

PACIFIC HIGHWAY IS PROGRESSING

Paving of Remaining Gaps
Going Ahead Rapidly.

ROAD BULLETIN ISSUED

Condition of Main State Thoroughfares Described in Highway Commission Report.

SALEM, Or., July 29.—(Special.)—Because of construction work on the Pacific highway between Roseburg and Wilbur, detours have been provided by the state highway department, and the dangers heretofore confronting travelers have been eliminated.

Southbound traffic, according to announcement made by the highway department, must detour east from the highway to Corvallis, 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 east side route, which is paved to Bolton and gravelled from there to West Linn.

Paving operations are in progress on the Pacific highway between Myrtle Creek and Canyonville, but the road is open to traffic with the exception of short intervals during the day.

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

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 east side route, which is paved to Bolton and gravelled from there to West Linn.

Oregon City-Corvallis—Paved. Albany-Corvallis—Paved. Eugene-Drain—Paved with the exception of a short section at Cottage Grove which is under construction. Detour at Cottage Grove under Main street bridge, go east to Sixth street, thence south on Sixth street to Quincy street; thence west on Quincy street to Fifth street, which is the newly paved Pacific highway; thence south over new pavement and new steel bridge.

Drain-Wilbur—Paving work under way south of Yoncalla. Road is open but traffic will be held up for short periods between leads 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. Highway is paved from a point two and one-half miles south of Yoncalla to Wilbur.

Wilbur-Roseburg—Two detours are provided around construction between Wilbur and Roseburg on account of danger of two-way traffic on narrow grades. Southbound traffic must detour east from highway just south of Wilbur via Garden Valley to Roseburg, one-half mile north of Roseburg. Detour gravelled most of way; first five miles gravelled and require careful driving. Northbound traffic must detour west from Eden-bower over the Empress road, thence to the highway at Sutherland. This northbound detour is 20.3 miles long. All detours are well signed and easy to follow. Section between Wilbur and Roseburg will not be opened after working hours on account of concrete paving operations.

Roseburg-Myrtle Creek—Paving work under way; road open but traffic will be held up for short periods while hot-stuff is being dumped. 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—Good macadam. 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.

Sexton-Grants Pass—Paved. Grants Pass-Medford—Ashland-California state line—Paved.

West Side Highway.

Portland-West Dayton—Paved. West Dayton-Lafayette—Road closed on account of concrete paving operations. Traffic for McMinnville and points west will find an all-paved route from West Dayton to McMinnville via Dayton and Three Mile lane. Traffic for points south of McMinnville, take paved route via Dayton to McMinnville, thence south via county road to Whitestone and Amity. This county road is rough and dusty, but passable. Lafayette-McMinnville—White-oak paved.

Whitstone-Amity—New highway closed. Take old road, gravelled and in fair condition. Amity-Holmes Gap—Paved except 3/4 mile near Holmes Gap, which is gravelled. Holmes Gap—Gravelled and in fair condition. Rickreall-Corvallis—Take road via River; 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, which is gravelled but rough. Portland-Cascade Locks-Hood River-Moisture-The Dalles—Paved. The Dalles-Astoria-Battle-Fishermen-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, macadamized. 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-Hayden-Baker—Good macadam. Detour at Telocan; overlook, follow detour signs. 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. Under contract for macadamizing. Huntington-Weiser (via Olds Ferry)—Fair condition. Weiser-Idaho—Excellent macadam.

Salem-Dallas Highway.

Salem-Brunks Corner—Greenwood road—Paved. Greenwood road—Rickreall—Paving work under way. Road closed from 8 A. M. to 3 P. M. on Tuesday, closed from 8 A. M. to 3 P. M. on Wednesday, closed from 8 A. M. to 3 P. M. on Thursday, closed from 8 A. M. to 3 P. M. on Friday, closed from 8 A. M. to 3 P. M. on Saturday, closed from 8 A. M. to 3 P. M. on Sunday. Traffic for Seaside not waiting to wait for an open period may take country road via Milville, which is open at all hours and is in fair condition except after rains. Seaside-Seaside—Paved. Seaside-Canon Beach Junction—Gravelled, fair condition. Canon Beach Junction-Hamlet Junction—Narrow, crooked road; gravelled 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; gravelled and in fair condition. Miami-Willson River—Gravelled; good condition.

Willson River-Tillamook—Paved.

Tillamook-Beaver—Paved except three miles at Pleasant Valley which is gravelled and in fair condition. Beaver-Hebo—Macadam in fair condition. Hebo-Neskowin—Under construction.



William J. Hicks had attained sixty-six, and didn't like modern inventions; an airplane, said he, it was plain as could be, was not in creation's intentions. The doddered phone he left strictly alone; no movie for him had appeal; but worse than the rest, was the pain on his chest when he viewed a danged automobile.

