

TOURIST TRAVEL TO BE HEAVY THIS YEAR

State Officials Predict the Greatest Summer Ever.

WEEKLY BULLETIN OUT

Road Conditions Throughout the State Described in Report of Highway Commission.

RALEM, Or., June 17.—(Special.)—Although the tourist from the east is at present seldom seen in Oregon, he is expected to make his appearance here during the latter part of June and, during July and August, Oregon camp grounds, it is believed, will be flooded with visitors whose homes lie east of the Rocky mountains. Officials here predict that travel over the Oregon highways is to be exceptionally heavy this summer.

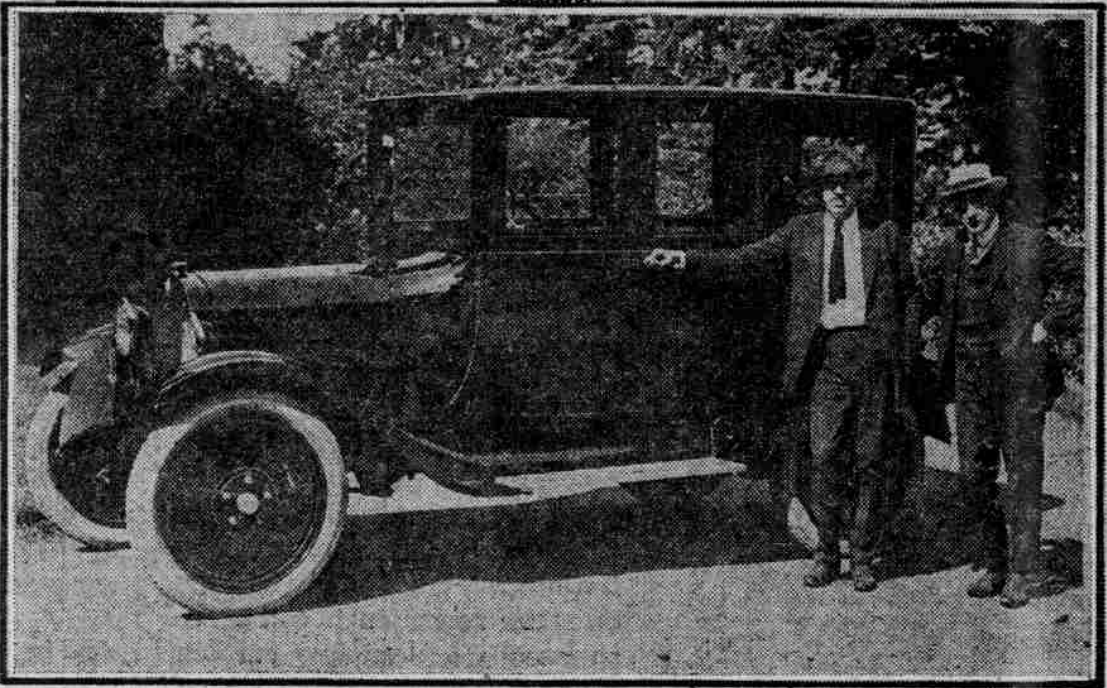
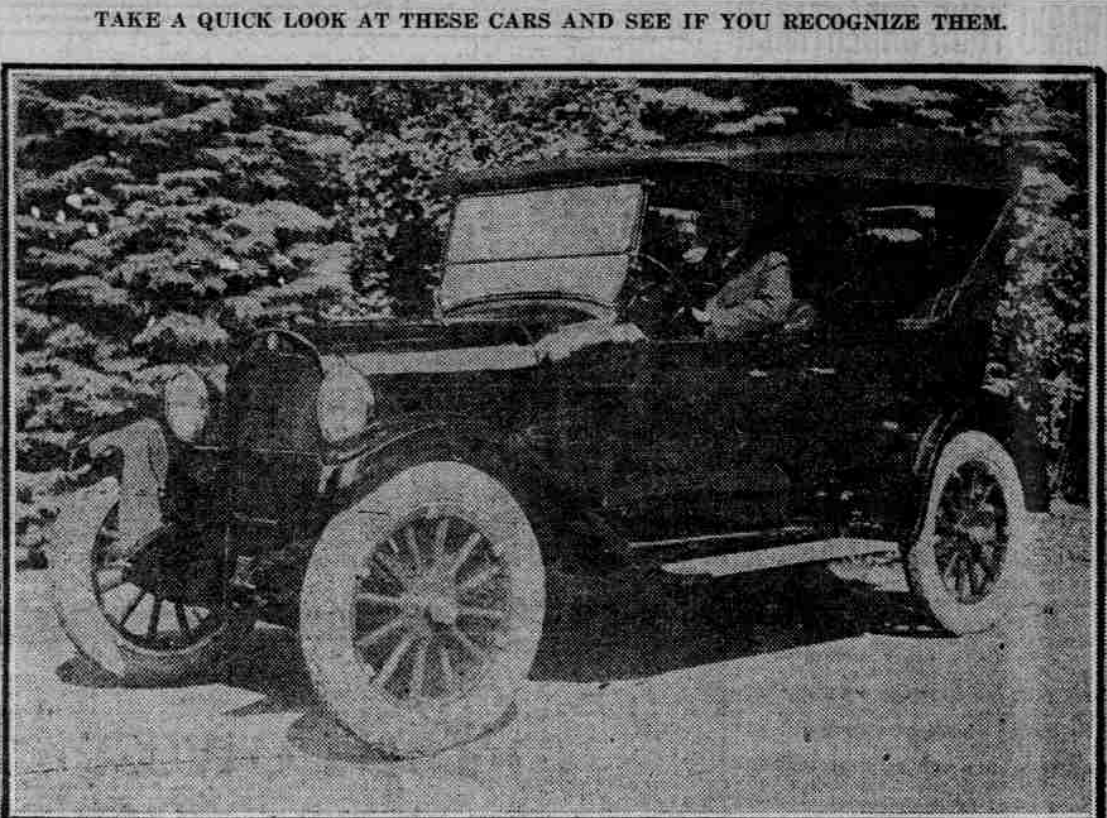
Roads in Oregon are at present in very good condition, according to the weekly report of the state highway department, which was made public yesterday. The complete report is as follows:

