

PAVERS WORK ON MANY HIGHWAYS

Salem-Rickrall-Dallas Road Open to Brunk Corners.

DAYTON JOB COMPLETED

And Glory of Glories, Road From McMinnville to Sheridan Is Soon to Be Finished.

SALEM, Or., July 10.—(Special.)—The road from Salem to Rickrall and Dallas, which has been closed for months, has been paved for five miles to Brunk Corners, and will be opened to travel immediately. This will make it possible to go from Salem to Independence and Albany without detours, and will be a boon to tourists, as the road from Albany to Salem on the east side of the river is not good. The paving plant at Ena will be moved to Rickrall immediately and will lay the section from Brunk Corners to Dallas. It is planned to complete the road before fall rains begin.

Paving from Independence to Rickrall via Monmouth is two-thirds done. It is completed from Independence to Monmouth and thence north for three miles, leaving but two and a half miles to finish. It is planned to complete this section by August 10. This is part of the west side highway.

Salem-Brooks Gap Closing. From Salem north to Brooks half the four-mile section has been paved, and the remainder will be completed by August 1, thus opening the Pacific highway from Salem to Portland except the section between Canby and Aurora.

More than half of the pavement between Albany and Jefferson has been laid.

McMinnville, Or., July 10.—(Special.)—Highway work in the vicinity of McMinnville is making rapid progress. The first five miles of new bituminous pavement from McMinnville southwest to Sheridan has been completed, and is a welcome addition to the state highway system.

A four-mile section will be started immediately. This will connect the recently completed section with the concrete pavement laid between Sheridan and Bellevue several years ago. Within a few weeks the entire 15 miles between this city and Sheridan will be open to travel. This is on the main highway to Tillamook.

Done Nearly to Carlton. To the north, concrete has been laid to the North Yamhill river and is open to traffic, and plans are being drawn for a new bridge. Beyond the river the pavement is nearly completed to Carlton, but will have to be closed for a month to set. Just as soon as possible the machinery will be moved to the section between Carlton and Yamhill, which is the end of the project.

Paving in the city of Astoria has been completed, and also for a short distance north, and the grade from Astoria to Clifton is nearly completed. About eight miles, in ready for hard surface. The paving plant is operating at Clifton, and has about a mile of paving laid. This is a black top pavement and will soon be open to traffic.

DAYTON, Or., July 10.—(Special.)—After being closed for several months, the Dayton cutoff on the west side highway has been opened to travel, and the four miles of smooth concrete pavement is in marked contrast to the old "washboard" macadam that felled the patience of travelers in the past.

Opens Route to Salem. The new pavement furnishes a short cut for travel between Portland to the north and McMinnville, Sheridan, Astoria and Dallas, and also for travel up the west side of the Willamette river to Salem. The pavement was laid by McMinnville county.

MONROE, Or., July 10.—(Special.)—Hard surfacing of the West Side highway from Monroe north has been started and about a mile has been completed. The work will be finished this fall.

TERRITORY IS INCREASED

PORTLAND NORTHWEST DEPT FOR SCRIPPS-BOOTH.

Branch Here Gains Greatly in Jurisdiction After Being Open Six-Week Period Only.

The important announcement that effective immediately, Portland will become distributing and warehouse headquarters of the Scripps-Booth company of California for the entire Pacific northwest territory, including all of Oregon, Washington and Idaho, was made last week by L. A. Hannan, who, in line with the change, is promoted from branch manager here to manager for the northwest territory.

This increase in the jurisdiction of the local branch resulted from a visit here by R. T. McKnight, manager of the Scripps-Booth company of California, and A. L. Washington, secretary-treasurer of the company. The Portland branch has been here only six weeks, but Mr. McKnight took the view that results in that time justified the expansion.

With warehouse headquarters here for three states, the stock of Scripps-Booth parts carried in Portland will be increased at once, Mr. Hannan said, to \$25,000 or so. He also has wired an order for 40 carloads of Scripps-Booth automobiles, covering Oregon for the company as territory man and Mr. Hannan will select a territory man in the next few days for Washington. Employees at the Portland branch have been increased from there six weeks ago to 14 in shop, sales and service department. W. E. Worth has been made retail sales manager in Portland.

