

SEVENTY-FOURTH YEAR

SALEM, OREGON, SUNDAY MORNING, MAY 25, 1924

PRICE FIVE CENTS

ROADS  
RESORTS

Where  
and  
How  
to Go



# For the Pleasure Seeker and the Automobilists



ROADS  
RESORTS

Where  
and  
How  
to Go

## Paved Roads Necessary to Display Oregon's Scenic Wonders to the Tourist

Oregon's many scenic wonders have made the development of highways of greatest importance to the state, for only by having adequate paved roads can it hope to show the natural beauties to the largest possible number of tourists. The impressions carried away by automobile tourists from all over the country can give the state much favorable advertising if these impressions have to do with even well-kept paved highways winding through beautiful

valleys and picturesque mountains. Realizing this, the state highway department has for several years been endeavoring to improve its highways to the fullest extent, substituting pavement for the older dirt or gravel roads and reducing grades through the mountains. This has been especially true since 1915, when many tourists came to the coast for the expositions. Many old roads have been resurfaced, and on virtually all new work and certain old roads which

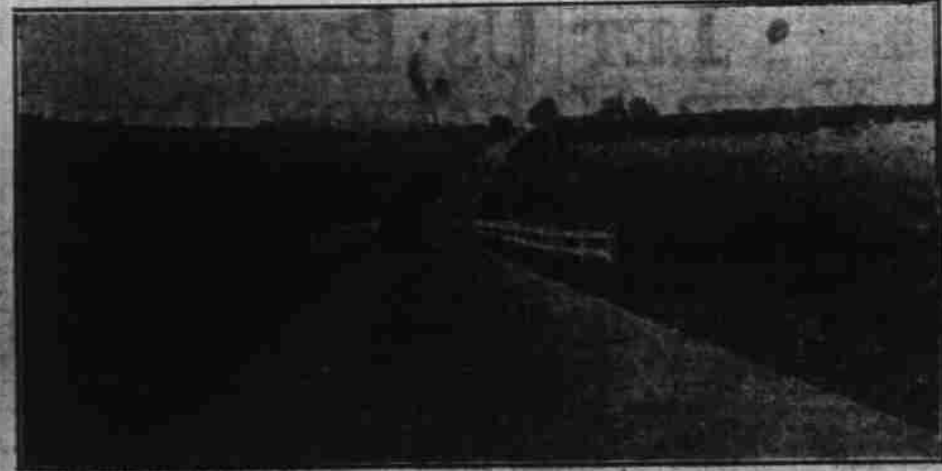
are now inadequate for the greatly increased traffic, highway authorities have selected concrete as the most enduring surface to meet present demands. Large stretches of the Pacific highway, which follows the scenic route down the western valleys of the state, have been paved with concrete in the last three years. This policy is in line with that which has been adopted by most of the state highway departments of the country in recent years. Since concrete was

first used for highways, fifteen years ago, more than 25,000 miles of concrete highway have been built. More than half of this has been built during the last three years. One of the features of Oregon's highways which particularly impresses the traveler is the extensive system of concrete bridges along the Columbia highway, without doubt one of the most picturesque highways in the world. High concrete arches span deep canyons

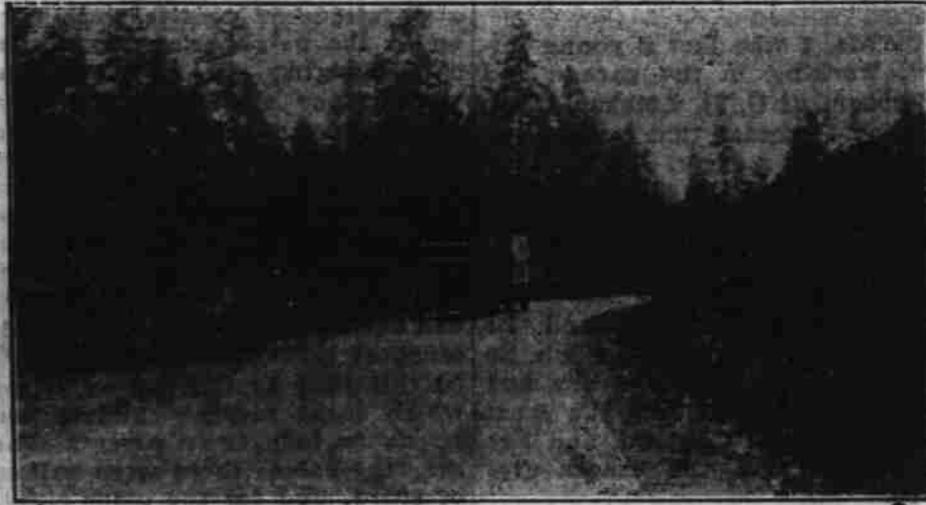
down which foaming streams dash leaving the road, the motorist may view the tall cataracts that tumble down the face of the rock