Pacific Highway. Portland-Oregon City-Willamette river bridge at Oregon City closed for construction. Traffic from Portland for Oregon City and points south should take east side route via Milwaukee or Eighty-second street, both of which are paved throughout. Traffic for Oswego and West Linn should take west side route, which is paved to Boston and gravelled from there to West Linn. Oregon City-Cady-Salem-Paved. Salem-Jefferson-Albany-Paved. Albany-Corvallis-Junction City-Eugene-Albany-Albany to Corvallis. Pavement to Eugene. Eugene-Drain-Paved most of the way. Short detour around new concrete pavement south of Goshen. Turn left on Cloverdale road for about 1900 feet, then south along a lane about 1000 feet, then to highway about three-quarters of a mile south of Goshen. Two short detours are necessary at Camas Swales; balance of highway to Drain is paved with the exception of a short section at Cottage Grove. Drain-Roseburg-Highway open and paved or macadamized to Wilbur. Detour from highway just south of Thurston via Garden Valley to Edenhower. Detour traveled throughout, but first five miles are narrow and require careful driving. Return to highway at Edenhower half mile north of Roseburg. Concrete paving operations now going on between Wilbur and Roseburg. Section between detour limits will not be open after working hours. Roseburg-Myrtle Creek-Paved. Myrtle Creek-Canyonville—Construction under way. Traffic detoured via Hiddie during working hours—7:30 A. M. to 5:30 P. M., except Sunday. Detour rough on south end. Canyonville-Galesville-Good macadam. Traffic cautioned to look out for construction crews. Galesville-Grove-Paved. Grove Creek-Sextons (South Hill)—Construction under way from Grove Creek to south foot of mountain. Traffic detoured over old road right and day. Good dirt road. Steep grade averaging 10 per cent. Sextons-Grants Pass-Paved. Grants Pass-Medford-Ashland-California state line—Paved.

