AUTO TOURISTS FILL HIGHWAYS IN OREGON

Travel Said to Be Heavier Than Ever Before.

OFFICIAL REPORT GIVEN

Road Between Portland and Line of California Declared One Used by Greatest Number.

SALEM, Or., Aug. 6. (Special.)—With the tourist travel for the year 1921 at its height, practically all of the main roads of the state are now being used more extensively than ever before. This was the report made here today by Herbert Nunn, state highway engineer, following the receipt of information from district engineers in all sections of Oregon.

While the Columbia River highway is under the heaviest travel in its history, tourists were said to be even more numerous on the Pacific highway beteen Portland and the California line. This is due, it was said, to the fact that thousands of tourists who in previous years passed their summers exclusively in California are now paying a visit to Oregon and its wonder spots.

Reports from district engineers indiated that the central Oregon roads also were being subjected to heavy traffic, while more people have visited Crater lake this season than ever before. The hotel there is giving satisfactory service, according to reports received at the highway offices, and the tourists are well satisfied with their treatment.

Company Facilities Used.

In the great majority of cases the tourists are taking advantage of the free camping facilities. While some of the tourists pass only a night as guests of the cities through which they travel, others spend additional time. The monetary advantages of these camp grounds was said to be far greater than anticipated when they were established. With the exception of Portland, none of the cities and towns of the state charge any fee for these camping facilities.

Although there is considerable road improvement work under way in various parts of the state, detours have been provided and tourists are having but little difficulty in getting over the highways. This is especially true on the route of the Columbia river and Pacific highways, which now bear the heaviest travel of any roads in the state.

The following report, prepared by the state highway department, indiates the condition of all highways in Oregon:

Pacific Highway.

Portland-Oregon City: Regular route of Pacific highway, via west side, paved and open to Oswego—under construction and closed from Oswego to Oregon City. Traffic should take the east side route, via Milwaukie street or Eighty-second street, east of Portland, both paved; road temporarily closed between Parkplace and Oregon City on account of county repair work; fair detour provided.

Oregon City-Canby: Paved.

Canby-Aurora: Under construction and closed; detour over old road, which is in good condition.

Aurora-Salem: Paved entire distance.

Salem-Albany: Beginning Monday, August 8, the detour over Ankeny hill south of Salem will be eliminated. The best road south from Salem after that date will be as follows: Go south on Commercial street, following pavement for about three miles and graveled road for about two miles and turning left at 5.1 miles south, on the Rosedale road, following signs to Sunnyside school and newly completed pavement to Albany. Paved except one mile in city of Jefferson and one-half mile between Jefferson and Albany. (Traffic is cautioned to read and observe signs on Rosedale road detour, especially in passing cars or after any possible showers.)

(The road between Salem and Albany, via Independence and Buena Vista, is in good condition. Cross the Willamette river at Salem, turning south at Brunk's corner (about six miles west) and, going through Independence, turn at first left-hand road (about one mile south of Independence) and follow signs through Buena Vista to Albany.)

(Traffic to Corvallis and points south on the West Side highway can travel south out of Independence, following the main highway for about 10 miles to a point east of Wells, turning west and connecting with the pavement north of Corvallis. This route is in fair condition, with some rough stretches immediately south of Independence, but is a much more direct route to Corvallis than through Buena Vista and Albany—about eight miles of pavement north of Corvallis.)

Albany-Junction City: Either the west or east side route can be traveled, but the east side route is the most desirable for through traffic.

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 the east side Albany-Corvallis road and through Peoria to Harrisburg, crossing Willamette river at Harrisburg via power ferry. Good graveled road and somewhat shorter than the west side route. (Traffic can go from Harrisburg to Coburg, staying on east side of river and crossing the McKenzie just south of Coburg and the Willamette at Eugene.)

West side route: Good from Albany to Corvallis, detouring out of Corvallis as follows: West on Jefferson street, following Philomath road to Mt. Union cemetery, thence south across Brown's bridge over Mary's river, thence south through Oakridge to Beaver creek turning east four miles and rejoining the main highway about seven miles south of Corvallis and following the main highway from there south through Monroe to Junction City—new pavement now open from Monroe to Junction City.

