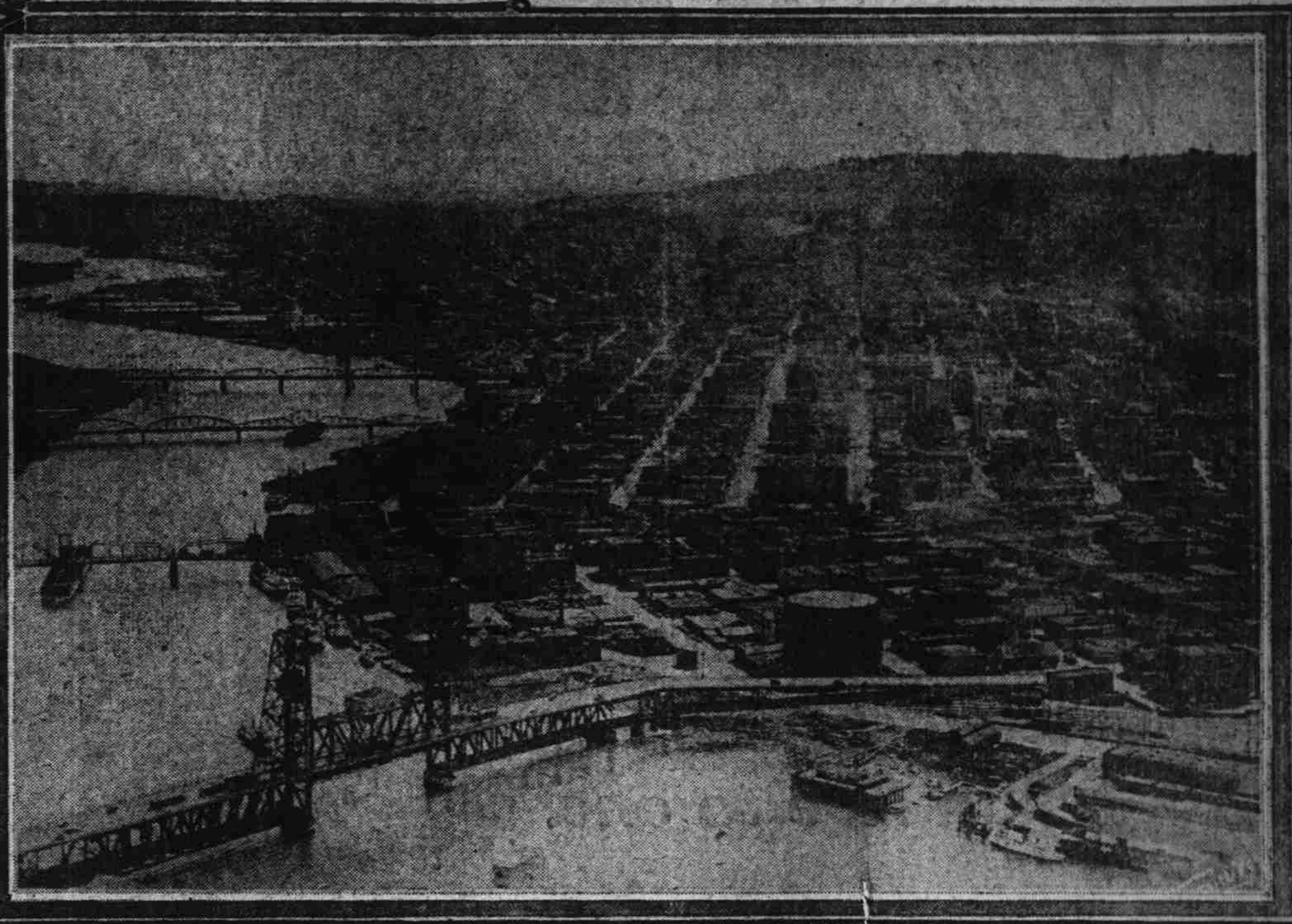


COMPREHENSIVE AIRPLANE VIEWS OF CENTRAL PORTION OF PORTLAND AND ITS GREAT RIVER



Left—Looking southeast from a point over the Albina ferry and showing Broadway, Harriman ("Steel"), Burnside and Morrison bridges, emphasizing the East Side of the river, the Terminal company's yards and the passenger steamer docks in the right foreground. Right—View from above Broadway bridge (not shown) with Steel, Burnside, Morrison and Hawthorne bridges shown. The central business section occupies the right middle ground. This picture gives a particularly fine idea of Portland's waterfront. These photographs were taken by C. S. Woodruff from a plane operated by the O. W. I. Airplane company.



