

## AUTOMOBILES—TRUCKS—TRACTORS—

Motorcycles — Bicycles — Accessories

### REPORT ON OREGON ROADS

#### PACIFIC HIGHWAY

Portland-Oregon City — Milwaukee street closed, take 82nd street route; paved.

Oregon City-Canby — Paved.

Canby-Aurora — Graveled and in fair condition; rough through Canby.

Aurora-Salem — Paved.

Salem-Albany — Take detour out of Salem, over Ankeney Hill road, which is very rough; rejoining the highway approximately four miles north of Jefferson, from which point it is paved almost entire distance to Albany.

(The road between Salem and Albany, via Independence and Beuna Vista is now in good condition; has less pavement than the Ankeney Hill detour route but is a very smooth road, as a whole. The Willamette river bridge at Salem should be crossed, following pavement to Brunk's corner, approximately six miles out, turning to left, going through Independence and turning at left hand road about one mile south of Independence, following signs through Beuna Vista to Albany.)

From Albany to Junction City, either the West Side route, through Corvallis, and Monroe, or the East Side route through

Halsey and Harrisburg, can be taken, they being about equal in distance and condition.

West Side Route — Good road from Albany to Corvallis; detour five and one-half miles south of Corvallis, returning to highway 10-12 miles south of Corvallis. Second detour about 6 miles south of Monroe, to the left, through Lancaster, and from there to Junction City. Both detours and highway are in good condition and well signed.

East Side Route — Detours around grading operations under way between Shedd and Halsey; cross Willamette river at Harrisburg by power ferry, being approximately 4 miles from Junction City; no pavement on this route but good gravelled roads; several miles shorter than West Side route. If desired, traffic can go from Harrisburg to Coburg, staying on East Side of river and crossing the McKenzie river south of Coburg, and the Willamette river at Eugene.

Junction City-Cottage Grove — (through Eugene) — Paved from Junction City to Eugene and from there to Goshen. Gravel macadam from Goshen to Walker and pavement from Walker to 1 mile north

of Cottage Grove.

Cottage Grove-Divide — Detour just south of Cottage Grove, at Latham, good gravelled road; detour ending at Veatch. Siding about 13.4 miles south of Latham. The main road, over pavement, is open nights and Sundays, however.

Divide-Oakland — At Divide and at Drain, owing to paving operations being under way and no detours being available, it is necessary that the road be closed excepting between hours of 5 p. m. and 7:30 a. m.; between 12 noon and 1 p. m., and for about 10 minutes at 3:30 p. m. Pavement being laid south from Divide and north from Drain. Excellent macadam from Divide to point 3.7 miles south of Yoncalla, and from there it is paved to Oakland.

Oakland-Sutherlin: Gravel macadam and pavement almost entire distance.

Sutherlin-Roseburg: Detour just south of Sutherlin; gravel or macadam road balance of distance.

Roseburg-Myrtle Creek: Under construction but open; detours used when available.

Myrtle Creek-Canyonville: Graveling under way; fair detour via Riddle.

Canyonville-Galesville: Good macadam.

Galesville-Wolf Creek: Paving should start during the week at both Wolf Creek and Galesville. Where detours are not available, traffic will be allowed to pass at least every two hours.

Wolf Creek-Grants Creek: Paved.

Grants Creek-Grants Pass: Being macadamized; take old road at summit of Smith hill, which is in good condition when dry; chains needed during rains; from foot of Smith hill to Grants Pass, no longer necessary to detour via Merlin; main highway can be used except when work is in progress; short detour during working hours.

Grants Pass-Rock Point Arch: Paved.

Rock Point Arch-Gold Hill: Graveling under way; take detour at Rock Point Arch.

