

CURVE ROADS BUT LITTLE CHANGED

Weekly Report Issued by Highway Commission.

RAIN SLOWING TRAFFIC

All Dirt Roads From Now On Will Be Passable Only During Periods of Dry Weather.

SALEM, Or., Oct. 28.—Although paving operations on various jobs throughout the state, particularly on the southern portion of the Pacific highway, continue to be rushed toward completion, work was not carried forward far enough during the past week to make any appreciable difference in road conditions. The following bulletin, issued by the state highway department today, shows virtually no change in road conditions this week over last.

Pacific Highway.

Portland-Oregon City.—Williams 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. From Bolton to Oregon City bridge paving operations under way requiring detour, which will be safely passable except after rains.

Oregon City-Canby-Salem.—Paved except short gap at Fudding river, where bridge construction under way. Salem-Jefferson-Albany.—Paved, except 1 mile in Jefferson, which is under construction and a short detour is necessary.

Albany-Corvallis.—Gravel road, Albany to Granger. Road closed beyond Granger on account of construction operations. Albany to Granger is paved west side highway, 5 miles north of Corvallis. Follow pavement to Corvallis. Detour well signed.

Corvallis-Monroe-Junction City-Eugene.—Cottage Grove-Drain-Oakland-Roseburg-Middleton-Cannonville.—Concrete paving work under way. Traffic will be regulated by detour to the following schedule: The highway will be closed to all traffic from 6:30 A. M. to 11:30 A. M. and from 12 M. to 2 P. M. Southbound traffic will be held up at Cannonville and northbound traffic will be held up at a point near Cannonville. The highway will be open to all traffic after 2 P. M.

Gravette-Creek-Summit.—Paved. Grave Creek-Summit (Smith hill).—Paving construction under way. Grave Creek to Summit. Traffic routed over new pavement, but is advised to drive carefully, as there is a new 500-foot interval where concrete shoulders are not completed. From Summit to foot of grade traffic is routed over old dirt road during dry weather. This detour has been graded, smoother 10 per cent. During wet weather traffic will be routed over the main highway.

Seaton-Grants Pass.—Paved. Grants Pass-Medford-Ashtabul-California state line.—Paved.

West Side Highway.

Portland-Newberg.—Paving work under way. Highway closed to traffic from 8 A. M. to 5 P. M. Two detours necessary. The first one is via Tualatin road, leaving highway one-half mile north of Tigard and reaching highway at Tualatin. The second detour leaves highway at Tualatin, leaves highway one-half mile north of Newberg and reaches highway at Newberg. Traffic is advised to take the Tualatin valley highway via Marshville, Forest Grove, which is paved throughout.

West Side Highway.—Paving work under way at three points. In the vicinity of Tigard highway closed to traffic from 8 A. M. to 5 P. M. Detour leaving highway north of Tigard and reaching highway at Tualatin. In the vicinity of Newberg highway closed to traffic from 8 A. M. to 5 P. M. Detour leaving highway north of Newberg and reaching highway at Newberg. Traffic is advised to take the Tualatin valley highway via Marshville, Forest Grove, which is paved throughout.

