

# Road Conditions Throughout Oregon

**Pacific Highway**  
Portland, Oswego, Oregon City, Junction City, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford, Ashland, California state line: Paved.

**West Side Pacific Highway**  
Portland, Newberg, McMinnville, Corvallis, Junction City, Eugene: Paved.

**Old Oregon Trail—East of The Dalles**  
Gario, Huntington, Baker, Union La Grande, Pendleton, Matilla, Arlington, The Dalles: Oiled macadam entire distance and in good condition. Heavy hauling not permitted between Pendleton and La Grande.

**Old Oregon Trail—West of The Dalles**  
Columbia River Highway  
The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: Paved.

**Roosevelt Coast Highway**  
Clatsop, Tillamook, and Lincoln Counties  
Astoria, Seaside, Mohler: Paved to Seaside, balance macadam.  
Mohler, Miami: Highway route via Brighton under construction and traffic for Garibaldi and points south is urgently advised to take road via Foley creek which is graveled throughout.  
Miami, Tillamook, Hebo, Neskonin, Devils Lake, Siletz river: Part paved; balance macadam.  
Siletz river, Otter Rock: New dirt grade, impassible.  
Newport, Waldport, Yachats: Beach road; ferry across Yaquina Bay and Alsea river.

**Roosevelt Coast Highway—Coos and Curry Counties**  
Reedsport, Lakeside: No road, construction under way.  
Lakeside, North Bend: Macadam. Ferry across Coos Bay.  
North Bend, Marshfield, Coquille: Paved.  
Coquille, Bandon, Port Orford, Euchre Creek: Macadam.  
Euchre Creek, Gold Beach: Use new road to Bagnell Ferry.  
Gold Beach, Myers Creek: Macadam.  
Myers Creek, Brookings: Narrow mountain road. Passable.  
Brookings, California state line: Macadam.

**Coos Bay-Roseburg Highway**  
Pacific Highway, Camas Valley, Myrtle Point, Coquille: Macadam.  
Ashland-Klamath Falls Highway  
Ashland, Klamath Falls: Macadam.

**Willamette Valley-Florence Highway**  
Junction City, Cheshire, Goldson, Blachly, Rainrock, Mapleton: Macadam.  
Mapleton, Florence: Dirt road. Impassible after heavy rains.  
Corvallis-Newport Highway  
Corvallis, Philomath, Wren, Edwys, Toledo, Newport: Macadam.

**Roosevelt Coast Highway open north to Otter Rock.**

**McMinnville-Tillamook Highway**  
Sheridan, Coquille: Paved.  
Kondr, Hebo, Tillamook: Part paved; balance macadam.  
Tualatin Valley Highway  
Portland, Hillsboro, Forest Grove, Carlton, McMinnville: paved.

**Mount Hood Loop Highway**  
Portland, Government Camp, Hood River: Paved to Oresham; balance oiled macadam.  
Closed by snow between Government Camp and Parkdale.  
The Dalles-California Highway  
The Dalles, Dufur, Maupin, Redmond, Bend, Lapine, Crescent, Port Klamath, Klamath Falls, Merrill, California State Line: Macadam. Heavy hauling not permitted between Maupin and Junction City, Olling.

**Oregon-Washington Highway**  
Pendleton, Washington State Line: Paved.  
Pendleton, Pilot Rock, Vinson, Heppner Junction: Macadamized except between Vinson and Lens which is under construction.  
Klamath Falls-Lakeview Highway  
Klamath Falls, Bonanza, Macadam.  
Bonanza, Drews Valley Section: Under construction. Auto traffic not advised on account of rain conditions.  
Brews Valley, Lakeview: 11 miles macadam. Balance fair dirt road. Chains required.

**Bend-Lakeview Highway**  
Bend, Lapine, Silver Lake, Summer Lake: Partly macadamized; balance fair dirt road.  
Summer Lake, Paisley: 9 miles macadam; balance fair dirt road.  
Paisley, Lakeview: Macadam.  
Lakeview, New Pine Creek: Partly macadamized; balance fair dirt road.

**Central Oregon Highway**  
Bend, Burns: First 12 miles macadam; balance fair dirt road.  
Burns, Crane: Macadamized.  
Crane, Vale: Rough but passable.

**Sherman Highway**  
Biggs, Wasco, Moro, Grass Valley, Kent, Shaniko, Madras, Redmond, Bend: Macadam. Poor condition between Kent and Shaniko. Oiling between Wasco and Grass Valley. Through traffic advised. Use The Dalles-California highway.

**John Day Highway**  
Arlington, Condon, Fossil, Spray, Dayville, Mt. Vernon, John Day, Prairie City, Austa, Unity: Macadam. Make local inquiry as to snow conditions east of Prairie City.  
Unity, Cow Valley: New grade, surfacing operations under way.  
Cow Valley, Brogan, Jamieson, Vale, Ontario: Macadam.

