CRATER LAKE ROAD TO BE OPEN SOON

National Park Began 1922 Season on Saturday.

ROAD REPORT IS ISSUED

Highway Conditions in All Parts of State Told in Bulletin of Highway Commission.

SALEM, Or., July 1.—(Special.)—Completion of the paving work on the Columbia river highway at Rowena was the outstanding feature of road development during the past week in the state. The Columbia river highway is now completed its entire length from Pendleton to Astoria and no further detours are necessary. Another interesting development of the week was the further opening of the Crater-lake road. The road is now passable to within a mile of the rim of the lake and this section is expected to be opened early in the coming week. Crater Lake national park officially opened its 1922 season today.

The weekly bulletin of the state highway commission telling conditions on the main roads of the state 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 Milwaukie 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 Bolton and graveled from there to West Linn.

Oregon City-Canby-Salem—Paved.

Salem-Jefferson-Albany—Paved.

Albany-Corvallis-Junction City-Eugene—Gravel 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 1500 feet, then south along a lane about 1000 feet, returning to highway about three-quarters of a mile south of Goshen. Two short detours are necessary at Camas Swale; balance of highway to Drain is paved with the exception of a short section at Cottage Grove.

Drain-Yoncalla—Paving work under way. Road is open but traffic will be held up for short periods between loads while hot-stuff is being dumped, raked and rolled. Traffic is cautioned to use great care to avoid interfering with the contractor's trucking operations.

Yoncalla-Wilbur-Roseburg — Macadam 3.6 miles, balance to Wilbur paved. Detour from highway just south of Wilbur via Garden Valley to Edenbower. Detour graveled throughout but first five miles are narrow and requires careful driving. Return to highway at Edenbower 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 Riddle 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. Detour over two miles at south end. Follow detour signs.

Galesville-Grave Creek—Paved.

Grave Creek-Sexton's (Smith Hill)—Construction under way from Grave Creek to south foot of mountain. Traffic detoured over old road night 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 west will find an all-paved route via Dayton and Three-Mile lane. Traffic for points south of McMinnville go via Dayton to the paved wye, thence south via county road to Whiteson and Amity. County road rough and dusty. Highway closed for construction from West Dayton to St. Joe.

West Dayton-Lafayette—Graveled and in good condition.

St. Joseph-McMinnville—Paved.

McMinnville-Whiteson—Closed for paving. Traffic for Whiteson and points south take Booth-Bend road leaving McMinnville via Grant street, rejoining highway at Whiteson or Amity.

Whiteson-Amity—New highway closed. Take old road, graveled and in fair condition.

Amity-Holmes Gap—Paved except ¾ mile near Holmes Gap, which is graveled.

Holmes Gap-Rickreall—Graveled and mostly fair condition.

Rickreall - Monmouth - Independence—Paved.

Independence-Corvallis—Take road via Suver; graveled 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, which is graveled but rough.

Portland-Cascade Locks-Hood River-Mosier-The Dalles—Paved.

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.

Kamela-La Grande — New standard grade, rough in places, under contract for macadam, cautious driving necessary. One short detour at Hilgard. Follow detour signs.

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

Hot Lake-Union—Open. Cross tracks just east of Hot Lake, detour marked to main highway.

Union-Haines-Baker—Good macadam.

Baker-Nelson — Fair county road. Under construction. Watch for caution and detour signs.

Nelson-Huntington — New standard grade. Under contract for macadam. Drive with care.

Huntington-Weiser—New grade, open and in good condition.

Huntington-Weiser (via Olds Ferry)—Fair condition.

Weiser-Ontario—Excellent macadam.

Coast Highway-Clatsop and Tillamook Counties.

Astoria-Miles Crossing—Paved.

Miles Crossing-Skipanon — Under construction. Closed to traffic 8 A. M. to 10 A. M., open 10 A. M. to 10:15 A. M., closed 10:15 A. M. to 12 noon; open 12 noon to 1 P. M., closed 1 P. M. to 3 P. M., open 3 P. M. to 3:15 P. M., closed 3:15 P. M. to 5 P. M., open after 5 P. M. Traffic for Seaside not wishing to wait for an open period may take country road via Melville, which is open at all hours and is in fair condition except after rains.

Skipanon-Seaside—Paved.

Seaside-Canon Beach Junction—Graveled, fair condition.

Canon Beach Junction-Hamlet Junction—Narrow, crooked road; graveled and safely passable with careful driving.

Hamlet Junction-Mohler—Under construction subject to slight delays and temporary detours; all safely passable.

Mohler-Miami—Follow county road; graveled and in fair condition.

Miami-Wilson River—Graveled; good condition.

Wilson River-Tillamook—Paved.

Tillamook-Beaver—Paved except three miles at Pleasant Valley which is graveled and in fair condition. Macadam in fair condition.