Junction City-Cottage Grove (through Eugene): Paved from Junction City to Eugene and from there it is paved to Goshen; highway closed at Goshen, detouring east across the Willamette river, through Cloverdale and coming back across the river about one mile south of Creswell, thence to the old Pacific highway about two miles south of Creswell; graveled road from here to Walker. Paved from Walker to Saginaw; due to paving operations between Saginaw and Cottage Grove, all travel will be retoured through Delight valley—turn left at Saginaw and cross bridge, follow signs and return on Main street at Cottage Grove.

Cottage Grove-Divide: No detours, 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 south of Drain, owing to pavement being under construction and no detour 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 12 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 road from Divide to point 3.7 miles south of Yoncalla and from there paved to Oakland.

Oakland-Sutherlin: At south city limits of Oakland travel is being detoured over the old road, crossing Southern Pacific tracks and under Southern Pacific tracks about one mile south and rejoining the highway one and one-half miles south of Oakland. Paved from there to Sutherlin.

Sutherlin-Roseburg: Travel now being routed south from Sutherlin by the new pavement south to Deady, opposite the Clark & Hoseer moving plant, with good macadam for about three-fourths mile more. Here detour over Southern Pacific tracks to the east side and follow old road, returning over Southern Pacific tracks at the scale house north of Wilbur.

Roseburg-Myrtle Creek: Paving in progress immediately south of Roseburg—detours used when available and where not available traffic is allowed to pass at all hours. The bridge over the Umpqua is being repaired and traffic may be held up for some time, but never for more than two hours at one time.

DANGEROUS TURNS ON LOWER COLUMBIA HIGHWAY MAKE CAREFUL DRIVING ESSENTIAL.

Chalmers touring car on road near Clatskanie, where highway passes beneath railroad track. This is one of many blind curves on the lower highway and steps which are being taken to widen the curves and extend the view for drivers along this road will be more than welcome.

Myrtle Creek-Canyonville: Take detour via Riddle, which is in fair condition.

Canyonville-Galesville: Good macadam.

Galesville-Wolf Creek: Paving under way at both ends; traffic passed at all hours.

Wolf Creek-Grave Creek: Paved.

Grave Creek-Pleasant Valley (over Smith hill): Macadam now completed.

Pleasant Valley-Grants Pass: Grading completed, being macadamized; some short detours necessary at times, but generally open at all hours.

Grants Pass, through Medford, Ashland, to California line: Paved.

Columbia River Highway.

Astoria-Portland: Paved except one mile through Rainier, which is rough, but graveled.

Portland-Hood River: Paved.

Hood River-Mosier: Paving operations will be discontinued for the present after August 8 and the road left open to travel at all hours; until then road closed 8 A. M. to 12:30 P. M., 1 to 5:30 P. M.

Mosier-The Dalles: Paving operations which have been in progress between Hood River and Mosier have been transferred to a point four miles east of Mosier. Road will be closed to travel from 8 A. M. to 12:30 and from 1 to 5:30 P. M. Attention is called to the fact that the last three miles of the new road west of The Dalles is now closed on account of preparation of sub-grade ahead of the paving. Follow detour signs from Gooseberry Springs to The Dalles. This section of the road will be closed during working hours. Heavily loaded gravel trucks will be in operation between Rowena and The Dalles. The old road over Seven Mile hill between Mosier and The Dalles is in good condition and travel can come through on this road from Portland to The Dalles after August 8 at any hour without interruption.

The Dalles-Deschutes river: New road not yet open—impassable; take old road over the hill. Deschutes bridge open—no toll; new road open about August 15.

Deschutes river-Heppner Junction: Good gravel or crushed rock road.

Heppner Junction, through Umatilla and Echo, to Pendleton: Good graveled road all the way.

West Side Pacific Highway.

Portland-Newberg: Paved; through traffic to points south or west of Dayton should take Chehalem valley road from Newberg to Lafayette or Yamhill.

Newberg-Dundee: Pavement open for local traffic.

Dundee-Dayton: Under construction and closed.

Dayton-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 dirt road.

Roosevelt Coast Highway.

Astoria-Miles Crossing: Paved or planked.

Miles Crossing-Seaside: Via Milville cut-off: Paved eight miles, balance planked or earth road, in good condition, to Warrenton. Paved to Columbia Beach, part single track pavement; Columbia Beach to Gearhart, detour via the ocean beach except from 6:30 P. M. to 6:30 A. M., the highway being under construction and closed during the day; Gearhart to Seaside, single track pavement.

