

Oregon State Highway Commission

Weekly Report on Condition of Oregon State Highways
July 8, 1925

Pacific Highway
Portland, Oregon City, Salem, Albany, Harrisburg, Junction City, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford, California State Line: Paved entire distance except between Harrisburg and Junction City where paving operations are under way. Road closed to all traffic. Southbound traffic detour at Harrisburg via Coburg to Eugene. Best route Albany to Junction City via Corvallis and Monroe; all paved.

West Side Pacific Highway
Portland, Newberg, Dayton Junction: Paved. Dayton Junction, McMinnville: Paving operations under way. Traffic for McMinnville and beyond take county road via Dayton which is all paved. McMinnville, Monmouth, Corvallis, Junction City, Eugene: Paved. Old Oregon Trail—East of The Dalles

Dalles
Ontario, Huntington, Baker, Union, La Grande, Pendleton, Umatilla, Arlington, The Dalles: Macadamized entire distance and in good condition.
Old Oregon Trail—West of The Dalles—Columbia River Highway

The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: Paved entire distance.

Roosevelt Coast Highway—Clatsop and Tillamook Counties
Astoria, Seaside: Paved. Seaside, Cannon Beach, Junction: Macadam.

Cannon Beach Junction, Hamlet Junction: Road under construction; passable but rough and subject to short delays.

Hamlet Junction, Mohler: Good macadam.

Mohler, Miami: Highway route not open beyond Brighton. Take county road via Toley Creek; graveled and in fair condition.

Miami, Tillamook, Hebo, Nesawin, Devils Lake: Part paved; balance macadam.

Roosevelt Coast Highway—Coos and Curry Counties

Hauser, North Bend: Macadam.

Ferry across bay.

North Bend, Marshfield, Coquille: Paved.

Coquille, Bandon, Port Orford, Arizona Inn: Macadam.

Arizona Inn, Gold Beach, Brookings: Mountain road in fair condition.

Brookings, California State Line: Graveled road.

Coos Bay—Roseburg Highway

Pacific Highway, Camas Valley, Myrtle Point, Coquille: Macadam.

Willamette Valley—Florence Highway

Junction City, Cheshire, Goldson, Blachly, Rainrock: Macadam.

Open to Florence via Mapleton or North Fork route. Dirt road.

Corvallis, Newport Highway

Corvallis, Philomath, Wren, Eddyville, Toledo, Newport: Macadam.

McMinnville, Tillamook Highway

McMinnville, Sheridan: Paved.

Sheridan, Willamina, Grand Ronde, Hebo, Tillamook: Part paved; balance good macadam.

Tualatin Valley Highway

Portland, Hillsboro, Forest Grove, Carlton, McMinnville: Paved.

Mt. Hood Loop Highway

Portland, Government Camp, Parkdale, Hood River: Paved to Gresham; balance good macadam.

Road open entire distance around Loop.

The Dalles, California Highway

NOTE: Through traffic advised to take Sherman Highway.

The Dalles, Dufur, Maupin: Good macadam.

Maupin, Cow Canyon: Surfacing under way but passable.

Cow Canyon, Gateway, Madras, Redmond, Bend: Macadam.

Bend, Lapine: 17 miles cinder surfaced; balance fair dirt road.

Lapine, 6 miles north of Sand Creek: Unimproved dirt road. Rough.

Six miles north of Sand Creek, Klamath Falls, Merrill, California State Line: Macadam.

Oregon, Washington Highway

Pendleton, Washington State Line: Paved.

Pendleton, Pilot Rock, Vinson, Heppner, Heppner Junction: Macadamized except between Vinson and Lena which is unimproved but passable.

Ashland, Klamath Falls Highway

Junction Pacific Highway, Klamath Falls: Macadam.

Klamath Falls, Lakeview Highway

Klamath Falls, Bonanza: Macadam.

Bonanza, Drews Valley Section: Unimproved road. Rough going in places.

Drews Valley, Lakeview: 8 miles macadam; balance dirt road in fair condition.

Bend, Lakeview Highway

Bend, Silver Lake: Road in fair condition.

Silver Lake, Paisley: Dirt road in fair condition.

Paisley, Lakeview: 45 miles macadam.

Central Oregon Highway

Biggs, Wasco, Moro, Grass Valley, Kent, Shaniko, Madras, Redmond, Bend: Macadam.

John Day Highway

Arlington, Condon: Macadam.