Hebo-Nestucca River—Graveled; rough and narrow in places but safely passable.

Nestucca River-Neskowin—Under construction, subject to short delays and temporary detours.

Coast Highway-Coos and Curry Counties.

Lakeside-North Bend—Sandy part way but passable throughout. New ferry operating at North Bend.

North Bend - Marshfield - Coquille — Paved.

Coquille-Bandon—Dirt road; crooked but in fair condition.

Marshfield-Bandon (via Seven Devils route)—Mountain road in fair condition.

Bandon-Denmark-Sixes River—Gravel road in good condition.

Sixes River-Elk River—Road in fair condition; some steep grades.

Elk River-Port Orford-Brush Creek—Good gravel road.

Brush Creek-Lindville Hill-Arizona Inn—Under construction; drive carefully.

Arizona Inn-Gold Beach-Brookings—Mountain road in good condition; grades are steep and roadbed narrow; drive carefully.

Brookings-California state line—Good gravel road.

Roseburg-Coos Bay Highway.

Coquille-Myrtle Point—Open and in good condition.

Myrtle Point-Roseburg—Open and in fair condition. Under contract for rocking from Pacific highway to Coquille. Public is cautioned to drive carefully around construction. Two detours are necessary, one at Camas valley, in good condition; other at Windy Point, narrow and steep, but easily passable.

Side Highway at St. Joseph—Paved throughout.

Corvallis-Newport Highway.

Corvallis-Blodgett—Road rocked and in good condition.

Blodgett-Toledo—Earth road, passable but rough in places; being smoothed up as fast as possible.

Toledo-Newport—Macadamized and in good condition.

Willamette Valley-Florence Highway.

Open and passable to Blachly by both Low Pass and High Pass routes. Low Pass route is rocked to Goldson post-office. Earth road from Goldson to Blachly in good condition.

McMinnville-Tillamook Highway.

McMinnville-Sheridan—Paved.

Summit-Dolph — Under construction; rough and slow going in places.

Dolph-Hebo—Good macadam.

Sheridan-Summit—Good macadam except short stretch at north Yamhill river, which is rough and slow going.

Hebo-Tillamook—Macadam and pavement. (See Coast highway.)

Tualatin Valley Highway.

Portland-Forest Grove-Junction West Side Highway at St. Joseph—Paved throughout.

Mt. Hood Loop Highway.

Portland-Sandy—Take Powell Valley road which is paved to Gresham; graveled and in good condition to Cottrell; thence via Bluff road; graveled, fair condition.

Sandy-Salmon river—Highway passable when dry, but very rough; impassable after rains. Detour via Marmot road, which is mostly planked and in fair condition; all safely passable.

Salmon River-Zig Zag—Unsurfaced, but sand and gravel soil and safely passable.

Zig-Zag-Government Camp—Excellent earth road. Government camp open.

Hood River-Parkdale—Good macadam road.

Parkdale-Mt. Hood Lodge—Two miles good macadam. Balance good earth road. Mt. Hood Lodge open.

The Dalles-California Highway.

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

The Dalles-Shaniko (by way of Maupin and Bakeoven)—In fair condition. Rough and dusty between The Dalles and Maupin.

Shaniko-Madras—Best route is via Antelope and Gateway. Between Shaniko and Antelope new macadam in good condition. Antelope to Madras in good condition.

Madras-Bend—Good macadam road. Trail crossing is a little rough.

Bend-Allen ranch—Cinder and gravel surface, in good condition.

Allen ranch-Fort Klamath—Dirt road, in fair condition, few rough spots.

Fort Klamath-Lamm's mill—Dirt road with light grades and in good condition.

Lamb's mill-Klamath Falls — Macadamized and in good condition; light cars are making through trips from Bend to Klamath Falls in 6 hours.

Klamath Falls-California state line—All macadamized with exception of 2½ miles near Merrill, and in good condition. Some construction work going on, watch for barricades and red lights.

Oregon-Washington Highway.

Pendleton-Washington State Line—Paved and open; drive slow at caution signs where maintenance work is in progress.

Pendleton-Pilot Rock—Five miles good earth road; 10 miles of macadam.

Pilot Rock-Vinson — New standard grade, under contract for macadam.

Vinson-Butter creek-Jones hill—Good country road.

Jones hill-Heppner — Excellent earth road.

Heppner-Gilliam county line—80 per cent macadamized; all in very good condition.

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.

Dairy-Beatty—County road, dry and sandy. Through cars will make better time by taking route via Bonanza.

Beatty-Lakeview—Fair dirt road.

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-Vale—Open but very rough. Carry water and plenty of gasoline.

Vale-Ontario—County road; fair condition.

Ontario-Cairo—1 mile macadam, remainder fair.