in white ribbons of spray—Multnomah Falls, Horse Tail Falls and many others, hundreds of feet in height. In many of the agricultural regions of the state, where paved roads have been necessary to enable the farmers to get their produce to market speedily and economically, but where they have been unable to bear the burden of building a full-width concrete road all at once, single tract concrete

highways have been laid. These adequately care for the traffic of the present and at the same time provide for the eventual construction of a full-width concrete highway. Clackamas county is notable for such highways. At the end of 1923 Oregon had the equivalent of approximately 438 miles of concrete highway eighteen feet wide. Of this, about thirty-six miles was built in 1923.



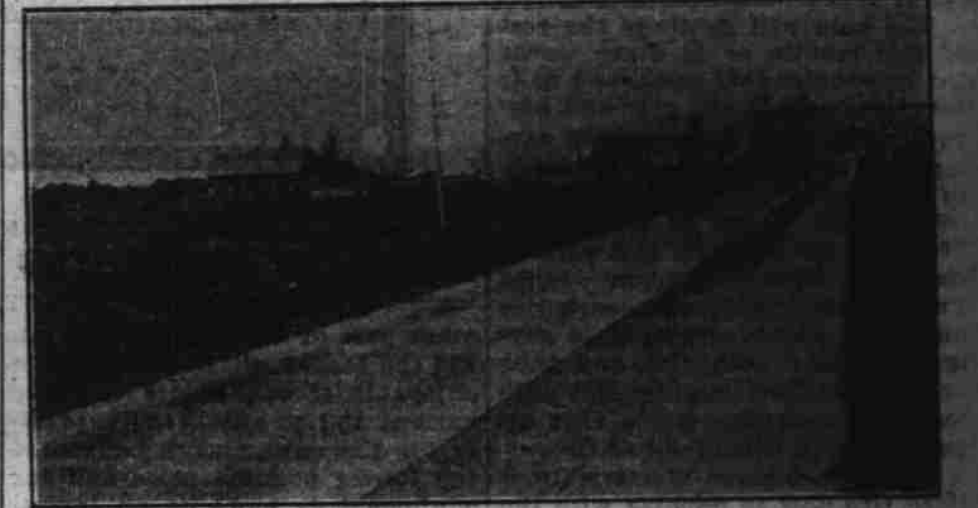
West Side Highway near Newberg, Oregon



Pacific Highway near Canby, Oregon



Pacific Highway North of Aurora



Astoria, Seaside Highway

### OAKLAND CARS DOING DUTY

Six Cars at Various Branches Cover 21,000 Miles Each

Where are the stars of yesterday? In life's changing swirl those who bask in the limelight for a while pass on to make way for others, just as that lovable old horse that in youth we sympathized with almost as a human, Black Beauty, passed from the high estate of drawing an aristocratic carriage to the rather ignominious task of pulling a dilapidated delivery wagon. It was scarce eight months ago that the first six 1924 Oakland cars off the line were dispatched

from the factories at Pontiac, Mich., to the distant corners of the country to prove the soundness of the many new Oakland features. In other words, Oakland desired to show the public how the cars would perform after a year's service—and to give that year's service in terms of miles—in a space of time less than six weeks. Reports from these six cars which are doing duty at various branches and dealers of the company state that every one has covered more than 21,000 miles, or a total of approximately 125,000 miles. Basing estimates on the 5000 yearly mileage of the ordinary car in the hands of a user, each of these six cars has had approximately four years of service—and of the hardest kind due to the abuse given them in demonstrating the four-wheel brakes, acceleration and speed over all kinds of road. Only minor repairs have had to be made on the cars. The report on the sixth car, which finished in Boston, but is

now being used by the New York branch, is typical of all the reports in the statement that "it was tightened and checked over after its arrival and is in better condition today mechanically than when it left the factory." This car, like all the rest, has run up 21,000 miles, which is equal, the report states, to 100,000 miles of ordinary driving because of the severe conditions to which it has been subjected in various tests. NEW ZEALAND PROSPERS (By Mail) WELLINGTON, N. Z., April 22.—New Zealand has just completed the most successful trade year in the history of the country. Imports and exports amount to \$480,000,000, being an increase of \$67,500,000 over the previous year. Sixty per cent of the cars bought last year were purchased on time.

