BULLETIN ON ROADS IS ISSUED BY STATE

Hood River-Mosier Section of Highway Being Paved.

DETOUR DECLARED POOR

Travelers Are Cautioned to Drive Slowly and Take Along Plenty of Gasoline.

SALEM, Or., July 30.—(Special.)—The Hood River-Mosier section of the Columbia river highway is now being paved and the road is closed to traffic from 8 A. M. to 12:30 P. M. and from 1 to 5:30 P. M.

During the time this road is closed, travelers may detour by way of the so-called old Mosier hill, though it is advisable to time the trip that advantage may be taken of the open hours on the main highway. The Mosier hill route is passable, but drivers are cautioned to travel slow and have an ample supply of gas.

Between Mosier and The Dalles the new graveled road is in fair condition, and is a much safer route than by way of Seven-Mile hill. The crushed rock sub-base is now being laid, starting at The Dalles end.

Paving to Start August 1.

This portion of the road has not yet been closed to travel, but cars are cautioned to avoid trucks hauling crushed rock. Paving operations on this stretch of road will start about August 1, at which time it will be necessary to detour during working hours.

The following summary, issued by the state highway department today, indicates the condition of all main-traveled roads in the state:

Portland-Oregon City—Milwaukie street closed, construction under way, but suitable detour is provided; East Eighty-second street route somewhat longer but paved throughout.

Oregon City-Canby—Paved.

Canby-Aurora—Paving work under way between Barlow and Aurora and it is necessary to detour traffic over the old road between these points; detour in excellent condition with a smoother gravel surface than the closed section.

Aurora-Salem—Paved.

Salem-Albany—Detour out of Salem over Ankeny Hill, which is very rough, rejoining the highway approximately four miles north of Jefferson; paved from there almost entire distance to Albany.

(The road between Salem and Albany via Independence and Buena Vista is in good condition, and, although this is a somewhat longer road, the surface is much smoother and it is to be preferred to the Ankeny hill route. Cross the Willamette river at Salem, turning south at Brunk's corner, about six miles west, and going through Independence, turning at first left hand road, about a mile south of Independence, and following signs through Buena Vista to Albany.)

Albany-Junction City—Either west or east side routes can be traveled; the most desirable route for through traffic is via the east side route.

East Side Route.

Detour around grading operations under way between Shedd and Halsey, detour starting at south city limits of Albany, to the right, following signs via east side Albany-Corvallis road and through Peoria to Harrisburg; graveled road entire distance. Cross Willamette river at Harrisburg by power ferry, being about four miles from Junction City. This is several miles shorter than the west side route.

(Traffic can go from Harrisburg to Coburg, staying on the east side of the river and crossing the McKenzie just south of Coburg and the Willamette at Eugene.)

Junction City-Cottage Grove—Through Eugene. Paved from Junction City to Eugene, and from there it is paved to Goshen; gravel macadam from Goshen to Creswell. Travel is being detoured from Creswell to a point about two miles south of Creswell around concrete paving operations. After rejoining the highway, there is a good gravel macadam to Walker. Paved from Walker to Saginaw. Due to paving operations between Saginaw and Cottage Grove all travel will be detoured through Delight valley after Thursday, July 28. Turn left at Saginaw and cross bridge. Follow signs, returning on main street at Cottage Grove.

Cottage Grove-Divide—No detours between Cottage Grove and Divide. Pavement begins one mile south of Cottage Grove.

Divide-Oakland—At a point about two miles south of Divide and also at a point approximately five miles north of Drain owing to pavement being under construction and no detour being available, it is necessary that the road be closed excepting between the hours of 5 P. M. and 7:30 A. M.; a few minutes at 10 A. M.; between 12 noon and 1 P. M. and for about 10 minutes at 3 P. M. Pavement is being laid south from Divide and south from Anlauf. Excellent macadam from Divide to point 3.7 miles south of Yoncalla and from there it is paved to Oakland.

Oakland-Sutherlin—At south city limits of Oakland travel is detoured over the old road, crossing Southern Pacific tracks under Southern Pacific tracks about one mile south and regaining the highway a mile and a half south of Oakland. Paved from this point to Sutherlin.

