

McKENNIE PASS NOW OPEN BUT ROUGH

Snow Fast Disappearing on Mountain Highways.

STATE REPORT ISSUED

Weekly Summary by Highway Department Shows Condition of Main Roads.

SALEM, Or., July 9.—(Special).—Although cars are now passing through McKennie pass, the road is very rough, and in some places there are traces of snow. This was the information received at the offices of the state highway engineer here today from a resident engineer who recently made a complete inspection of the pass highway.

Reports indicate that the road from Springfield to Blue river is in good condition, while the highway from that point to Belknap Springs can be traveled without inconvenience. Construction is under way from Blue river to McKennie bridge. From Sisters to Prineville the road is in good condition, while from Prineville to the forest boundary the highway is rough in spots. The road is rocky from the forest boundary to Summit and is in good condition from the latter point to Mitchell.

The following summary, issued by the state highway department, shows the condition of all roads in the state:

Pacific Highway.
Portland-Oregon City—Mileage street closed on account of construction, suitable detour provided; Eighty-second-street route somewhat longer but paved throughout.

Oregon City-Salem.
Cathy-Aurora-Gravelled and in fair condition; rough through city of Canby.

Aurora-Salem.
Salem-Aurora—Fair detour out of Salem over Andy Hill road, which is very rough, requiring the highway approximately half mile to be traveled.

Albany-Junction City.
Albany-Junction City—Either west side or east side routes can be traveled, being about equal in distance and condition, with some pavement on the west side route.

West Side Route.
Good from Albany to Corvallis, returning to highway 10½ miles south; second detour directly through Monroe, along R. R. track and continuing to Forest Grove, where take left-hand road, following West Side highway and new pavement three miles north of Junction City. Both detours are in good condition.

East Side Route.
Detours around grading operations under way between Shedd and Halsey, cross Willamette river at Harrisburg by power ferry, this point being about four miles from Junction City. Both detours are in good condition.

Junction City-Cottage Grove.
Junction City-Cottage Grove (through Eugene and from there paved to Goshen, gravel macadam from Goshen to Cottage Grove, paved to point one mile north of Cottage Grove).

Cottage Grove-Latham.
Cottage Grove-Latham: good gravel road, detour ending at Yeatch Bridge about 1½ miles south of Latham. The main road, under pavement, is open nights and Sundays.

Divide-Oakland.
Divide-Oakland: At Divide and at Oakland, paving is under way. It is necessary that the road be closed except between 10 A. M. and 12 noon and 1 P. M. and for about 16 minutes at 3 P. M. Payment is being made south from Divide and north from Drain. Excellent macadam from Drain to point 3.7 miles south of Yoncalla and from there it is paved to Oakland.

Oakland-Sutherlin.
Gravel macadam and pavement almost entire distance.

Sutherlin-Roseburg.
Traffic now being detoured about two miles west from Sutherlin, thence five miles south, following the highway to Albany. The detour follows for about two miles a narrow winding road known as "the Hill". The steep grade on each side, and while this is a perfectly safe road for travel, it is rough in spots and quite narrow. Traffic is advised not to exceed ten miles per hour in order to avoid possibility of collision, there not being room for cars to pass in several places.

Roseburg-Myrtle Creek.
Under construction but open at all hours, some detours, where available.

Myrtle Creek-Canyonville.
Grading under way; fair detour via Riddle.

Canyonville-Galesville.
Good macadam.

Galesville-Wolf Creek.
Under construction at both Wolf Creek and Galesville, where detours are not available, traffic is allowed to pass at least every two hours.

Wolf Creek-Grants Pass.
Boiling macadamized, take detour via Grants Pass and Smith Hill, which is in good condition when dry but slippery during rains; from foot of Smith Hill to Grants Pass highway can be used except when work is in progress, at which time a detour is provided.

Grants Pass-Rock Point Arch.
Rock Point Arch-Gold Hill—Grading under way, take detour at Rock Point Arch.

Gold Hill-Medford.
Medford-Ashland—Paved except short stretch about seven miles south of Ashland, where short detour is necessary, and 14-mile stretch on summit of Stepien; both in good condition at present time.

