

THIS TELLS YOU HOW ROAD CONDITIONS ARE

Big Variety of Trips to Pick From for the Fourth.

MOUNTAIN ROUTES OPEN

Except for Large Quantity of New Construction Work, Highways Generally Pretty Good.

Assuming that the roads to and through the mountain districts, such as Crater Lake National park, Government camp, McKenzie pass and so forth, are devoid of snow, as promised by the forecasters, motorists will be free to choose almost any trip blocked out on the Oregon map issued by the Oregon State Motor association in planning vacation trips over the Fourth of July week-end.

Following are reports received at the Portland office of the Oregon State Motor association last week detailing current road conditions in various parts of the state:

Except for the stretches where road crews are making permanent highways for all-season travel, touring conditions are at their best, although some of the roads are becoming frightfully dusty and the eastern Oregon highways are more and more cut up as traffic grows heavier.

Astoria Road Better.

Astoria to Portland via inland route—Passable but very rough. Highway along the Columbia river in much better shape. They are beginning to do considerable work on the inside road between Astoria and Olney, but this road is passable.

Astoria to Rainier—A great deal of construction work going on, considerable crushed rock, but general road rough.

Astoria to Tillamook—Conditions as yet unfavorable.

Claatskanie to Astoria via Westport (lower highway route)—Very good with exception of five or six miles at lower end, crushed rock.

Corvallis to Newport via Philomath—Very good. Road work has been finished on this road and reports all say it is fine.

Dallas to Necanicum—Very good. Last tourist report claims a five-hour run from Salem to Newport over this route.

McMinnville to Tillamook—Passable but very rough.

Tillamook to Seaside—Much construction. Road closed during working day.

Grants Pass to Roseburg—Good, except Cow Creek canyon, but not interfering with travel.

Grants Pass to Klamath Falls, via Parker—As good as any time this year. Two stage lines running on schedule every day between the two towns. Highway construction so far does not interfere at all.

Astoria to Hill and Hornbrook, Cal.—Very good. Travel normal for June, though not as heavy as expected with July 1 so near.

Highway work will not interfere with this road much this summer, because of width of mountain grade. No interference for June. To Klamath Falls, via Seaside, six miles fair, next 20 miles rough, balance good.

Roseburg to Marshfield—Roseburg to Myrtle Point good, but rough through canyon. Myrtle Point to Coquille good. Go to Marshfield from Coquille via Sumner, as the other road is under construction and closed. Or from Coquille via Bend, then up to Marshfield via Seven Devils road, which is good, but much farther.

Klamath Falls to Bend—In very good condition.

Klamath Falls to Lakeview—Roads are in good condition.

The Dalles to Shastika, via Waco—Very good.

The Dalles to Shastika, via Tygh valley—Very good except Tygh grade, which is rocky and too narrow.

The Dalles to Madras, via Wapinitia—Very good at this time, except about two miles south of Warm Springs river, where construction of new road is in progress.

Central Oregon Route.

Fairlie City to Baker—Roads are good.

Fairlie City to John Day—Rough on account of highway work.

Fairlie City to Pendleton—Rough, but dry. Pendleton to Mitchell—Road open, rough in places where they are working roads.

Prineville to Paulina—Fair.

La Grande to Pendleton—Rough over summit, balance fairly good.

La Grande to Enterprise—Rough in places, otherwise good.

Enterprise to Flona—Rough on account of the work on the new state road; dirt ruts and new road.

Burns to Vale—Good, via Hole-in-the-Ground.

Burns to Bend—Good.

Gear Changing.

When a car is new and the owner is not accustomed to driving it, there is often difficulty in shifting into intermediate gear, either from low or high. This may be due to a slight dragging of the clutch, or, more often, to the fact that the driver is not familiar with the speed of the motor at which the shifts should be made. A little practice is all that is needed. If the rasping of the second gear cannot be avoided and it is thought that damage will be done to the gears avoid shifting from first to second. Accelerate a little more and shift from first to high, and then at the first opportunity consult the manager at the service station, who will give you a little instruction in correct shifting.

The First Place to Look.