GARAGE REPLACES A BARN

New Structure Rises in Eugene Opposite Hotel Osburn.

EUGENE, Or., July 10.—(Special.)—One of the three new garages built in Eugene this spring and summer has just been completed by Ferris M. Hathaway of the Pacific Auto company. Mr. Hathaway last winter took possession of the old left opposite the Hotel Osburn and early in the spring began erection of a garage. The new building is of hollow tile and reinforced concrete construction. It takes the place of an old barn that had been an eyesore for many years.

WHY MOTORISTS CURSE ROAD CONDITIONS BETWEEN PORTLAND AND TACOMA.



NEW ERA BRIDGE IS DOWN

EAST SIDE PACIFIC HIGHWAY CLOSED TO TRAVEL.

Motorists Warned of 9-Mile Rough Road Detour to Go Only One-Quarter Mile.

PORTLAND, July 10.—(To the Automobile Editor.)—Dear Sir: You will confer a great favor upon the people of this city who expect to motor to Salem by giving warning that they should by no means go the east side Pacific highway by Oregon City and New Era.

The bridge at New Era had just been torn down and all vehicles are compelled to make a detour up and down over the hills, in many places over bad roads, to get back to the highway at the top of the hill above New Era.

That is, you are forced to drive about nine miles over very rough roads to make less than one-quarter mile in distance!

The road from Salem to Portland through Woodburn, West Woodburn and St. Paul to Newberg is very fair for macadam road, though somewhat dusty. I have already met a number of people who are planning to go to Salem over the holidays and I would like to have you give this as much publicity as consistent.

H. W. GODDARD.

WILLAMETTE ROAD IS BETTER

Lane County Court Smooths Out Kaskridge Rough Places.

EUGENE, Or., July 10.—(Special.)—Motoring to Oakridge and the other upper Willamette river hunting and fishing resorts will now be a pleasure instead of a nightmare, as has been the case since the Willamette highway between Lowell and Oakridge became open to travel this spring. The county court now has smoothed out this portion of the highway and motorists who have driven over it in the past few days report that excellent time is made. This will be good news to sportsmen all over the state, as the upper Willamette country is a favorite recreation place.

WHITTIER DRIVE IMPROVED

Work Progresses on Surfacing of Eugene-Lorane Highway.

EUGENE, Or., July 10.—(Special.)—Macadamizing Whittier drive, through the College crest hills south of Eugene, a part of the new Eugene-Lorane highway, has begun and will be completed by fall. This picturesque road winds its way among the hills overlooking the city. Construction work on the cutoff to eliminate Conrad hill, further on toward Lorane on this highway, also has started. When the highway is completed there will be no grades greater than five per cent.

Seventy-seven per cent of all the motor cars in use in the United States cost less than \$1000 each.

TIRE

Buy Now Full Guarantee

30x3 Non-skid \$11.35

30x3 1/2 Non-skid \$14.95

32x3 1/2 Non-skid \$16.95

31x4 Non-skid \$19.85

32x4 Non-skid \$24.25

33x4 Non-skid \$24.85

34x4 Non-skid \$25.45

36x4 Non-skid \$33.50

35x4 1/2 Non-skid \$33.00

36x4 1/2 Non-skid \$33.50

37x4 1/2 Non-skid \$39.50

37x5 Non-skid \$41.00

Special Prices on CORD TIRES

Malcom Tire Co.

Broadway and Everett

Large Buyers—Small Profits

Identify it by The Silver Edge

The Raybestos Company

Bridgeport, Conn.

Control

of your car with safety to lives and property is not confined to the throttle and steering wheel. Your brakes are most often the final resort.

To be properly efficient, brakes must be correctly lined. Insist that the brakes on which you rely for safety and service are lined with genuine—

Raybestos BRAKE LINING

Identify it by The Silver Edge

SEASIDE WAS CROWDED

SO MANY THERE PEOPLE HAD TO SLEEP ON BEACH.

Restaurants Ran Out of Food and Hungry Folks Had to Go to Astoria for Meals.

So many motorists went to Astoria and Seaside for the July 4 and 5 holidays last week that hundreds if not thousands of persons were unable to obtain accommodations at the beach resort, even the restaurants having to shut down because the rush had cleaned them out.