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

Cannon Beach-Hamlet Junction: Narrow single track graveled road, fair.

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

Tillamook county line-Barnesdale: Rock or gravel, in fair condition.

Barnesdale-Bay City: Fair.

Bay City-Tillamook: Take old road, highway under construction; graveled and in fair condition.

Tillamook-Pleasant Valley: Paved.

Pleasant Valley-Hemlock: Highway under construction; take old road, which is graveled and in fair condition.

Hemlock-Beaver: Paved.

Beaver-Hebo: Under construction and rough, but passable.

Hebo-Cloverdale: Graveled and in fair condition.

Cloverdale-Neskowin: Rough and narrow, but passable.

Southern Part of Coast Highway.

North Bend-Marshfield: Fair.

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

Bandon-California line: Fair entire distance.

Mt. Hood Loop Highway.

Portland-Gresham: Paved.

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

Sandy-Salmon river: Under construction, road not yet closed, but through traffic to points east of Salmon river is requested to take the Marmot road. This will avoid bad sections of the highway and probable delays at points of construction.

Tualatin Highway.

Portland-Forest Grove: Paved.

Forest Grove-Gaston: Under construction, requiring detour during working hours from Dilley to Gaston.

Gaston-Yamhill: Under construction and closed to Cove Orchard; pavement from there to Yamhill.

Yamhill-McMinnville: Paved.

McMinnville-Tillamook Highway.

McMinnville-Sheridan: Paved.

Sheridan-Butler's store: Under construction; rough but passable.

Butler's store-Hebo: Macadamized and in good condition.

Hebo-Tillamook: Under construction and rough to Beaver; paved from Beaver to Hemlock; under construction from Hemlock to Pleasant Valley, requiring use of old road, which is graveled and in fair condition; paved from Pleasant Valley to Tillamook.

Corvallis-Newport Highway.

Corvallis, through Philomath, to Wren: Good.

Wren-Blodgett: Traffic being detoured over Gellatly hill.

Blodgett-Newport: Under construction, but open at all hours; fair.

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: County is doing some work on this road and it is believed to be somewhat better than the route via Drain and Alleghany; both are rough and slow traveling.

Medford-Crater Lake Highway.

Both routes are now being used, the one via Central Point, Bybee Bridge, Trail and McLeod to Prospect being preferred by most of the travel to the route via Eagle Point, Reese Creek schoolhouse, Derby road to McLeod and Prospect.

Alsea Highway.

Corvallis-Waldport: Road good from Corvallis to Philomath and from there to Alsea, gravel macadam for the greater 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 to Waldport. Care should be observed between Alsea and Waldport, as this is generally a one-way road and unsurfaced. Stage lines are operating daily from Corvallis to Waldport.

The Dalles-California Highway.

The Dalles-Madras: Road in fair shape, usual summer condition; through Dufur, Maupin, Bakeoven 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 Lapine): Fair condition.

Crescent-Lamm's Mill: Via Fort Klamath is the best route; rough and dusty through the Jack Pines country to Sand Creek; fairly smooth from Sand Creek to Lamm's Mill.

Lamm's Mill-Barclay Springs: Ferry still in use, but will be discontinued August 7.

Barclay Springs-Algoma: New macadam.

Algoma-Klamath Falls: Detour in fair condition, over old Fort Klamath road.

Klamath Falls-California state line: Macadamized to Merrill and from there on is splendid dirt road.

John Day Highway.

Arlington-Condon: Fair.

Condon-Fossil: Fair except six miles between 30 Mile and Mayville—still necessary to use old road, new road under construction.

Fossil-Butte Creek Summit: Fair; road being macadamized, no delay to traffic.

Summit-mouth of Sarvice creek: Unimproved and very rough and slow.

Mouth of Sarvice creek-Spray: New road in fair condition.

Spray-Dayville: Highway not yet open—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 via Mitchell and Dayville from Service Creek. The latter road is in much better condition and travel is advised to take this route. New road open about September 15.

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

Prairie City-Baker: Road over mountain is open and in usual summer condition.

Prairie City-Ironside: Fair.

