

PACIFIC HIGHWAY IS MUCH BETTER NOW

Mud Has Dried Up on Drain-Yoncalla Section.

IT'S STILL PRETTY ROUGH

Cars Coming Through in Numbers Every Day Now and Traffic Is Smoothing Out the Bumps.

ROSEBURG, May 8.—(Special.)—The Pacific highway in Douglas county is now in fair condition, rough in spots but on the whole excellent for this time of the year.

The Yoncalla-Drain section of the highway, which caused so much trouble a few weeks ago, is rough, but smoothing up rapidly under the work being done in that vicinity.

The new highway route is open part of the time, but is not used to any extent as the contractors are working on it and allow passage only at certain hours.

PRUNER BRIDGE CLOSED.

From Oakland south Myrtle creek the highway is good for travel and from Myrtle creek on it is not bad. Because of the dangerous condition of the Pruner bridge the route between Myrtle creek and Riddle has been closed.

Further south the red clay hills north of Oakland are in good shape. The roughness has been practically eliminated and the road is better than the few rough places.

Many Tourists Coming Through.

Tourists are coming through in great numbers, especially from California, and are finding no difficulty in traveling the roads of Douglas county. The county is endeavoring to have the roads put in first-class condition and has taken up the matter with supervisors and with contractors engaged in work on various sections.

NEW MOTOR EXPLAINED

PREMIER PLANT IS LIGHT AND DISTINCTIVE. Exclusive Designs Make Possible Flexible, Vigorous Engine for New Models.

The aluminum motor and the absence of the old hand-shift gear lever are two things which stand out in sharp distinction on the new Premier says Peter McCracken of the McCracken Motor company, Premier distributors.

Premier were not exclusively designed and exclusively accoutered with refinements and advancements over what one finds in other cars of the better sort; if the materials, workmanship and finish of Premier failed to stamp it as a most notable motor, the exclusive type of its power plant, and the exclusive Cutler-Hammer magnetic gear shift feature alone would make it one of the world's greatest cars.

To the man or woman of discriminating taste, who goes in for the maximum of luxury, Premier's light-hearted, vivacious power plant, possessing vigor, guileless and eager response never before found in any motor car, will instantly appeal. This superabundance of instantly ready throttle response cannot be obtained except through the employment of aluminum as against iron and its baser alloys—and the only car in America today possessing an aluminum motor is this same Premier.

Many cars have claimed an equal ability to "get away." But we would be interested in having you make the experiment—by Premier against the snappiest car you know—big or little—it makes no difference. We are not going to tell you what the result will be—that is a little surprise for you.

CLOSED CAR DEMAND LARGE

Westcott Dealer Says It's No Longer in Experimental Stage.