Condon, 6 miles south: Under construction but passable at all times.

Six miles south of Condon, Fossil, Spray, Dayville, Mt. Vernon, John Day, Prairie City, Summit: Macadam and in good condition.

Summit, Austin, Unity: Open and passable but rough.

Cow Valley, Brogan, Jamieson, Vale, Ontario: Macadam.

Ochoco Highway

Redmond, Prineville, Mitchell: Macadamized and in good condition.

Mitchell, Antone, Dayville: Dirt road. Impassable after rains.

Crater Lake Highway

Road to Crater Lake

Medford, Trail, Prospect, Crater Lake, Fort Klamath: Macadam; open for travel throughout. Crater Lake Lodge now open.

La Grande, Wallowa Lake Highway—Road to Wallowa Lake

La Grande, Island City: Paved.

Island City, Elgin, Minam, Wallowa, Lostine, Enterprise, Joseph, Wallowa Lake: Macadamized and in good condition.

Baker, Cornucopia Highway

Baker, Halfway: 19 miles macadam; 21 miles graded roadbed.

Balance fair county road. Powder River grade closed. Detour via Sparta.

Redwood Highway—Road to Oregon Caves

Grants Pass, Kerby, Waldo: Graveled road in good condition.

Waldo, Crescent City: Mountain road in fair condition.

Oregon Caves Highway

Redwood Highway Junction to Oregon Caves: In good condition.

McKenzie Highway

Eugene, Sisters, Redmond: Macadamized except a 12 mile section over McKenzie Pass where construction under way; road open and passable.

Alsea Highway

Corvallis, Philomath, Alsea: Macadam.

Alsea, Waldport: Surfacing work in progress between Alsea and Tidewater; look out for trucks.

Willamette Highway

Eugene, Goshen: Paved.

Goshen, Lowell: Macadam.

Lowell, Oakridge: Fair condition.

Oakridge, Crescent: Open and in good condition to Emigrant Creek.

From Emigrant Creek over Summit take old road; rough but passable.

WALTER P. CHRYSLER'S
TRAFFIC TALKS

Statistics recently made available by the United States Bureau of the Census for 1923 show these facts:

1. There are 47 cities having a population of from 15,000 to 16,500. This is the largest number in any one of the groups, ranging from 15,000 to 16,500, 16,500 to 18,500, 18,500 to 20,000, etc.

2. In the 12 cities of 500,000 and more population there is, of course, the largest population.

3. In the cities having more than 500,000 population there were 3,348 fatal accidents in 1923—the largest number in any one group—and in cities between 16,500 to 18,500 there were 117 accidents—the smallest number.

4. The cities between 22,500 and 25,000 population had the smallest number of fatal accidents—174 per 100,000 population, and the cities between 20,000 and 22,500 had the highest percentage, 25.9 per 100,000.

All of which will upset some popular ideas. While most accidents take place where there are the most people and the larger number of motor cars, the percentage of accidents per 100,000 population is not necessarily in those same district cities.

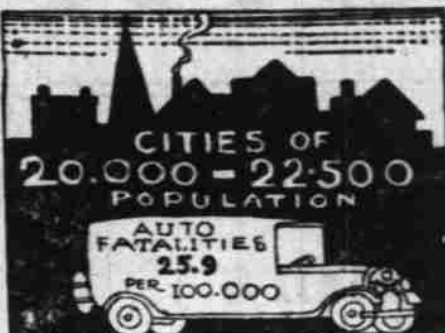
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The best rules are:

Always be careful.

Never take a chance.

Those rules always hold.



CITIES OF 20,000-22,500 POPULATION

AUTO FATALITIES 25.9 PER 100,000

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Toys With Armor Are
Replacing Soldiers

LONDON.—Medieval knights in shining armor have taken the place of the little tin soldiers which were popular here prior to 1914. After the war, toy soldiers all but disappeared from the shops not only in England, but in many countries on the continent, particularly Germany and Austria, and in their stead came little farmer boys and other leaded figures of agriculture.

Models of cows and horses, of ducks and chickens and farm houses to scale have been displayed quite generally. Hunting scenes, with the huntsmen in bright colors on horses, foxes, hedges, ditches and other suggestions of the country have also been on display this spring on a larger scale than heretofore, but the demand of the public for the knights suggestive of the troublesome days of the 20th century indicates, say the toy dealers, that war playthings are again coming into favor.