West Side Highway. Portland-West Dayton-Paved. Traffic for McMinnville and points beyond will find an all-dayton route via Dayton and Three-Mile lane. Highway closed for construction from Lafayette to St. Joe. West Dayton-Lafayette-Gravelled and in good condition. St. Joseph-McMinnville-Paved. McMinnville-Whiteson-Closed for paving. Traffic for Whiteson and points south take North-Bend road leaving McMinnville via Whiteson and Joining highway at Whiteson or Amity. Whiteson-Amity-New highway closed. Take old road, gravelled and in fair condition. Amity-Holmes Gap-Paved except 4 mile mile near Holmes Gap, which is gravelled and mostly fair condition. Holmes Gap-Rickreall-Gravelled and mostly fair condition. Rickreall-Monomouth-Independence—Paved. Independence-Corvallis—Take road via Staver, gravelled to Benton county line; paved county line to Corvallis. Corvallis-Junction City-Eugene-Paved.

Columbia River Highway. Portland-Astoria-Paved except one mile through Rainier. Portland-Cascade Locks-Hood River-Medford-Paved. Medford-The Dalles-Paved, except two miles of macadam. Contractors are paving between Medford and Three-Mile. Traffic will be compelled to adhere to the following schedule in passing over the pavement: From 7:30 A. M. to 1:00 P. M.; open 12:00 P. M. to 1 P. M.; closed 1 P. M. to 4 P. M.; open after 4 P. M. A short detour has been provided around paving operations. It is open all hours for light traffic only. Detour to steel in places. Exercise care; careful driving is necessary. Detour over Seven-Mile Hill is also open. East-bound traffic over Seven-Mile Hill will detour at Medford and west-bound traffic will detour at The Dalles. Slow detour signs. The Dalles-Arlington-Umatilla-Pendleton-Macadamized entire distance and in good condition.

Old Oregon Trail. Pendleton-Dead Man's Pass—Excellent macadam. Dead Man's Pass-Hilgard—Rough mountain road. Lander-Hilgard-Traffic will be diverted over new standard grade on or about June 15. Hilgard-La Grande—New standard grade, rough in places. Kamela-La Grande—Under contract for macadamizing. La Grande-Hot Lake—Pavement and macadam; good condition. Hot Lake-Union-Open. Cross tracks just east of Hot Lake, detour marked to new highway. Union-Haines-Baker—Good macadam. Baker-Nelson—Fair county road. Under construction. Watch for caution and detour signs. Nelson-Huntington—New standard grade. The detours on this section are well marked, but care should be used as they are rough. Huntington-Weiser (via Olds Ferry)—Fair condition. Weiser-Ontario—Excellent macadam. Coast Highway-Clatsop and Tillamook Counties. Astoria-Seaside-Paved via Warrenton. Warrenton cut-off, 1 1/2 miles of good macadam, saves 1 1/2 miles of distance. Seaside-Milam—Gravelled or rockbed entire distance; under construction near Tillamook-Clatsop county line, passable and fair going. Tillamook-Wilson river—Gravelled; good condition. Wilson river-Tillamook-Paved. Tillamook-Beaver-Paved except three miles at Pleasant Valley, which is under construction. Detour via old road, gravelled and in fair condition. Beaver-Hebo—This section is under construction, but is open to travel. Condor bridge and cut-off also open. Hebo-Pacific City Junction-Gravelled, rough and narrow in places, but safely passable. Coast Highway-Cool and Curry Counties. North Bend-Marsfield-Coculle—Paved. Coculle-Bandon—Passable. Open and in good condition. Bandon-Port Orford-Gold Beach-Caiters line—Open and in good condition; automobile stages operating. Marsfield-Bandon (via Seven Devils road)—Open, but rough. Roseburg-Coos Bay Highway. Coquille-Myrtle Point—Open and in good condition. Myrtle Point-Roseburg—Open and in fair condition; several detours on account of construction between Camas Valley and Roseburg. Auto stages operating. Coos Bay wagon road open but very rough. Corvallis-Bidgett-Road rockbed and in good condition. Bidgett-Toledo—Earth road, passable