**Ochoco Highway**  
Redmond, Prineville, Mitchell: Macadamized and in good condition.  
Mitchell, Antone, Dayville: Dirt road. Traffic not advised along this section on account of rain.

**Crater Lake Highway**  
Medford, Trall, Prospect: Macadam.  
Prospect, Fort Klamath: Closed by snow.

**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: 30 miles macadam; 28 miles graded roadbed; 3 miles county road.

**Redwood Highway—Connecting With Road to Oregon Caves**  
Grants Pass, Kerby, Crescent City: Graveled road in good condition.  
Kerby, Oregon Caves: Closed beyond Grayback Creek.

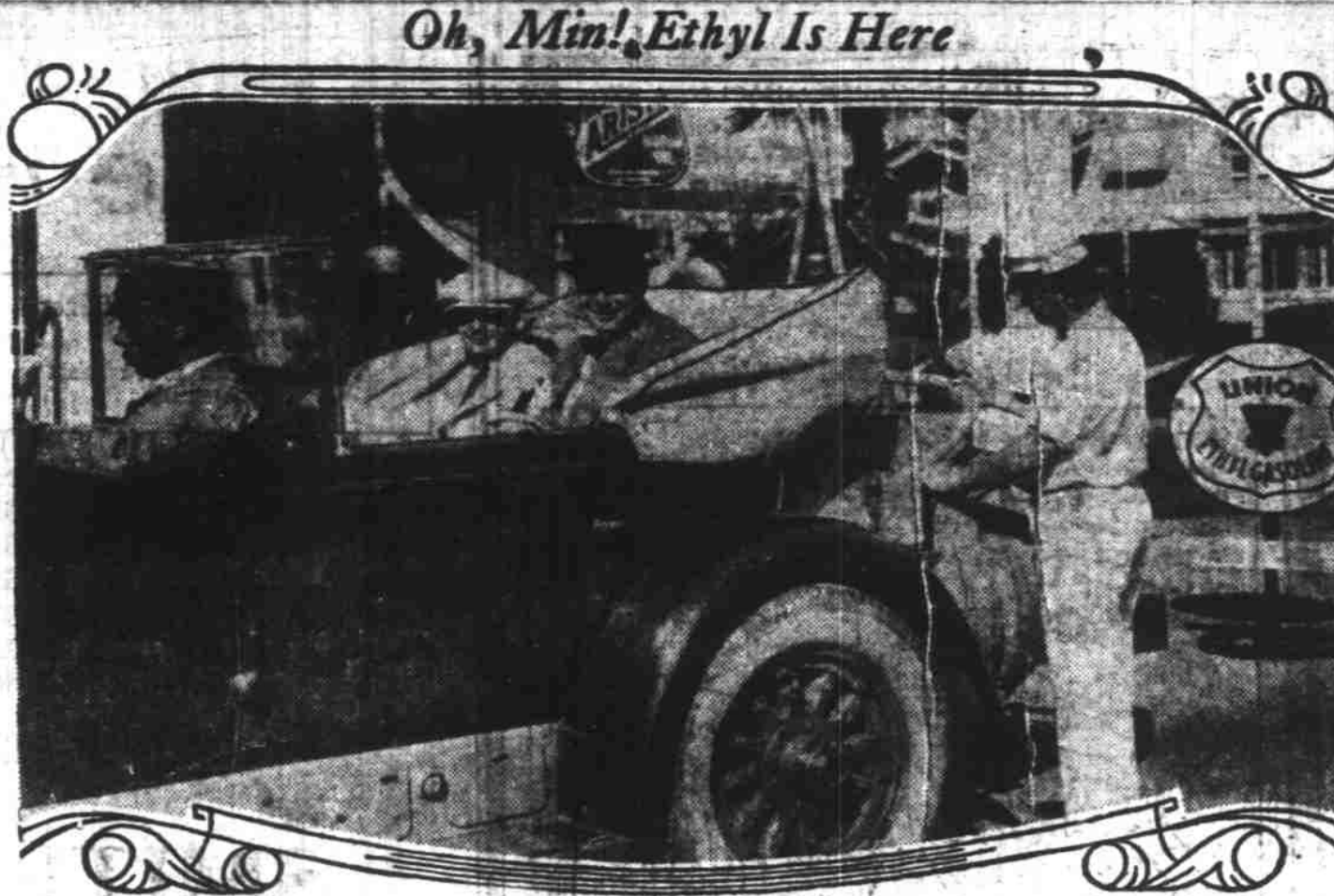
**McKenzie Highway**  
Engene, Belknap Springs, Sisters, Redmond, Bend: Macadam. Closed between Belknap Springs and Sisters account of snow.

**Alsea Highway**  
Corvallis, Philomath, Alsea Mountain: Macadam.  
Alsea Mountain, Missouri Bend. Under construction. Passable.  
Missouri Bend, Waldport: Macadam.