Crater Lake Highway.
The Crater Lake road is now open to within one mile of the lake, there still being from one to two feet of snow, and it is therefore necessary to walk in the last mile to reach the lake; the Crater Lake hotel opened July 1, a sprinkling truck will be used south of Prospect so that the road between Medford and Prospect will be as good or better than the new grade, completed last year, and to be used.

Ashland-Klamath Falls Highway.
Green Springs mountain road becoming very rough and dusty; traffic is advised to take the Tappan Grade route, which is about 20 miles longer, but which is a much better road.

Klamath Falls-Lakeview Highway.
Klamath Falls to Oline, newly macadamized; Oline-Dairy, being graded and macadamized, route in place; Dairy to Lakeview, good; rocks are being removed from the road through the Fremont national forest.

Lakeview-Lapine Highway.
Road via Fort Rock is in good condition all the way.

Lakeview-Burns Highway.
Biller, Lakeview or Burns roads can be traveled, both in good condition.

Klamath Falls-West California.
In good condition at present time.

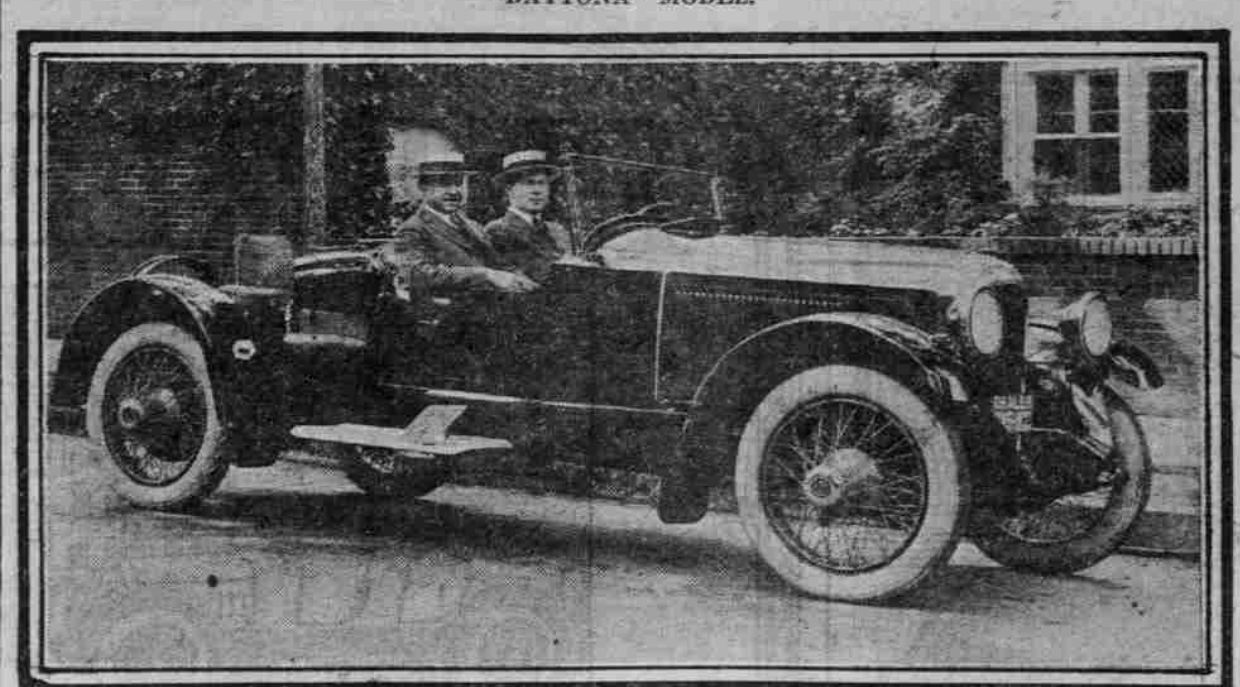
McKenzie River Highway.
Cars are now going through the pass, but the going is very rough, with some traces of snow remaining. Road is now in good condition from Springfield to Blue river and fairly good under way from Blue river to McKennie bridge; good from Sisters to Prineville; rough from Prineville to the forest boundary; rocky to Summit, good to Mitchell.

