

BRIDGE AT OREGON CITY TO BE CLOSED

Willamette Span to Go Out of Service Tomorrow.

NEW STRUCTURE RISES

Weekly Bulletin Issued by State Highway Department Tells Condition of Roads.

SALEM, Or., Jan. 21.—(Special.)—The Oregon City bridge will be closed January 23, for reconstruction, according to announcement made by the state highway department here today. As a result, west side traffic from Portland must cross the Willamette river at Sellwood ferry in South Portland or take the same side route through Milwaukie which is paved the entire distance. It was said today that the bridge will remain closed practically all of the present year.

The following bulletin issued by the highway department today indicates the condition of the roads in all sections of the state:

Oregon City-Canby-Salem—Paved. Salem-Jefferson-Albany—Paved. Albany-Corvallis-Junction City—Gravel. Albany to Corvallis. Pavement Corvallis to Eugene.

Eugene-Roseburg-Grants Pass-Medford-California line—Large proportion paved. Balance good macadam. The highway over the Siskiyou mountains is kept open throughout the winter by snow plows if necessary. One foot of snow at present.

Columbia River Highway.

Portland-Hood River—Paved entire distance but closed account snow and ice from Mt. Hood. Eagle creek and from Wyeth to Viento. When the Columbia river clears of ice a private ferry will resume operations between Viento and Bridal Veil, making one trip per day each way with a charge of \$3 for small cars, capacity about eight cars. Trip takes from four to five hours and when cold is very disagreeable.

Ferry schedule from Viento to Bridal Veil: Leaving Viento 8:45 A. M. Arriving Bridal Veil 12:15 P. M. Leaving Bridal Veil 12:30 P. M. Arriving Viento 5:00 P. M.

Coast Highway.

Astoria-Seaside-Tillamook—Open for travel.

West Side Pacific Highway.

Portland-McMinnville—Paved. McMinnville-Amity-Rickreall-Mogamouth-Independence—Open except bridge over Yamhill river between McMinnville and Rickreall, which is closed.

Oregon-Washington Highway.

Pendleton-Walla Walla—Open and paved; slippery due to ice and snow.

McMinnville-Tillamook Highway.

Portland-McMinnville-Sheridan—Paved. Sheridan-Williams-Grand Ronde-Hebo-Tillamook—Good macadam, some pavement, open throughout.

Old Oregon Trail.

Pendleton-Deadman's Pass—Open; macadamized.

Deadman's Pass-Hillard—Closed by snow.

Hillard-La Grande—Open, but very rough.

La Grande-Hot Lake—Pavement and macadam; good condition.

Hot Lake-Union—Macadam; highway closed for bridge construction, take foothill detour.

Union-Baker—Macadamized; one short detour at Tolocast over crossing, and two short detours around bridge construction near North Powder.

Baker-Nelson—Fair county road; some snow and ice; glow going; use chains.

Nelson-Huachuca—Macadam; good grade; detour 2 1/2 miles in length from Nelson's crossing to Wathatchy bridge to old road, which is very rough.

Detour of one-fourth mile at Jordan Creek, very rough; detour of one mile from Lino to Huntington overhead crossing, use old road, which is in fair condition; detour of half mile from Pope and Stanfield to Hunter ranch, use old road; detour of half mile from Pope and Stanfield to Hunter ranch, use old road; detour of half mile from Pope and Stanfield to Hunter ranch, use old road.

Huntington-Ontario—Fair county road to Old's Ferry, but very rough and ice and frozen ruts. Drivers cautioned to use chains on this trip from Old's Ferry to Weller keep on the Idaho side; Weller to Ontario, excellent macadam.

The Dalles-California Highway.

Note—See Sherman highway for alternate route to central Oregon.

The Dalles-Shaniko—Rough and about four inches of snow and ice, but passable when frozen, but with warm weather will soon become so muddy as to be nearly impassable.

Shaniko-Madras—Best route is via Antelope and Gateway. Rough but passable when frozen, but will become nearly impassable if warm weather and thaw comes.

Madras-Bend—Good macadam, open.

Bend-Alton Ranch—Cinder road in fair condition.

Alton Ranch-La Pine-Crescent—Fair condition; closed by snow at Bend creek between Crescent and Fort Klamath.

Fort Klamath-Klamath Falls—Open for travel; macadam. Klamath Falls to Lamm's mill.

