

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 Ankeny hill road, which is very rough; rejoining the highway approximately four miles north of Jefferson; paved from there almost entire distance to Albany.
(The road between Salem and Albany, via Independence and Beuna Vista is now in good condition, having less pavement than the Ankeny hill detour but a very smooth road, as a whole. Cross the Willamette river at Salem, follow pavement to Brunk's corners.)

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of Coburg, and the Willamette at Eugene.)
Junction City-Cottage Grove — (through Eugene) — Paved from Junction City to Eugene and from there paved to Goshen; gravel macadam from Goshen to Walker and pavement from Walker to point one mile north of Cottage Grove.
Cottage Grove-Divide — Detour just south of Cottage Grove at Latham; good gravelled road; detour ends at Veatch Sliding, about 1-1/4 miles South of Latham. The main road, over pavement, is open nights and Sundays.
Divide-Oakland — At Divide and at Drain, owing to paving operations being under way and no detours available, it is necessary that the road be closed excepting between 5 p. m. and 7:30 a. m.; a few minutes at 10 a. m.; between 12 noon and 1 p. m. and for about 10 minutes at 3 p. m. Pavement is 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 — Traffic is now being detoured about two miles west from Sutherlin, thence five miles south, joining the highway at Wilbur. The new detour follows for about two miles a narrow winding road known as "Davis Hill" with a steep grade on each side; while this is perfectly safe for travel, it is rough in places, and quite narrow and traffic should travel not to exceed 10 miles per hour in order to avoid possibility of collision, there not being room for cars to pass in several places.
Roseburg-Myrtle Creek — Under construction, but open; some detours, where available.
Myrtle Creek-Canyonville — Grading under way, with fair detour via Riddle.
Canyonville - Galesville: Good macadam.
Galesville-Wolf Creek: Under construction at both Wolf Creek and Galesville. Where detours are not available, traffic will be allowed to pass at least every two hours.
Wolf Creek-Graves Creek: All paved.
Graves Creek-Grants Pass: Be-

ing macadamized; take old road at summit of Smith hill, which is in good condition when dry, but slippery during rains when chains are needed; from foot of Smith hill to Grants Pass, main highway can be used except when work is in progress, short detour being provided during working hours.
Grants Pass-Rock Point arch: Paved.
Rock Point Arch-Gold Hill: Grading under way; take detour at Rock Point arch.
Gold Hill-Medford: Paved.
Medford-Ashland: Paved.
Ashland-California line: Paving under way and short detour is necessary about seven miles south of Ashland; 1 1/2 miles on summit of Siskiyou remains to be paved, but is in good condition at present time.
Crater Lake Highway.
To be opened July 1. Traffic will use the roads in use last year; sprinkling track will be used south of Prospect so the road will be in better condition than last year; 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 of these and statements of condition of each road will be left at all Medford hotels.
Ashland-Klamath Falls Highway: Green Springs-Mt. Hood road now open and being used by the stages; Topsy grade route is also good.
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 forest.
Lakeview-LaPine Highway: Go through via Fort Rock the road is in good condition all the way.
Lakeview-Burns highway: Either via Lake Abert or Plush can be traveled, both good.
Klamath Falls-Wood: Now in very good condition.
Columbia River Highway
Astoria-Portland: paved with the exception of one mile through Rainier, which 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, p. m. Closed from the night 5:30 p. m. During the time this road is closed, detour is made by way of the old Mosier hill, but trips should be timed so as to take advantage of open hours. Mosier hill is passable, but travel is cautioned to use care in driving, and to have plenty of gas. The main road is open on Sunday.
Mosier-The Dalles: new gravelled road is in fair condition; much easier and safer road than Seven Mile hill. If paving operations are begun July 1, a temporary detour will be provided at The Dalles end of the section.
The Dalles-Deschutes river: Now road impassable; take usual road over the hill; Deschutes river bridge now open, no oil.
Deschutes river-Heppner Junction: good gravel or crushed rock road all the way except 4 miles east of John Day river bridge. Macadam work under way on this four miles but road is not closed to traffic.
West Side Highway
Portland-Newberg: paved.
Newberg - Dundee: under construction, detour over dirt road in good condition.
Dundee-St. Joe: gravelled and in fair condition.
St. Joe-McMinnville: paved.
McMinnville-Amity: use old road which is gravelled but rough; highway under construction and closed.
Amity-Holmes Gap: paved, except short gravelled strip near Holmes Gap.
Holmes Gap-Rickreall: gravelled and in fair condition.
Rickreall-Monmouth: paved.
Monmouth-Corvallis: paved except 7 miles just south of Monmouth: good road.
The Dalles-California Highway
The Dalles-Madras: road in fair shape, through Dufur, Manpin, Bakeoven or Criterion and Antelope.
Madras-Crooked River: new crushed rock road.
Crooked River-Bend: newly gravelled and in good condition.
Bend-Allen's ranch (20 miles) cinders road in fair condition.
Allen's ranch-Crescent (through LaPine): fair.
Crescent-Klamath Falls: either west or east side of Klamath Lake can be traveled; the west side road, over Sand creek hill, is in good shape. If the east side route is traveled, go either through Chiloquin or through Fort Klamath, to Lamm's Mill, both routes being in good condition; take ferry from Lamm's Mill to Barclay Springs; newly macadamized from Barclay Springs to Algoma; old Fort Klamath road from Algoma to Klamath Falls most used.
Klamath Falls-California state line: Klamath Falls-Merrill, newly macadamized; Merrill to California line in good condition, recently graded. This road leads to Alturas, Calif., and is in fair condition all the way.
John Day Highway
Arlington-Condor: fair.
Condor-Fossil: fair, except six miles between 30 mile creek and