"Never saw anything like it," said Bill Byrnes, sales manager for the Twin States Motor Car company, who drove to Seaside and returned in a Chandler dispatch car. "It's no exaggeration to say 10,000 automobiles went to Seaside and Astoria. There wasn't room in Seaside for the cars alone, to say nothing of the people, and to make it worse, gasoline supplies were quickly used up. On the return it was possible only to get a few gallons, taking your chance of being able to pick up a few more drops somewhere along the road."

"I reached Seaside at 10:30 o'clock Saturday night. I sat up till 1:30 and even at that hour machines were still coming into town like a parade. Sunday they began arriving from Tillamook. In a few hours all the restaurants in Seaside ran out of food. Motor buses were taking loads of people up to Astoria just to get a meal."

The highway was in fair condition going down, though that Scappoose-Deer Island stretch is an exasperation and a crime. Between Clatskanie and Astoria the going was fair, though the road had been torn up considerably preliminary to paving.

"But on the return all this stretch was in miserable condition, due to the great number of cars that had used it. The road was cut up and dusty. I don't want to make another trip like that one coming home. Monday night, crawling along in the dust with so many cars on the road it was like a procession."

J. E. Maxson, salesman for the Oldsmobile Company of Oregon, was another who found conditions not only crowded, but jammed and packed in Seaside over July 4 and 5.

"There were anywhere from 20,000 to 40,000 visitors in Seaside," he said. "It seemed as if the whole city of Portland had got around down there. It was worse crowded than Portland during Shriners' week by far."

"Hundreds were unable to get rooms at all and had to sleep on the beach. Others by the hundred and thousand parked their cars along the road and tried to sleep in the seats. Cars were parked all the way from north of Gearhart to a couple of miles up the Necanicum past Seaside. They were packed there because the streets of Seaside wouldn't hold them."

"Seaside people formed a housing committee and got rooms for people in private homes at \$1.50 per night, but there weren't nearly enough rooms to go around. People who were lucky enough to get hotel accommodations were stung all the way up to \$25 a room for them."

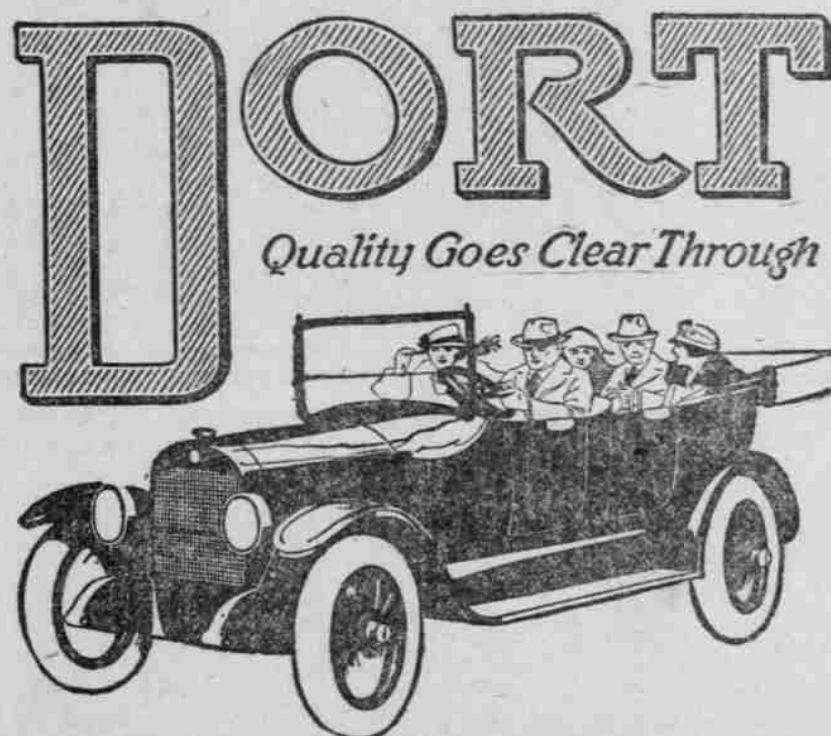
"Road conditions were fair, though rather rough between Clatskanie and Astoria, not forgetting, of course, the Scappoose-Deer Island section. My Oldsmobile eight, with six persons aboard and 500 pounds of baggage, made 18 miles to the gallon of gasoline and 353 miles to a quart of oil."