"They're a crime and a sin," Uncle Bill would begin, whenever a motor annoyed him. Their clatter is awful, their speed is unlawful. To see one get pinched overjoyed him. "They hog every street, and it takes quite a feat to dodge them and not be dis-jointed. And I don't like their smell. Gosh, I'd send them to"—well, his remarks were improper, but pointed.

Uncle Bill had his say till one hot summer day, when he'd wandered five miles from his meals. He was hungry and tired; he had puffed and perspired; he was longing for something on wheels. Then along came Jim Tate, in his snappy new eight. "Climb in and let's ride," he invited. "I'll try your machine, though I ain't very keen," agreed Uncle Bill, quite excited.

"Now, Jimmie, drive slow," he entreated. "You know I'm afraid of these things, so be keerful." "I will drive like a hearse," said Jim Tate. "Nothing worse than speeding. You've told me an ear-ful. You have often observed that it keeps one unnerved to watch how the motors whiz past one. Though I might like to show you some speed, yet I know you prefer your first ride's not a fast one."

So they ambled along with the motoring throng, and filvers and trucks rattled past. But Jim never hurried—calm, peaceful, unhurried—he seemed quite content to be last. Uncle Bill caught his breath, losing terror of death. "The ride ain't so bad, I don't mind it," he said, "but, by jing, it looks like everything is trying to leave us behind it."

"Now, when I was a youth, let me tell you the truth, I drove a right awful little make. And I ate no man's dust; I would pass him or bust. Let's show 'em we're going somewhere." Jim Tate grinned a grin. "Let the music begin." He said as he stepped on the gas. "Let's go," said old Bill, as he felt his first thrill. "Show some of those loafers our class!"

OUR WEEKLY FABLE.

Once upon a Time a Man started Out for a Motor Drive on a July Afternoon and his Only Purpose occurred just Under the Branches of a Spreading Oak, which provided a cooling Shade, and within Fifty Yards of an Ice-Cold Spring, and, Besides This, when he Searched for his Jack he found he had NOT left the Handle in the Garage.

We love the breezy days of fall
We revel in the May days.
But this July's the best of all.
It brings us in five pay days.

With all the states engaged in a mad race for highway improve-ment, a motor tour appears to be mostly detour.

But this will be a great country when they get it finished.

UNCLE EB, HE SAYS—

"The best way to get complete satisfaction out of going some-where in an automobile is to travel your own gait and let the other fellow travel his. It may be you can pass the guy in front if you try—but what's the use? You'll soon catch up with another one."

(Copyright, 1922, by Dudley Glass.)

subject to short delays and temporary detours.

Coast Highway—Coe and Curry Counties. Lakeland-North Bend—Sandy part way but passable throughout. New ferry operating at North Bend. Marshfield-Coequille—Paved. Coequille-Bandon—Dirt road; crooked but in fair condition.

Marshfield-Bandon (via Seven Devils route)—Mountain road in fair condition. Bandon-Denmark-Sixes River—Gravelled road in good condition. Sixes River-Sixes River—Road in fair condition; some steep grades. Elk River-Port Orford-Brush Creek—Good gravelled road.

Brush Creek-Lindville Hill-Arizona Inn—Under construction; drive carefully. Arizona Inn-Gold Beach-Brookings—Mountain road in good condition; gravelled and roadbed harrowed; drive carefully. Brookings-California state line—Good gravel road.

Roseburg-Coe Bay Highway. Coequille-Myrtle Point—Open and in fair condition. Grading and rock- ing work in progress.

Myrtle Point-Roseburg—Open, but rough. Under contract for road from Myrtle Point to Pacific highway. 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.

Corvallis-Newport Highway.

Corvallis-Bledgett—Road rocky and in good condition. Bledgett-Toledo—Earth road, rough in places but passable. 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 rocky to Goldson post-office. Earth road from Goldson to Blachly in good condition.

McMinnville-Sheridan Highway. Sheridan-Summit—Good macadam except short stretch at North Tanshill river, which is rough and slow going. Summit-Dolph—Under construction; rough and slow going in places. Dolph-Hebo—Good macadam.

Hebo-Tillamook—Macadam and pavement. (See Coast highway.) Tualatin Valley Highway. Portland-Beaverton-Hillsboro-Forest Grove-Gaston-Yamhill-Carlton-St. Joseph-McMinnville—Paved throughout.

Mt. Hood Loop Highway. Portland-Sandy—Take Powell Valley road which is paved to Graham; gravelled and in good condition to Cottrell; thence via Bluff road; gravelled, fair condition.

Sandy-Salmon River—Highway passable when dry, but very rough; impassable when wet. Detour over two miles at south end. Salmon River-Zig Zag—Unsurfaced, but sand and gravel soil and safely passable. Zig Zag-Government Camp—Excellent earth road. Government camp open.