Mayville; still necessary to use old road, as new road is under construction and rough.
Fossil-Spray—Being macadamized from Fossil to Butte Creek, no delay to traffic; Butte Creek to mouth of Sarvick Creek, unimproved and rough; new road from there to Spray, fair condition.
Spray-Dayville — The road by way of Spray, Monument and Mt. Vernon can be used but the route by Mitchell to Dayville is preferable.
Dayville-Prairie City — Good throughout, last 20 miles being good gravelled road.
Prairie City-Vale and Ontario — Fair throughout, with a few rough places; gravel improved somewhat by rain; 12 miles of macadam from Brogan to Vale; Vale-Ontario, rough.
Old Oregon Trail
Pendleton - Kamela — Fair
(Continued on page 5)



BUICK



Where the Railway Left Off

The Uintah Railway terminates at Watson, Utah. Between Watson and Vernal stretches 60 miles of arid desert.

and Vernal is entirely unpaved, across an arid desert, with no habitation save three freight huts," writes Vice-President Robinson of the railway.

And yet the public suffers no inconvenience in traveling between these two towns, because the Uintah Railway maintains an unflinching passenger service with two Buick cars.

"In summer the temperature ranges as high as 110 degrees; in winter as low as zero, with the road often covered with 12 inches of snow. The two Buicks have never been off this route—are operating there today."

"The 60 mile road between Watson

Present lines of new Buick six-cylinder models will be carried through the 1922 season. Beginning June 1st the new series and prices will be as follows, f. o. b. Factories, Flint, Michigan.

Model 22-44 Three Passenger Roadster	\$1735
Model 22-45 Five Passenger Touring	\$1765
Model 22-46 Three Passenger Coupe	\$2385
Model 22-47 Five Passenger Sedan	\$2685
Model 22-48 Four Passenger Coupe	\$2575
Model 22-49 Seven Passenger Touring	\$1985
Model 22-50 Seven Passenger Sedan	\$2910