### CAR OWNERS MUST GIVE ASSISTANCE

National Organization in Position Bring Problems to Attention of Those in Work

Investigation of automobile accident and fatality causes took an important turn this week as the result of a request made to all car owners throughout the country by the American Automobile Association following conferences on the subject of safer motoring with representatives of the numerous national organizations now studying the situation. It is the opinion of AAA officials that present concentration of thought upon the subject of accident prevention by representatives of such national bodies will do much to cut the swelling accident list but that real progress can be had only through the willingness of each individual car owner and driver to consider the subject as one of personal interest. Fearing that the car owner may take a notion to "let George do it," President Thos. P. Henry of the AAA advises all affiliated auto clubs throughout the country to urge upon their members the need for close attention to the accident prevention study now being made at conference of national bodies. Nothing would be more disastrous to this comprehensive plan of safeguarding motoring America, it is declared, than to have car owners themselves imagine that the national organization can solve the problem without the assistance of the automobile driver. It is pointed out that while the national organizations are in a position to bring the motorist's safety problems to the attention of those who will be able to aid directly in the work of eliminating accident causes, the motorist's part in the matter is still of primary importance.

automobile among four wheels instead of two," says A. G. Zeller of Detroit. "Most people think of brakes as mechanical devices attached to the wheels to stop the car. This, of course, is not the case. The brakes are mechanical devices attached to axles and wheels or other parts of the machinery of the car, to prevent the wheels from turning; if there is then sufficient friction between the tire and the ground, that friction will stop the car. "Many brakes have a total of more than 150 square inches of braking surface at the drums. All of this retarding effort is concentrated against fifteen or twenty square inches of tire, at the point where the tire comes in contact with the ground. With brakes on four wheels instead of two we simply double this area of contact, and naturally must add to the effectiveness of the braking power." ROAD CONDITIONS As Given Out by Oregon State Motor Association Corvallis to Newport and Waldport—Macadamized to Newport. Good and solid but rough in places. Newport south open as far as Waldport and passable within four miles of Heceta. McKenzie Pass open as far as McKenzie Bridge. Construction on the pass will make it necessary to keep it closed for some time. Roseburg to Coos Bay Points—Macadamized from Dillard to Coquille and paved to Marshfield and North Bend. Marshfield South on Roosevelt Highway—Coquille to Bandon or Marshfield to Bandon, open and passable only after rains. Bandon to Arizona in good macadam. Balance of road to Brookings is mountain road which is rough and hilly but passable. Slippery after rains. Brookings to Crescent City, good gravel road. Grants Pass to Crescent City—Open and passable. The road is fair with the exception of the section over Oregon Mountain, where it is rough with many steep grades and some one-way road. Time required to drive from Grants Pass to Crescent City, 96 miles, is 8 hours. Road to Oregon Caves open. "But screw your courage to the sticking point—McBoth.

### Why I Wrote "THE TIDE COMES IN" By CLEMENT WOOD

That was exactly the reason. If the tide had stayed out, and left our bungalow on the Sound sand-high and sand-dry, I could have summured in peace of mind. But it came in—and kept coming; an "endless oily well of rolling wonder," until whitecaps and whimpers below my bed. Then the opening poem and the closing "The Tide Goes Out" were written; the Eagle Sonnets were shaped to the vast pounding rhythm of the ocean's unseen heart. My earlier volumes, "Glad of Earth," "The Earth Turns South," and the epic sweep of "Jehovah" had been the timorous out-voyage; and now the return had commenced. A poet does not choose to write poetry, any more than the ocean chooses the alternate flow and ebb of its tides. The tide of poetry possessed me; and this book is what it brought to land.

## CAR PAINTING

We are prepared to repaint your car with our Duco Permanent Finish, only five days required to remove all the old paint and refinish with a first-class job.

Nothing seems to injure this new finish. Let us show you some of our finished jobs.

Remember That It Takes Only Five Days for the Best Job

# Vick Brothers

QUALITY CARS  
High St. at Trade Salem, Oregon

## AUTO TOPS

W. R. AND J. H. McALVIN

General Auto Top and Upholstering Work

Glass Enclosures a Specialty

545 N. Church St., Salem, Ore.

## BEFORE THAT TRIP

Let Us Inspect Your Car

VALVES -- BATTERY -- STARTER

HOMER TARPLEY -- R. D. BARTON

Phone 1107 171 South Commercial Street

## Only \$17.55 for a Real Willard!

It's sturdy, reliable, high grade battery throughout, and exceptional value. The Willard name assures you of its quality.

This is just one of the complete line of Willard Batteries at various prices, according to capacity. We have them all.

JOE WILLIAMS CO.  
Service That Satisfies Phone 198  
331 Court St.

# Willard

STORAGE BATTERIES

## It's All Made Possible With Nearly New Ford

Why stay around the old haunts when a few dollars will put you in possession of a nearly new Ford that will take you and yours to all beaches and resorts, to the mountains and the lakes.

## USED CAR CORNER

Ferry and Commercial  
Open Sundays and Evenings