TWO OF THE NEW DODGE BROTHERS MODELS RECEIVED HERE LAST WEEK BY BRALEY, GRAHAM & CHILD. Dodge Brothers set the automobile world wondering again recently by announcing "conservative" changes. After a few days of suspense, in which the local Dodge Brothers organization was as much at sea as the rest of the world, the secret was disclosed by the arrival here of a shipment of the new cars.

but rough in places; being smoothed up as fast as possible. Medford-Medford and in good condition. Toledo-Newport—Excellent earth road. Jones Hill-Heppner—Excellent earth road. Gilliam county line-Heppner Junction-Fair, with many sharp curves; drive carefully. Ashland-Klamath Falls Highway. Green Springs route open. Road in fair condition. Medford-Ashland-Klamath Falls stage taking this route. Klamath Falls-Lakeview Highway. Klamath Falls-Dairy—Macadam; in good condition. Ry-Lakeview—Dry; fair dirt road. Beatty-Bly—Cars going through with difficulty. Bly-Lakeview—Bly to Drews Valley is rough but improved by dragging just recently. Cars should carry chains. Stage operating. Lakeview-Burns Highway. Fair condition. Bend-Lakeview Highway. Road is in fairly good condition except a stretch of some ten miles along west side of Summer lake, occasional mud holes. This stretch is now being repaired. Central Oregon Highway. Bend-Burns—Excellent county road. Burns-Crane—Macadamized and in good condition. Crane-Valle—Open but very rough. Car wheels and plenty of gasoline. Vale-Ontario—County road; fair condition. Ontario-Calico—1 mile macadam, remainder fair. Calico-Nyssa—Macadamized; good condition. Sherman Highway. Columbia River highway-Shaniko (via Fulton canyon)—Good condition Columbia River highway to Shaniko. To avoid new construction Wasco-Moro, turn south three miles west of Wasco and follow detour signs. Road also under construction between Moro and Grass Valley. Follow detour signs. Road from Shaniko to Antelope in good condition. Antelope-Madras—In good condition via Gateway. McKenzie Highway. Eugene-Bus river—Open and in good condition. McKenzie Pass—Open; few cars have gone through but going is very difficult. Sisters-Redmond—Fair condition. John Day Highway. Arlington-Condor—Take detour road via Rock creek, Mikkaale and Glen; dirt road, good condition; main road under construction from Arlington to Glen. Condor-Fossil—Macadamized and in good condition. Fossil-Butte Creek Summit—Gravelled and in good condition. Summit-Tilly's (mouth of Sarvice creek)—Dirt road in fair condition during dry weather; passable for light cars. Very rough. Service creek section is under construction, but road to Spray is via Winlock. Tilly's-Spray—New road, fair condition.