Mount Hood Loop Highway.
Paved from Portland to Gresham; gravelled to Sandy; unpaved to the forest boundary.

Corvallis-Newport Highway.
Good through Philomath; detour via Mt. Hood route over Gresham hill to Blodgett; under construction, Blodgett to Newport but road open at all hours and in fair condition.

Willamette Valley-Florence Highway.
Good from Portland to Gresham; gravelled to Sandy; unpaved to the forest boundary.

HAVE YOU EVER SEEN ANYTHING NIFTIER ON WHEELS THAN THIS BRAND NEW PAIGE "DAYTONA" MODEL.



HANDSOME NEW CAR, HOLDER OF STOCK CAR SPEED RECORDS, JUST RECEIVED BY COOK & GILL, PAIGE DISTRIBUTORS HERE.

The photo above shows the first "Daytona" model Paige speedster to be received here by Cook & Gill. The car came in Wednesday and was a center of attraction along the row last week. It is the same model Paige as the one which broke the world's stock car records in ten events, the one-mile, five-mile, 10, 15, 25, 50, 75 and 100-mile races and in the one-hour run. Ralph Mulford drove a car of this model 102 miles an hour at Daytona beach, Florida, early this spring. In a 100-mile non-stop run Mulford averaged 82.7 miles per hour on the Uniontown track. The car is guaranteed to make 90 miles per hour. A feature is the extra seat, which pulls out at the side when needed and can be folded neatly away when not in use. It is finished in deep red with black fenders, blue wire wheels and blue leather upholstery. Answering to the call are Roy Burdett, sales manager for Cook & Gill, at the wheel, and Fred A. Cook of the firm seated beside him.

Fair dirt road to Horton, via High Pass road, and rocky from there to Zigzag; Low Pass road closed due to construction work.

Columbia River Highway.
Astoria-Portland—Paved except one mile through city of Rainier, which is gravelled but rough.

Portland-Hood River.
Paved under way in several places; under construction between Lexington and Heppner, but highway is open; the easterly road between Lexington and Heppner, known as the "Black Horse" road, is 2.5 miles longer but is a faster and less dusty road than the main highway; detour closed between open and Lexington, detour easterly over the hill.

La Grande-Joseph Highway.
La Grande-Joseph—Rough and dusty to Elgin, fair balance of way; Wallowa-Hill-Wallowa Canyon—Good; Elgin-Canyon-Enterprise—Good; Wallowa-Take Hills—Good, at left at head of canyon; from Bear Creek bridge to Elgin, take new grade; detour between Evans and Lostine via Wade Gulch and Trout Hill, drive carefully at all bridges.

Enterprise-Joseph.
Enterprise-Joseph—Dry but a little rough.

Baker-Cornucopia Highway.
Baker-Cornucopia—Fair with no detour.

Baker-Unity Highway.
Baker-Unity—Road over mountain open and in fair condition.

Shaniko-Michels Highway.
Shaniko-Michels—Fair in general with a few rough places.

Forest Grove-Tamhill, detours in good condition.
Yamhill-McMinnville, paved; Sherman Highway—The Dallas-Madras, entire route in good condition.

West Side Highway.
Portland-Newberg—Paved.

Dundee-St. Joe.
Gravelled and in fair condition.

St. Joe-McMinnville.
Paved.

McMinnville-Amity.
The old road which is gravelled but rough; highway under construction.

Amity-Holmes Gap.
Paved except short stretch near Holmes Gap.

Gravelled-St. Michaels.
Gravelled and in fair condition.

Rickfield-Monmouth.
Paved.

Monmouth-Corvallis.
Paved except seven miles just south of Monmouth, which is good.

Roosevelt Coast Highway.
Astoria-Warrenton—Paved entire distance, part single track pavement.

Warrenton-Columbia Beach.
Paved.