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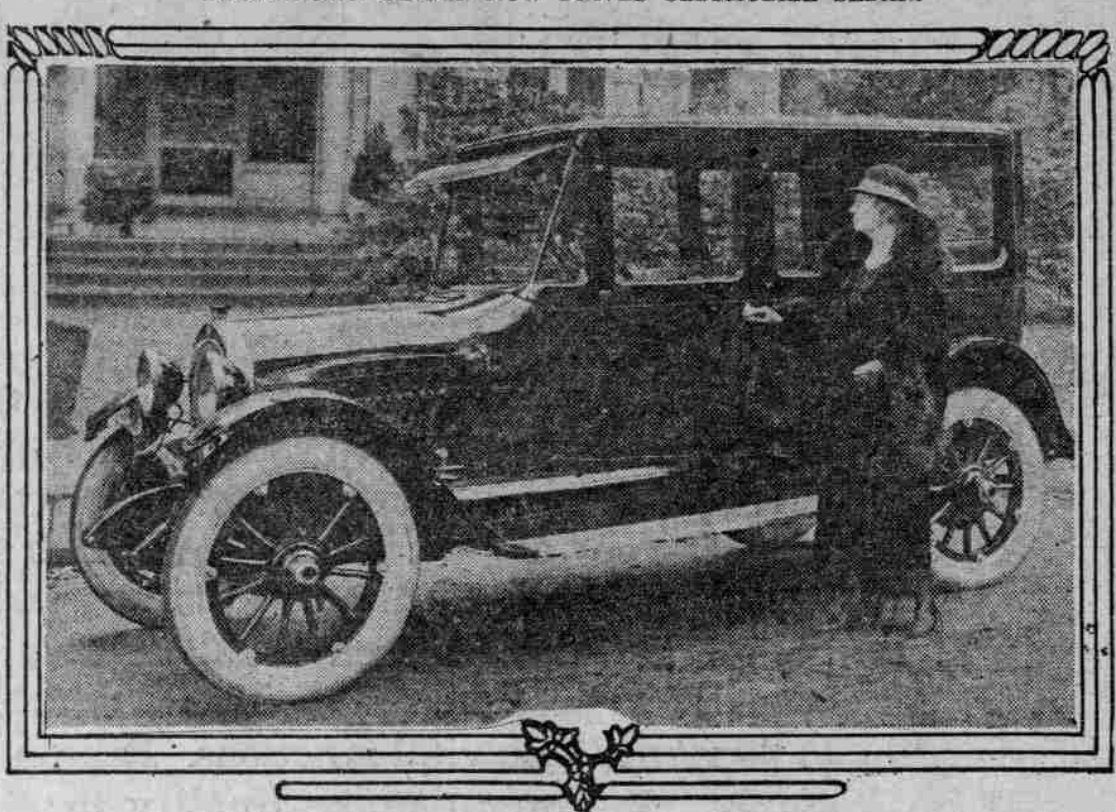
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WELL-KNOWN SINGER NOW DRIVES OLDSMOBILE SEDAN.



Mrs. Rose Courten Reed, singer and vocal instructor, and her new 1923 Oldsmobile enclosed car. After several weeks of shopping around for the automobile best suited for her purposes, she finally selected the Oldsmobile as the one she wanted. The car was purchased from the Oldsmobile company of Oregon through Henry E. Jagger. Mrs. Reed is enthusiastic as to the superiority of the closed car over the open car.

Under construction; steep detour, drive carefully. Arizona Inn-Gold Beach-Brookings.—Mountain road in good condition; grades are steep, roadbed narrow, drive carefully; difficult after heavy rains. Brookings-California state line-Crescent City.—Good gravel road.

Roseburg-Coos Bay Highway. Coquille-Myrle Point.—Open and in fair condition except short stretch out of Coquille, which is slippery after rains, but easily passable; grading and graveling in progress.

Myrtle Point-Roseburg.—Open; all gravel road from Roseburg in good condition to foot of Canas mountains; two miles plank road, but easily passable; remainder dirt road to Myrtle Point road in good condition. Under construction; watch for loose gravel.

Corvallis-Newport Highway. Corvallis-Eddyville.—Road rocky and in good condition. Ten miles rocky road; seven miles dirt road, in good condition except after heavy rains. Eddyville-Newport.—Macadam and in good condition.

Willamette Valley-Flamence Highway. Open and passable to Blachly by both Low Pass and High Pass routes. Low Pass route is rocky to a point four miles west of Golden point. Earth road from this point to Blachly in good condition except after rains.

McMinnville-Tillamook Highway. McMinnville-Sheridan.—Paved. Sheridan-Willamette.—Good. Rondo-Summit-Dolph-Hebo Junction of Coast highway; good macadam except short stretch at Yamhill river, which is rough and slow going.

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

Mt. Hood Loop Highway, Clackamas County. Portland-Sandy-Take Powell valley road which is paved to Gresham; gravelled and in good condition to Cottrell; thence via Bluff road; gravelled, fair condition. Sandy-Balmer river.—Highway passable when dry, but very rough; impassable after rains. Detour via Marshville, Forest Grove, which is mostly plank and passable, but rough.