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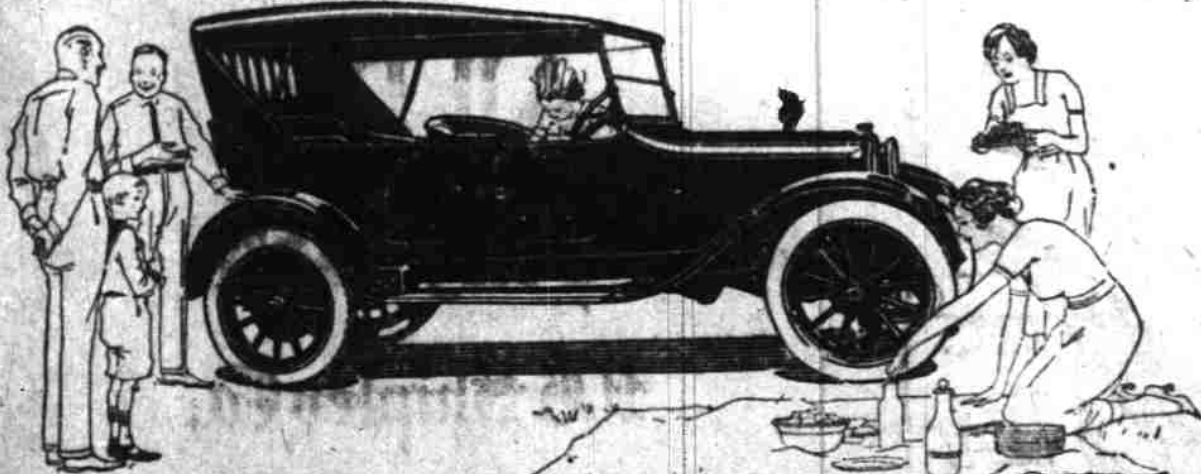
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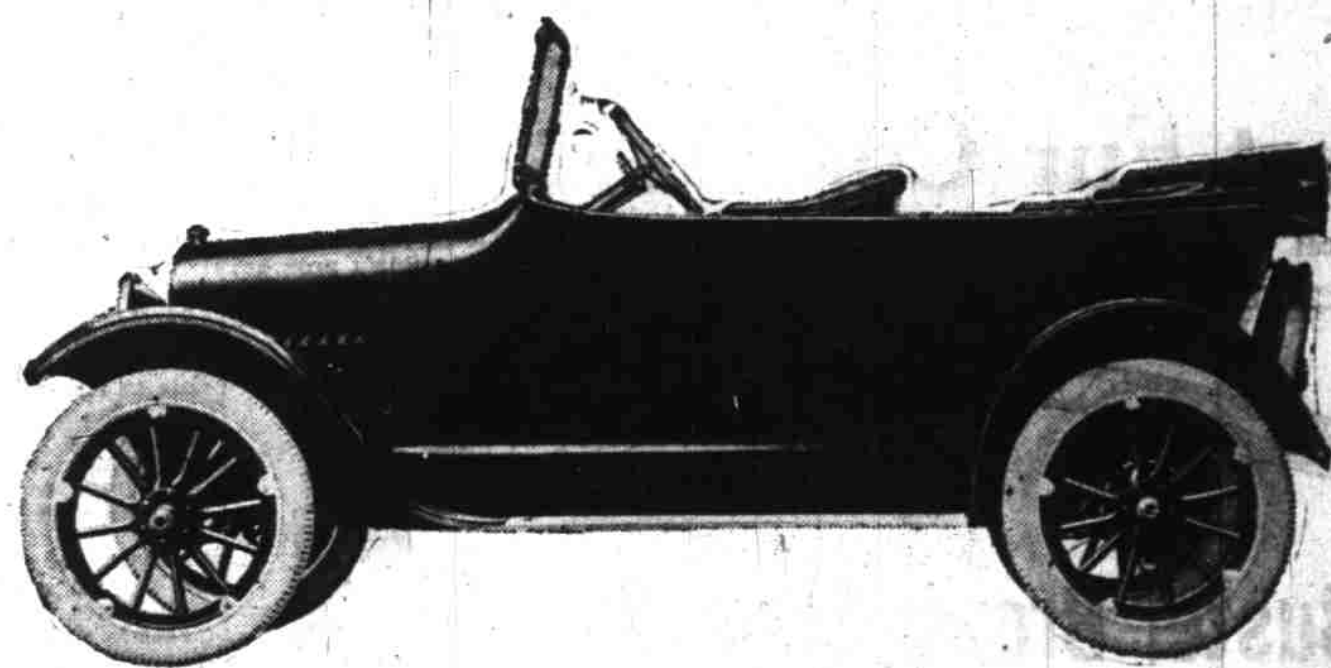
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