Sutherlin-Roseburg—Arrangements have been made whereby travel is now being routed south from Sutherlin by the new pavement instead of by the Garden Valley route. The highway is paved south to Deady opposite the Clark & Henry paving plant, with good macadam for about three-quarters of a mile more. Here detour over Southern Pacific tracks to the east side and follow old road and return over Southern Pacific tracks at the grade crossing north of Wilbur. Short detours are required through Wilbur which will change as paving progresses. Follow the signs.

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

Myrtle Creek-Canyonville—Grading under way, fair detours 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-Grave—Paved.

Grave Creek-Grants Pass—Being macadamized; take old road at summit of Smith Hill, which is in good condition when dry; from foot of Smith Hill to Grants Pass, main highway can be used except when work is actually in progress, when detour is provided.

Grants Pass-Gold Hill—Paved; detour may be necessary at the Sardine Creek bridge, which is being rebuilt.

Gold Hill through Medford to Ashland—Paved entire distance.

Ashland-California state line—Paved except one-half mile on summit of Siskiyous.

West Side Route.

Good from Albany to Corvallis, detouring south of Corvallis, returning to highway 10½ miles south; second detour directly south through Monroe along well traveled county road; cross Pacific, Eugene & Eastern track and continue to Ferguson station; here take left hand road and rejoin the west side highway and new pavement three miles north of Junction City. Follow pavement to Junction City. Both detours are well signed.

Columbia River Highway.

Astoria-Portland—Paved except one mile through city of Rainier; graveled, but rough.

Portland-Hood River—Paved.

Hood River-Mosier—Paving operations under way. Road closed to traffic 8 A. M. to 12:30 P. M.; open 12:30 to 1 P. M.; closed 1 to 5:30 P. M.; open 5:30 P. M. to 8 A. M. During the time this road is closed traffic can detour by way of the old Mosier hill, though it is advisable to time a trip to take advantage of open hours on the highway. Mosier hill is passable, travel is cautioned to use care in driving and have plenty of gas.

Mosier-The Dalles—New graveled road in fair condition—a much easier and safer road than Seven-Mile hill. The crushed rock sub-base for pavement is now being laid, beginning at The Dalles end. This portion has not yet been closed to travel, but cars are cautioned to avoid trucks hauling crushed rock. Paving operations will start about August 1, at which time it will be necessary to detour during working hours.

The Dalles-Deschutes river—New road not yet open, impassable. Take usual road over the hill. Deschutes river bridge open, no toll. New road will probably be open by August 15.

Deschutes river-Heppner Junction—Good gravel or crushed rock road the entire distance.

Heppner Junction, through Umatilla and Echo to Pendleton—Good graveled road.

Roosevelt Highway.

Astoria-Warrenton—Paved or planked entire distance, part single track pavement. Detour from Miles crossing to Seaside via Melville open and in fair condition.

Warrenton-Columbia Beach—Paved.

Columbia Beach-Gearhart—Detour via Ocean Beach except from 6:30 P. M. to 6:30 A. M., highway being under construction and closed during the day.

Gearhart-Seaside—Single track pavement.

Seaside-Cannon Beach Junction—Graveled and in good condition.

Cannon Beach Junction-Hamlet Junction—Narrow single-track graveled road, in fair condition.

Hamlet Junction-Tillamook county line—Rocked except three-fourths mile, which is in good condition except immediately after heavy rains.

Tillamook county line to Barnesdale—Rock or gravel, in fair condition; rough in places.

Barnesdale to Bay City—Fair.

Bay City to Tillamook—Under construction. Take old road, graveled and in good condition.

Tillamook-Hebo—Paved to Pleasant Valley; Pleasant Valley-Hemlock, graveled; Hemlock to Beaver, paved; Beaver-Hebo, rough.

Hebo-Neskowin—Passable but rough and narrow.

Southern Part of Coast Highway.

North Bend-Marshfield—Fair.

Marshfield-Bandon—Seven Devils road in fair condition; good via Coquille and Bandon.

Bandon to California line—Fair entire distance.

Mount Hood Loop Highway.

Portland-Gresham—Paved.

Gresham-Sandy—Take the bluff road, which is graveled and in good condition.

Sandy-Forest boundary—Under construction, road not yet closed, but through traffic to points east of Salmon river is advised to take the road via Marmot. This is a better road and avoids the bad sections and possible delays at points of construction.

Tualatin Highway.

Portland-Forest Grove—Paved.

