

Tillamook County Beaches

Lake Lytle—Garibaldi—Bar View—Saltair—Elmore
Rockaway—Manhattan—Bayocean

BUOY RESTAURANT
2nd Building, south of P.O.
Cafeteria and Restaurant combined
Open all hours
John Anderson, Prop.
Rockaway, Ore.

SANITARY MARKET
Off S. P. Depot Rockaway, Ore.
Fresh and cured meats
Clams, Crabs, Fish, etc.
Peterson and Bennett Props.

CAMP COMFY
Furnished Tents and Cottages for Rent—
near post office, stores and depot; con-
venient to the bathing beaches.
Beach Court—new, neat, clean and home-
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For reservations address proprietors:
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ROCKAWAY GARAGE
Expert Repairing, Etc.
Tire, Oil, Greases
Accessories
On the Highway at Rockaway
Riederberg & Spencer
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HOTEL ELMORE
22 rooms solid comfort; everything home-
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ROCKAWAY, ORE.

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At Bar View (one of the scenic
beaches), 12 miles north of Tillamook,
I have just erected a number of attract-
ive cottages. These are new, clean and
warm. Completely furnished except table
linen and silverware. Rates reasonable.
Make your reservations early. Address
Dr. W. A. Wise, Bar View, Or.

COTTAGES FOR RENT
Also cottages and lots for
sale, \$300 up; terms to suit.
Beautiful location adjoining
Crescent Lake and 300 feet from
ocean's edge. Highland Park.
Welch & McFall
Manhattan Beach Manhattan, Ore.

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Goodyear
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Ajax
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Tires and Tubes
Gasoline, Oil, Greases
Housing room for 15 cars
H. I. Sheldon, Prop. Garibaldi, Ore.

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New Management
40 rooms. Dining room service. Our
effort is constantly to keep the place
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Martin Koenig, Prop.
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Open all the year around. The heat
of accommodations on the beaches may
be had at this hotel. Buy your ticket
direct to Saltair station.
Mr. and Mrs. F. Seymour, Props.
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STAGE TO TILLAMOOK
The Ocean Way Stage lines operate four large Cadillac passenger buses, fully
insured, making two round trips daily between Portland and Tillamook via Tigard
and McMinnville.
Leave Portland (Hotel Hoyt) 8:15 a.m. 3:00 p.m.
Leave Tigard 8:45 a.m. 3:30 p.m.
Leave McMinnville 10:00 a.m. 2:45 p.m.
Arrive Tillamook 1:40 p.m. 7:20 p.m.
Leave Tillamook 7:30 a.m. 1:45 p.m.
Leave McMinnville 11:05 a.m. 3:50 p.m.
Leave Tigard 12:20 p.m. 6:35 p.m.
Arrive Portland 1:20 p.m. 7:05 p.m.

NEW Lake Lytle Hotel
Opens About July 1st
This capacious new hotel will
supply every modern conveni-
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hot and cold water. Dining service of a high order. Ideally situ-
ated 200 feet from Lake Lytle and 150 feet from ocean beach. New
railroad depot now being built where all Southern Pacific trains
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This famous resort, with its wonderful beach, its great artificially
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dance hall and scenic trails, offers you a place for a real vacation,
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Only a few hours either by train or auto.
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Descriptive folder sent on request
(Write)—Bayocean Management, Bayocean, Oregon
325 Chamber of Commerce Building, Portland, Oregon

LICENSES MAY REACH 117,000

Striking Growth in Registra- tion of Automobiles Takes Place

Two thousand, one hundred and fifteen motor vehicles were licensed in Oregon during the month of June, according to a statement given out by Sam A. Kozler, secretary of state, making the total number of registrations this year, 192,274.
Should the coming six months show an increase in registrations, proportionate to that of the same period in last year, it is believed that the registrations for the entire year of 1921 will aggregate approximately 117,000.
During 1920 there were but 103,750 vehicles registered. There were 85,332 in 1919; 63,325 in 1918; 48,632 in 1917; 33,917 in 1916 and 23,585 in 1915.
During the six months period just closed the state received \$2,153,843.75 in license fees having to do with motor vehicle operations—more than was paid in during the whole of last year when the fees totaled \$2,050,094. In 1919 the fees totaled \$602,239; in 1918, \$461,422; in 1917, \$196,787; in 1916, \$146,254 and in 1915, \$103,881.
Motor vehicle registration fees for June, 1921, totaled \$45,258.