Ironside-Vale: Detour through apple orchards between Jamieson and Lancaster to avoid loose gravel; road from 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: Follow old county road to Hilgard, very rough but passable.

La Grande-Telocaset: Good to Hot Lake; detour along foothill road past the sanatorium; macadam under construction between Union and Telocaset. (Valley road from Hot Lake to Union under construction and closed from 6 to 11 A. M. and from 12 to 5 P. M., rough and soft.)

Telocaset-Baker: Good entire distance.

Baker-Huntington: Detour from Nelson schoolhouse to Weatherby; road good, with only one or two steep hills. (Traffic can now go through to Nelson via the new grade, but two steep places and several rough spots necessitate careful driving).

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 in good condition.

Central Oregon Highway.

Bend-Burns: Fair; take new road out of Bend for about 18 miles.

Burns-Vale: Very rough in general. Best road through Crane, but fair through Drewsey; macadam from Burns to Lawen, balance rough.

Vale-Ontario and Nyssa: Rough, with several detours.

Oregon-Washington Highway.

Washington state line-Pendelton: Paved entire distance except for detour of 500 feet around bridge at Blue Mountain station; repair work under way eight-ten miles from Pendleton and 22-26 miles from Pendeton. Traffic should use caution at these points.

Pendelton-Pilot Rock: Good most of way, with one short detour near Pilot Rock, which is rough and full of chuck holes.

Pilot Rock-Heppner: Fair, with no detours; good for a county road.

Heppner-Ione: Slow and dusty; better road is known as "Black Horse road," which is 2.8 miles longer, but faster and less dusty than the main highway and through traffic is advised to take that road.

Ione-Gilliam county line: Rough and dusty except six miles of macadam.

La Grande—Joseph Highway.

La Grande-Wallowa hill: Rough and dusty between Island City and Elgin; under construction between Elgin and Miriam; 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 one-half mile west of Wallowa river 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 which is under construction.

Wallowa-Enterprise: Best route is via Alexander Bridges to Evans and thence across the railroad track near Evans, via valley road to Enterprise. (Road via Wade gulch and Trout creek hill open, but very deep in dust.) Road over Lewis hill, east of Lostine, is closed on account of construction.

Enterprise-Joseph: Recently improved by county and in fair shape for an earth 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 now open and in fair condition.

Sisters-Redmond—Graveled road under construction, but no delay to traffic.

Redmond-Prineville: New graveled road entire distance.

Prineville-Forest Boundary: Very rough where under construction; 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.

Sherman Highway.

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

Baker-Cornucopia Highway.

No detours and general condition is fair.

Baker-Unity Highway.

Road over mountain open and fair throughout.

Shaniko-Mitchell Highway.

Fair in general, with a few rough places.

Ashland-Klamath Falls Highway.

Either via Topsy grade and Ager or the Green Springs mountain road; both rough and dusty, many rocks exposed.

Klamath Falls-Lakeview Highway.

Klamath Falls-five miles east of Olene: Newly macadamized.

Five miles east of Olene-Dairy: Being graded and macadamized and rough in places, with no detours.

Dairy-Lakeview: Good.

Lakeview-Lapine Highway.

(From Bend): Good to Millican or Lapine.

Millican and Lapine-Silver Lake: Millican-Silver Lake, on the Bend-Burns highway, rough; Lapine-Silver Lake, on The Dalles-California highway, rough.

Silver Lake-Chandler's station (through Paisley): Good.

Chandler's station-Lakeview: Under construction.

(Traffic is advised to take the hill road between Paisley and Lakeview in order to avoid construction work on main highway.)

Lakeview-Burns Highway.

Via Lake Abert: Some construction work under way between Lakeview and Chandler's station; Chandler's station to head of Lake Abert, smooth; for about 25 miles along the shore of Lake Abert the road is rough and rocky; after leaving Lake Abert it is fair to Alkali; between Alkali and Butte the road is alternately rough and smooth; road from Butte to Gap ranch and beyond to Sage Hen hill is in good condition for this season of the year; under construction from Sage Hen hill to Burns and consequently rough in spots, but no detours.

(Recently the stage driver lost 8½ pounds of tacks—approximately 24,000—between Gap ranch and Burns, and tack inspection is therefore the chief sport in Burns at this time. One man found 32 tacks in his tires after making this trip. It is almost impossible for a car to go over this road without getting a puncture.)