(WOODRUFF'S E. JONES)



Motorists planning tours over the roads of Eastern and Western Oregon, Southern, Eastern and Western Washington and Northern Idaho are cautioned not to start without first consulting one of the tourist bureaus or automobile clubs, inasmuch as all road information heretofore published has been rendered unreliable because of the recent rains which have been general over the entire Pacific Northwest.

Many stretches of road formerly reported good have since become in some cases impassable, and no travel should be attempted until after a week of dry weather, without definite assurance that progress is certain. This warning does not apply to paved stretches.

Portland-Seattle

AUTOISTS traveling in this section of the state say that the highway between Chehalis and Portland is now almost impassable. One man came through from Portland in an Elgin Six, but says he would not tackle the job again. From Castlerock south, the road is reported in fairly good condition; but north from Castlerock to the Lewis county line it is in a very bad condition, because of the late rains on the detour roads. The local office of the Western Washington Automobile association is trying to arrange so that auto parties from the north going to the Shrine convention in Portland may ship their cars from Chehalis to Portland by rail.

From Chehalis north the roads are in good condition. The road to Olympia is used constantly, and save for about a mile and a half through the woods in the middle road detour, is in good shape, and that part a good exception when it rains. It is not necessary to use chains, however, at any stage of the trip. On Grand Mound, where the state is building a cement road, a slight detour around the work is muddy, but easily negotiated.

Southwestern Washington

Lewis county roads generally are good in all directions from Chehalis. Work on the Nesika bridge across the Cowlitz is in progress, and this will probably be completed in July, giving motorists a good opportunity to visit the famous Big Bottom country late this summer. Lewis county this summer has a patrol service on the roads leading east across Jackson prairie country, which is giving splendid service and keeping those roads in first class condition. Contractor Morgan is working on about a mile and a half of the Pacific highway on the Chehalis-Toledo road, which when completed, will close the last gap of unpaved highway between the north Lewis county line and Toledo. A slight detour through the woods where this work is being done is passable at all times. July 15, the state highway commission will call for bids for improving by grading, draining and leveling about two miles of road on state road No. 5, out of Randle.

Inland Empire

Automobile traffic between Portland and Walla Walla and Walla Walla and Seattle will be considerably helped by the completion of the big new Hoover ferry on the Columbia river near Walla Walla, which is expected some time during the next few days. The new ferry will accommodate nine cars, and will be the means of speeding up the time on the trip across the Columbia through relieving the heavy pressure of work the other ferries have had to bear this spring. It is expected that little time will be lost by tourists from now on because of waits for the ferries.

Rains of the last week have put the roads throughout the Inland Empire in good condition and, except for detours made necessary by construction work, there are few bad stretches or features of any of the roads out of Walla Walla. The dirt road detours around construction work between Walla Walla and Pendleton are especially good, and all motorists are reporting good time between here and the Round-Up city. The road report in detail follows:

Walla Walla to Spokane via Lyons

Ferry and Ritzville—Good with the exception of Lyons Ferry to Washtucana. This 14 miles cut up and rocky.

Walla Walla to Spokane via Central Ferry and Colfax—Passable but bad, owing to construction work.

Walla Walla to Spokane via Pennawawa Ferry—Bad between Dayton and river, owing to construction work.

Walla Walla to Lewiston via Delaney and Pomeroy—Fair. Owing to construction work, bad for several miles near Delaney. Road between Dayton and Pomeroy over Marango grade good but stiff grades.

Lewiston to Spokane—Good; one detour at Steptoe.

Lewiston to Grangeville via Waha—Fair.

Lewiston to Anatone via Astoria—Fair. Lewiston to Juliette via Spalding—Fair.

Lewiston to Colfax via Almo—Closed.

Pomeroy to Colfax via Almo—Good but stiff grades.

Walla Walla to Seattle—Walla Walla to Wallula, good. Wallula to Burbank, necessary to go by way of Hoover Ferry Landing and up road next to river to Burbank. Best of road generally good.

Snodgrass Pass open and in good condition.

Note—Hoover Ferry expected to start operation this week. If running, the best road between Wallula and Konevick is via Hoover Ferry. New ferry accommodations for nine cars.

Walla Walla to Portland via North Bank road—Walla Walla to Wallula, good. Wallula to Burbank, necessary to go by way of Hoover Ferry Landing and up road next to river to Burbank.

Konevick to Stevenson via White Salmon and Lyle generally good. Ferry to Cascade Locks from Stevenson and take Columbia highway to Portland. Do not use Major Creek cutoff between Lyle and White Salmon.

Walla Walla to Boise via Pendleton and Baker City—Fair to Pendleton. Some mud and rough over Blue mountains between Pendleton and La Grande, but cars going through. La Grande to Baker, good.

La Grande to Walla via Toll gate—Road not open.

La Grande to Elgin via Imbler—Good. La Grande to Enterprise and Wallawa—Fair.

Elgin to Joseph—Closed because of work in canyon.