ROAD CONDITION (Continued from page 1.)

throughout.
Kamela-La Grande — Rough mountain road, no detours.
La Grande-Telocast — Good to Hot Lake; detour along foothill road past sanatorium to Union; fair to Telocast.
Telocast - Baker — Good to North Powder, fair to Haines and excellent from Haines to Baker; no detours, but several side turn-out at box culverts.
Baker - Huntington — Detour from Nelson school house to Weatherby; road good throughout with one or two steep hills.
Huntington-Ontario—Take ferry at Olds, via Weiser and Payette, Idaho; first 7 miles good, balance rough; keep on Idaho side from Weiser to Ontario; highway under construction and rough.
Central Oregon Highway
Bend-Burns — Take new road out of Bend for about 16 miles; good.
Burns-Lawen — Macadamized.
Lawen-Crane; under construction and necessary to use detour, which is fair and well marked.
Crane-Vale — Deeply rutted by recent rains; steep grades and sharp curves.
Vale-Ontario, and Nyssa—Fair, some grading work but no detours.
Oregon-Washington Highway
Washington State Line-Pendleton — Paved almost entire distance; one detour of 6-12 miles.
Pendleton-Morrow County line, via Pilot Rock—Good throughout, some new grade.
Morrow county line-Heppner — Fair.
Heppner-Gilliam county line — Fair in general; detour from Lexington to Ione; macadam, Ione to Cecil.
Roosevelt Coast Highway
Astoria-Warrenton — Part single track pavement, paved remainder of way regulation width.
Warrenton-Columbia Beach — Paved.
Columbia Beach-Gearhart — Detour via the ocean beach, except from 6:30 p. m. to 6:30 a. m.; highway under construction and closed during the day.
Gearhart-Seaaside—Single track pavement.
Seaaside-Cannon Beach Junction — Graveled and in good condition.
Cannon Beach Junction-Hamlet Junction — Narrow single track graveled road in fair condition.
Hamlet Junction - Tillamook county line—Rocked except 1-2 miles; this gap is easily passable except immediately after heavy rains.
Tillamook county line-Tillamook City: graveled or plankd.
Tillamook City-Hebo; paved to Pleasant Valley; graveled to Hebo; paved to Beaver; rough to Hebo.
Hebo-Neskowin passable but rough and narrow.
Southern part of Coast highway:
North Bend-Marshfield: fair.
Marshfield-Bandon; over Seven Devils road, fair; via Coquille, paved to Coquille; under construction to Bandon and open only on Sundays.
Bandon, south to California line: fair condition; recent rains have caused few muddy places and softened the general condition of road.
Coos Bay-Roseburg highway: Coos Bay wagon road open and still being used by auto stages; somewhat softened by rains. Also open via Drain and Allegany.
La Grande-Joseph Highway
La Grande-Wallowa hill: good entire distance; crushed rock being placed north of Elkin.
Wallowa hill-Wallowa Canyon: good.
Wallowa Canyon-Enterprise: Take Hillside road, at left at head of Canyon, other roads are open but river is rising and there is danger that recently constructed temporary bridges may go out. Drive carefully between Wallowa river and Bear creek bridges and slowly at all bridges. From Wallowa, the road is in fair condition and generally dry; care should be taken at all bridges.
Enterprise - Joseph: fair, with few rough places on account of high water.
Baker - Cornucopia highway: fair with no detours.
Baker-Unity highway: road over mountain now open and in fair condition.
Shanley-Schell highway: generally fair, few rough spots.
McKenzie River highway: Expected the Pass will be open after July 1, now in good condition from Springfield to Blue river and passable to Belknap Springs; construction work under way from Blue River to McKenzie bridge; good from Sisters to Prineville; rough from there to Forest boundary; rocked to Summit, good to Mitchell.
Mt. Hood loop: paved, Portland Graham, graveled to Sandy, unimproved to Forest boundary.
Tualatin highway: paved; Portland to Forest Grove; under construction from Forest Grove to Yamhill, detours in good condition; Yamhill-McMinnville paved.
Corvallis - Newport highway: good through Philomath to Wren, traffic being routed over Gently hill to Blodgett; under construction from there to Newport, but open to traffic and in fair condition.
Willamette valley - Florence highway: fair dirt road to Norton, rocked from Horton to Blachly. Low pass closed due to construction work.
Sherman highway: The Dalles-Madras: entire road in good condition.
McMinnville-Tillamook highway: paved to Sheridan; under construction and rough to Grande Ronde, passable; macadamized to Hebo; under construction and rough to Beaver; paved to Hemlock; under construction and closed use old road to Pleasant Valley; paved to Tillamook.

