of the magnetic gear shift, nor have we had one of these mechanisms brought into this shop for repairs, neither have we had a report of any of these push button systems of shifting gears failed to work."

"We feel that this is considerably more than an ordinarily remarkable record and it would seem that the Premier engineers had succeeded in producing a perfect mechanical device. We understand that the Premier factory has never received a complaint of the magnetic gear shift failing to work."

"Many of the Premiers equipped with this system have been run over 50,000 miles, so that no one can say that the system has not been given a thorough test. One thing has been positively shown, that is that whenever a man and particularly a woman tastes the delight of Premier magnetic gear shifting he or she will never go back to the crotchety way of shifting gears."

What It Means.

"Did you ever stop to think what this magnetic gear shift means to you as a driver of a motorcar? It means that you can drive hour in and hour out through the most congested traffic without the terrible nerve strain everyone experiences between fighting the old fashion hand lever on the one hand and at the same time trying to keep a smile on the face of the traffic cop."

"It also means that you have finally gained a control over your car so absolute that there is no nerve strain connected with driving under the most adverse conditions. It means that you can now drive a car having all the luxury and simplicity of operation that are found in an electric machine, yet combined with the unlimited range of speed and getaway that belongs exclusively to a gas car."

"We really cannot understand why people, and even manufacturers, will stay with their hand gear-shift levers when they can have a car with the magnetic gear shift. This push button system of shifting gears is unquestionably responsible for a considerable portion of the big demand that is all-

tion, taking off the float chamber top and seeing that it is up to level. Then see that gasoline gets to the cylinder by opening a petcock. If there is gasoline in the float chamber and the cylinders get little or none the trouble is between the float and cylinders. That may be in the nozzle, the throttle or the valves. Much air leaking often stops the flow of gas into the cylinders. Check valves or valve seats of time will give the trouble. There are only three systems to watch—valve system, ignition system and carburetion system."

ANOTHER TIRE LINE TAKEN
PACIFIC TIRE & RUBBER CO. ADDS WELL-KNOWN MAKE.

Local Firm Obtains Canton Cord and Blackstone Fabric Tires to Care for Its Growing Business.

Business has increased so fast that the Pacific Tire & Rubber company last week added another line to the well-known makes of tires for which it is the Oregon distributor.

A visit here by Walter Peale, northwest representative for the Canton-Blackstone company, resulted in the signing of a contract by Joseph G. Howell and Martin F. Swift of the Pacific Tire & Rubber company to handle the Canton cord and Blackstone fabric tires.

The Canton-Blackstone company, maker of these tires, is one of the oldest firms in the tire business, with a big factory at Canton, O., the home town of President McKinley. It puts out its cord tire under the name of Canton and its fabric under the name of the Blackstone tire.

Both are among the best sellers in the east and middle west and were recently brought to the Pacific coast. The factory has a large capacity and its present production of tires is such that it can assure deliveries in the necessary quantities to supply this territory.

The Blackstone fabric tire carries a

guarantee of 6000 miles and the Canton cord is guaranteed to give absolute satisfaction to the user. "The customer must be satisfied" is the motto of the manufacturers.