Sandy-Balmer river.—Highway passable when dry, but very rough; impassable after rains. Detour via Marshville, Forest Grove, which is mostly plank and passable, but rough. Sandy-Zig Zag.—Unsurfaced, but sand and gravel soil and safely passable except after rains.

Zig Zag-Overmountain Camp.—Earth road, passable in all weather. Mt. Hood Loop Highway in Hood River County. Hood River-Parkdale—Good macadam road. Parkdale-Mt. Hood Lodge—Two miles good macadam. Balance good earth road.

The Dalles-California Highway. (Note—See Sherman highway for alternate route to central Oregon.) The Dalles-Dufur.—This section under construction. Take main road from The Dalles to Sumner at Eight-Mile Creek, nine miles south of The Dalles. Balance dirt road, about one-half mile to Dufur is good macadam.

Dufur-Shaniko (via Mispin and Blye).—Road in fair condition in dry weather. Shaniko-Madras.—Best route is via Antelope and Gateway. Between Shaniko and Gateway, new macadam in good condition. Antelope-Madras in good condition.

Madras-Bend—Good macadam road, except trail crossing of Crooked river. Bend-Allen ranch.—Under and gravel surface, in fair condition. Allen Ranch-Port Klamath.—Dirt road, rough and badly cut up, but passable. Construction work under way at Sand Creek hill.

Port Klamath-Lambs mill.—Dirt road with light grades and in good condition. Slippery from recent rains; carry chains. Lambs mill-Klamath Falls.—Macadamized and in good condition. Klamath Falls-California state line.—All macadamized and in good condition with exception of two and one-half miles near Merrill. Some construction work going on; watch for loose gravel.

Oregon-Washington Highway. Pendleton-Washington state line.—Paved. Pendleton-Pilot Rock.—Five miles good earth road, 10 miles of macadam. Pilot Rock-Vinon.—New standard grade, under contract for macadam. Vinon-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.—Very rough with many sharp curves; drive carefully. Thence via Heppner construction and heavy going in places on account of sand. Several detours necessary but well signed. All traffic possible should use the Rhea siding-Arlington road.

Ashland-Klamath Falls Highway. Green Springs route open. Road in fair condition. McLeod-Ashland-Klamath Falls states taking route between Klamath Falls and Klamath Falls road is very rough and muddy after rains.

Klamath Falls-Lakeview Highway. Klamath Falls-Lakeview.—Macadam. Klamath Falls-Dairy.—Macadam, in good condition. Dairy-Beatty.—County road, dry and sandy. Through car will make better times by taking route via Bonanza. Beatty-Drews valley.—38 miles rough mountain road. Drews valley-Lakeview.—23 miles fair dirt road.

Lakeview-Burns Highway. Road is in fair condition. Best route is via Pugh. Burns-Lakeview Highway. Bend-Fort Rock-Silver Lake.—Road is in fair condition. The best route is via Pugh. Silver Lake-Paisley, via west side of Summer Lake.—Good dirt road. Paisley-Lakeview.—Fair dirt road. Twenty-three miles fair dirt road. 24 miles macadamized and in good condition.

Central Oregon Highway. Bend-Burns.—Good dirt road. Burns-Crane.—Macadamized and in good condition. Crane-Vale.—Open, but very rough. Crane and water and plenty of gasoline. South route through Crane is in better condition than route via Westfall. Vale-Ontario-County road, fair condition. Ontario-Catron.—One mile macadam, remainder fair. Catron-Nyssa.—Macadamized; good condition.

Sherman Highway. Biggs-Wasco.—Highway under construction except short open and in fair condition. Wasco-Moro.—Valley under construction; take old road southwest from Wasco to Moro. Then over new macadam to Grass Valley. (Note—Road from Columbia River bridge to Grass Valley via Westfall is also open and in fair condition.) Grass Valley-Shaniko.—Road open and in good condition in dry weather. Shaniko-Antelope.—In good condition. Antelope-Madras.—In good condition via Gateway.