Cairo - 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-Blue river—Open and in good condition.

McKenzie Pass—Closed on account of snow. Will probably not be open for auto traffic until middle of July.

Sisters-Redmond—Open and in good condition.

John Day Highway.

Arlington-Condon—Take detour road via Rock creek, Mikkalo and Clem; dirt road, good condition; main road under construction from Arlington to Olex.

Condon-Fossil—Macadamized and in good condition.

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

Summit-Tilley's (mouth of Sarvice creek)—Dirt road in fair condition during dry weather; passable for light cars. Very rough. Sarvice creek section is under construction; best road to Spray is via Winlock.

Tilley's-Spray—New road, fair condition.

Spray-Dayville—Good condition.

Dayville-Cole's bridge—In fair condition but rough.

Cole's bridge-Prairie City—Graveled road in good condition.

Prairie City-Unity—Mountain road; open.

Unity-Cow valley—Fair county road.

Cow valley-Brogan—Excellent graded earth road.

Vale-Jamieson — Macadamized, good condition.

Jamieson - Brogan — Excellent earth road, under contract for macadamizing.

Ochoco Highway.

Redmond-Prineville — Graveled road; good condition.

Prineville - Beaver Ranger Station - Mitchell — Passable. Prineville-Wheeler county line in good condition to Beaver Ranger station under repair. Beaver-Ranger station to Mitchell fair dirt road, dangerous for night travel account of washouts and detours.

Crater Lake Highway.

Road is open to within one mile of Crater Lake from Medford on the Pacific highway and Fort Klamath on The Dalles-California highway. It is expected to have the road open to the lake shortly after July 1, which is the official opening date of Crater Lake Lodge.

Shaniko-Mitchell Highway.

Passable for auto traffic, but rough on account of washouts.

La Grande-Joseph Highway.

La Grande-Island City—Paved.

Island City-Elgin—County road in fair condition.

Elgin-Minam—First nine miles macadam. From end of macadam to Minam in fair condition.

Minam-Joseph—Macadamized with exception of eight-mile stretch between Lostine and Enterprise. This strip is rough and narrow in places, but safely passable.

Coast Highway—Coos and Curry Counties.

North Bend - Marshfield - Coquille — Paved.

Coquille-Bandon—Passable. Open and in good condition.

Bandon-Port Orford-Gold Beach-California line—Open and in good condition; automobile stages operating.

Marshfield-Bandon (via Seven Devils route)—Open but rough.

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.

Side Highway at St. Joseph—Paved except short gaps at Scoggins creek and Tualatin river bridges.

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.

McKenzie Pass—Open; few cars have gone through but going is very difficult.

Sisters-Redmond—Fair condition.

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

Crater Lake Highway.

Medford-Prospect—Open for 18 miles above Prospect.

Shaniko-Mitchell Highway.

Closed to auto traffic on account of cloud burst. Rough and muddy.

Crooked River Highway.

Prineville-Bear Creek — Twenty-two miles; fair condition.

Bear Creek-Shorty Davis Ranch—Ten miles; good condition.

Shorty Davis Ranch-Paulina—Thirty-five miles; fair condition.

Paulina-Burns—Passable; fair condition. Road is bad at Brown ranch and Buck mountain.

Grants Pass-Crescent City Highway.

Grants Pass-Waldo—Good smooth road.

Waldo-Monument—Rough, but dry

Monument-Crescent City—Good. (Oregon mountain).

Bend-Sisters Highway.

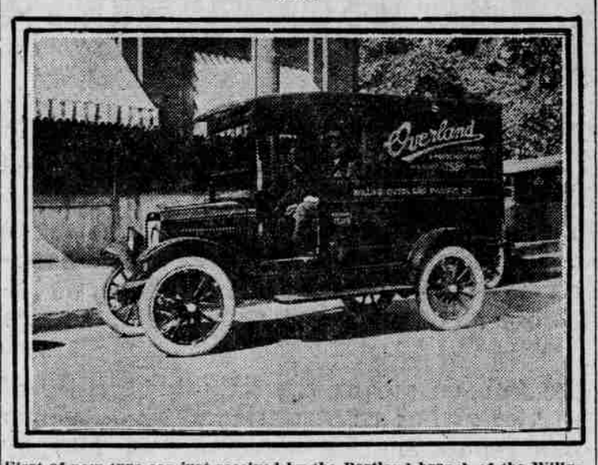
Open and in fair condition; some detours necessary around construction.

School for Highway Inspectors.