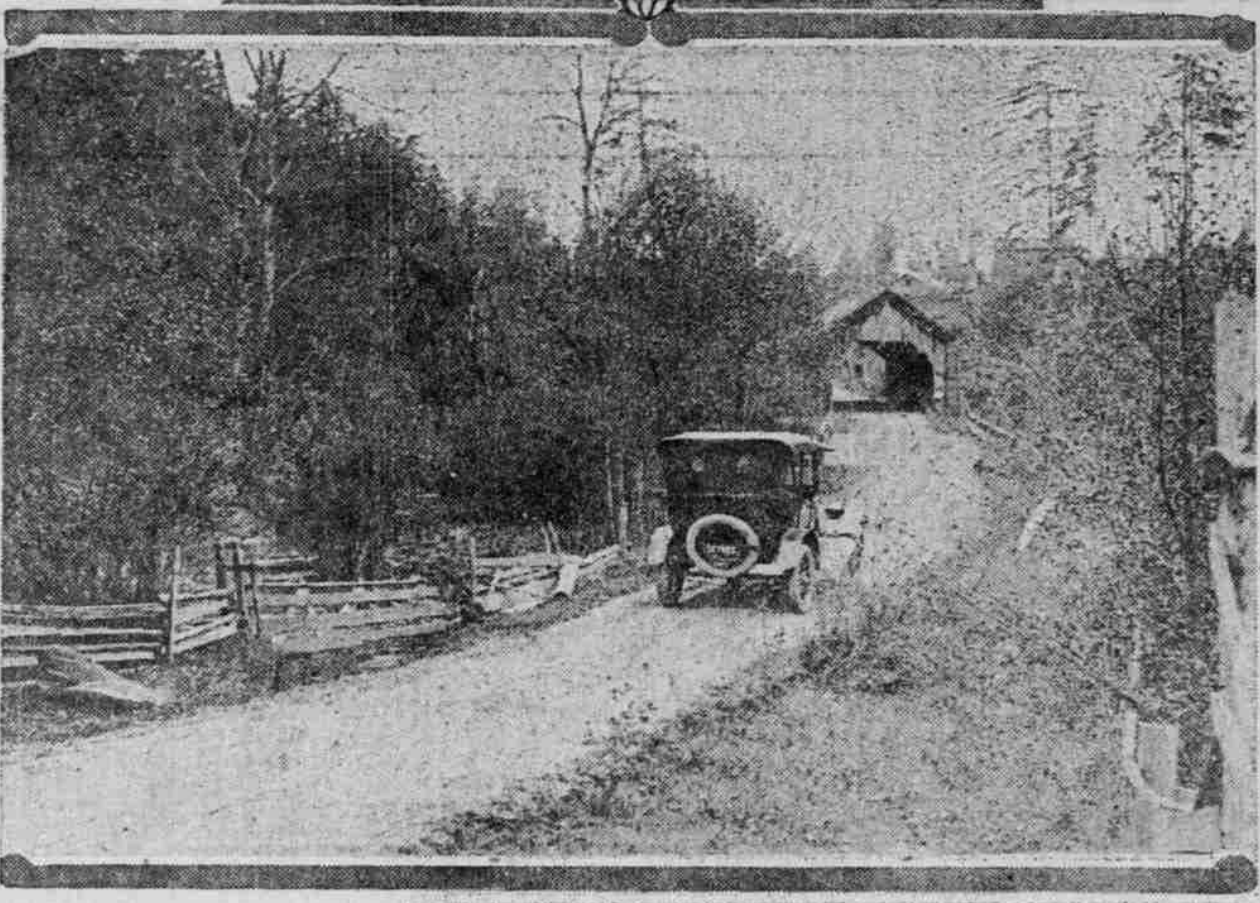
The enclosed car, which a few years ago was in an experimental stage and not in demand, as sales records show, is such a close rival in popularity of the open models that a number of manufacturers predict that before long the production of closed cars will exceed that of the open type. Says Jay H. Moltzner of the United Motor company, distributors of the Westcott.

The Westcott production schedule for the year calls for a greatly increased number of closed cars. Open models will, of course, predominate, but the great increase in the demand for closed cars is interesting, and it is having its effect on plans for the year in all factories.

Shortage of plate glass and other materials will cut down the supply of high-grade enclosed cars and a big shortage is anticipated, in view of the increased demand.

The first four-cylinder car was brought out in 1900.

TO THE PIONEER CELEBRATION AT CHAMPOEG IN A CHEVROLET.



TRUCKS TO HELP CHINA

MOTORS REGARDED AS BIG FACTOR IN INDUSTRY.

W. A. Olen, President of Four-Wheel Drive Company, Talks While on Visit in Portland.

That the motor truck will prove one of the strongest factors in promoting the industrial development of China and other far eastern countries is the prediction of W. A. Olen, president of the Four Wheel Drive Auto company, Clintonville, Wis., who was in Portland last week en route to attend the national foreign trade council convention at San Francisco, May 12 to 15. This question will form one of the topics of discussion at the automotive manufacturers' branch of the convention, which will embrace the leaders of the automotive industry throughout the country.