Land of Tipping Is
Becoming Less Fertile

SOUTHAMPTON.—Reports circulated here that the American state department has put its foot down on extravagant tipping by its representatives have brought out tales of the largesse of some American millionaires when they leave the vessels that have carried them in safety across the Atlantic.

It is related among steamship stewards that on one trip recently an American millionaire gave \$10 to every member of the crew of the ship on which he was traveling, and \$25 to each of the officers. His tips, it was estimated by the stewards, cost this individual \$10,000. Another passenger not long ago surprised a steward by presenting him with \$400 after a six-day passage from New York to Southampton.

Plains of Canada Are
Calling Farmer Girls

Pinder, a graduate of the experimental farm of Leeds University, is in Winnipeg to begin a year's study of Canadian agricultural methods, with a view to creating on her return to the British Isles, a movement to western Canada of English farm girls.

"Girls on the farms in all parts of England are intensely interested in Canada. They are seeking an outlet for their energies and would migrate to the dominion in large numbers if only encouraged," Miss Pinder asserted.

Many of these young women, she declared had sufficient funds to start farms of their own and would prove a valuable asset to the development of the western country.

London Offers Many
New Styles This Year

LONDON.—With London's opera season in full serving many new styles have been seen, particularly among the men. One of these was a revival of the evening cloak. These are cut in the Inverness cape style, and lined with French grey satin, or with a discreet blue.

And as for men's handkerchiefs they are a bit thinner and flimsier this year, and at very high prices.

The Famous 30 Minute Test

THAT'S all the time it takes. Just 30 minutes behind the wheel of the 1925 Star Car. To prove to you for all time the real value that Star builds into a low cost car. Test it!

Here are the Value Features that make the 1925 Star Car the greatest value buy in the world today.—Check them against any car near its price class—and you, too, will say "this is the car for me."

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PARALLEL PARKING
IS MOST POPULAR

Automobile Editor Claims
That Parallel Parking
Is Most Popular

In talking to a representative of The Oregon Statesman J. C. "Slim" Macracken, who passed through Salem Friday in the interest of the sales department of the Willys-Overland company, said, "The way you park your cars here sure looks funny to me." When asked what way he found to be the most common he said that parallel to the curb was by far the most common. With Salem's wide streets parking parallel with the curb would certainly give you wonderful streets for traffic. When at home Mr. Macracken is automobile editor of the Milwaukee Sentinel. On this trip for the Willys-Overland he has visited a great many cities and has traveled over eight thousand miles since leaving Boston on June 8.

As much as \$40 to \$60 a dozen is charged for these new creations of diaphanous linen for evening use. The monograms of these ultra-stylish handkerchiefs are peculiarly elaborate, being formed of thin lines of bound silk drawn across a neat hole in one corner.

Medford—Four new business buildings ready for occupancy.

St. Helens—Columbia County fair will build four new exhibit buildings.

SAMMY SPARK PLUG

Rats leave a sinking ship and die in the sea. Power leaves a sinking spark plug and it finally dies on the hill.

Keep 'em replaced and don't die anywhere.

AUTO LAUGHS

Will Rogers has a new traffic relief plan. "Abolish all turns," he proposes. "Go straight to where you want to go."

DODGE BROTHERS
SPECIAL
TYPE-B SEDAN

Observe the special equipment: balloon tires with steel disc wheels, nicked radiator shell, front and rear bumpers, motometer with lock, windshield wiper, cowl lights, scuff plates and special body striping.

Then consider the sturdy and dependable character of the car itself and you will understand why it is equally attractive to men and to women—and exceptionally attractive to both.