Walla Walla to Portland via Pendleton and Columbia highway—Generally good. Pendleton to Echo, hill road, fair dirt road. Echo to Umatilla on new Columbia highway. Highway open to Arlington. From Arlington detour to Hood River. Construction work between Hood River and Wyeth; cars may go through only before 7:30 a. m., at noon, after 5:30 p. m. and on holidays.

Via Echo, Ione and Lexington—Fair. Pendleton to Pilot Rock and Ukiah—Fair.

Pendleton to Bingham Hot Springs—Fair.

Central Oregon road to California—Good condition either by way of Wasco, Bend, Klamath Falls or Wasco, Bend and Lakeview.

Bend to Burns—Good.

Bend to Prineville—Good.

Bend to Sisters—Good.

Walla Walla to Walburg—Main Dixie road closed. Take middle road.

Walla Walla to Freewater—Take Ninth avenue to first road on right after crossing railroad track, and then take first road to left passing Yellowhawk schoolhouse. At State Line station turn right to go to Freewater.

Freewater to Athena—Detour by way of Dry Creek road.

Pacific Highway

The rains of the past few days have rendered the Pacific highway in the many places where the construction work is in progress. Tourists, however, do not seem to be in any way deterred by the hard slitting and are coming through in great numbers every day.

The Roseburg camp grounds are filled almost every night and despite the dampness of the spring showers they all seem to be enjoying the life of the road. California cars are in the majority, with representatives from almost every state in the union. Khaki-clad women are in evidence with almost every party and seem to be traveling with great ease and enjoyment. The gasoline shortage, which has been a bugaboo to some tourists, has disappeared. The tanks are filled now to capacity and another 10,000 gallon car arrived Monday evening, insuring all the gas that will be needed in all lines.

Roads between Oakland and Yoncalla are in very poor condition since the hard rain storms. Owing to the highway work traffic has had to travel the Goodrich highway, which is very bad in some places, owing to heavy woods and shade.

Oregon

(Information furnished by U. S. Forest Service.) Cottage Grove-Distortion-Bohemia: Open. Cottage Grove to Lundpark: good. Closed. Lundpark to Bohemia, for autos; no detours.

Roseburg-Peel: Open; good.

McKenzie highway: Eugene to Blue River, open; fair. Blue River to McKenzie Bridge, closed by construction except at intervals for a few days.

Willamette highway: Eugene to Rigdon, open; good. Rigdon to summit, closed.

Crescent City-Port Orford: To Brookings, excellent. Brookings to Port Orford, fair; rough sections; improving.

Grants Pass-Crescent City: Open. Rough on Oregon mountain; elsewhere fair to excellent.

Galice-Alameda-Merlin: Open. Grants Pass to Alameda; good.

Medford-Crater Lake: Open. Medford to park entrance; fair. Closed, park entrance to Crater Lake. No detours.

Prineville-Davville: Open; fair.

Mitchell-Fossil: Open; good.

Medical Springs-Carson: Open to Martin Bridge. Closed, Martin Bridge to Carson; bad bridges.

Baker-Cornucopia: Open; fair.

Sparta-East Eagle: Open; fair.

Washington

Tanum Creek road: Open. Thorp to Rainier national forest boundary.

Wind River road: Carson to Government Mineral Springs; open; two miles poor. Construction interferes with travel; fair.

State road No. 2: Stevenson to Cooks and White Salmon; open; good.

Olympic highway (1): Olympia to Quinalt lake, open; good. Detour on plank road. Hoquiam to Quinalt lake, closed. Plank road, closed; paving. Closed across Chehalis river at East Aberdeen; cross on toll bridge, fare 25 cents. Camp grounds open.

New road closed. Road to Port Angeles and west to Forks and Mora, open; excellent. Camp grounds available.

Republic-Tonasket road: Open; good. New road closed. Road to Sweet creek. Klakam hill grade cut to 10 per cent. Other grades reduced and improved. Camp site at Bonaparte lake.

Fight Killed Mother

Hannibal, Mo., June 19.—(I. N. S.)—Witnessing a fight between her son and three other boys resulted in death for Mrs. Grace Johnson, aged 28, here recently. While the battle was in progress Mrs. Johnson fell to the ground and died of apoplexy before a physician could be summoned.

Idling Engine Costly

Millions of gallons of fuel are wasted every year through the idling of truck engines. When the truck is standing at the loading platform or elsewhere the engine should be stopped. Unless some watch is maintained over the drivers they will let their engines to avoid the trouble of making a fresh start.

TRUE TEST

Will Build Big Place

The construction of a multi-passenger airplane is contemplated by the United States Aircraft corporation at Spokane, according to plans announced today by E. M. Robinson, manager. Three "Liberty 12" motors, each of 450 horsepower, have been received and are to be used in the big machine.