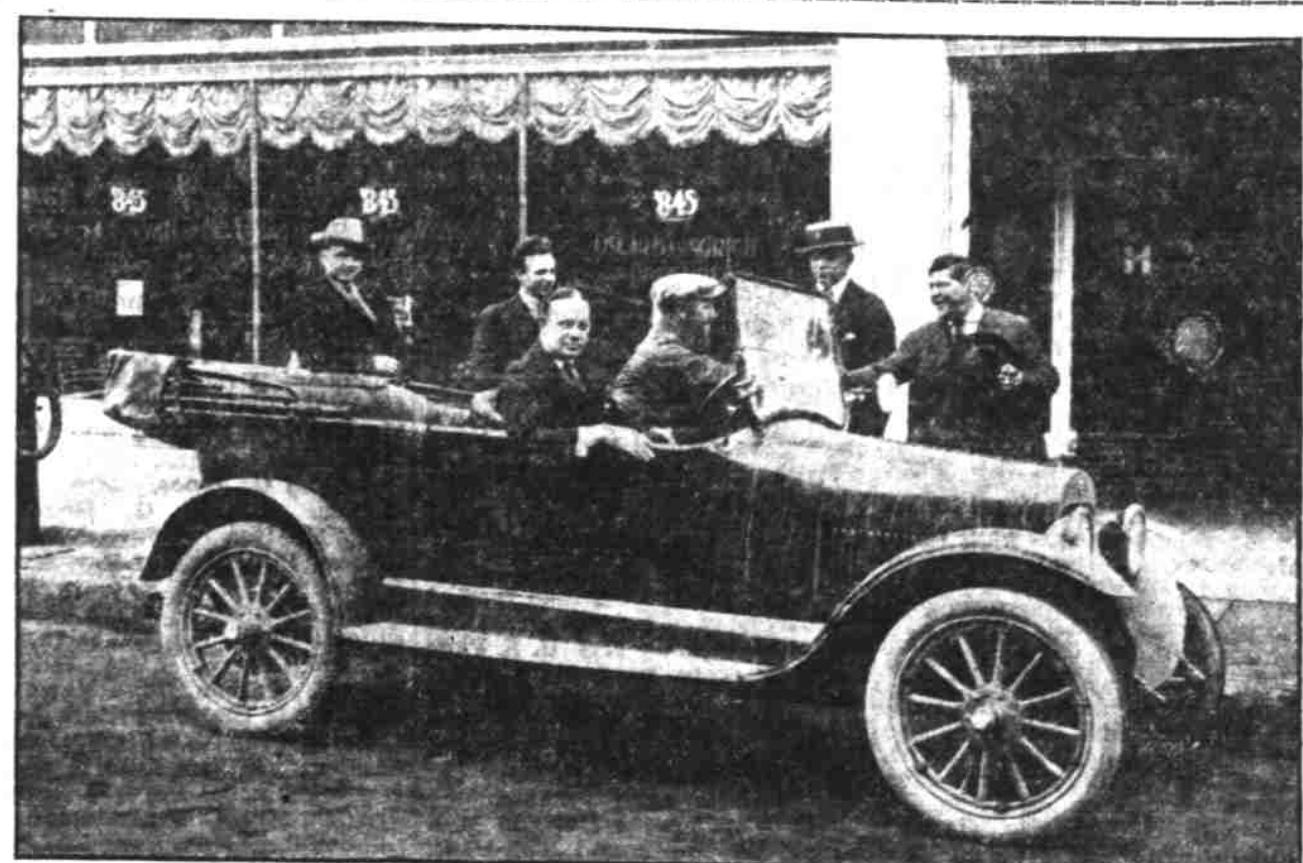
Gold Hill-Medford: Paved.

Medford-Ashland: Paved.

Ashland-California Line: Paving under way for a few miles; remainder paved; road open at all hours.

Crater Lake Highway. The road to Crater lake will be

### PAUL REVERE HAD NOTHING ON NIEMEYER



Charles W. Niemeyer being congratulated by sales force of O. B. Gingrich Motor company on his return from record breaking Portland-Oakland trip.

Charles W. Niemeyer, local real estate dealer, who recently made the record-breaking trip of 24 hours and 15 minutes between Portland and Oakland, Cal., with a new model Maxwell stock car, has much to say regarding the scenic wonders of Oregon and California.

But on this particular trip his most vivid recollections were not of flowers, sunshine and strange settings, but the monotonous humming of his motor and the steady unwinding of the road ahead.

