YELLOWSTONE PARK ROADS ARE IN SHAPE

Only Two Not Good After Hard Winter.

BULLETINS ARE ISSUED

Steady Improvement Reported by Aid of State and Also by Private Contributions.

SALT LAKE, July 3.—Despite heavy snows and abundant rains in the intermountain territory adjacent to Yellowstone national park, bulletins compiled by automobile and highway associations show that with possibly two exceptions all roads approaching the park are in excellent shape and improving steadily through the aid of state and private contributions to highway funds, according to the reports of the information bureau of Yellowstone national park. The exceptions noted are the roads leading north and northwest from southern Wyoming points to the south entrance to the Yellowstone by way of the Wind River and Hoback canyon, which cannot be negotiated by cars until some time in July.

The roads in the park itself are in unusually good condition. All of the passes have been cleared of snow, except Dunraven, and it was open for traffic June 23. It was necessary this year to clear most of the park roads of snow, using a heavy snowplow attached to a caterpillar tractor.

All entrances to Yellowstone national park will be opened officially today.

Officials Make Inspection.

Officials of the great transcontinental highways, the Yellowstone trail and the National Parks highway, have carefully inspected their routes and have just announced that they are in good condition for tourist travel. Special efforts are being brought to bear by the associations to have their roads in better condition this year than ever before.

The main approach road to the park from the Yellowstone trail and the National Parks highway leaves Livingston, Mont., and reaches the park at Gardiner. Citizens of Gardiner have regraded ten miles of this highway and have placed cinders on the surface of the road. This section is in excellent condition and Park county officials and citizens of Livingston are rapidly rounding the remainder of this approach road in shape.

Other approach roads from the Yellowstone trail and the National Parks highway leave Butte and Billings, Mont., the former leading to the west entrance via the beautiful Ruby valley and Alder gulch, famous in the old Montana placer mining days; the latter leading from Billings to Cody, Wyo., the eastern gateway, are in good condition for automobile travel. The Billings-Cody road has been regraded along numerous stretches, which was open to travel June 20.

Highway Newly Marked.

The main approach to the Cody, or east entrance to the park, is the Yellowstone highway, leading north from Cheyenne on the Lincoln highway and running through the oil regions of Wyoming and the famous Thermopolis hot springs to the old home of Buffalo Bill Cody. This road is reported to be in unusually good condition and has been newly marked by the Yellowstone Highway association for the benefit of the tourists. The approach from Cody to the main park system of roads has never been in as good condition as it is today.

Information from the Utah State Automobile association is to the effect that the main approach to the west entrance of Yellowstone park from the south and west, particularly from Salt Lake, is in a condition for motoring that far surpasses that of previous years. Almost the entire distance between Salt Lake and Ashton, Idaho, is paved or graveled and north of Ashton the bad pieces of road that gave trouble last year have been improved considerably.

Idaho parties already in the park report that the road across the Teton mountains through Teton pass into the Jackson's Hole and thence north to the south entrance of the park is in good condition.

The two roads from southern Wyoming via the Wind river and Hoback canyon leading into the Jackson's Hole, as already stated, will not be available until some time in July.

Gallatin Road Closed.

The Gallatin Valley highway from Bozeman to Yellowstone park will be closed for the season at the request of forestry officials. New stretches of road and other construction work in progress is responsible for the request. Automobile tourists contemplating the use of this road should adjust plans to use the north approach road to Gardiner.

Reports of interpark highways indicate that the Geysers-to-Glaciers trail via Helena connecting Yellowstone and Glacier national parks is ready for travel. Work just being completed on the Blackfeet Indian reservation will make trips over the interpark route much easier than last year. The big new tourist hotel-camp development at Broadwater, Helena, will cater especially to interpark tourists. The Yellowstone-Glacier Bee Line highway, White Sulphur Springs and Great Falls was ready for travel July 1.

The road from Yellowstone park to the west entrance of Glacier park via Butte, Missoula and Kalispell is reported to be in fine shape. Glacier park roads are in improved condition and are already being used by motorists.

APPERSON MAKES HARD RUN

Only One Repair Needed on Tour From Illinois to Los Angeles.

"The Apperson car's performance and economy are illustrated by a rough 3100-mile trip recently made by one of our cars," says T. E. Jarrard, vice-president of the Apperson Brothers' Automobile company.

"G. J. Gollmar drove his Apperson 2950 miles from Bloomington, Ill., to Los Angeles. He was so delighted with his car's showing that he wrote to us about it.

"During three days he ran through mud up to the running board most of the time. He had his car washed once on the trip. When he arrived at Los Angeles the car was again so mud-covered that it was hard to guess its color. It then cost him $6.50 to get the car washed again and polished. Notwithstanding this and the fact that he ran through a two-days' sand storm, he reported the finish looked as good as it had when he started.

"Mr. Gollmar had one repair. During some rough going he punctured a hole in the gas tank by slamming it on a railroad spike. He got one tire puncture from a woodscrew. Aside from that his tires showed little wear. He made all hills on high. With all this rough work he averaged 13¾ miles per gallon throughout the trip."

HASTE MAKES HURT IN AUTO ACCIDENTS

Courtesy on Driver's Part Would Save Trouble.

CHANCES SELDOM PROFIT

Rights of Road and Even Common Decency Sometimes Ignored in Stress.

Nearly every automobile accident is the result of somebody's carelessness. Somebody taking a chance, somebody reckless, somebody in a frantic hurry when a few moments extra would have made no material difference to the driver, but would have saved many bad smashups and several lives.