Columbia Beach-Gresham.
Detour via road all the way, several miles shorter than west side route. (Traffic can go from Harrisburg to Columbia Beach by way of river and crossing the McKennie just south of Coburg, and the Willamette at Eugene.)

Gravelled-Cannon Beach Junction.
Gravelled and in good condition.

Cannon Beach Junction-Hamlet Junction.
Fair condition.

Hamlet Junction-Tillamook County Line.
Recked except 1½ miles; this gap is easily passable except immediately after rain.

Tillamook County Line-Tillamook City.
Gravelled.

Tillamook City-Pleasant Valley.
Pleasant Valley-Hemlock, gravelled; Hemlock-Pleasant Valley, paved; Beaver-Hobo, rough.

Hobo-Neskowin.
Passable but rough and muddy.

Southern part of Coast Highway:
North Bend-Marshall—Fair.

Marshall-Bandon.
Over Seven Devils road in fair condition; via Coquille, paved to Coquille; under construction Coquille to Bandon and open only on Sundays.

Bandon to Coquille Line.
Fair; recent rains have caused a few muddy spots and have softened the general condition of the road.

Coos Bay-Roseburg Highway.
Coos Bay wagon road open and being used by auto stages; somewhat softened by rains; also open via Drain and Alsea.

McMinnville-Sheridan.
Paved; Sheridan-Grand Ronde, gravelled; Grand Ronde-Hobo, macadamized; Hobo-Beaver, under construction and rough; Beaver-Hemlock, paved; under construction and closed from Hemlock to Pleasant Valley to Tillamook.

The Dallas-California Highway.
The Dallas-California—Fair through Dufur, Astoria, Bandon or Clifton and Astoria.

Madras-Crooked River.
Newly crushed gravelled, River-Bend—Newly gravelled.

Bend-Allen's Ranch.
20 miles—Clintford road in fair condition.

Allen's Ranch-Crescent (through Lapine).
Fair.

Crescent-Klamath Falls.
Either west or east side of Klamath lake can be traveled; the west side road, over Sand Creek hill, is in good condition; the east side route is traveled, take either Chillicothe or Fort Klamath road; from Lamm's Mill take detour to Barclay Springs; newly macadamized from Barclay Springs to Algonia; old Fort Klamath road from Algonia to Klamath Falls-California State Line—Good all the way, some macadam.

John Day Highway.
Arlington-Condalia—Fair.

Condalia-Fossil.
Fair, except six miles between Fossil and Mayville; still necessary to use old road as new road is under construction and rough.

Fossil-Burns.
Being macadamized from Fossil to Butte Creek but road open; Butte Creek-Spray in fair condition.

Spray-Davville.
The road via Spray, Monument and Mount Vernon can be used, but the route by Mitchell to Davville is preferable.

Prairie City.
Good, last 20 miles being good gravelled road.

Prairie City-Ironside.
Fair.

Ironside-Vale.
Fair, through apple orchards between Jamieson and Lamm; old loose gravel; macadam, Brogan-Vale.

Old Oregon Trail.
Pendleton-Kamela—Good, no detours.

Kamela-Kamela.
Good, no detours.

Follow old county road, mountain road and passable; rough; Hills and La Grande take old road, fair; numerous short detours on account of highway construction.

La Grande-Telamont.
Good to Hot Lake; detour along foothill road past senator to Union; fair to Telamont (Valley roads still muddy and rough).

Telamont-Baker.
Good.

Baker-Huntington.
Detour from Nelson schoolhouse to Weatherly; road good with only one or two steep hills.

Huntington-Olive.
Take ferry at Olive, via Weiser and Payette, Idaho, keeping to right on road to Weiser; detour from Huntington to Olive and balance of road on Idaho side in good condition.

Central Oregon Highway.
Bend-Burns—Paved road out of Bend for about 16 miles; good.

Burns-Vale.
Better through Crane than through Drewsey; macadamized.

Burns-Lawson.
Balance of road rough and badly rutted by recent rains.

Vale-Oakridge.
Rough, deep rutted.