Crater Lake Highway. Road to Crater and Diamond lakes—Open to Crater lake from McLeod on Baker-Halfway.—19 miles macadam, 3 miles graded earth road. Balance good country road. Cautious driving necessary. "B" grade, four miles west of Richmond. Baker-Bridgeport.—Open; fair mountain road. Bridgeport-Good county road. Grants Pass-Crescent City Highway. (Road to Oregon Caves.) Grants Pass-Kerry.—Fair gravelled road. From Kerry road is open to Oregon Caves except after rains. Motorists are advised to make local inquiry as to conditions to be encountered. Kerry-Walden.—Fair gravelled road. Walden-Monumental (Oregon mountain).—Rough and rocky. Monumental-Crescent City.—Good mountain road.

Bend-Sisters Highway. Road graded except 14 miles between Bend and Sisters river and Tumalo; in good condition. Baker-Cornucopia Highway. Baker-Halfway.—19 miles macadam, 3 miles graded earth road. Balance good country road. Cautious driving necessary. "B" grade, four miles west of Richmond. Baker-Bridgeport.—Open; fair mountain road. Bridgeport-Good county road. Grants Pass-Crescent City Highway. (Road to Oregon Caves.) Grants Pass-Kerry.—Fair gravelled road. From Kerry road is open to Oregon Caves except after rains. Motorists are advised to make local inquiry as to conditions to be encountered. Kerry-Walden.—Fair gravelled road. Walden-Monumental (Oregon mountain).—Rough and rocky. Monumental-Crescent City.—Good mountain road.

the Pacific highway and from Klamath Bend and Bend on The Dalles-California highway. There is possibility of road being closed at any time on account of snow. Motorists are advised to make local inquiries.

Shaniko-Mitchell Highway. Passable for auto traffic, but rough. John Day Highway. Arlington-Condor.—Highway under construction between Arlington and Olex. Best route is via Black Canyon, Rock Creek, Mikado, Clem and Condor. Leave Columbia river highway at Blacklock. Dirt road in fair condition to point 6 1/2 miles north of Condor; balance of distance good macadam.

Condor-Fossil-Bastards.—Macadamized and in good condition. Fossil-Butte Creek-Summit.—Gravelled and in good condition. Summit-Tilly's (mouth of Garvie creek)—Dirt road in fair condition in dry weather. Service creek section is under construction; best road to Spray via Wick.

Tilly's-Spray.—New grade in fair condition. Spray-Dayville.—Good condition. Dayville-Cole's bridge.—In fair condition. Construction work under way between Columbia creek and Valades ranch. Cole's bridge-Prairie City.—Gravelled road in good condition. Prairie City-Unity.—Mountain road; gravel and in fair condition. Unity-Cow valley-Fair county road. Cow valley-Brogan.—Excellent graded earth road. Brogan-Jameson-New macadam. Jameson-Vale.—Macadamized and in good condition.

Gebbie Highway. Redmond-Enterprise.—Under contract for grading and macadamizing; contractor's forces working on river road; turn off at Redmond. Redmond-Ranger Station.—Road macadamized with the exception of several miles of dirt road all in fair condition. Beaver Ranger Station-Mitchell.—Good macadam road, 10 miles. From this point to Mitchell, 12 miles, construction work is under way. Some detours are necessary, but road is passable.

La Grande-Joseph Highway. Road to Wallawa lake.—Paved. La Grande-Digby.—First ten miles new standard grade, under contract for macadamizing, balance fair county road. Digby to top Wallawa hill.—Nine miles excellent macadam.

Top of Wallawa hill to Minam.—Five and one-half miles new standard grade, under contract for macadamizing; rough in spots but much better than old road. Old road closed and barricaded; traffic warned to keep off old road on account of slides. Minam-Wallowa-Lostine.—Macadamized. Enterprise-Enterprise.—Under contract for grading and macadamizing; contractor's forces working on river road; turn off at Redmond. Redmond-Ranger Station.—Road macadamized with the exception of several miles of dirt road all in fair condition. Beaver Ranger Station-Mitchell.—Good macadam road, 10 miles. From this point to Mitchell, 12 miles, construction work is under way. Some detours are necessary, but road is passable.