Forest-Grove-Yamhill—Under construction, detours in fair condition.

Yamhill-McMinnville—Paved.

McMinnville-Tillamook Highway.

McMinnville-Sheridan—Paved.

Sheridan-Butler's store—Under construction, but passable.

Butler's store-Hebo—Macadamized.

Hebo-Beaver—Under construction and rough.

Beaver-Hemlock—Paved.

Hemlock-Pleasant Valley—Under construction and closed; old road being traveled.

Pleasant Valley-Tillamook—Paved.

Corvallis-Newport Highway.

Corvallis, through Philomath to Wren—Good.

Wren-Blodgett—Traffic being routed over Gellatly hill.

Blodgett-Newport—Under construction but open at all hours and in fair condition.

Willamette Valley-Florence Highway.

From junction of Willamette valley-Florence highway with Pacific highway to Horton, over the high pass road—Fair.

Horton-Blachly—Rocked and in fair condition. (Low pass road closed due to construction work.)

Roseburg-Coos Bay Highway.

Coos Bay wagon road open and being used by auto stages—Rough and slow.

Also open via Drain and Allegany—Not much choice between the two routes, as both are very rough and slow traveling.

Medford-Crater Lake Highway.

The Crater Lake road is open to the lake. Due to excessive dust from Dodge bridge to the ferry, the route from Medford to Eagle point, thence via Reese Creek school house to McLeod is to be preferred. New grade used from Prospect to the lake, and cars are now traveling the entire distance to the lake. The hotel is now open.

The Dalles-California Highway.

The Dalles-Madras—Road in fair shape—usual summer condition of this road. Through Dufur, Maupin, Bake Oven or Criterion, Antelope to Madras.

Madras-Crooked river—New crushed rock road.

Crooked river-Bend—Newly graveled road in good condition.

Bend-Allen's ranch (20 miles)—Cindered road in fair condition.

Allen's ranch-Crescent (through La Pine)—Fair condition.

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 shape and is to be preferred to the east side route, which, if traveled, leads to Lamm's mill, from which point it is necessary to take ferry to Barclay Springs; new macadam from Barclay Springs to Algoma; old Fort Klamath road from Algoma to Klamath Falls must be traveled.

Klamath Falls-California state line—Good all the way; some macadam.

John Day Highway.

Arlington-Condon—Fair condition.

Condon-Fossil—Fair except six miles between Thirty Mile and Mayville; still necessary to use old road as new road is in process of construction and very rough.

Fossil-Butte Creek summit—Fair condition. Road being macadamized. No delay to traffic.

Summit to Tilley's (mouth of Service creek)—Unimproved, very rough and slow.

Tilley's to Spray—New road; fair condition.

Spray to Dayville—Highway not yet open on account of bridges still under construction. To get to Dayville, John Day, Canyon City or Prairie City, it is necessary to go by way of Spray, Monument, Long Creek and Mt. Vernon, or by way of Mitchell and Dayville from Tilley's or Service creek. The latter road is in much better condition and travel is advised to take this route. The new road will be open about September 15.

Dayville-Prairie City—Road in good condition; last 20 miles good graveled road.

Prairie City-Baker—Road over the mountain is now open and in usual summer condition.

Prairie City-Ironside—Only fair.

Ironside-Vale—Detour through apple orchards between Jamieson and Lancaster to avoid loose gravel; macadam, Brogan to Vale; very dusty in general; rough in spots.

Old Oregon Trail.

Pendleton-Kamela—Good, with a few detours around crushers, rough in ungraveled places.

Kamela-La Grande—Kamela-Hilgard—Follow old county road; very rough, but passable.

La Grande-Telocaset—Good to Hot Lake; detour along foothill road past sanatorium; fair from Union to Telocaset with some loose rock. Valley road from Hot Lake to Union under construction and closed from 6 to 11 A. M. and from 12 to 5 P. M.

Telocaset-Baker—Good entire distance.

Baker-Huntington—Detour from Nelson school house to Weatherby; road good, with only one or two steep hills.

Huntington-Ontario—Take ferry at Olds, via Weiser and Payette, Idaho, keeping on Idaho side from Weiser to Ontario; rough for first seven miles, balance of road in good condition.

Central Oregon Highway.

Bend-Burns—Fair, take new road out of Bend for about 16 miles.