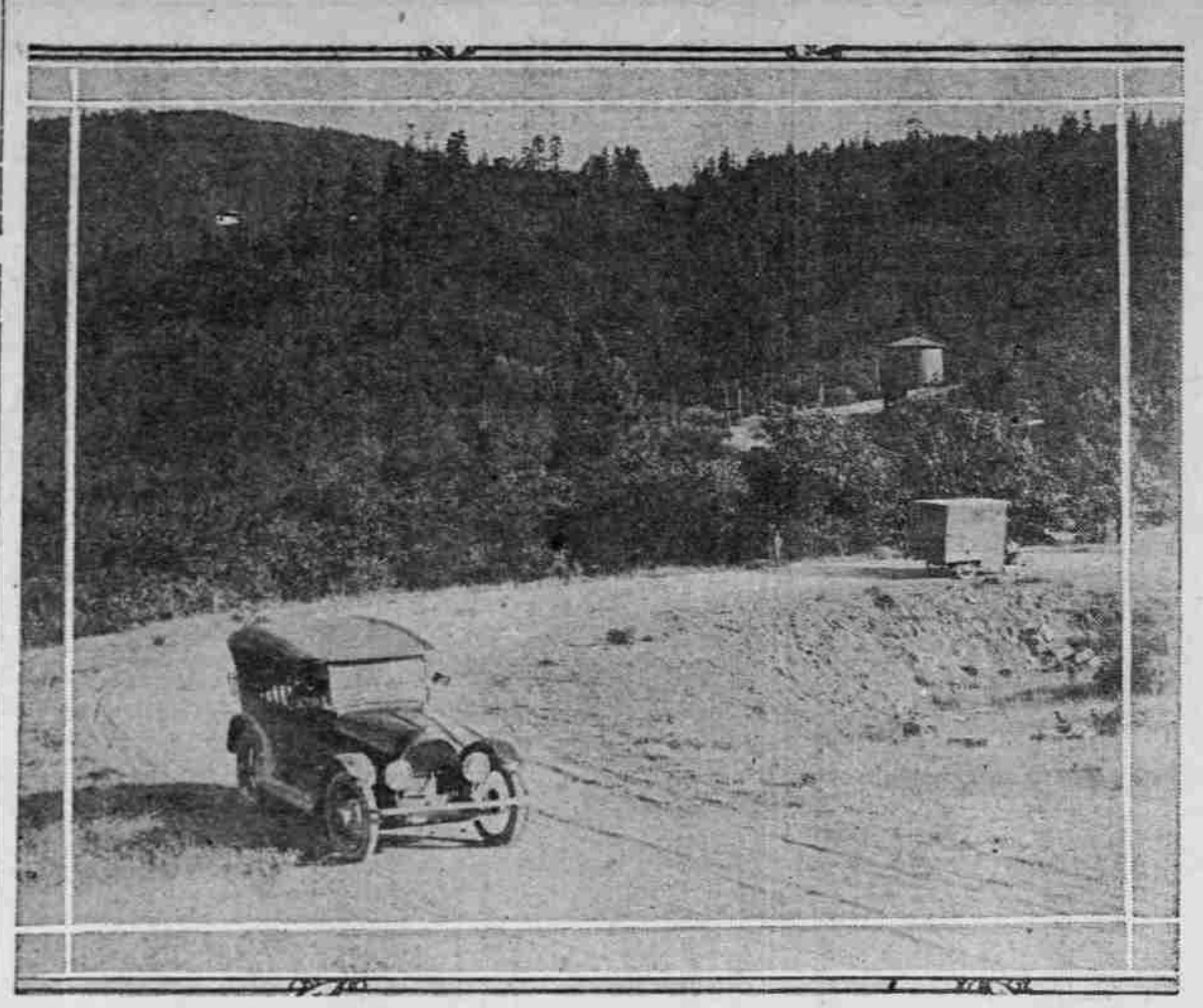
When the car stops suddenly in the road the first place to look is in the gasoline tank. The veteran motorist does not need this advice, but the newcomer should take it to heart. Look into the gasoline tank first.

WINNER OF SECOND PRIZE IN FESTIVAL INDUSTRIAL PARADE.



This 1½-ton Atterbury truck incidentally was exhibited at the Chicago automobile show last winter. It was entered in the festival parade by F. H. Nash of the Atterbury Truck Sales company, with the fleet showing the cleaning propensities of Mab, a boon to motorist and housewife.

ONE OF MANY ATTRACTIVE VIEWS ON THE ROUTE OF THE PACIFIC HIGHWAY IN THE SISKIYOU.



The Car is the Willys-Knight in Which Bert Elling of the Willys-Overland Pacific Company Made the Run a Week Ago to Log the Route. The Highway Here is Very Good Now, But a Paving Crew is Already on the Ground to Begin Operations at Once.

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Mr. Sarles has gone to Indianapolis to get the Roamer that was wrecked at the speedway and bring the car to the Barley plant where it will be entirely rebuilt and made as good as new. Fortunately the motor was not injured in the accident and will require very little work to make it operate perfectly as in the past. Mr. Sarles considers this motor one of the finest power plants ever turned out by the Deussenberg company. Sarles will be at the Kalamazoo factory for about six weeks. He will have full supervision of the reconstruction of his car and intends to embody therein several interesting and unique features.

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Discussing his hopes for the future, Mr. Sarles said: "I shall not rest content until I have won at Indianapolis and intend to bend every energy to secure a car fast enough to finish in front on that speedway. Fortunately, closing the deal with Mr. Barley makes it possible for me to begin preparations for next year's racing at once. I will take my new Roamer to Elgin and compete there, then go on to California, where a splendid series of contests are promised for the coming winter. From Thanksgiving to April 1 there will be four races at Ascot Park, four races at Santa Monica and San Francisco. If I care to try my luck on the dirt tracks abundant opportunity will be offered at various California points. The San Francisco road race promises to become one of the great automobile classics on the Pacific coast. It is being planned on big lines and is certain to attract the best drivers and cars from everywhere.

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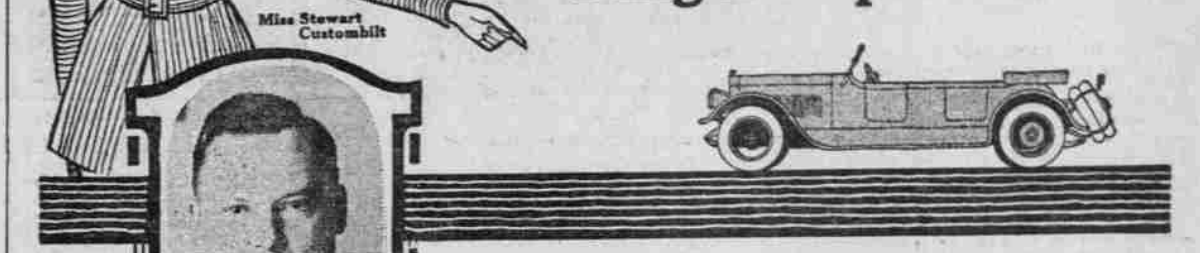
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rear wheels. As a matter of fact, the slower the wheels turn the better chance they have of getting a grip. If the car can be rocked by alternately engaging and disengaging the clutch it will be found that the pendulum action of the car will pretty nearly carry it out of a bad spot.

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