At the moment the accident occurs is a poor time to get the true facts of the cause of the accident. Drivers are nervous and excited and usually confused in arguments as to which car was to blame. As a rule no two spectators can be found who will give the same description of the accident. The man who gets the most accurate information is the automobile service manager. The damaged car must be taken to the garage for repair and by the time it reaches the shop the driver has had time to cool off and recover his composure and seeks a confidant in the service manager. He relates details overlooked in the heat of discussion immediately following the accident.

The cause of many accidents, particularly in collisions and other mixups between two or more cars, can nearly always be traced to one thing, lack of courtesy by one of the drivers. At least, this is the opinion of S. E. Walcott, service manager of the Northwest Auto company, who makes a hobby of gathering details of accidents that bring cars to him for repairs.

Others Have Rights, Too.

"If all drivers would be as courteous on the city streets or country roads as they are in their own homes there would be far fewer accidents," says Mr. Walcott, who has compiled a few reminders in courtesy for motor drivers.

"Courtesy in motor driving is the recognition of the rights of all others, either motorists or pedestrians. It is that and even more: it is the willingness to yield certain recognized rights of your own. Do not hog the middle of the road. Give the other fellow room to pass, and when he attempts to pass you do not speed up and perhaps crowd him off the road into the ditch. This was the cause of a serious accident on the Columbia River highway only a few weeks ago when several persons were badly injured.

"When another driver comes in from a side street give him plenty of room to turn the corner. Do not crowd. When you park behind another car remember that its owner may want to move out before you do; give him room to get out. If you expect to stop or turn a corner do not keep your intentions a secret. Think of the fellow behind and signal him.

"Do not dodge in and around cars. Keep in the line of traffic. Remember that those ahead of you were there first and have just as great a desire to get through as you have. Don't presume too much when you have the right of way. Perhaps the other fellow does not know it. Avoid cutting in front of a street car. The motorman is human and may not slacken speed quickly enough to avoid hitting you.

Look Out for Pedestrians.

"When you get the 'go' signal from a traffic officer, give the pedestrian time to get out of the way. When you see people trying to reach a street car, or getting off, slow up a reasonable distance behind the car. Don't crawl up to within a few inches of the car step. When a pedestrian does not or will not pay attention to your horn, remember that the deaf, hundreds of them, use the streets as well as you.

"When you have an insane desire to speed, remember that the drivers you are passing have as much right to break the law as you have. Think of the sentiment you are thus creating and of the accidents that may happen by your hitting some other driver coming in from a side street, or a pedestrian who does not see you coming, and think of the people in your own car who, perhaps, have a fear of speeding and are just trying to be game by not letting you know it.

"It is not sport to drive fast in the city. On the contrary, it is a rank discourtesy to your fellow motorists and fellow citizens.

"Do not open your cutout in the city. Remember, there are many ill persons whom such sounds greatly disturb. If you are inclined to open the cutout at night just think of some night when you were disturbed when trying to sleep by someone who drove by with the cutout open. Finally, when in doubt, be courteous enough to give the other fellow the benefit of the doubt."

LOGGING NEAR PORTLAND WITH THE HELP OF A WINTHER TRUCK.

The truck in the picture, a 3½-ton Winther, sold by the Chessman-Stater Motor company, has aboard it 2600 feet of fir logs for the Burlington mill beyond Linnton. It hauls down several similar loads a day from the hills 11 miles out of Portland. This timber was practically out of the market for logging purposes before the day of motor trucks, for it comes for the most part from isolated clumps of trees that would not justify construction of a logging railroad.

LATE ROAD INFORMATION

FOREST SERVICE COMPILES DATA FOR MOTORISTS.

McKenzie Highway Not Yet Open to Summit, and Santiam Road Is as Yet Inaccessible.

Here is the latest road information compiled by field men of the United States forest service on Oregon and Washington roads in and near national forests:

Western Oregon:

Santiam wagon road—Open, Cascadia to Seven-Mile hill cabin; good. Seven-Mile hill to Fish lake, inaccessible for autos. Should be open July 4.

McKenzie highway—Open, Eugene to Alder springs. Eugene to Blue river, good. Blue river to Alder springs, passable. Alder springs to Windy point, closed.

Willamette highway—Eugene to Rigdon ranger station, open. Eugene to Oakridge, good. Oakridge to Rigdon, fair. Rigdon to summit, closed permanently.

Cottage Grove-Disston-Lundpark—Open. Cottage Grove to four miles above Disston, good. To Lundpark from here, rough.

Crescent City-Port Orford—Open. Brookings to Crescent City, excellent. Brookings to Port Orford, poor.

Grants Pass-Crescent City—Open. Good except over Oregon mountain.

Western Washington:

White Salmon-Trout Lake-Glenwood—Open. Fair.

Little White Salmon road—Open, Cooks to Oklahoma ranger station. Good.

McClellan pass highway—Enumclaw to The Dalles, open; good. The Dalles to park entrance, closed for summer by construction; no detours. Camp grounds available.

Spirit lake road—Open from Castle Rock; fair. Good camp grounds.

NEW CHEVROLET SALESMEN

William M. Burns and George Irvine With Fields Company.

Announcement was made last week by LeRoy R. Fields of the Fields Motor Car company, Chevrolet distributors here, that George J. Irvine and William M. Burns have been added to his sales force. Irvine was formerly with Rushlight & Penney, Ford dealers. He will sell Chevrolet passenger cars. Burns was with the Northwest Auto company and will devote his time to Chevrolet commercial cars.

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

EIGHT REPUBLIC TRUCKS IN DELIVERY FLEET OF MUTUAL CREAMERY.

These trucks include four of one-ton, three of 1½-ton and one of 3½-ton capacity. This creamery purchased its first Republic truck three years ago from the Roberts Motor Car company and now has increased its fleet to eight, all Republic trucks.