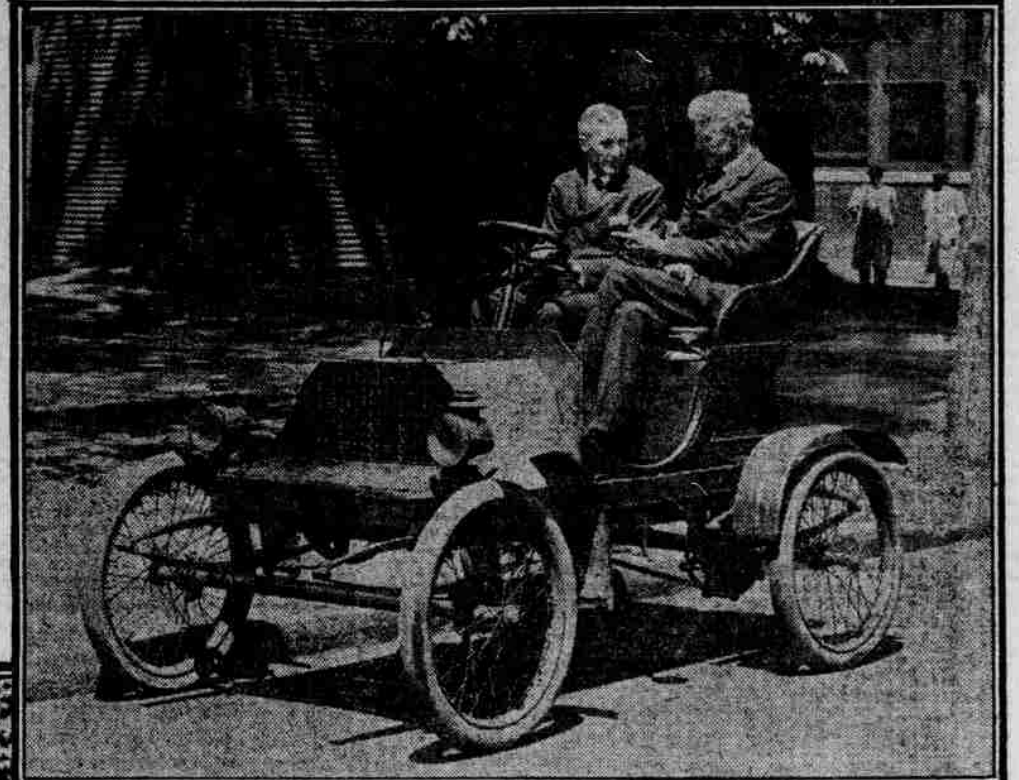
NEW GARDNER ROADSTER MAKES FIRST APPEARANCE IN PORTLAND.



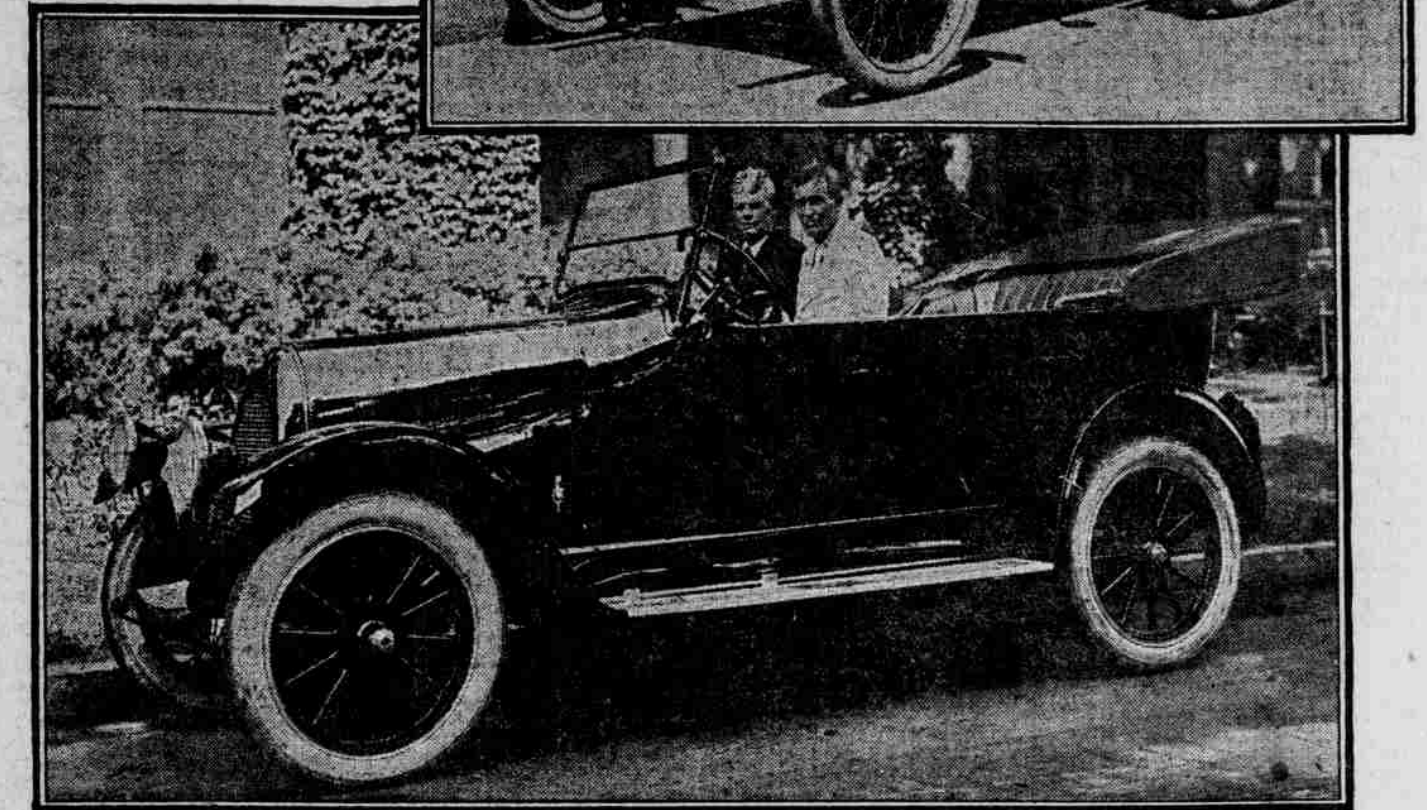
Attractive type of light car received by Mitchell, Lewis & Staver, Gardner, Mitchell and Jordan distributors. The car is designed particularly for salesmen and has a large carrying compartment. Due to the fact that the body building plant of the Gardner company used for turning out the roadster bodies was recently burned down, the local company has been unable to obtain the roadsters which it has wanted to meet the demand, it is stated. E. C. Probst of the sales force of Mitchell, Lewis & Staver is standing beside the car.

