

HIGHER ROADS ARE BEGINNING TO OPEN

Mountain Sections Succumb to Advance of Summer.

WEEKLY REPORT IS OUT

State Highway Commission Bulletin Tells of Condition of Main Highways of State.

BALEM, May 20.—(Special).—But few changes are noted in the condition of main roads throughout the state, according to the weekly bulletin of the state highway commission, issued here today.

Pacific Highway. Portland-Oregon City—Williams river bridge at Oregon City closed for construction.

Oregon City-Canby-Salem—Paved except short gap at Fudding river bridge.

Seaside-Clatsop—Paved. Albany-Corvallis—Union City—Eugene—Gravel Albany to Corvallis. Pavement to Eugene.

Bugene-Drain—Practically all paved. Paving operations begun on 1/2 mile south of Drain.

Drain-Roseburg—Road open and paved. Roseburg-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Roseburg-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Medford-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

Grants Pass-Grants Pass—Medford-California Line—Large proportion paved; balance good macadam.

John Smith and His Car by Frederick Russell

IT WAS NOT the first day of spring that Smith set aside his initiation into the great clan of motorists, but there was the spirit of wanderlust in the air—and it was Saturday afternoon. I had agreed to accompany him on this gala event, so I found me waiting for him at the service station.

Very shortly the proud owner appeared, carrying the license plates under his arm. These he turned over to a mechanic with instructions to attach them to the car, and then began outlining to me where he intended driving that afternoon.

He had a habit, and suggested that it might be advisable to watch the mechanic and not be crossing bridges before he came to them.

If you want to know your car intimately, I said, "it is a good plan to keep your eyes and ears open whenever the car is in care of a mechanic. Thousands of motorists are content to trust anything to a mechanic; that is why they are up against it when they have trouble on the road."

So Smith let me do the swimming for him till we got where the streets were safer for the beginner. After we had pulled up before his house and after the family had all cast admiring glances at the new car, Smith and I went for a spin.

Clutch Let in Too Fast. So Smith let me do the swimming for him till we got where the streets were safer for the beginner. After we had pulled up before his house and after the family had all cast admiring glances at the new car, Smith and I went for a spin.

Next Sunday—Driving in Traffic. condition. Main road under construction from Astoria to Clatsop.

Clatsop-Fossil—Macadamized and in good condition. Fossil-Zenia Creek summit—Gravelled and in good condition.

Summit-Tilly's (mouth of Sarcis creek)—Dirt road in fair condition during dry weather, passable for light cars.

Spruce-Pine—Fair condition. Davyville-Cole's bridge—In fair condition but rough.

Cole's bridge-Prairie City—Gravelled road in good condition. Prairie City-Unity—Snow and mud; open.

Unity-Cow valley—Fair county road. Cow valley-Brogan—Excellent graded earth road.

Jamestown-Brogan—Excellent graded earth road. Ochocho Highway. Redmond-Prineville—Gravelled road.

Prineville-Mitchell—Passable. Three miles very rough; 28 miles gravel, good condition; balance fair.

FARMS CONVERTED INTO OIL FIELDS

Region Around Los Angeles Over Sea of Petroleum.

Gusher Field Developed.

The Montebello field, La Brea, Puente hills, Huntington beach, Signal hill, near Long Beach, and more recently the big gusher field at Santa Fe springs, which is said to be paying the owners of the property \$1000 to \$1500 a day in royalties, were brought in and big companies like the Standard and Associated Oil companies are still "wild-cating," whenever geological formations indicate that oil exists.

The drilling of an oil well is a rather expensive job. Experts will recommend that no company start drilling for oil in the average field with less than \$50,000 or \$75,000 of available cash on hand, and it is common knowledge that many wells have run as high as \$100,000 or more with an occasional job where special difficulties have been encountered that cost as high as \$150,000.

There are two accepted methods of drilling oil wells. One is by means of a derrick wooden derrick from 84 to 108 feet in height is used in which "swinging tools," the actual drilling operations being done by means of power obtained from a steam boiler and steam engine, although internal combustion engines have been used to some extent with a special reversing clutch and change speed attachment provided.