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The Studebaker Light-Six Roadster and Coupe-Roadster were primarily built for business use. In meeting the urgent demands of business, they naturally have fulfilled the needs of the small family. Each is built for hard usage, day in and day out. And as they are completely Studebaker built—you know they will stand up under hard going. The bodies are attractive, roomy and thoroughly comfortable for all-day travel. Ample luggage space is provided under the rear decks. There's an internal hot-spot to reduce gasoline consumption to a minimum. Valves are inclined at a 20 degree angle to give a new measure of power, greater flexibility and better acceleration. Crankshaft and connecting rods are machined on all surfaces, thus eliminating vibration and insuring longer life to the motor. Studebaker low prices are made possible by great volume and complete manufacture. Studebaker quality is traditional.

The Studebaker Light-Six Coupe-Roadster seats two passengers; has side coach lights; rain viner; windshield wiper; eight-day clock. The three-passenger Roadster has cow lights; storm curtains opening with doors; large plate-glass window in rear curtain; inside and outside door handles. Both models are upholstered in genuine leather; have ample space under rear deck for luggage; ignition and thief-proof transmission locks; cowl ventilator.

MODELS AND PRICES—f. o. b. factories		
LIGHT-SIX	SPECIAL-SIX	BIG-SIX
5-Pass., 117" W. B., 40 H. P.	5-Pass., 119" W. B., 50 H. P.	7-Pass., 126" W. B., 60 H. P.
Touring.....\$975	Touring.....\$1275	Touring.....\$1650
Roadster (3-Pass.)...975	Roadster (3-Pass.)...1250	Speedster (4-Pass.)...1785
Coupe-Roadster (2-Pass.)...1225	Roadster (4-Pass.)...1275	Coupe (4-Pass.)...2275
Sedan.....1550	Coupe (4-Pass.)...1875	Sedan.....2475
	Sedan.....2050	Sedan (Special).....2650

Cord Tire Standard Equipment

JOHN K. LEANDER COMPANY
Studebaker Automobiles
STUDEBAKER BUILDING, TENTH AND GLISAN STREETS
Phone Broadway 1895 Portland, Oregon
THIS IS A STUDEBAKER YEAR

225,000 MAPS ARE GIVEN
CALIFORNIA AUTO ASSOCIATION
ELECTS OFFICERS.
Splendid Accomplishments of Organization in Last Year Are Reviewed.
New Federal Aid Provision to Be of Great Aid to Nation.

BOSTON, Mass., Oct. 28.—A meeting of New England state highway officials and engineers of the bureau of public roads not long ago, was an important point in the development of highways in this country. It was the first meeting ever held between officials empowered to act for the purpose of laying out a system of highways to serve an area larger than a single state. It was the first of a series of similar meetings which will be held between the federal officials and highway authorities of various groups of states, the object of which will be the solution of the problem mentioned, for the whole country. This progressive step, long wished for by all users of the highways, can be attributed to the requirements of federal aid legislation. It is required that all federal aid be spent on a connected system designed to serve the needs of the whole country. Tentative systems have been submitted by all except eight states, and now the series of meetings is being held to connect and co-ordinate the proposed systems. The bureau of public roads intends to push this work as rapidly as possible, so as to lay before the people the plans for what will be by far the greatest highway system in the world. At present only roads certain to be on the system are being approved for construction with federal aid. It is estimated that the system will comprise 130,000 miles of highway.

Packard Plans Race Car. Packard Motor Car company will return to automobile racing in 1923 with a factory racing team. Packard is the first of the big factories to engage in racing after having once retired. Colonel J. G. Vincent has advised T. E. Meyer of the Indianapolis motor speedway that Packard will participate in the 11th annual 500-mile international sweepstakes next Memorial day. Packard is re-entering racing as a means of testing engineering principles and theories of design under the extreme conditions which racing presents. Careless driving is both foolish and criminal.

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