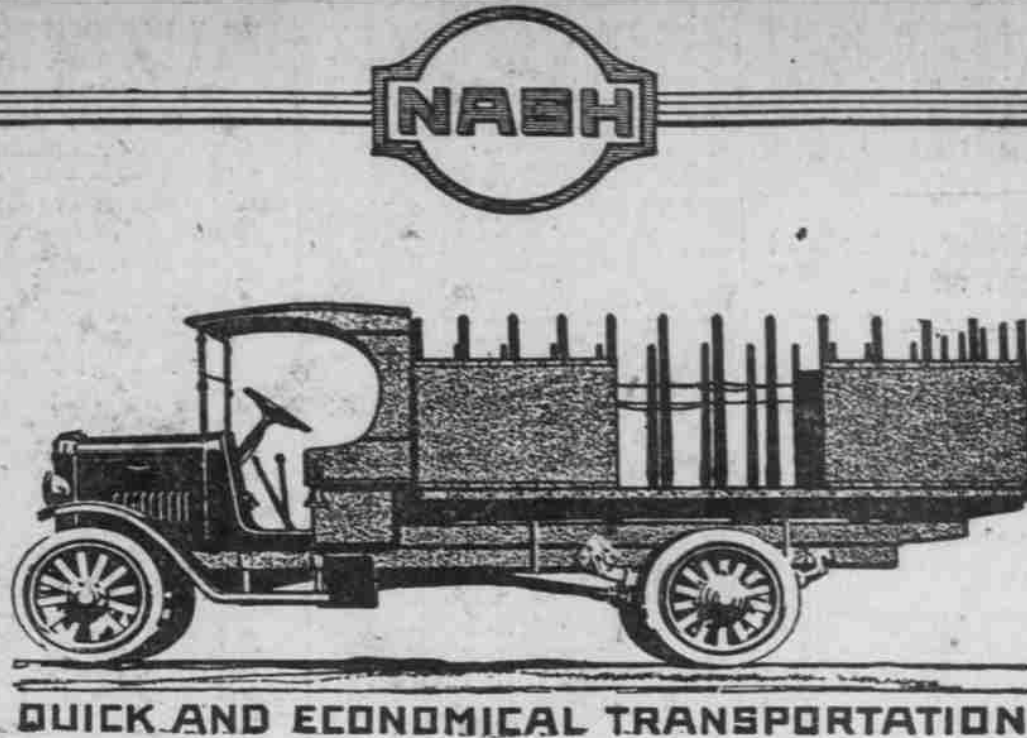
The Blackstone, a standard tire with a 6000-mile guarantee, is nevertheless sold at a price lower than that of many other standard makes. This is possible because of the large production of the company.

The Canton cord tire is an airbag cured tire. It has a special non-skid design for slippery pavements which has the unusual feature of actually becoming more effective as the tire becomes worn. It is a combination rib, staggered and button tread, the flat rubber buttons being on the sides. As the tread is worn down these buttons come into play.

The Pacific Tire & Rubber company has received a few of both these tires by express to handle immediate business demands, and has a carload ordered which should be here in a couple of weeks.

The company continues to be distributor for the Carlisle cord and for the India tire. The relatively small capacity of the India made it impossible to obtain enough of them for its trade, hence the addition of the Canton and Blackstone, both of which were selected after careful investigation.

Fred Hawley, one of the best-known tire salesmen in Portland, has joined the Pacific Tire & Rubber organization.



QUICK AND ECONOMICAL TRANSPORTATION

THE name Nash upon a truck carries with it the assurance of quality. It says that behind that truck guaranteeing its merit are the reputation and resources of the big Nash institution.

Proof of the dependability of Nash trucks is the fact that they are hauling the loads of such concerns as: The Standard Oil Company; The American Steel Foundries; Morris & Company; The Palmolive Company; The Boston Store, of Chicago; and others.

Portland Motor Car Co.

Tenth and Burnside

Broadway 521

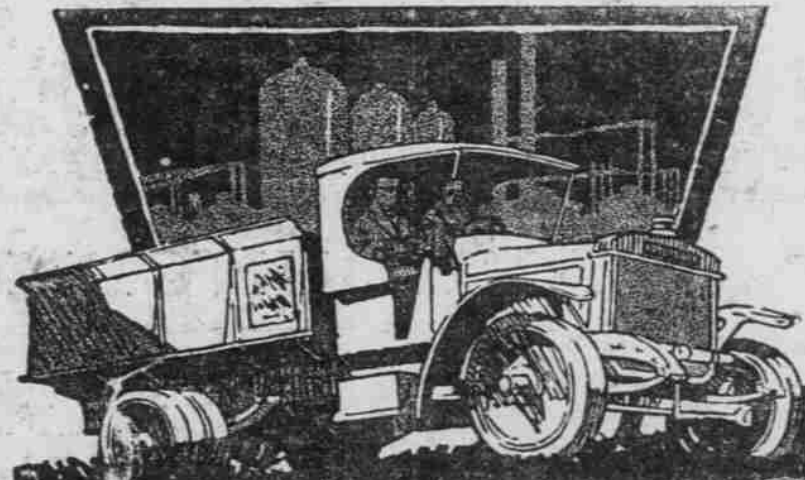
NASH TRUCKS

One-Ton Chassis \$1875 Two-Ton Chassis \$2440 Nash Quad Chassis \$3600



Log Cabin Baking Co. have favored us with an order for another G. M. C. truck, making 12 they have purchased in the past 3 years. Satisfied customers mean repeat orders.

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