Applying Chains in the Mud.

To do this trick one must have two cross pieces from an old chain and a bit of rubber tubing or hose a little shorter than the cross chains, to protect the wheel spokes from injury.

To apply the chains lay these latter over the wheel and fasten the ends to the rubber covered cross chains which have been passed between the spokes. Apply the power to the wheels and the chains will be wound around the tire as is desired.

Don't bump the traffic cop.



Dort 1st and 2nd

To its past list of triumphs must now be added another dramatic demonstration of Dort efficiency and economy.

In what is termed the most strenuous road test ever staged in California, Dort cars won first and second places in its class against a field of twenty-one representative cars.

This reliability and economy run from Sacramento to Lake Tahoe was held June 25 and covered a course of 260 miles over the high Sierra mountain Range.

The gruelling gradient ran from 60 feet above sea level at the start to a top altitude of 8000 feet.

The winning Dort averaged 20 1/2 miles to the gallon of gas and the Dort finishing second averaged 18 1/2 miles to the gallon.

The first Dort made a perfect score. The second Dort scored 997 points out of a possible 1000.

Save at official controls neither Dort stopped its wheels or engine.

Here in this public test is convincing confirmation of what we have often said about Dort reliability and economy.

PRICES

Touring Car - - - - - \$1035

Roadster - - - - - 1035

Fourseason Sedan - - - - - 1665

Fourseason Coupe - - - - - 1665

F. O. B. Factory.

Wire Wheels and spare tires extra

Northwest Auto Co.

"The Line Complete."

ALDER AT EIGHTEENTH

311

MACK PERFORMANCE COUNTS

Features You Get Exclusively in Mack Trucks

The Flexible Pressed Steel Frame

A motor truck frame is a bridge between the two axles. In MACK trucks the frame is flexible, as flexible structures withstand vibration with less ill effect than do rigid ones. A flexible frame will give to unusual stress and recover where a rigid one would buckle or break. The flexible frame accommodates itself to road shock and thus protects the whole truck.

Inherent flexibility in a frame is only possible when flexible materials are used.

Pressed Steel in Mack Frames

Truck frames are either of rolled or pressed steel. To roll a frame the steel is subjected to a crushing process which is damaging to the steel fibers. When the steel is pressed, however, the fibrous structure of the steel is left undisturbed. There is another added advantage that is important: Pressed steel is the lightest form in which steel may be shaped for a beam of given strength.

Next: Spring Lubrication

MACK-INTERNATIONAL MOTOR TRUCK CORPORATION

Tenth and Davis Broadway 691

MACK

AUTO ACCESSORIES AND PARTS

Stewart SPEEDOMETERS and "BIG TEN NECESSITIES"

They're More Than Accessories Official Service—Genuine Parts Product Service Station, Broadway at Flanders

David Hodes Co. AUTOMOBILE EQUIPMENT PARTS, GEARS, AXLES AND SPRINGS

111 N. Broadway 10,000 Springs Carried in Stock. Let Us Repair Your Springs Where You Get Service. 15TH AND COUCH STREETS

LAHER AUTO SPRING CO.

Recommended by a Million Ford Owners

West Coast Distributors Corp. 435 Stark St. Phone Broadway 4564

Shock Absorber

STORAGE BATTERY

Willard Willard Threaded Rubber Insulation Service Station—Ninth and Everett

AUTO DIRECTORY

Mitchell New Light Six, Mitchell, Seven-Passenger Jordan MITCHELL, LEWIS & STAYER CO. Broadway at Oak

Sayers Six Motor Car Co. Twenty-first and Washington State Distributors

JACKSON Motor Car Co. Twenty-first and Washington State Distributors

SIX TOURING FOUR WHEEL DRIVE TRUCK

Franklin offers more of "what you actually need and want in an automobile." BRALY AUTO CO. Main 4880, A 3881. 19th and Washington Sts.

Phone Your Want Ads to The Oregonian Main 7070—A 6095