FRANKLIN

At Right—the first Franklin ever sold, as it looks today, 20 years later. Seated in it are S. G. Averell (left), its original purchaser, and John Wilkinson, its designer, now vice-president of the Franklin organization.



Below—the same men in the Franklin which Mr. Averell owns now.



Twenty years ago June 19, the first Franklin was sold—and to the owner of a water-cooled car.

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Walla Walla-Franklin Sales Co. Eugene-Franklin Motor Car Co. Medford-Meyer Auto Co.

NEW-TYPE BRAKE IS SHOWN

Spring Device in Brake Rod Line Said to Prevent Skidding. A new type of brake, the invention of Centralia men, was demonstrated in Portland Friday, and arrangements for manufacturing the brake may be made in Portland, according to those interested. The device consists of a spring attachment fastening upon the brake rod in such a way, it is claimed, as to equalize the braking power on both wheels, prevent skidding of wheels and to make handling the brake much easier. John W. Armstrong and John Connell of Centralia, both railroad men, are the inventors of the device, while E. A. Ellis, 210 East Seventh street, Portland, has taken the general sales agency for Oregon, Washington, Idaho and California. No change is made in the brake equipment itself in installing the device, but the springs are fastened within the brake rod line, the brake rod being shortened so that the spring may be inserted. The spring thus imparts a flexible element to the brake rod, so that when the brake lever is pulled back there is a certain resiliency to the pressure. This is claimed to equalize the pressure on the rear wheels and to automatically prevent skidding and to allow the wheels to exert their greater braking pressure. The device may also be used on railway cars and street cars. It is stated.

ROAD CONSTRUCTION IN PANAMA.

Something over \$1,000,000 has already been expended on hard surface road construction in the republic of Panama and more than \$1,500,000 is still available for continuation of the work, according to a recent report of the chief engineer of roads. The work is proceeding under two contracts at the rate of \$250,000 per month and 68 kilometers have already been completed while preliminary work has been finished on 63.5 kilometers, says Consul Orr, Panama, in a report to the automotive division of the department of commerce. Holland Favors American Cars. Seventy-five per cent of the automobiles sold at the recently concluded 13th annual exhibition of motor vehicles held in Amsterdam, Holland, were of American make, the department of commerce reports. About 150 cars were shown, representing 42 makes. The United States led with 15 name plates, France followed with 12, Germany with 11, Great Britain with two and the Netherlands with one. That the biggest percentage of sales were of American cars is attributed to low prices. It was found that automobiles from the other countries were priced about 100 per cent higher.

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