

## AUTOMOBILES—TRUCKS—TRACTORS—

### Motorcycles — Bicycles — Accessories

#### REPORT ON OREGON ROADS

**Pacific Highway.**  
Portland-Oregon City: Milwaukee street closed on account of construction, suitable detour provided; Eighty-second street route somewhat longer but paved throughout.  
Oregon City-Canby: Paved.  
Canby-Aurora: Graveled and in fair condition; rough through

city of 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 that point almost entire distance to Albany.  
(The road between Salem and

Latham; good gravelled road, detour ending at Veatch siding, about 1 1/2 miles south of Latham. The main road, over pavement, is somewhat longer but is a smoother road, as a whole, has less pavement than the Ankeny hill route. Cross the Willamette river at Salem, turning to the left at Brunk's corner, going on through Independence and turning at first left hand road, about one mile south of Independence, and following signs through Buena Vista to Albany.)  
Albany-Junction City: Either west side or east side routes can be traveled, being about equal in distance and condition, with some pavement on the west side route.

West Side route: Good from Albany to Corvallis; detour 5 1/2 miles south of Corvallis, returning to highway 10 1/2 miles south; second detour directly south and through Monroe, along well gravelled county road. Cross P. E. & E. railroad track and continue to Ferguson station; here take left hand road, rejoining west side highway and new pavement three miles north of Junction City. Follow pavement to Junction City. Both detours 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, this point being about four miles from Junction City; good road all the way; several miles shorter than West Side route. (Traffic can go from Harrisburg to Coburg, staying on east side of river and crossing the McKenzie just south 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 a point one mile north of Cottage Grove.  
Cottage Grove-Divide: Detour just south of Cottage Grove at

Divide-Oakland: At Divide and at Drain, owing to pavement being under construction, with no detour 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 a point 2.7 miles south of Yoncalla and from there it is paved to Oakland.  
Oakland-Sutherlin: Gravel macadam and pavement almost entire distance.  
Sutherlin-Roseburg: Traffic now being detoured about two miles west from Sutherlin, thence five miles south, rejoining the highway at Willburg. The new detour follows for about two miles a narrow winding road known as "Davis hill," with a steep grade on each side, and, while this is a perfectly safe road for travel, it is rough in spots and quite narrow and traffic is advised not to exceed 19 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 at all hours; some detours, where available.  
Myrtle Creek-Canyonville: New grading under way; fair detours via Riddle.  
Canyonville-Galesville: Good macadam.  
Galesville-Wolf Creek: Under construction at both Wolf Creek and Galesville; where detours are not available, traffic is allowed to pass at least every two hours.  
Wolf Creek-Graves Creek: All paved.  
Graves Creek-Grants Pass: Being macadamized; take old road at summit of Smith hill, which is in good condition when dry, but slippery during rains; from foot of Smith hill to Grants Pass, main highway can be used except when work is in progress, at which time a short detour is provided.  
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: Paved except short stretch about seven miles south of Ashland, where short detour is necessary, and 1 1/4 mile stretch on summit of Siskiyou; both in good condition at present time.

Crater Lake Highway.  
The Crater Lake road is now open to within one mile of the lake, there still being from one to two feet of snow, and it is therefore necessary to walk in the last mile to reach the lake; the Crater Lake hotel opened on July 1; a sprinkling truck will be used south of Prospect so that the road between Medford and Prospect will be as good as, or better than last year. From Prospect to the lake, the new grade, completed last year, is to be used.  
Ashland-Klamath Falls highway: Green Springs mountain road becoming very rough and dusty; traffic is advised to take the Tesey grade route, which is about 20 miles longer, but which is a much better road.  
Klamath Falls-Lakeview highway: Klamath Falls to Olene, newly macadamized; Olene-Dairy, being graded and macadamized, rough in places; Dairy to Lakeview, good; rocks are being removed from the road through the Fremont National forest.  
Lakeview-Lapine Highway: The road via Fort Rock in good condition all the way.  
Lakeview-Burns highway: Either the Lake Abert or Plush roads can be traveled, both in good condition.  
Klamath Falls-Weed, Cal., in good condition at present time.  
McKenzie River Highway: Cars are now going through the pass, but the going is very rough, with some traces of snow remaining; road is now in good condition from Springfield to Blue River and fairly good to Belknap Springs; construction work under way from Blue River to McKenzie bridge; good from Sisters to Prineville; rough from Prineville to the forest boundary; rocken to Summit; good to Mitchell.  
Mt. Hood Loop Highway: All paved from Portland to Gresham; gravelled to Sandy; unimproved to the forest boundary.  
Corvallis-Newport Highway: Good through Philomath to Wren traffic being routed over Gately hill to Blodgett; under construction Blodgett to Newport, but road open at all hours and in fair condition.  
Willamette Valley-Florence Highway: Fair dirt road to Horton, via High Pass road, and rocken from there to Blachly; Low Pass road closed due to construction work.  
Columbia River Highway  
Astoria-Portland — Paved, except 1 mile through city of Rainier which is gravelled but rough.  
Portland-Hood River — Paved.