RENEWED INTEREST SHOWN THIS YEAR IN BICYCLE RACING

Meets Held Early in May, With Thousands Attending Instead of Hundreds as Heretofore.

Oregon

Outdoor bicycle racing got an earlier start this year than has ever been recorded in the columns of sport dopesters. Ordinary cyclists do not get going until Memorial day or after. It has been the exception when more than five to ten races preceded May 30.

This year more than 100 races and road programs were run off during the first week in May, fully a month ahead of the usual season.

All parts of the country reflected the increasing vogue of the bicycle as a sport thriller. Between 30 and 40 of the early May races were on the Pacific coast. California especially has a big following of bicycle sport fans. Starting from New York and Newark, N. J., the bicycle race fever has spread in the East to Massachusetts and down the coast through Baltimore, Florida, nearly every Atlantic state having been represented in the race program of last week.

The mid-Western and Mountain states also show a renewed interest in bike races with enthusiasm centering especially in Chicago and Texas cities.

THOUSANDS ATTEND

This early activity will continue through the season as the headquarters of the National Cycling association, 35 Warren street, New York, is swamped with applications for sanctions permitting later races.

The national observance of bicycle week and the fact that amateur cyclists have a chance this year to make the American Olympic bicycle team are advanced by Walter Rinck, secretary of the Cycle Trades of America, Inc., as partial reasons for the renewed public interest in bicycle sports.

"We cannot account for the bicycle boom wholly by bicycle week or the Olympics, however," Rinck continued. "All through the winter, six day races and other indoor bicycle events attracted thousands where hundreds attended before. And the opening of velodromes and outdoor bicycle tracks in April has shown the same public enthusiasm."

OLYMPIC TEAM TRYOUTS

"Reports from manufacturers show their plants rushed to the limit to keep production up to the unprecedented demand for bicycles. The only answer is that the American public is taking up the bicycle again in earnest for its recreation and its sport."

Bicycle week celebrations included many preliminary tryouts for the Olympic team. The winners of last week will be eligible for the district preliminary races, which will be conducted in 11 cities, June 15 to 20. The cities are Baltimore, Buffalo, Pittsburgh, St. Louis, Stockton, Cal.; Birmingham, Ala.; Omaha, Neb.; Lake City, Wyo.; Mass.; New York and Newark, N. J. The final elimination race, from which the American team will be selected, will be run in Newark early in July.

To Adjust Brakes

Here is a simple method of getting correct brake adjustment: Push the pedal forward about two inches and keep it in that position by means of a small block of wood. Now tighten up the turnbuckle or other adjustment until the brakes are snug, and when the block of wood is removed it will be found that the slack has been correctly taken up.

Wright to Attend Conference

Del Wright, manager of the local branch of the William L. Hugheson company, Federal and Ford distributors, is leaving for Los Angeles, where he will attend a managers' meeting at the headquarters of the William L. Hugheson company in that city. Wright expects to return to Portland in a few days.

Big Rush Begins at State Office for Drivers' Licenses

Already the secretary of state's office is being flooded with applications for drivers' licenses to cover the operation

of motor vehicles after July 1, when the new law requiring this formality goes into effect.

It is estimated that about 100,000 applications will be applied for, the first division being drawn from a box and numbers given out indiscriminately, regardless of the license number desired.

After that numbers will be issued in rotation as applications are received. Every motor vehicle owner in the state has received a copy of the letter from

the secretary of state calling attention to the enforcement of the new law, and each license holder has received blank application for filling out and mailing to the office of the secretary.

Removing Headlight Rims

When headlight rims have become stuck in place or are rusted, it is possible to remove them by placing a square

screwdriver on top of the left rivet and then hitting squarely above the pin with a hammer. This serves to start the rim turning, and the rest is easy.

Work Is Progressing

Work on the Pacific highway near Oakland is progressing very fast, there being about five miles completed and about one mile more ready for hot stuff.

BETHEHEM

Volume and Value

THE Bethlehem Motors Corporation will export more trucks this year than any six thousand dollar truck manufacturer will build. Visualize this tremendous Bethlehem Volume and its effect on Bethlehem Value. Low sales cost, low manufacturing cost per truck. A list price that includes utmost value per cost dollar.

Neither underbuilt to meet a price nor overbuilt to justify a price. Bethlehem Motor Trucks are representative of the Middle Ground—that point where value is greatest. Buy your Motor Truck on Facts.

1/2 Ton Chassis	BETHEHEM MOTORS CORP.	2 1/2 Ton Chassis
1 1/2 Ton Chassis	Allentown, Pennsylvania	3 1/2 Ton Chassis

NORTHWEST AUTO CO.

Distributors
ALDER AT EIGHTEENTH