Burns-Vale—Better through Crane than through Drewsey; macadam from Burns, balance rough.

Vale-Ontario and Nyssa—Rough, deep ruts on account of recent rains.

Oregon-Washington Highway.

Washington state line-Pendleton—Paved almost entire distance, detour for 300 feet around bridge at Blue Mountain station; repair work under way eight to ten miles from Pendleton and also 22 to 26 miles from Pendleton. Traffic should use caution at these points.

Pendleton-Pilot Rock—Good most of way, rough on mountain.

Pilot Rock-Heppner—Fair, no detours, good for a county road.

Heppner-Ione—Slow and dusty; better road is known as "Black Horse," which is 2½ miles longer, but faster and less dusty than the main highway, and through traffic is advised to travel that road.

Ione-Gilliam county line—Rough macadam under construction.

La Grande-Joseph Highway.

La Grande-Wallowa hill—Rough and dusty between Island City and Elgin; under construction between Elgin and Minam; balance fair.

Wallowa hill-Wallowa canyon—Rough.

Wallowa canyon-Wallowa—Take hillside road at left at head of canyon. Road via Rock Creek bridge not passable at times on account of highway construction, this road is also very dangerous and should not be traveled by persons unfamiliar with it. Drive carefully from west of Wallowa river bridge to east of O.-W. R. & N. tracks, road under construction. Road from head of canyon via Diamond Prairie is good, except for a short distance where highway is under construction.

Wallowa-Enterprise—Route detours via Alexander bridges to Evans and from Evans across railroad track near Evans, and then via valley road to Enterprise. Road via Wade gulch and Trout Creek hill is open, but very deep in dust. Road over Lewis hill east of Lostine is closed, account of construction of new highway. Road fair, dry and dusty, rough in places.

Enterprise-Joseph—Recently improved by county and in fair shape for a dirt road.

McKenzie Highway.

Springfield-Blue River—Good.

Blue River - Belknap Springs—Fairly good; construction under way from Blue river to McKenzie bridge, road open.

McKenzie pass open to travel.

Sisters-Redmond—Good condition.

Redmond-Prineville—New graveled road except 2½ miles now being graveled.

Prineville-Forest boundary—Under grading contract. Very rough over part of construction, but passable at all hours.

Forest boundary-Mitchell—Rocked to Summit and in good condition; Summit to Mitchell open to automobile travel and in fair condition.

Baker-Cornucopia Highway.

Fair in general, with no detours.

Baker-Unity Highway.

Road over mountain open and in the usual summer condition—fair throughout.

Shaniko-Mitchell Highway.

Fair in general, with a few rough places.

Sherman Highway.

The Dalles-Madras (Bend and Redmond)—Through Sherman county via Wasco, Moro, Grass Valley, Shaniko and Antelope, fair throughout.

Alsea Highway.

Corvallis-Waldport—Road good from Corvallis to Philomath, and Philomath to Alsea gravel macadam for the most part. Beyond Alsea the better road is around the point of Digger mountain instead of over the hill road. Construction work is in progress east and west of Tidewater. Fair road to Waldport. Care should be observed between Alsea and Waldport, as for the most part it is only a one-way road and unsurfaced. Stage lines operating daily from Corvallis to Waldport.

Ashland-Klamath Falls Highway.

Both the Green Springs mountain road and the Topsy grade are becoming very rough and dusty. Although the Topsy grade route is about 20 miles longer, traffic is still advised to travel it.

Klamath Falls-Lakeview Highway.

Klamath Falls-Olene—Newly macadamized.

Olene-Dairy—Being graded and macadamized; rough in places.

Dairy-Lakeview—Good; rocks are being removed through the Fremont national forest.

Lakeview-LaPine Highway.

Bend-Fort Rock (by way of LaPine).—Road very crooked and slow, as well as dusty; better road by way of Millican, and ten miles shorter.

Lakeview-Burns Highway.

Either the Lake Albert or Plush roads can be traveled; both in good condition.

Klamath Falls-Crater Lake Highway.

Now open and in very good shape with the exception of the last four miles before reaching the lake; this is a little muddy. Take the west side of upper Klamath lake.

Klamath Falls-Weed.

Very good condition at the present time.

West Side Pacific Highway.

Portland to Dundee—Paved.

Dundee to point near Dayton—Detour.