Klamath Falls-Merrill-California state line—All macadamized and in good condition except three miles near Merrill. Where not surfaced the road is a little muddy, but passable. Slippery, use chains.

Ashland-Klamath Falls Highway.

Via Green Springs mountain, open at present time, but heavy snow or rain liable to close the road at any time. Cars may travel, however, between these towns by way of Ager, Klamath, Hot Springs and Topy grade, turning to the right at the summit of Topy grade and thence by way of Dorris, California to Klamath Falls. It will be very essential to have chains on car on this trip.

Lakeview-Burns Highway.

About six inches of snow with no thawing. Road in good shape.

Klamath Falls-Lakeview Highway.

About one inch of snow in the mountain.

New Top New Paint

MAKE CAR LOOK NEW

Let the Covey Motor Car Co., Washington at 21st, paint your car and re-cover your top at prices reduced to suit the times.

Farewell, Old Bus!

Farewell, Old Car, 'tis hard to part;
O'er many a road you've rattled us.
But now 'tis ruled that you must go—
Wife says we need a better bus.

Your joints are stiff, your tires are flat;
Your radiator's loose and leaky;
Your top holds water like a sieve;
Your steering rod and springs are squeaky.

Your carburetor's on the bum;
Your battery has lost its pep;
Your cylinders are badly worn;
Your whole ignition's out of step.

The paint is falling off in chunks;
You eat up gas with every mile;
Wife says she won't be seen in you,
For, worst of all, you're out of style.

So, farewell to you, Old Car, farewell;
O'er many a road you've rattled us.
But now 'tis ruled that you must go—
Wife says we need a better bus.

lains. Road open to cars at present. Information should be secured locally before attempting trip.

Lakeview-Bend Highway.

All good road with the exception of about one foot of snow near Port Rock, but this is easily passable. Stages continue to operate. Continuing snow will make it necessary to detour at Silver Lake and take high desert road to Millikan.

Central Oregon Highway.

Bend-Burns—On account of uncertain weather, passengers are advised not to attempt this trip without first having secured information locally.

Burns-Crane—Macadamized and in good condition.

Crane-Vale—Rough and slippery; use chains. Very poor road this time of year.

Vale-Ontario—Fair; chains are needed. Ontario-Nyasa—Macadamized.

Sherman Highway.

Columbia River Highway-Shaniko, via Fulton Canyon—Open and in fair condition when frozen. Follow detour signs to avoid new construction between Wasco and Moro. Will become almost impassable if warm weather and thaw comes.

Shaniko-Madras—Open via Antelope and Gateway; road in fair condition when frozen. Will soon become impassable if warm weather comes.

McKenzie Highway.

McKenzie Pass—Closed until spring.

Sisters-Redmond—Graveled road; open.

John Day River Highway.

Arlington-Clifton—Graveled road; difficult to travel when not frozen.

Clifton-Fossil—Macadamized and in good condition. Some snow.

Fossil-Butte Creek-Summit—Graveled and in good condition. Some snow.

Summit-Tillies (mouth of Service Creek)—Dirt road; in fair condition during freezing weather. Muddy and difficult to travel when not frozen.

Tillies-Spray—New road fair condition. Muddy when not frozen.

Spray-Davitt—Fair condition during freezing weather. Muddy and difficult to travel when not frozen.

Davitt-City—Graveled road in good condition.

Dayville-Cole's Bridge—In fair condition.

during freezing weather. Muddy and difficult to travel when not frozen.

Prairie-Prairie—Road closed to auto traffic on account of snow in mountain.

Vale-Jamieson—Macadamized.

Jamieson-Brugan—Fair.

Ochoco Highway.

Redmond-Prineville—Graveled road, good condition.

Prineville-Mitchell—Passable only during freezing weather.

Baker-Cornucopia Highway.

Baker-Halfway—Open; some snow on Sparta summit.

La Grande-Enterprise Highway.

La Grande-Island City—Paved.

Island City-Elgin—County road; some snow and ice, rough frozen subgrade; chains are needed. Bad drifts in places causing detour through fields.

Elgin-Minam—Macadam; from end of macadam to Minam, impassable on wallops hill grade.

Minam-Joseph—Excellent macadam with exception of eight-mile stretch between Lostine and Enterprise which is very rough; use chains.

Crater Lake Highway.

Medford-Troop—Open.

Shaniko-Mitchell Highway.

Closed to auto traffic on account of snow and mud.

Road Signal Code Proposed.

