

AUTOMOBILES—TRUCKS—TRACTORS—

Motorcycles — Bicycles — Accessories

REPORT ON OREGON ROADS

Pacific Highway
Portland-Oregon City: Regular route of the Pacific Highway via West Side, paved to Bolton; Bolton-Oregon City bridge, gravelled and in fair condition. Oregon City bridge closed to vehicular traffic at certain hours and loads greatly restricted. Traffic will find the route out of Portland on the East Side via Milwaukie street or Eighty-Second street paved entire distance to Oregon City.

RIMS
and Rim Parts for all Cars
Free Expert Advice
IRA JORGENSEN
150 South High Street

Salem-Albany: paved.
Albany - Junction City: best route via Corvallis. Good gravel macadam Albany to Corvallis and paved from Corvallis to Junction City. New concrete pavement south of Corvallis opened October 15th.

Junction City-Eugene: paved.
Eugene-Cottage Grove: paved to Goshen; highway closed at Goshen, detour east at Goshen, following detour and "Temporary road" signs through Cloverdale coming back to the West Side of the river about one mile south of Creswell, continue due west to new concrete pavement turn south and follow pavement to Cottage Grove.
Cottage Grove-Divide: pavement begins 1 mile south of Cottage Grove, no detours.
Divide-Oakland: new pavement completed and open to travel Divide to Drain. Excellent macadam from Drain to a point 3.7 miles south of Yoncola and from there it is paved to Oakland.
Oakland-Sutherlin: paved.
Sutherlin-Roseburg: pavement completed from Sutherlin to Wil-

bur, no detours; gravelled from Wilbur to Roseburg with no detours.
Roseburg-Myrtle Creek: paved.
Myrtle Creek-Canyonville: macadam is completed from Myrtle Creek to the Umpqua River, a distance of six miles and the remaining three miles to Canyonville is being macadamized; the road over this section is fair.
Canyonville-Wolf Creek: Paving in progress at both ends, 12 miles are already completed leaving about 2 miles to complete. Between the hours of 7:30 p. m. and 5:30 p. m. south bound traffic is detoured over the old road via Glendale to Stage Road Pass. This detour is in fair condition to Glendale and from there to Stage Road Pass the road has been lately gravelled by the County court. All delays may be necessary between Stage Road Pass and Cow Creek where construction is in progress.
Wolf Creek-Grave Creek: paved. This section is being widened and when wet the pavement is very slippery and it may be necessary to use chains.
Grave Creek-Pleasant Valley: good macadam.
Pleasant Valley-Grants Pass: Paving operations have started about two miles north of Grants Pass, two miles already completed. Short detours are provided around most of this work. Where detours are not available, traffic is allowed to pass through with but short delays.
Grants Pass-Through Medford, Ashland, California line: paved.
Columbia River Highway
Astoria-Portland: paved except about 1 mile through city of Rainier, which is gravelled but quite rough.
Portland-Mosier: paved.
Mosier-The Dalles: paving operations under way 1-2 miles east of Mosier.
The Dalles-Deschutes River: New Highway open for about 300 yards past Cape Horn only 12 feet wide. Contractors still working at this point, and travelers are cautioned to drive slow. Balance of road new gravel and still loose on the sides. Cars are warned to drive slow and keep on gravel in passing.
Deschutes River-Heppner Junction: good gravel or crushed rock road the entire distance.
Heppner Junction-Pendleton thru Umatilla, Hermiston and Echo: standard state highway construction; gravel macadam.
West Side Pacific Highway
Portland-West Dayton: paved.
West Dayton-St. Joe: gravelled and in fair condition. County road from West Dayton to McMinnville via Dayton and Three Mile Lane paved and open to traffic.
St. Joe-McMinnville: paved.
McMinnville-Amity: Use old road which is gravelled but rough.
Amity-Holmes Gap: paved, except short gravelled stretch near Holmes Gap.
Holmes Gap-Crowley: newly gravelled, fair going.
Crowley-Rickreall: under construction, adobe fill near Baskett Slough. Bridge impassable in

DO-FLITTER IS BATTERY GAUGE

Little Glass Instrument Efficient in Operation of Automobile

"How can that little glass 'do-flitter' tell whether a battery is fully charged or not?" dubiously queries some fair lady motorist during the days work at the average battery service station. And many a man would like to know more about the same subject but he does not like to confess his ignorance—his curiosity is not quite so keen.