Dayton to St. Joe—Graveled and in fair condition.

St. Joe-McMinnville—Paved.

McMinnville-Amity—Use old road, which is graveled but rough; highway under construction.

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

Holmes Gap-Rickreall—Graveled and in fair condition.

Rickreall—Monmouth—Paved.

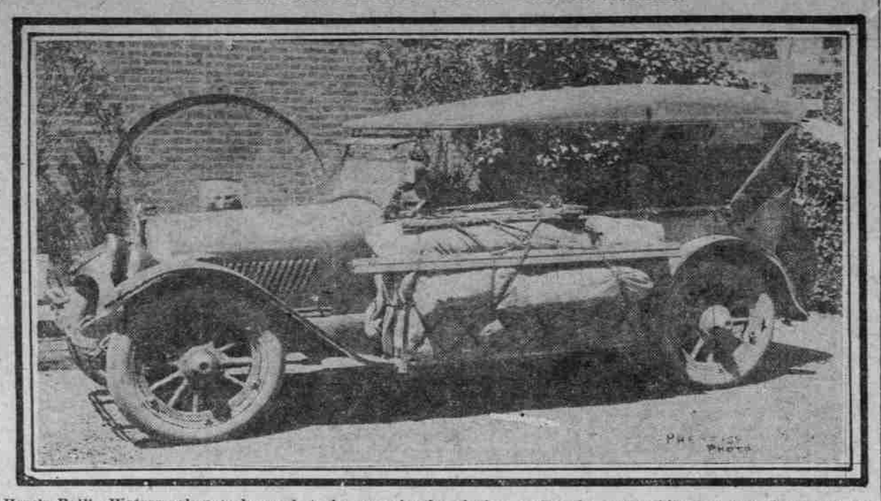
Monmouth-Corvallis—Paved except seven miles just south of Monmouth, which is good.

Reviving Batteries.

Permanently reviving a dry battery after it has become exhausted is impossible, but it is possible to revive it temporarily, and a knowledge of the method of doing this many sometimes prove extremely useful. Make a solution of four ounces of salammoniac added to a quart of warm water, with a half ounce of permanganate of potash. Next bore holes about an eighth of an inch in diameter all over the zinc casing of the cell and soak the battery in the solution for three or four days. The output will show a marked increase, which will continue for some little time. Even better results may be obtained by charging the battery for a few hours, just as if it were a storage battery at a current rate of one ampere through a lamp. The positive of the charging element should be connected with the carbon element of the battery.

The wheels of industry are geared to those of highway transport.

TILLAMOOK MAN DRIVES OLDSMOBILE 23,000 MILES IN YEAR AND EXPECTS TO SEND IT ANOTHER 23,000 MILES IN SECOND TWELVE MONTHS.



Here's Rollie Watson, almost obscured, to be sure, in the shadow under the automobile top, but there just the same, and rarin' to drive the bus to far camping grounds.

Rollie Watson of Tillamook, Or., thinks there's no automobile made in a class with the Oldsmobile. He ought to know, for he has had much experience with the Olds and other cars. Many years ago he owned an old curve-dash Oldsmobile, and for the last few seasons he has been driving modern successions of that ancient gas-wagon. Incidentally, Mr. Watson was the first man to drive an automobile into Tillamook county. He took the car in over the old wagon trail in 1904, and it was a real feat. He has owned some 20-odd cars since his first Orient buckboard, but likes his present model, a 1920 eight-cylinder Oldsmobile eight, which already he has driven 23,000 miles without signs of wear, best of all. The picture shows him in his car with 1800 pounds of camping outfit, ready with his wife and two children to shove off on a three months' tour. The picture was taken when he called at the Oldsmobile company of Oregon en route through Portland for Yellowstone park, Salt Lake City, Denver, Chicago and home the southern way via St. Louis, Albuquerque, N. M., Los Angeles and San Francisco.

FORDSON DRAWS CROWDS

500 DECLARED TO WITNESS DEMONSTRATION DAILY.

Farm Implements Operated by Gas Engine Are on Display on C. A. Bliss Ranch.

Keen interest was taken throughout the week in the Fordson demonstration which was held on the C. A. Bliss ranch, ten miles east of Portland on the Powell Valley road. This display and demonstration was said to be one of the largest of its kind ever staged by one organization.