Oregon-Washington Highway.
Washington State Line-Pendleton—Paved almost entire distance; detour for 800 feet around bridge at Blue Mountain and Italian repair work under way seven miles from Pendleton and also 24 to 28 miles from

PRICE CHANGES NOW ARE BELIEVED ENDED

Report Issued by National Auto Chamber.

BIG DEMAND FOR CARS

Shipments Now Are Up to Three-Fourths of Highest of Last Year.

NEW YORK, July 9.—Price readjustment in the automobile industry seems to have been about completed, judging from the final report just issued by the national automobile chamber of commerce, which shows changed prices on the various makes of cars. The new prices, in many instances, go back to the figures of a few years ago, notwithstanding that the model in many cases are newer, with better finish and such additional equipment as cord tires and improved electrical apparatus.

In the opinion of students of the industry, the mid-year change has now stabilized the industry to a degree that is bringing increased sales to all companies.

Carload shipments from the factories during April and May were 67 per cent of the production for the same two months of last year, and there is reason to believe June will be at approximately the same rate.

Industry Facing Well.
Compared with the feverish rush of motor cars last spring, a two-to-three fold demand looks to be a big falling off, but compared with normal years it shows that the motor car business is faring much better than other lines.

There has been a steady demand for used cars, prices of which have been substantially reduced. Lower prices of new cars have been offset somewhat by the reduced allowances on used cars.

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Oldsmobile

NEW PRICES

In announcing a readjustment of prices we feel privileged to recall certain facts which have stood as examples of Oldsmobile policy on prices and values.

In December last, when we introduced the new 4-cylinder model 43-A, the price was at once acknowledged to be extraordinarily low, clearly predicated upon a material market much below December quotations.

Again, on April 30th, when we announced the new eight-cylinder model 47, the same price policy inspired a public demand that exceeded the output of the great Oldsmobile plants at full production.

Now that material prices and labor costs have become leveled, Oldsmobile policy readjusts prices to a further public advantage.

In actual performance, appearance and dependability, and in the refinements that have always expressed Oldsmobile quality, there is value nowhere even approached among moderate priced cars.

And Oldsmobile policy has continued to justify the deep public confidence that forms the greatest Oldsmobile asset.

OLDSMOBILE CO. OF OREGON

Broadway at Couch Street—Broadway 2270

(Effective July 2, 1921)

Model 43-A 4-Cylinder ROADSTER \$1325
5 PASSENGER TOURING

\$1345

COUPE (Cord Tires) \$1875
SEDAN (Cord Tires) \$2100

Model 37-A 6-Cylinder TOURING AND ROADSTER

\$1450

COUPE (Cord Tires) \$2145
SEDAN (Cord Tires) \$2145

Model 47 8-Cylinder 4-PASSENGER TOURING

\$1725

(With Cord Tires)
COUPE (Cord Tires) \$2225
SEDAN (Cord Tires) \$2425

Model 46 8-Cylinder PACEMAKER (Cord Tires)

\$1825

7-PASSENGER TOURING \$1875
(Cord Tires)
7-PASSENGER SEDAN \$2275
(Cord Tires)

1-Ton Economy Truck Chassis

\$1250

With Cab . . . \$1325
With Express Body \$1395
(Equipped with 35 x 6 Cord Tires)

All Prices F. O. B. Lansing
Federal Tax Additional

OLDSMOTOR WORKS LANSING MICHIGAN

EUGENE TO BE OPEN

ROADS TO MOUNTAIN RESORTS IN THE VICINITY OF EUGENE REPORTED FAIR.

Since the grading work began on the highway between Shedd and Halsey a few weeks ago traffic between Shedd and Harrisburg has been detoured by being sent westward from Shedd to Peoria and thence along the river road to Harrisburg.

The new detour is two miles shorter than the route following the highway from Albany to Shedd and then detouring to Peoria. The roads which this new detour covers are in good shape and the route is marked well by signs.

The Albany-Corvallis road remains good and good traveling is afforded on practically all of the roads between Shedd and Harrisburg.

The road to Cascadia, the mineral spring resort on the south Santiam river, 45 miles southeast of Albany, is passable now. It is very rough and dusty, but the road is left by travel in wet weather and some rather