There is every indication that the motor truck will be the means of broadening the scope of industrial activities in these countries," says Mr. Olen. "While road conditions in such countries as China and India are anything but favorable, past experience shows that this is one of the obstacles the truck overcomes before it branches out commercially. Some live oriental firms and cities are realizing this and are bending every effort to improve their highways. In this work, the truck is already proving its worth."

WORK ON MCKENZIE ROAD

Construction Goes Ahead, but It's Not Yet Good for Travel.

EUGENE, Or., May 8.—(Special.)—William E. Naylor of the office of the Cascade national forest has returned from the upper McKenzie river, where he looked over the government highway contract between Blue River and Belknap Springs. He says that good progress is being made, but naturally it is in bad shape for travel just now.

STAGES START TO COOS BAY

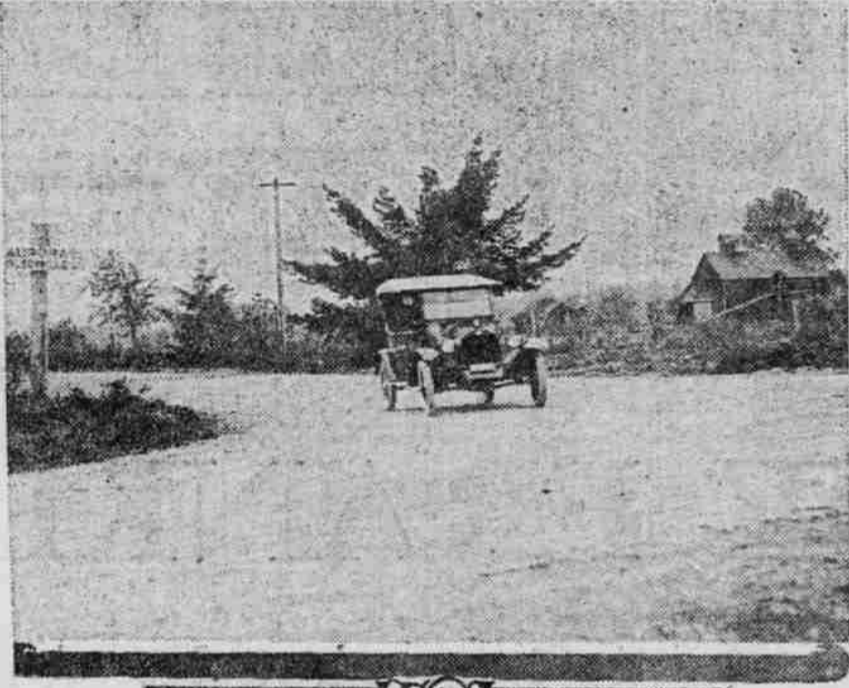
Old Route, Now in Fair Condition, Is the One Used.

ROSEBURG, Or., May 8.—(Special.)—The Roseburg-Marchfield auto stage line this week started regular trips over the old Coos Bay route. Because of work under way on the Coos Bay Valley section of the Roseburg-Myrtle Point route the stages are not using that road as in former years, but are taking the older highway.

CHIEF OF FOUR-WHEEL-DRIVE TRUCK COMPANY PORTLAND VISITOR.



W. A. Olen



The roads to Champoeg, which is on the Willamette river about ten miles from Aurora on the Pacific highway, are not the best in the world by a long shot. The Pacific highway is paved to Canby, and from there rough to Aurora via Barlow. From Aurora there are two ways to reach Champoeg, and the automobile editor of The Oregonian, driving there in a Chevrolet last Saturday, got the worst one. It leads via the town of Donald and contains ruts, corduroy and a lot of other things not conducive to easy traveling. It should be said in its favor, though, that it was so well signed—most unusual for Oregon roads—that a motorist couldn't lose his way. The upper photo looks pretty in the picture, and so, but the beauty of it was lost at the time because of the rough corduroy under foot. The return was made by a much better road via Butteville, though it, too, contains several miles of dirt traveling. The lower picture shows the Chevrolet at a crossroad on this route, which also is well signed.