Daily attendance throughout the week has averaged about 500 persons, according to A. W. Bell, sales manager of the combined Fordson dealers, who has charge of the demonstration.

The Lee Man loader, the Taco Meyers mower and other farm and road implements used in connection with the Fordson attracted wide interest.

The various phases of farming by motor power are being discussed by agricultural agents and other farming experts, while dealers in the many devices on display and demonstration are explaining their implements to large crowds of interested farmers each day.

Among the factory representatives attending the demonstration are: W. S. Harsh of the Woods Bros.' Thresher company, Des Moines; Joe F. Goss of the Goss-Oeshsli company, Detroit; Phillip Eikes of the Roderick Lean Plow company, Mansfield, O.; C. P. Cramer of the Road Builders' Equipment company, W. S. Walker of the Stover Manufacturing company, Freeport, Ill.; Fred Serviss of the American Seeding Machine company, Springfield, O.; W. H. Wire of the Skagit Iron works, Sedro-Woolley, Wash.; F. M. Ross and C. W. Harrison of the Oliver Plow company.

The demonstration will be continued throughout the present week. More than 60 dealers of Oregon and the southern counties of Washington have exhibits at the farm, where there is ample room for complete demonstrations. Free transportation for those interested is provided from the Universal Car Exchange, Grand avenue and East Yamhill street.

Automotive to Handle Oakland.

Announcement was made last week by the Automotive Sales company, through its manager, A. B. de Castellane, that it has taken over the sales and service agency for the Oakland Sensible Six for Portland and vicinity. Coincident with taking over this additional agency, the firm has changed from its old location, Sixth and Everett streets, to enlarged quarters at 475 Morrison street, corner of Fourteenth. The company will continue as local distributor for the Stephens Salient Six as well as the Oakland Sensible Six.

Roseburg to Have Parking Rules.

ROSEBURG, Or., July 30.—(Special.)—A parking ordinance prohibiting autos from standing on the main streets for more than 30 minutes will be presented to the city council at its next meeting. Roseburg has no parking ordinance and the city streets are often blocked by traffic. The ordinance meets with the favor of the majority of business men, but is having some opposition.

Jay Walkers Are Target.

One of the proposed changes in the traffic ordinances in New York city, now pending before the board of aldermen, is to prohibit a pedestrian from crossing a roadway at any point other than at the crosswalks. A violator of the rule would be fined $25 or 25 days in the city prison, or both.

Makes Ease for Driver.

A new automobile steering gear, in which cams replace the usual segments, sectors and worms, has been invented by an Englishman, who claims it will prevent shocks of rough roads and twisting strains to the steering columns.

FOR SEVENTY YEARS NORDYKE & MARMON COMPANY HAS STOOD FOR HONORABLE MANUFACTURING, FOR CLEAN, FAIR DEALING AND FOR BUSINESS FAIR PLAY

Marmons of the 1922 Series Now Being Delivered

Just as it led in revision of prices, now Nordyke & Marmon Company leads in announcing a definite policy as to models

"1922 Prices Now!" This sensational announcement of May 2nd heralded the general revision of prices throughout the automobile industry.

It meant, because this Company anticipated the future and the lowered costs of production, that the Marmon 34 could be priced at $3985, a reduction of over 20%.

Now comes this equally important announcement: purchasers of the Marmon 34 need not fear any change of model. We are delivering now the 1922 series of the Marmon 34.

Because of Stabilized Design, the Marmon 34 does not undergo radical changes. But several refinements and betterments are included in the 1922 series.

With $3985 buying a Marmon 34 of the 1922 series, two vital questions are answered. There need be no hesitancy now, so far as the Marmon 34 is concerned.

This car now commands first consideration—no man can afford to make a decision until he knows the Marmon 34 and all that it offers.

Call or telephone for a demonstration—NOW.