The other means of drilling is by a so-called "rotary" rig, in which water, under high pressure is used in the same manner as you might take a garden hose and insert the nozzle in the earth and force it down by "hydraulic" action the earth away from in front of the nozzle.

Bankhead and Lee Highway Runs Near U. S.-Mexico Boundary.

EL PASO, Tex., May 20.—Although the average automobile tourist has in mind the Santa Fe trail when considering the southern route to California, there is an alternative route still farther south that has been designated a primary route by the government.

The southernmost route is by way of the Bankhead and Lee highway, which parallels and at some points, touches the international boundary between the United States and Mexico.

The principal cities and towns on the highway from El Paso westward are Mesilla Park, Deming and Lordsburg, N. M.; Douglas, Ariz.; Bisbee, Tucson, Ajo, Sentinel, Wellton, Yuma, El Centro and San Diego.

A road from Mesilla Park to Socorro, N. M., connects this highway with the Santa Fe trail. The Bankhead and Lee route is open throughout the entire year.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

BUSES WILL USE RADIO

MUSIC WILL BE SERVED WITH RIDES IN CALIFORNIA.

Test Made at Sacramento With Help of Broadcasting Station and Outcome Is Awaited.

SAN FRANCISCO, May 20.—Bus lines in California will soon be serving you music with your rides.

Should tests which the California Transit company of Oakland, Cal., started this week, prove successful, many of the 85 White buses operated by this line will be equipped with radiophones to pick up daily radio concerts in the bay region.

W. E. Travis, president of the California Transit company, sent the first radio-equipped bus out on its regular run to Sacramento this week and in spite of the obstacles which confronted the test, enough information was obtained to warrant further experiments and to assure Travis that radio concerts would soon be a reality for his patrons.

With only a two-step radio shoot-wave receiving outfit and hand-capped by the necessity of operating with a low antenna, the bus was able to pick up San Francisco and Oakland concerts as far as Martinez. Then at Vacaville the Goult broadcasting station at Stockton was heard.

At Sacramento a test was made by special arrangement with the Holbrecht broadcasting station. It was found that by a sacrifice of speed the concert was as audible when the bus was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

At Stockton this was in motion as when it was standing at the curb. At Stockton this was in motion as when it was standing at the curb.

IDEAL BRANCHES PROJECTED

Future Ford Plants One Story With System of Conveyors.

DETROIT, May 20.—F. H. Low, superintendent of branches of the Ford Motor company, speaking at a convention of the Society of Industrial Engineers here, said that the company was working on an ideal layout for future branches, and that while present branches were from one to 12 stories high, all future branches would be flat as a pancake.

By adoption of a conveyor a mile and a quarter long, the Ford company, he said, had shortened the number of labor hours for assembling engines from six hours in 1913 to two hours and ten minutes. A conveyor installed last year had allowed the company to do away with 150 trucks previously used to move castings and forgings.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Obeys the motor cop. He is for your own protection.

Seaside, Oregon

The Playground of the Northwest

We, the business men of Seaside, extend a cordial invitation to the people of the world to visit our wonderland:

Surf Bathing

Mountain Climbing

Trout Fishing

Beautiful Hotels

Dancing

Modern Stores

Promenading

Attractive Cottages

Paved Streets

Clam Digging

Modern Schools

Public Library

Surf Fishing

Boating

Crab Fishing

Beautiful Drives

Auto Camp Grounds

Good Roads

Seaside is the most accessible beach in the Northwest, being served by auto bus, railway, steamship and hydroplane transportation. Those who wish to come by auto will find an excellent hard-surfaced road extending from Portland to our famous resort city.

PROMINENT TIRE MAN IS LEE REPRESENTATIVE ON COAST



T. H. Wilkinson, Lee Tire & Rubber company's new factory representative, is on the coast, having been manager of the San Francisco branch of the United States Rubber company for many years and his many friends will be glad to learn of his permanent return to the coast after an eastern trip. His headquarters will be in San Francisco.

1920 Studebaker Touring

Starting Price - \$1075 Today's Price - \$825 This car being reduced \$25.00 a day until sold. COVEY MOTOR CAR CO. Washington at 21st St.

According