North Carolina, in carrying out its $50,000,000 highway programme, has introduced a departure that promises to set a swift pace for other states to follow. As a means of qualifying its inspectors, the North Carolina state highway commission, through its division of tests and investigations, has established a short course in laboratory and plant instruction. The course is necessarily a short one and consists of taking the men into the laboratory for about a week to learn the different tests of the materials used and to attend lectures by the supervisors. After the laboratory and lecture courses are over the men are taken to the plant for instruction in the duties of the plant inspector and then on the road for instruction regarding the construction methods to be used.

Read the state road report.

HERE'S JOHN N. WILLYS' LATEST, THE OVERLAND DELIVERY CAR.



First of new type car just received by the Portland branch of the Willys-Overland Pacific company. This is the latest offering of the Willys-Overland to the business world, a light delivery car designed for commercial work. The equipment includes the motor mounted on the chassis, the bodies being built to fit particular needs. The body on the delivery car in the photo was built in Portland.

TIRE MACHINERY COMING

EQUIPMENT IS PURCHASED FOR COLUMBIA PLANT.

More Than $100,000 Is Expended to Start Kenton Factory of Local Company.

Machinery and equipment valued at more than $100,000 will be shipped immediately from eastern centers of the automobile tire industry to the new plant of the Columbia Tire corporation at Kenton, according to R. A. Wurzburg, president of the company, who returned Thursday from a month's purchasing trip to New York, Philadelphia, Akron and other eastern cities. Mr. Wurzburg was accompanied by Lewis Wyman, treasurer and purchasing director of the corporation.

In addition to the machinery purchased in the east, a large amount of equipment will be secured from Portland firms, Mr. Wurzburg stated, and total cost of the plant will be about $150,000. The officials were able to buy machinery specially designed for the manufacture of high-grade tires at about half the cost of similar eequipment one year ago and had the further advantage of paying cash for their purchases, which affected an additional saving in money to the company.

Among the machines purchased are three vulcanizers, weighing 39,000 pounds each. These machines are 30 feet in height and have diameters ranging from 48 to 54 inches. They are used for curing tires under a pressure of 1100 pounds to the square inch. A machine for washing rubber weighs 28,000 pounds. There are 50 molds, some of which weigh a ton or more each, and other equipment is proportionately heavy.

Business conditions in the east are improving and business men generally are optimistic, Mr. Wurzburg stated, but conditions are far from normal and much less favorable than on the Pacific coast. The big tire companies of Akron and other eastern centers are working at about 85 per cent of capacity and are gradually increasing their output to meet an increasing demand, stimulated materially by a steadily increasing output of automobiles.

The Columbia Tire corporation's plant will be the first one in the United States to be equipped throughout since the decline of prices for machinery. The plant will be installed in a two-story fireproof factory building 80 by 350 feet in dimensions, now under construction on an eight-acre site adjacent to O.-W. R. & N. tracakge near Kenton.

The building will cost, including the site, about $100,000. It will be completed September 1 and the plant will be in operation October 1, with about 300 people on its payrolls, it is announced.

ARKANSAS ROAD COMPLETED

New 150-Mile Highway Pronounced One of Best in South.

The Arkansas-Louisiana highway, pronounced one of the finest roads in the south, is now completed, according to information received from the state highway department of Arkansas. The entire system is now open to traffic.

The road is 153 miles long. It cost approximately $3,500,000 and was three years and six months in course of construction. A total of 114 miles of the road is asphalt surfaced, while 11 miles are macadamized and 28 miles graveled.

In Arkansas the road traverses Lincoln, Drew, Desha, Chicot and Ashley counties. One branch of the road extends from Grady through McGehee, Lake Village and Eudora to the Louisiana line. The western branch of the road connects at the Louisiana line with the road to Monroe.

Traffic laws protect all.

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Says- "I kept my Buick until better cars were built, Then I bought another—"

BUICK

Los Angeles, California,
April 27, 1922

Mr. Jimmie Murphy,
Los Angeles Speedway,
Los Angeles, Calif.

Dear Jimmie:

I read in the papers the other day your reason "Why I Bought a Buick." Great stuff, Jimmie. But let me tell you why I still own a Buick.

You see a good many of my stories have been about the famous records of the old roaring road—the days before concrete paving eliminated all the real hardships, danger and romance. So, when I purchased a car three years ago I naturally bought a Buick, the car that had held most of the inter-city records when the business of record-getting was a regular he-car job.

The old Buick and I have traveled over thirty-five thousand miles, fought some terrible roads when the need of story material drove us off the beaten paths, but we've never had a quarrel because the Buick has never failed me. And in all those long thirty-five thousand miles my repair bill for broken and worn parts has been just one dollar and twenty-five cents. And the old car will still hop up both sides of Laurel Canyon in high.

Is it any wonder, Jimmie, that I kept my Buick until better cars were built—then bought another Buick?

(Signed) Byron Morgan.

NOTE: Mr. Morgan has just ordered a new 1922 Buick—the greatest Buick ever built!

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