MARMON 34 PRICES

	NOW	WAS
7-Passenger Touring	$3985.00	$5000.00
4-Passenger Touring		
Club Roadster		
Speedster	4185.00	5300.00
Coupe	4875.00	6150.00
Sedan	5275.00	6600.00
Limousine	5400.00	6800.00
Town Car		

All prices at Indianapolis and subject to war tax

MARMON 34

NOW $3985—WAS $5000

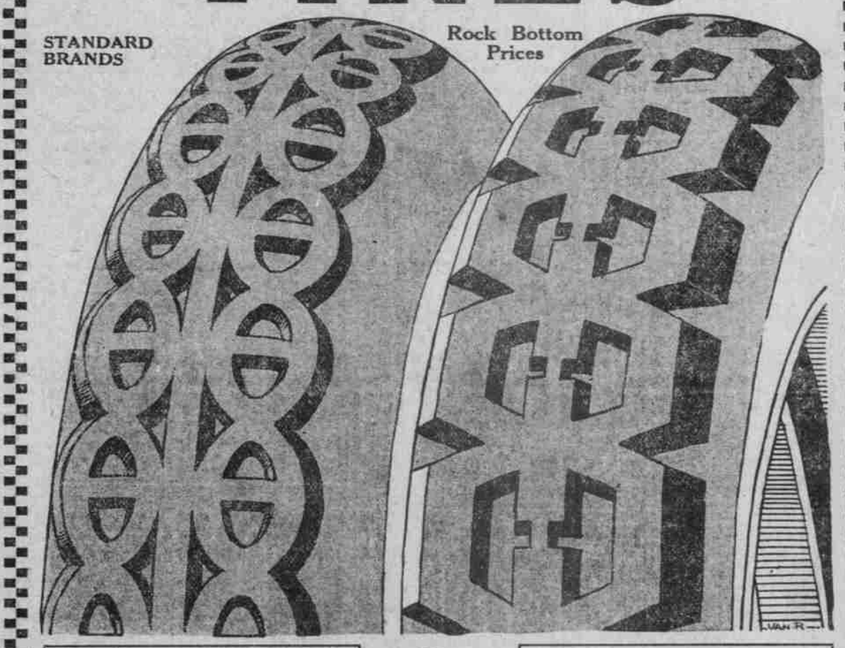
Northwest Auto Co.
Distributors
Alder at Eighteenth

NORDYKE & MARMON COMPANY *Established 1851* INDIANAPOLIS

BIG SALE ON TIRES

STANDARD BRANDS

Rock Bottom Prices



CLINGSTONE TIRES

Here's your opportunity to buy high class, strictly first quality guaranteed tires for less than you are usually asked to pay for seconds or worthless tires. Clingstone tires have been carried by this store for years with excellent results, as our hundreds of satisfied customers will testify. Western Auto backs unqualifiedly the

UNLIMITED GUARANTEE

NORWALK TIRES

Quality tires with a nation wide reputation. At their regular list price they represent remarkably low cost per mile, but at our special sale prices they represent, we believe, in the long run, mileage at the lowest cost that has ever been offered the motorists of this city. Fabrics are guaranteed 6000 to 7500 miles, and the cords 8000 miles, but they invariably greatly overrun their guarantee.

STRICTLY FIRST QUALITY FRESH STOCK GUARANTEED

Western Auto offers the motoring public of this city high grade, tried and proven tires at savings of about 40%. These tires are well known brands and we have distributed many thousands of them in the years they have been carried by us. These Sale Prices are the lowest at which Western Auto ever sold these lines. We would advise you to get your supply of tires while the stock is complete.

TAX PAID — OUR SALE PRICES — TAX PAID

Size	CLINGSTONE TIRES N. S.	Gray Tubes	NORWALK TIRES N. S. Fabric	N. S. Cord	Red Tubes
30x3	$ 9.25	$1.40	$11.20	$....	$2.30
30x3½	11.50	1.60	13.45	18.80	2.65
32x3½	13.45	2.05	16.40	26.20	2.80
31x4	17.80	2.70	19.60	....	3.05
32x4	18.30	2.80	22.40	33.65	3.25
33x4	18.80	2.90	24.15	34.50	3.45
34x4	18.95	2.95	24.80	35.15	3.55
34x4½	25.25	3.80	32.35	40.35	4.40
35x4½	27.00	3.85	33.50	41.30	4.55
35x5	....	...	39.65	49.90	5.30
37x5	....	...	40.60	53.95	5.40

(OTHER SIZES IN PROPORTION)

WESTERN AUTO SUPPLY COMPANY

SUCCESSORS TO
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30 STORES — 80-82 Sixth St. — Broadway 5508 — 30 STORES

Mail Orders
During the tire sale mail orders will be promptly filled by all stores. All tires are guaranteed to be exactly as represented.