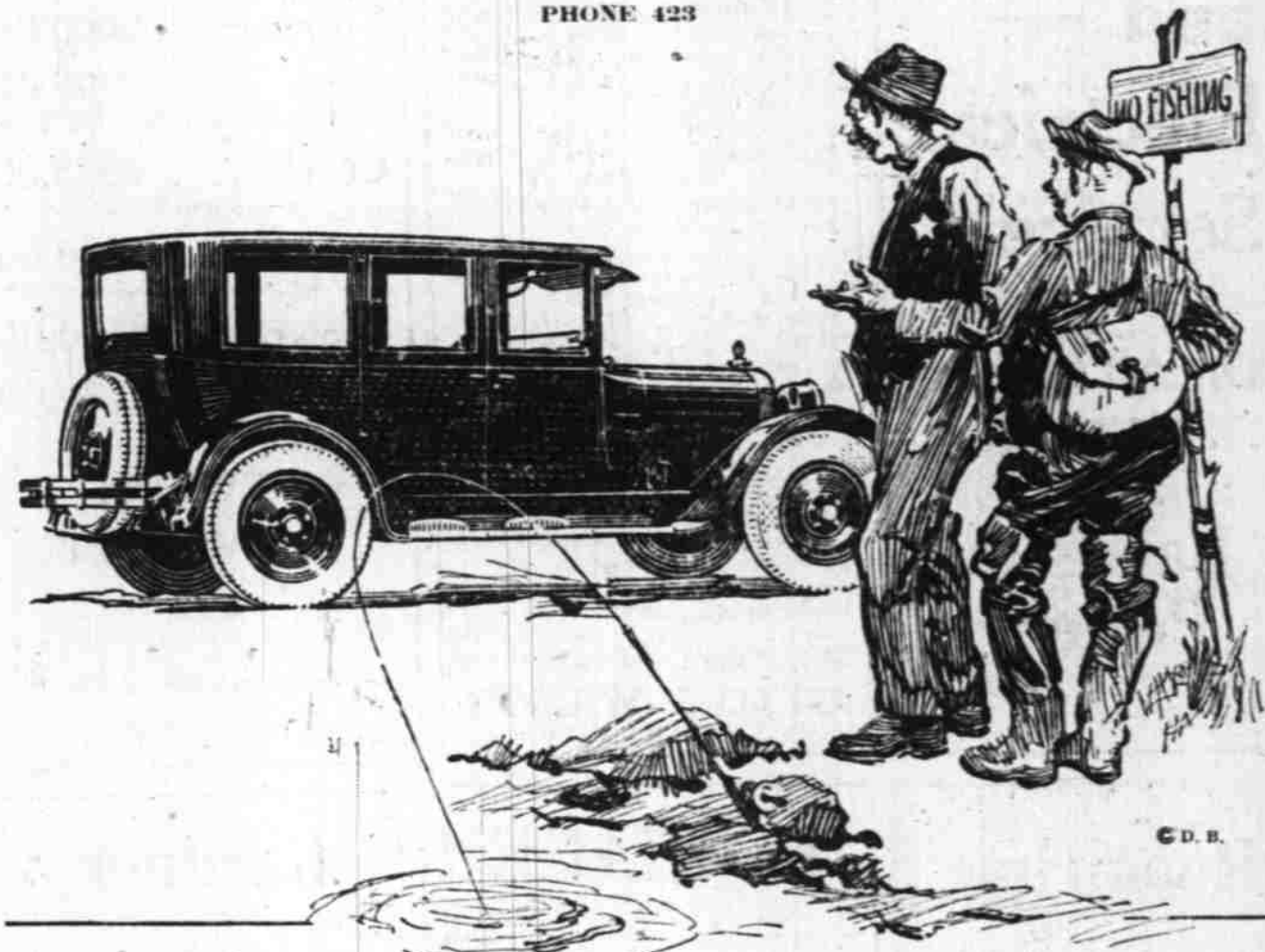
Five Balloon Tires

\$1195 f. o. b. Detroit, \$1430 delivered

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World's Greatest Buy
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Throughout Hudson's long-time policy of giving greatest value for the money, this is the lowest price, the finest Hudson, the greatest value Hudson ever offered. Only Hudson's exclusive advantages of the famous patented Super-Six principle combined with the world's largest production of 6-cylinder cars make it possible. By greater margins than ever before it is today the "World's Greatest Buy."

The Great and Genuine Economy
Its Owners Know

The good-will and satisfaction so evident throughout Hudson's enormous ownership results simply from the conviction of hundreds of thousands of individuals that they have the "World's Greatest Buy." The economy Hudson owners praise is not only in the big saving of first cost; they know, also, the greatest of all operating economies—faultless service for months on end with rarely any need whatever for attention and at a minimum expense for service.



Hudson - Essex World's Largest Selling 6-Cylinder Cars

Fred M. Powell Motor Cars

Salem, Oregon

THE new Kelly Cord is more flexible than any previous cord tire. The Integral Bead construction not only makes the carcass more flexible but makes it possible to use a flexible tread.

This means an easier-riding tire, while the ruggedness of the tread means a longer-wearing tire.

If you have never used Kellys, now is a good time to begin. If you already know Kellys, take our word for it that the Kelly Flexible Cord is the best tire Kelly has ever built.

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