Mt. Hood Loop Highway in Hood River

Hood River-Parkdale—Good macadam road.

Carry water and plenty of gasoline. Road via coast in better condition than south route via Skull Springs. Vale-Ontario—County road; fair condition. Ontario-Cairo—1 mile macadam, remainder fair. Cairo-Syssa—Macadamized; good condition.

Sherman Highway. Columbia River Highway-Shaniko (via Fulton Canyon)—Road open and in good condition. New macadam from Waco to Moro. To avoid construction between Moro and Grand Valley detour west from Moro. Detour well signed. Road also open to Waco via Biggs.

Shaniko-Antelope—in good condition. Antelope-Madras—in good condition via Gateway.

McKenzie Highway. Eugene-Blue river—Open and in good condition. McKenzie Pass—Road open, but rough. Sisters-Redmond—Open and in fair condition, some detours necessary around construction.

John Day Highway. Arlington-Cendon—Take detour road via Rock creek, Mikkalio and Clem; dirt road, good condition; main road under construction from Arlington to Olex. Cendon-Fossil—Macadamized and in good condition.

Fossil-Butte Creek Summit—Gravelled road in good condition. Summit-Tilly's (mouth of Service creek)—Dirt road in fair condition during dry weather; passable for light cars. Very rough. Service creek section is under construction; best road to Spray is via Winston.

Tilly's-Spray—New road, fair condition. Spray-Dayville—Good condition. Dayville-Cole's bridge—in fair condition but rough.

Cole's bridge-Prairie City—Gravelled road in good condition. Prairie City-Only—Mountain road; open and in fair condition.

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

Brogan-Jamison—New macadam. Jamison-Vale—Macadamized and in good condition.

Ochoco Highway. Redmond-Prineville—Gravelled road; good condition. Prineville-Baker Ranger Station-Mitchell—Road in fair condition; passable throughout. From Prineville to Wheeler county line is in good condition. To Beaver Ranger station in fair condition. Under construction; detour via Ochoco forest boundary, fair dirt road. Forest boundary to Mitchell, under construction; detours necessary. Follow detour signs.

Crater Lake Highway. Road open to Crater Lake from Medford on the Pacific highway. From Klamath Falls on The Dalles-California highway. By the Medford route a detour is necessary five miles north of Eagle Point. Take road via Derby and McLeod bridge. The road around the rim of Crater Lake is now open.

Shaniko-Mitchell Highway. Possible for auto traffic, but rough on account of washouts. Some repair work under way.

La Grande-Joseph Highway. La Grande-Idaho City—Paved. Idaho City-Eugene—County road in fair condition.

Idaho-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; take hill road. Road open from La Grande to Wallula via Lostine. Enterprise-Idaho—Good macadam.

Baker-Cornucopia Highway. Baker-Hairney—10 miles macadam. 8 miles graded earth road, balance very rough. Cautious driving necessary on "S" grade, 10 miles west of Richland.

Baker-Unity Highway. Baker-Bridgeport—Open; fair mountain road. Bridgeport-Unity—Good county road. Grants Pass-Crescent City Highway (Road Open to Oregon Caves). Grants Pass-Kersey—Good smooth road. Kersey road is open to Oregon Caves.

Kersey-Waldo-Monument (Oregon Monument-Crescent City)—Good. Bend-Sisters Highway. Open and in fair condition; some detours are necessary around construction.

Crooked River Highway. Prineville-Bear Creek—Dirt road in fair condition. Bear Creek-Post—in good condition, few rough places. Post-Paulina—in fair condition. Paulina-Burns—in fair condition; very rough in places.

PAVING COSTS ARE FIGURED Federal Aid Has Been Big Factor In Last Six Years.

WASHINGTON, D. C., July 29.—Average costs per square yard of various types of paving for country roads have been compiled by the bureau of public roads, United States department of agriculture. The figures cover 88,000,000 square yards of paving constructed with federal aid in all parts of the United States during the period 1916-1921. The costs per square yard are as follows: Sand clay, 18 cents; gravel, 46 cents; plain and surface-treated macadam, 56 cents; bituminous macadam, \$2.10; bituminous concrete, \$2.50; Portland cement concrete, \$2.57; reinforced cement concrete, \$2.74, and brick, \$4.10. These figures cover only the cost of the paving; they do not include the cost of grading.

A total of 28,135 miles of road have been built with government aid since July 1, 1916, when the congressional act under which the federal government was authorized to aid the states in road building went into effect. The total estimated cost of these roads has been \$496,151,683.43. Of this amount federal aid comprised \$311,135,376.21.