Niemeyer states that the excitement and determination to break previous records kept him alert and cool in critical places and the confidence he had in his good Maxwell kept him driving at maximum speed.

He states Paul Revere had nothing on him, as Paul had to depend on a horse for his famous ride, while miles meant nothing to Niemeyer in his chosen car, with Oakland 802 miles away.

A record of the trip, hour by hour, would show considerable

of the highway under construction, necessitating his making over 52 miles of detours.

Considerable credit should be given to Niemeyer from the fact that he had never been over these roads before and consequently had to proceed with extreme caution. Maxwell dealers both in California and Oregon are enthusiastic over the results obtained and are quite sure that they can lower some of the other present endurance records and are contemplating doing so in the near future.

Falls must be used.

Klamath Falls-California State Line via Merrill and Maize: Klamath Falls to Merrill is newly macadamized; Merrill to the California line is good dirt road, recently graded. This road leads to Alturas, California, and is in fair condition all the way.

Ashland-Klamath Falls Highway road from Algoma to Klamath

opened July 1. The construction between Agate and Trail is over a new line so that traffic on the roads used last year is not interfered with. A sprinkling truck will be used south of Prospect, so that the road between that point and Medford will be as good or better than usual. From Prospect to the lake, the new grade completed last year is to be used. There are several alternate routes leading out of Medford, but detour signs will be placed on all before July 1, and a statement of the condition of each road will be left at the Medford hotels.

Columbia River Highway. Astoria-Portland: Paved with the exception of one mile through the city of Rainier, which section is gravelled but very rough.

Portland-Hood River: Paved.

Hood River-Mosier: Paving under way and road closed to traffic from 8 a. m. to 12:30 p. m. Open 12:30 to 1 o'clock. Closed from then until 5:30 p. m. During the time this road is closed, traffic can detour by way of the old Mosier hill, but it is advisable to time a trip to take advantage of open hours on the highway. Mosier hill is passable, but travel is cautioned to use care in driving and have plenty of gas. The main road is open on Sunday, also.

Mosier-The Dalles: New gravelled road, in fair condition. This is a much easier and safer road than Seven Mile hill. Paving will begin about July 1, but a temporary detour will be provided at The Dalles end of the section.

The Dalles-Deschutes River: New road is impassable; take the usual road over the hill; Deschutes river bridge now open; no toll.

Deschutes River-Heppner Junction: Good gravel or crushed rock road all way except four miles east of John Day river bridge. Macadam work under way on this four miles of road but road is not closed to traffic.

West Side Highway. Portland-Newberg: Paved.

Newberg-Dundee: Under construction; detour in good condition, well graded.

Dundee-St. Joe: Graveled and in fair condition.

St. Joe-McMinnville: Paved.

McMinnville-Astoria: Good old road, which is gravelled rough; highway under construction and closed.

Anity-Holmes Gap: Paved except short stretch near Holmes Gap.

Holmes Gap-Rickreall: Rough in spots; gravelled.

Rickreall-Monmouth: Paved.

Monmouth-Corvallis: Paved, except seven miles just south of Monmouth, which is good road.

The Dalles-California Highway. The Dalles-Madras: Road in fair shape through Indian Mission, Bakeoven or Criterion and Antelope.

Madras-Crooked River: New crushed rock road.

Crooked River-Bend: Newly gravelled; road in fair condition.

Bend-Allen's Ranch (20 miles): Graveled road in fair condition.

Allen's Ranch-Crescent through La Pine: Fair.

Crescent-Klamath Falls: Travel can go either the west side of Klamath lake or on the east side.

The west side road, over Sand

way, Green Springs Mountain road is open and now being used by stages. Topsy grade route is best road.

Klamath Falls-Lakeview: Highway: Klamath Falls to Olene, newly macadamized; Olene to Dairy, being graded and macadamized, rough in places; Dairy to Lakeview, good road. Rocks are being removed through the Fremont national forest.

Lakeview-Burns: Highway: Either route, via Lakeview or Plush, may be taken; both roads in good condition.

La Pine-Lakeview: Highway: Through Fort Rock, road in good condition all the way.