The adoption of a uniform three-color signal system on highways, as they are used on railroads, is gaining rapidly throughout the country, for the purpose of notifying motorists of various degrees of danger. Red lights and standards are put up to show first degree danger, such as railroad crossings, dead ends of roads and lift bridges. Yellow lights and markers show second degree danger at curves and grades. Green indicates moving or traffic danger, to be used at road intersections.

Watch your oiling system.

THE PSYCHOLOGY OF SALESMANSHIP.

SELL YOU A NEW CAR?



—From the Kansas City Star.

GMC
Sets the Pace
24th Year

See the Car You Have
Been Waiting For

The Little 8-cylinder Aristocrat
The New 4-cylinder Bearcat

AT THE SHOW

NEW STUDEBAKERS HERE

EIGHT BRAND NEW CARS ARE RUSHED HERE FOR SHOW.

Display This Year Will Be Under Charge of Studebaker Factory Branch.

Eight new models of Studebaker cars, including one or more each of the light six, special six and big six, will feature the Studebaker exhibit at the automobile show this week. It was announced by the Studebaker branch here yesterday. These cars, the very latest models from the factory, were rushed here for the occasion direct from the Studebaker plant and are being shown in Portland for the first time. They arrived late last week in a special shipment. The display at the show will be under the direct charge of the Portland factory branch of the Studebaker corporation. The following description of the new Studebaker cars has been furnished by Manager Leander of the Studebaker factory branch here:

"The big six is featured by a beautiful new style of body, designed and built in Studebaker shops, with heavy beaded edge, graceful cowl, larger and higher hood. Further enhancing its appearance are the new one-piece, clear-vision windshield with windshield wiper, massive headlight with improved deflecting and diffusing lenses, parking lights, which are located in the lower corners of the windshield, and are in design miniatures of the distinctive new headlights. The finely tailored top, with large plate glass window in rear, rounds out the impression of beauty and individuality.

"Mechanically the big six and the special six follow largely the same principles, although by reason of its 124-inch wheelbase and 40-horsepower 3 1/2 x 5 1/2-inch detachable-head motor, the big six is a larger and more powerful car. Instruments, including an 8-day clock, are attractively grouped on the dash. A further innovation is that the thief-proof, built-in transmission lock, ignition lock, and tool compartment lock are operated with the same key. The tool compartment is located in the left front door. As a further convenience, a tonneau extension light is a part of the regular equipment.

"The new light six, like the other two Studebaker models, has a distinctive, graceful body designed and built in Studebaker shops. Notable new refinements include cowl parking lamps, cowl ventilator controlled from the dash, windshield wiper and large plate glass window in rear of the smart Gypsy top. Of 112-inch wheelbase and with 40-horsepower 3 1/2 x 4 1/2-inch detachable-head motor, the new light six is noted for its freedom from vibration, smooth operation, economy and ease of handling. Perfect roadability and absence of side-sway are due to even distribution of weight. The exclusive Studebaker-designed and patented internal hot spot contributes to economy, while the inclined valve action aids in the free passage of gases to and from the cylinders. Vibration is reduced by the complex machining of the crankshaft and connecting rods.

"With the new light six, as with other Studebaker models, cord tires are standard equipment, and in general it may be added that in its construction use is made only of the highest quality alloy steels, castings, stampings, wood, leather, rubber and all other raw materials.

"The new Studebaker cars comprise a complete line with twelve open and enclosed body styles, including the light six touring car, three-passenger roadster, two-passenger coupe-roaster, and sedan; the special six touring car, two-passenger roadster, four-passenger coupe and sedan, and the big six seven-passenger touring car, four-passenger coupe, and seven-passenger sedan."

DRIVER JOINS RICKENBACKER

Ray McNamara With New Company as Experimental Engineer.

DETROIT, Mich., Jan. 21.—Ray McNamara, noted road engineer and automotive expert, known to America as "the man who has driven further than anybody else in the world," has joined the staff of the Rickenbacker Motor company as an experimental engineer.

This announcement was made this week by Captain E. V. Rickenbacker, vice-president of the Rickenbacker Motor company, coupled with the news that McNamara already has assumed his duties.

In addition to having crossed the continent in a motor vehicle no less than 12 times, and piling up a total road mileage now close to 1,000,000 miles, McNamara's fame has been enhanced by his newspaper articles, which have been read by millions of motorists from coast to coast under the heading "More Miles Per Car."

Rotary Garage Possible.