The average cost per mile of road constructed during the five-year period runs from \$8115 per mile for graded and drained roads to \$39,540 per mile for concrete, and \$49,570 for brick roads. The average cost of all roads, including graded and drained, sand clay, gravel, macadam (waterbound), macadam (bituminous), bituminous concrete, concrete and brick roads, was \$17,630. Federal aid was at the average rate of \$7500 per mile.

Motorists' Oath Is Latest. SACRAMENTO, Cal., July 29.—Motorists who in the future violate the motor vehicle laws in Sacramento will be required to swear to an "oath" by Judge O. W. Anderson.

Here is the "oath": "I, pledge allegiance to the speed laws and the safety for which they stand; long life for the individual and liberty and justice for the pedestrian."

Trout Lake Road Approved. WHITE SALMON, Wash., July 29.—(Special.)—County Engineer Byars has received from the state supervisor of highways the approval to a resolution of the commissioners recently to improve the Trout Lake-White Salmon road under the permanent highway law. The supervisor has designated this as permanent highway No. 3.

The New Six 40 MOON

has arrived—come see it

Six-cylinder motor
115-inch wheelbase
2,650 pounds weight
31 x 4 cord tires
German silver radiator
Genuine leather upholstery

The new Six 40 is not a so-called "little six," but a husky, man-size car of distinctive appearance and at a price within the reach of the average pocketbook.

Only such genius as that evolved through fifty patient years' experience in fine coach building could have achieved so complete and satisfying a result. It embodies only standard units of proved quality, each the product of the world's foremost specialists. Continental, Timken, Delco, Borg & Beck, Spicer, Stromberg, Fedders, etc.—an array of skill not found in any single organization.

Here's a car for those who shun the commonplace—who seek individuality. It meets the keen desire for that distinction and beauty so rare in cars at anything like its price.

From "stem to stern," evidence of attention to detail and refinements. So compact without crowding—so ingeniously fitted—faultless in taste.

Resplendent in its distinctive Moon color—Versailles Blue—speed is evident in every graceful line—power and endurance in every movement.

The Six 40 bears living testimony that a superior six-cylinder car may be built and offered at so remarkable a price.

Dealers' territory now open. Write at once for attractive proposition.

Prasp Motor Car Co., Distributors
11th and Couch Sts. Broadway 3495

\$1295
F. O. B. ST. LOUIS

Built by Moon Motor Car Company, St. Louis, U. S. A. Founded 1907 by Joseph W. Moon

23 BARGAINS IN GOOD USED CARS—

Not so many cars as we advertised last Sunday at the beginning of our sale, but some mighty fine buys and a varied selection. During the sale we have taken in some light cars at low figures. These are included in the list and we say to you in all earnestness if you are thinking Automobile this is the place and time to buy.

USED CARS

1918 Overland "90" Touring	\$250
1920 Ford..... Touring	\$335
1917 Maxwell..... Touring	\$150
1919 Chevrolet..... Touring	\$335
1917 Olds 8..... Touring	\$375
1919 Briscoe..... Touring	\$325
1918 Ford..... Touring	\$195
1918 Liberty..... Touring	\$415
1920 Mitchell..... Touring	\$895
1918 Ford..... Sedan	\$395
1920 Mitchell..... Touring	\$995
1918 Maxwell..... Touring	\$185
1918 Mitchell..... Touring	\$255
1918 Briscoe..... Touring	\$295
1918 Overland..... Touring	\$295
1916 Mitchell..... Roadster	\$275
1919 Briscoe..... Touring	\$335
1918 Briscoe..... Touring	\$195
1918 Mitchell..... Touring	\$375
1917 Studebaker..... 7-Pass.	\$300
1913 Overland..... Roadster	\$ 40
1919 Mitchell..... Touring	\$725
1916 Packard..... Touring	\$975
1920 Dort..... Roadster	\$475

Red Tag on Every Car

Every car bears a red tag which plainly shows the year of the car and the price. If our salesmen are busy, as they have often been the last few days, you can make your own inspection, pick out the car that interests you and then we will demonstrate its running qualities.

Don't Delay. They Are Selling Fast

Make sure of a good car at a low price for your summer and vacation driving by choosing NOW. Come right out down today and look over these splendid motor cars.

It's Easy to Buy the Mitchell Way

If you have cash, FINE—but if you have not don't forego the pleasure of owning an automobile. A reasonable payment and the balance in monthly installments will secure any car in the house. Come and talk with us.

Forty Years in the Northwest

Mitchell

LEWIS & STAVAR CO.

Set of Tools With Every Car
We see that you get full value in the car you buy, then we give you the right start by fitting you up with full set of tools and give you free driving instructions if you need them. Once a Mitchell customer always a Mitchell customer.

Broadway at Everett

What is Buick going to do August first

VALE-IN-HEAD

Buick

MOTOR CARS

ALEMITE

High pressure lubricating system

At Your Dealer

Alemite Lubricator Co., 10th and Stark