Klamath Falls-Weed, Calif.: Road now in very good condition.

John Day Highway. Arlington-Condor: Fair.

Condor-Fossil: Fair, except six miles between thirty-mile creek and Mayville, still necessary to use old road as new road is under construction and rough.

Fossil-Butte Creek Summit: Fair, road being macadamized; no delay to traffic.

Summit-Tuley's (mouth of Sarvice creek): Unimproved, very rough and slow.

Tuley's-Spray: New road in fair condition.

Spray-Dayville: To get to Dayville, John Day, Canyon City or Prairie City, it is necessary to go by way of Spray, Monument, Long creek and Mt. Vernon, or by way of Mitchell and Dayville from Tuley's or Sarvice creek; the latter road is in much better condition

and travel is advised to take the route.

Dayville-Prairie City: Good throughout, last 20 miles being good gravelled road.

Prairie City to Vale and Ontario: Good throughout with only few rough places; 12 miles of macadam between Brogan and Vale; Vale-Ontario, good.

Old Oregon Trail. Pendleton-La Grande (through Kamela).

La Grande-Telocasset: La Grande to Hot Lake, good; Hot Lake to Union, detour over dirt road, surface of which is smooth but getting dusty.

Union-Telocasset: Good. (Valley roads between Hot Lake and Union still under water, passable only to team traffic with light loads, but under construction very rough.)

Telocasset-Baker: Good entire distance, no detours.

Baker-Huntington: Fair condition; one detour of six miles good.

Huntington-Ontario: Take Ferry at Olds, via Weiser and Payette; first seven miles good, balance rough; keep Idaho Side from

(Continued on page 5)

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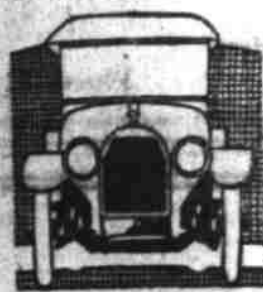
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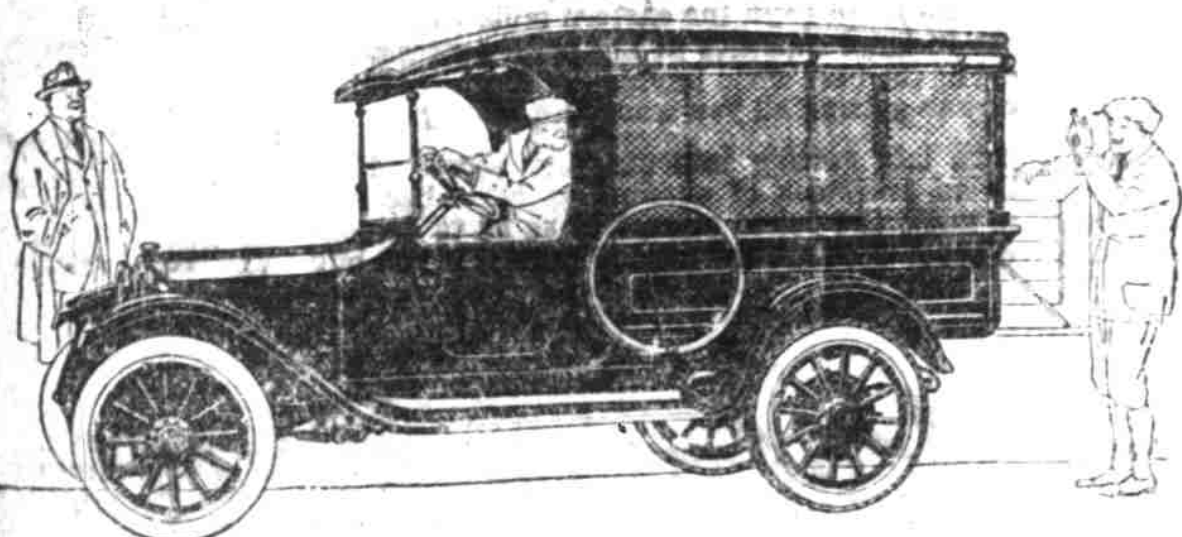
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# Maxwell

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