CORD TIRE HAS GAIN IN FAVOR
No Longer Considered For Luxurious Car Only, Says Goodrich Man
Hall, the cord tire! Though its rise to popular favor has not been spectacularly steady and through sheer merit it has established itself in the realm of motordom. Not many years ago cord tires were considered only as equipment on luxurious cars. Their cost was considered prohibitive by the average motorist. They were used almost exclusively on the boulevards of the big cities during their early days.
Today they are found on every type of passenger car and have even invaded the truck field and in some lines of motor transportation have ousted the solid rubber tire. Practically every make of car has adopted them as standard equipment. The popular demand is for cords for replacements and cord equipped new cars are the most attractive "buy." The cord has been found as rugged for rough country roads as for city pavements.
America's nine million motorists are deeply indebted to the cord tire. It has set new standards for mileage and tire economy. With cord tires the motorist's service life is necessary for manufacturers to improve the materials and construction of fabric tires to the new service standard of cords.
Consequently the motorist of today is getting more than double the mileage and at lower prices than he did in the tires of 10 years ago. Cords have strengthened the entire line-up.
Probably the biggest single advance in the career of the cord tire was when a 20 per cent price reduction was announced in the price of Silvertown cords by the B. F. Goodrich Rubber company on May 2. Cord tires were placed within the reach of thousands of motorists who had previously considered their price prohibitive. Today tire sales are running heavily to cords.
It is significant that this drastic move was made by America's pioneer cord tire manufacturer. And by the same company that produced, in 1896, the first American clincher type pneumatic tire for automobiles.
The modern cord tire was evolved from the Palmer bicycle tire. While the patents were owned by J. M. Palmer of England, Goodrich manufactured them exclusively in the United States for a number of years. Later when Palmer sold his patents to a rubber company in Silvertown, England, the American rights under these patents were acquired by the Goodrich company in 1912.
Many changes and improvements in construction and method of manufacture of this type of tire have been made during the past 10 years but the original cord pneumatic tire idea for bicycles has been the fundamental principle throughout.

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This is a Studebaker Year

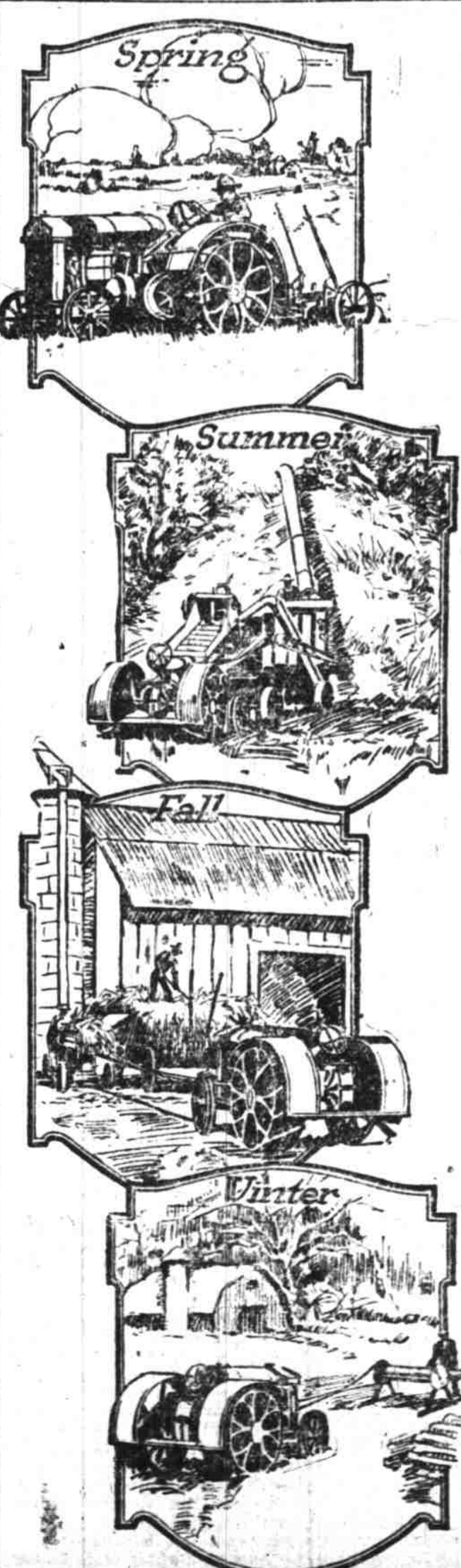
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In the Spring, the Samson is the ideal machine for seed-bed preparation. It pulls a two- or three-bottom plow—a tandem disc harrow—two twenty-foot spike-tooth harrows—two four-horse grain drills. In the Summer, the Samson makes easy work of threshing. In the Fall, it will furnish all the power for silo filling, harvesting and be ready to do an early job of Fall plowing.
In winter weather, the Samson is right on the job for wood sawing and all other heavy duty winter belt jobs.

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