The explanation is simple indeed and very reasonable when one gives it sufficient consideration. It happens that the sulphuric acid used in a battery solution is heavier than water alone, and the hydrometer used for battery testing merely indicates the relative weight of the solution compared with the weight of pure water.

When a battery is fully charged a great amount of the acid in the battery solution has combined with the lead compounds in the plates. Naturally the solution is weak in acid and the float rides deep. But when the battery is discharged and the acid is in the solution—the solution has become heavier—and the hydrometer float rides high.

The Willard Storage Battery company and many other manufacturers recommend the regular and frequent testing of batteries with the hydrometer. Unless a battery has been meddled with by some inexperienced person, this makes a reliable test of the state of charge.

DODGE BROTHERS BUSINESS CAR

Any business that requires delivery can use Dodge Brothers Business Car with profit.

Because its operating-economy and maintenance-economy have been universally established.

The gasoline consumption is unusually low.
The tire mileage is unusually high.

BONESTEEL MOTOR CO.
Commercial and Ferry Sts., Salem, Ore.

FEDERAL

Federal Cords give excess mileage because of their superior construction.

Layers of cords surrounded by supple rubber afford remarkable flexibility and strength. The Double-Cable-Base clamps the tire rigidly to the rim so that it cannot slip.

Double Cable Base Tires

FEDERAL TIRE SERVICE
Katty Korner Marion Hotel

Sound Tires

During the coming week we will give a Sound Tube free with each Sound Tire sold at retail. This is a special offer we are making for a short time only and it is your opportunity to get a tube free of charge.

Sound Tires and Tubes are better today than ever. We can refer you to any number of satisfied users who have had wonderful success with Sound. Mileage is what you are after. We have many users who have real mileage records.

Come in and see us about your tires

Vick Brothers

ALBANY SALEM M'MINNVILLE

Portland-Sandy: paved to Gresham; take Bluff Road, which is gravelled and in good condition from Gresham to Sandy.
Sandy-Brightwood: under construction; practically impassable after rains. Through traffic to points east of Salmon River have option of road via Marmot which is passable but very rough.
Brightwood to Government Camp: dirt road but soil is sandy and road is passable and fair going.
Tualatin Valley Highway
Portland-Gaston: paved.
Gaston-McMinnville: paved entire distance except short detour south of Gaston.
Corvallis-Newport Highway
Corvallis-Bidgett: good gravelled road via Philomath.
Bidgett-Toledo: road impassable since rains.
Toledo-Newport: passable with prospects of being rocked before next rains.
Willamette Valley-Florence Highway
Fair to Horton (over Highway Pass Road): Rocked and in fair condition from Horton to Blachly. (Low Pass closed on account of construction) Road impassable after rains.
Roseburg-Coos Bay Highway
Roseburg-Coos Bay Highway: closed on account of construction between Remote and Bridge, Coos County. Open from Roseburg to Camas Valley and from Coquille to Bridge for local traffic.
Medford-Crater Lake Highway
Two routes being used—one via Central Point, Bybee, Bridge, Trail and McLeod to Prospect; the other via Eagle Point, Reese Creek School and Derby to Prospect. Traffic advised to take the one via Trail. Crater Lake Lodge closed for season October 1st.
Alsea Highway
Corvallis-Waldport: good from Corvallis to Philomath and gravelled most of the way to Alsea. Beyond Alsea, impassable since rains.
Ethel—"Who was that new girl I saw you with last night?" Jack—"That wasn't a new girl. That was my old girl painted over."
Ohio State Journal.

CHEVROLET 490

\$675 SALEM DELIVERY

We have no excuses to offer for the material, workmanship, performance, or price of the 490 Chevrolet.

We can look a man squarely in the eye when we sell him this car for it is right in every way.

And more than this we know that the 490 Chevrolet, at the price—the new and better Chevrolet—is the most economical method of transportation in the world.

It is an undisputed fact that the annual depreciation on cars selling from \$1500 and upwards amounts to more than the cost of the 490.

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