Klamath Falls-Crater Lake Highway.

Now open and in good condition with exception of the last four miles before reaching the lake, which is a little muddy. Take the west side of Upper Klamath lake.

Klamath Falls-Weed, Cal.

Very good for this time of year; county has maintenance crew at work and consequently the road has a much smoother surface than in previous years.

AUTO OF FUTURE IS PICTURED

Motor Land Tells Some of Essentials of Permanent Car.

What will be the automobile of the future? How will it evolve? An automobile Darwin is needed to point out the road it is traveling, but Motor Land, a monthly magazine of the California State Automobile association, outlines what the car of the future must have:

Stabilized and good-looking design, so that it will be in style during its life of 100,000 miles and upward.

More power, easy riding, more economical, no rattles or squeaks, single lever control on steering wheel, highly improved storage battery.

The suggestion is made that springs will be eliminated and buoyancy secured through the medium of an improved tire.

No repairs and no attention for the first 50,000 miles except supplying oil and gasoline.

Motor Land believes that the coming automobile may be operated by steam because of its tremendous power, acceleration and speed, freedom from vibration.

Teachers' Contest Announced.

In addition to the $5000 prize contest among grammar school pupils for the best essay on safety, the National Automobile Chamber of Commerce has just announced another contest for grammar school teachers. Three cash prizes will be awarded to the teachers who develop the best methods of teaching safety to their pupils. The first prize will be $500 cash and a trip to Washington, D. C. The second prize will be $300 in cash, and the third prize $200. Each contestant must submit an outline of a plan for a class-room lesson which will instruct children how accidents on the streets may be avoided.

To secure a license to operate a motor vehicle in Pennsylvania, a person must have "25 per cent of the normal vision" and "2 per cent or normal hearing."

Studebaker
ESTABLISHED 1852

Most Popular Six Cylinder Automobile

"If a man write a better book, preach a better sermon, or make a better mouse-trap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door."—Emerson.

Never in the history of the automobile business has the truth of this saying been proved so conclusively as in the SALES of Studebaker Cars in California, and over the ENTIRE COUNTRY, in the six months ending June 30, 1921. In California alone there were sold

3853 New Studebaker Automobiles!

The fact that this remarkable increase in SALES is made in a BUYERS' MARKET—when the most rigorous inspection and comparison of car-service is made by prospective buyers—is proof positive that Studebaker Cars offer the highest quality at fair prices.

Further proof are the registration figures of the California State Motor Vehicle Department, which show that

Studebaker Leads in Registration!

with but one exception, Ford. And when all the distributors had cars to deliver and the prospective buyer was in a position to get any car desired.

A comparison of registrations, January 1 to June 30, 1921, inclusive, show Studebaker enjoys a remarkable lead over all other makes, including four, sixes and eights, save the one mentioned.

Buy an IZZER
Not a "Wazzer"

Studebaker Six	3853
Dodge Four	3336
Chevrolet Four	3091
Buick Six	2733
Oldsmobile Four and Eight	1320
Overland	1098
Nash Six and Four	799
Chandler Six	602
Oakland	573
Cleveland Six	439
Hudson Six	375
Velie Six	331
Franklin Six	305
Paige Six	280
Haynes Six	252

(E. & O. E.)

No car listed where registrations are recorded shows sales of less than 250 cars for six months. Complete record of sales of all cars can be secured from the Auto List Company of Sacramento.

Buy an IZZER
Not a "Wazzer"

One person might make a mistake in selecting an Automobile, but not 3853

NEW STUDEBAKERS SOLD

In Chicago

	Cars
First 6 mos., 1921	1288
First 6 mos., 1920	574
Increase in 1921 over 1920	714
	124% Increase

In New York

	Cars
First 6 mos., 1921	1659
First 6 mos., 1920	655
Increase in 1921 over 1920	1004
	153% Increase

"This Is a Studebaker Year"

W. C. GARBE, Inc.
BROADWAY at BURNSIDE
Broadway 616

CONTINENTAL MOTOR PARTS STATION
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for other Standard Units—Transmission—Universal Joint—Front and Rear Axle, Drive Gears and Pinions, Piston Pins, Piston Rings, Cylinder Head Gaskets, etc., for all makes of cars.
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