"In cases where the garage is so placed that installation of a turn table is impossible, it is possible to place the entire building on a big turn table and give it two doors, front

and back, so that after the car has been driven in the garage is swung around and the vehicle may be driven out in forward instead of backed out."

FLORIDA LAW WILL TAKE INTO ACCOUNT PREVIOUS LAW VIOLATIONS.

JACKSONVILLE, Fla., Jan. 21.—The motorist who persisted in violating the local traffic rules would suffer more than he who broke them infrequently if a novel plan invented by the police here to curb the "don't care" driver is put into effect.

Violators would be rated by means of punch marks on registration cards which motorists in Florida are required to carry with them. When a motorist aroused the ire of a traffic officer through failure to obey signals or by the cutting of corners, the officer would demand the driver's registration card and for each violation of the rules would punch it. Every motorist thus would carry his record with him and when haled into court the judge would examine the card and ascertain the number of times he had violated the law and been released with a reprimand from an officer. The hardened offender would get the limit, while the driver with a good record would be dealt with lightly.

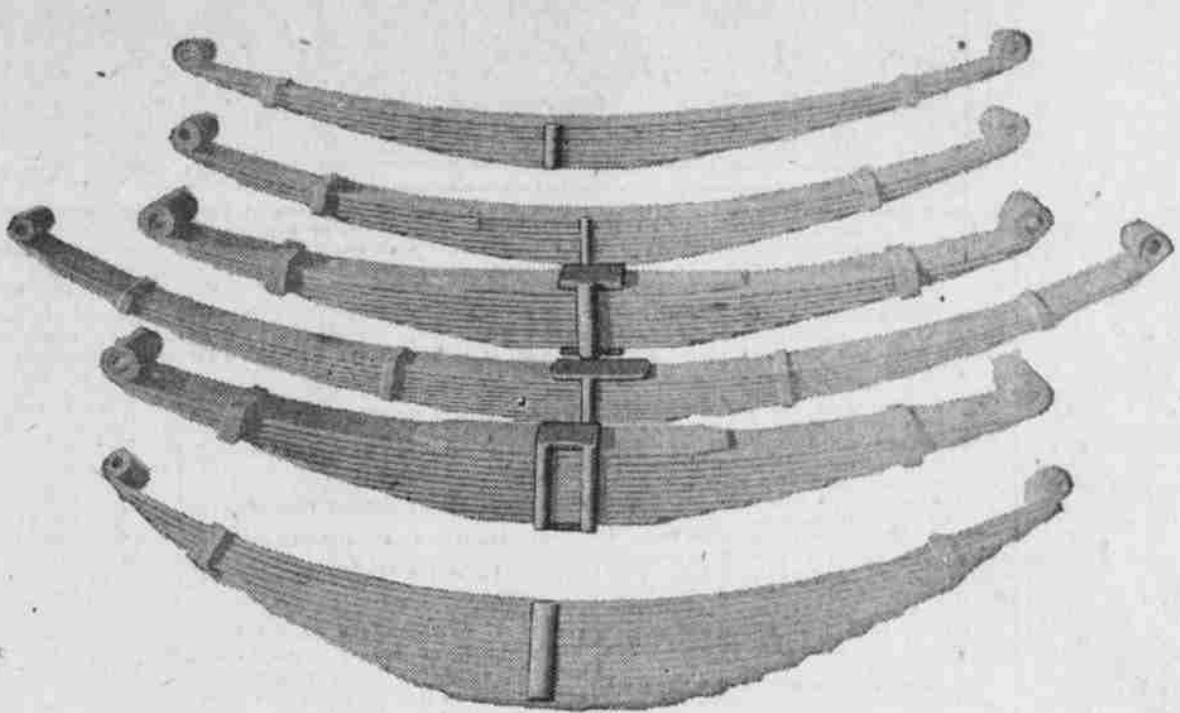
IDAHO WILL GET ROAD WORK

Extensive Programme Planned for Northern Part of State.

SPOKANE, Wash., Jan. 21.—More than \$1,500,000 worth of road work

LAHER'S Electric-Boltless

The Last Word in Springs



See Auto Show Exhibit

See Auto Show Exhibit

No Bolt—No Lugs—No Hump
No Slug

LAHER AUTO SPRING CO.

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Greatest Innovation Since Closed Cars Were Introduced

The Finer
DORT
A Certified Car
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A Dort Coupe
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more than the Roadster

A Dort Sedan
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more than the Touring Car

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