NEW PLANTS SPRING UP

FEDERAL TRUCK COMPANY IS LATEST TO EXPAND.

Detroit Sites in Great Demand as Manufacturers Plan Model Factories.

Detroit manufacturers seem most optimistic for future business, if the number of plants in course of erection or planned indicate anything.

The Federal Motor Truck company is the latest to announce purchase of a tract to provide for future expansion. The Federal company's new plant will be three blocks west of Grand river on the Detroit Terminal railroad. It comprises 40 acres, is inside the city limits and just outside the six-mile circle. This is one of the largest single tracts to be devoted to the manufacture of motor trucks in Detroit, if not in the country.

RECORD IN FLIVVER PLANT

4256 Ford Cars Turned Out in One Lone Day.

DETROIT, May 7.—Ford Motor company established a record for one day when on March 27 4256 cars and trucks left the factory. The nearest approach to this record was on a day in May, 1917, when 3868 cars and trucks were turned out. Of the total turned out March 27, 3746 were cars and 500 trucks. Up to the time the power band was placed on the factory as the result of the strike, the com-

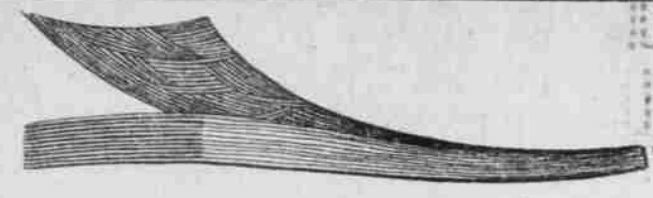
WESTCOTT The Car with a Longer Life



BACK OF ALL automobiles we must depend on the sincerity of the makers. Westcott manufacturers have put the best they can buy into this supreme car. A talk with any Westcott owner will satisfy you that "long life" is not merely a talking point but a very real fact. You'll hear some unusual experiences in mileage and service if you'll investigate.

UNITED MOTORS COMPANY Distributors 347-351 Burnside Street Broadway 2393

Miller Tubes Built like surgeons' gloves



Built layer on layer of the finest pure sheet rubber to make them utterly leak-proof. Then tested for hours under pressure.



The new idea in tubes

It has taken 24 years of rubber study to build Miller Inner Tubes.

During all that time Miller has been famous for super-grade rubber goods. They are still the largest producers of such things as surgeons' rubber gloves. And many Miller productions are known as surgeon grade.

Miller Inner Tubes are surgeon glove quality. But they are, in addition, built layer on layer, up to the necessary ply. Thus no tiny flaw in the fine sheet rubber can possibly go through.

Then every tube is tested. It is kept filled for hours under heavy air pressure to prove it utterly air-tight.

Don't guess on tubes

Many men watch tire mileage but do not watch their tubes. And tube makers know this.

Be as careful on your tubes. A tube that leaks is a constant annoyance. And a tube that doesn't last well is a waste.

Come see the tube that Miller has developed—red or gray.

Tire mileage almost doubled

Miller experts, in the past few years, have almost doubled their tire mileage. Miller Tires are now the sensation. Their records are everywhere discussed. In million-mile tests, made by many large users, they have proved their supremacy over every rival tire. And a very great supremacy.

They have won hundreds of thousands of users by their proof of extra mileage. The demand has increased ten-fold in the past few years. Last year alone it increased \$11,000,000.

\$1,000 a day for tests The Miller factory spends \$1,000 daily just to watch and test materials and tires.

They spend \$300 daily in testing the cords and the fabrics.

They wear out 1,000 tires yearly in factory tests, to watch the Miller mileage.

They have perfected a tread which, by countless tests, excels the best of others by 25 per cent.

In their factory tests—under rear-wheel conditions—the average for Miller Cords last year was 15,000 miles.