Hood River-Mosier—Paving under way and road closed from 8 a. m. to 12:30 p. m.; open 12:30 to 1 p. m.; closed from 1 p. m. to 3:30 p. m. (open Sundays). During time road is closed, detour is used via the old Mosier hill, but advantage of open hours, Mosier hill is passable, but travel is cautioned to use care in driving and to have plenty of gas.  
Mosier-The Dalles — Now gravelled road in fair condition; much easier and safer than Seven-mile hill.  
The Dalles-Deschutes River — New road impassable; take usual road over hill; Deschutes River bridge now open, no toll.  
Deschutes River-Hepner 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 4 miles but road open at all hours.  
Hepner Junction-Pendleton — Good entire distance.  
West Side Highway  
Portland-Newberg — Paved.  
Newberg-Dundee — Under construction, detour over dirt road in good condition.  
Dundee-St. Joe — Graveled and in fair condition.  
St. Joe-McMinnville — Paved.  
McMinnville-Amity — Use old road which is gravelled but rough; highway under construction.  
Amity-Holmes Gap — Paved except short gravelled stretch near Holmes Gap.  
Holmes Gap-Rickreall — Graveled and in fair condition.  
Rickreall-Monmouth — Paved.  
Monmouth-Corvallis — Paved except 7 miles just south of Monmouth, which is good.  
Roosevelt Coast Highway  
Astoria-Warrenton — Paved entire distance, part single track pavement.  
Warrenton-Columbia Beach — Paved.  
Columbia Beach - Gearhart — Detour via the ocean beach, except from 6:30 p. m. to 6:30 a. m., highway being under construction and closed during the day.  
Gearhart-Seaside — Single track pavement.  
Seaside-Cannon Beach Junction — Graveled and in good condition.  
Cannon Beach-Junction-Hamlet Junction — Narrow single track gravelled road in fair condition.  
Hamlet Junction-Tillamook

## The Comet Did Not Strike, But—

No, the Pons-Winnecke comet did not strike the earth as some wise heads thought it would. Still, a great many people went insane on account of this prediction.

In many ways the imaginary hard times have had the same effect on the public. We must admit that farmers have been hit hard, but business men have been hit still harder in proportion to the capital invested.

Worrying about fatalistic prophecies did not prevent the comet from striking us; nor will needless worrying about imaginary hard times keep them away. The thing for us all to do is to cheer up—"grin and bear it." Everything will come out right in the end.

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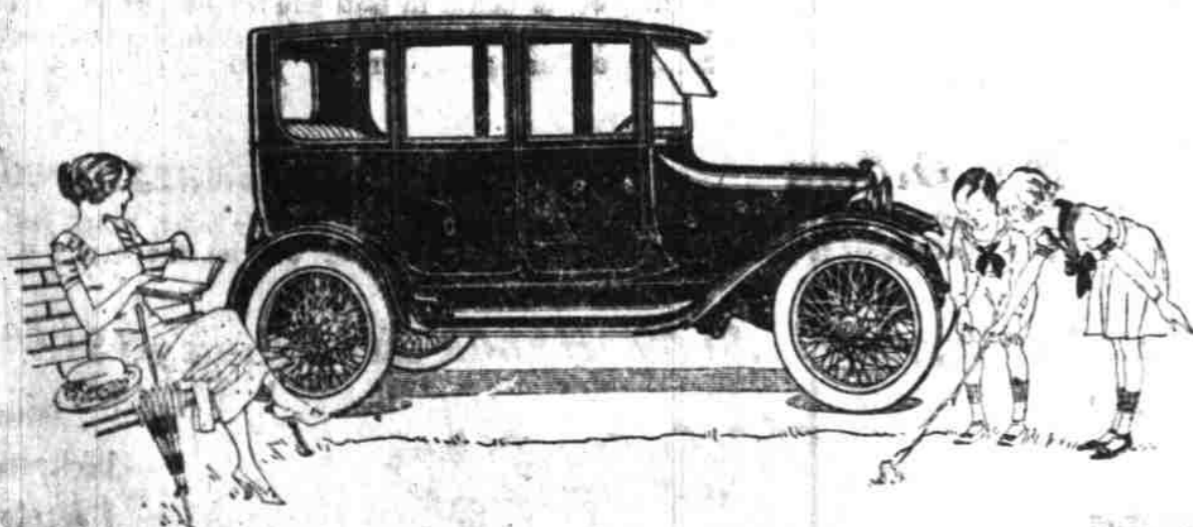
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## Announcement

Commencing AUGUST FIRST our Gas, Oil, Accessory, Ford and Fordson Parts, Tire and Auto Repair Departments will be operated on a

## Cash Basis Only

This decision has been brought about through no reflection upon the credit responsibility of our valued patrons but rather through the greatly increased volume of our credit business, and the impossibility—under present conditions—of financing that volume over the period which lapses between the time.

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