See what they save

You owe such tires a test. Thousands of owners report an increased mileage of from 50 per cent to 75 per cent. Compare a Miller with the tire you use and see what you get. It may change all your conceptions of good tires.

Tread Patented



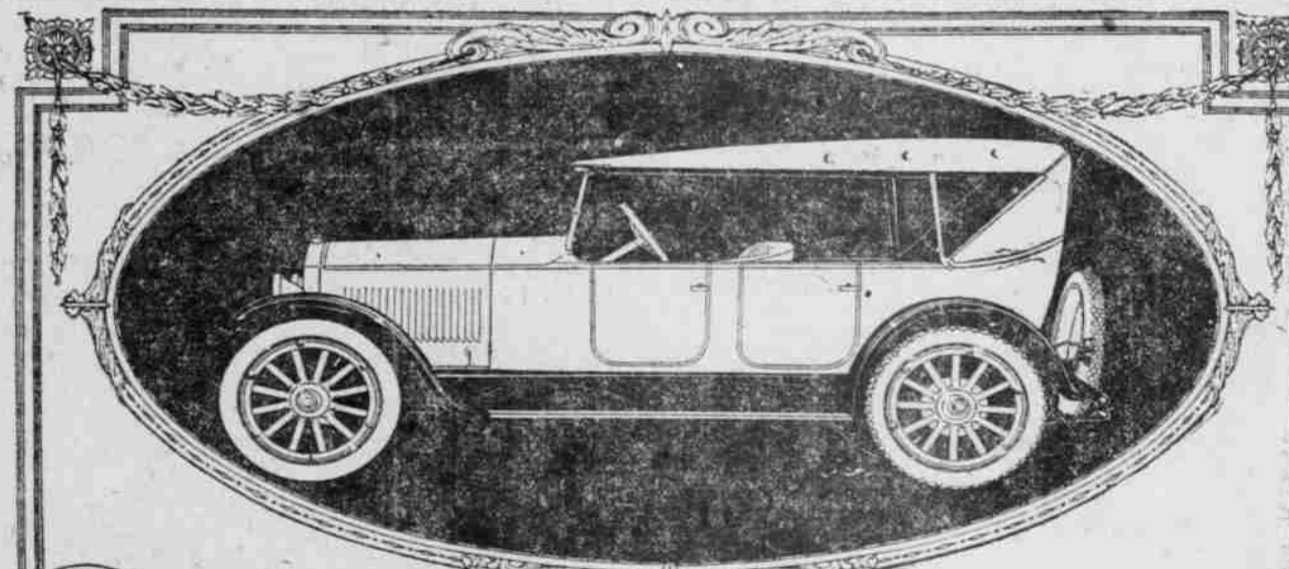
An extra 3,400 miles Two large California stage lines compared the Millers with twenty other makes. This was on heavy buses in hard service. Both found that Millers excelled all other makes. On both lines, Millers excelled the others by an average of 3,400 miles.

Miller Tires

Cords Geared-to-the-Road Fabrics The Contest Winners

Northwest Auto Company

Distributors Alder at Eighteenth St. Portland, Oregon



Announcing The New Scripps-Booth Motor Cars

Low, straight-lined and lustrously finished, these new models are distinctively Scripps-Booth in design. Their appointment includes many exclusive and unusual refinements which add to the comfort and convenience as well as attractiveness of a motor car.

The Scripps-Booth six-cylinder valve-in-head motor develops ample power for all conditions. It is simple, flexible and very economical in gasoline and oil consumption. The long, flexible springs and 115 inch wheelbase insure greatest possible riding comfort, yet provide for a short turning radius.

These new models are designed, machined and built in the new Scripps-Booth factory. They manifest the advantages which result from ideal production facilities and close affiliations with many of the largest motor car builders.

Scripps-Booth Co. of California

PORTLAND BRANCH, L. A. Hannan, Manager. Alder at Sixteenth Street, Formerly location of W. H. Wallingford Co. Broadway 2492.