**Baker-Unity Highway**  
Baker, Foot of Mill Gulch: 10 miles macadam. 11 miles graded roadbed.  
Mill Gulch, Hereford: Graded roadbed.  
Hereford, Unity: Under construction.

**Pendleton-John Day Highway**  
Pendleton, Pilot Rock, Lazinka Ranch: Macadam.  
Lazinka Ranch, Albee: 12 miles of unimproved mountain road. Steep grades and somewhat rough, but passable.  
Albee, Ukiah: Surfaced.  
Ukiah, Ritter: Rough mountain road. Steep grades. Liable to be blocked by snow at any time.  
Ritter, Mt. Vernon: Partially graded and surfaced; fair condition.

**Enterprise-Flora Highway**  
To Lewiston, Idaho  
Enterprise, Flora: 27 miles improved road; remaining section rough country road. Make local inquiry as to snow conditions.



Meet Sidney Smith, creator of Andy Gump, who recently arrived in Los Angeles from Chicago. Smith motored overland using Union Ethyl gasoline on the last lap of the journey. Andy is in the tonneau of the car. Gentleman with cap is Bill Wise, Golf Editor of Los Angeles Times.

## CHANDLER ENLARGES TRAVELLING FORCES

### New Special Representatives to Travel Over All Territories

The widening popularity of Chandler's 1927 line, and the increasing number of applications for territorial franchise representation, has necessitated the addition of several new special representatives to the Chandler field force.

This is true not only in the United States and Canada, but in the markets of the world as well. It is common knowledge throughout the industry that Chandler has enjoyed an excellent export business since 1914, the beginning of the company's volume production. Today export shipments alone account for better than 15 per cent of the total production, with a gradual healthy gain each year in total units shipped overseas.

Paul Heinen is the newest addition to the Chandler field force in export circles. Heinen was educated in Belgium, France, Germany and England, and received his technical training at the Haggen Institute of Technology.

For the past 15 years he has traveled throughout the world, spending six years representing the American Metals Co. Ltd. in Mexico and Latin America, and nine years as the Cuban, South and Central American representative of the Otto Engine Works, Ruggles Motor Truck Co. and Paige.

For Chandler, Heinen will travel in England, Scotland, the Scandinavian countries, Belgium, Germany, Switzerland, Italy, Spain, France and the Continent generally.

The greatly increased business Chandler has enjoyed in Canada in the past six months has necessitated the addition of H. Allan Kingsley and Tom Stevenson as special representatives in that field.

Both Kingsley and Stevenson have been in the automotive field for a number of years and are well acquainted throughout the trade.

Kingsley, who will travel Eastern Canada for Chandler, spent four years in the Orient with headquarters at Manila, as Asst. General Manager of the Luneta Motor Co., Maxwell and Chrysler distributing agency. He was also connected with the Willis St. Claire factory branch in Cleveland as general manager before joining the Chandler organization.

Stevenson is routed in the Western Canadian territory where he has a wide following in trade circles. Before coming to Chandler, Stevenson was sales manager for O. S. Chapin at Calgary, handling Packard, White truck and Overland; manager of Western Motors, Vancouver distributors for Maxwell-Chalmers, and sales supervisors for Western Canada with the Chrysler organization.

## LOS ANGELES.—(Special)—

### "Hills melted away like a starched collar in the tropics. Second gear on old '348' is decaying from disuse. Union Ethyl turns miles into smiles and makes carbon see red!"

So spake the sage, Andy Gump, on his arrival in Los Angeles in the company of Andy Smith at the end of a cross-country ride by auto.

With that characteristic business acumen which marked his stewardship of his uncle's fortune, the important decision bearing on the choice of gasoline for the cross-country trip was met fearlessly by Andy.

Andy admits he is an engineer as well as a keen business man, and being well versed in automotive mechanics, knows what is best for his motor.

## SUCCESS IN SIGHT AS SEASON OPENS

### Head of Peerless Company Sees Greater Prosperity on the Road

With a big buying season for automobiles just opening up, everything points to success that is fully up to the prophecies of prosperity made at the first of the year, according to Edward Ver Linden, president of the Peerless Motor Car Corporation, Cleveland.

"This country has become so prosperous," he declares, "that its ability to consume goods is far greater than many people can imagine. When some people read that the automobile industry is planning to produce over 4,000,000 cars in 1927, they are staggered by the figures," says Mr. Ver Linden. "Some even say that the automobile manufacturers are too optimistic."

"But, the fact remains that more people can afford cars than ever before, and it is generally known that it costs much less to own and operate a car today than it did in 1919."

"Everyone who wants a car in this country hasn't bought one yet. A lot of original sales are being made every day. Then, think of the thousands of drivers who bought cars a few years ago who need new ones. And think of your friends who used to have one car, who now have two or more. Think how quickly the export volume is expanding. Peerless export figures show big advances every month."

"Take all these factors into consideration and you'll see why I regard the outlook as being exceedingly bright for the automobile industry."

That the prosperity of this industry reflects growth in other commercial activities, is expressed in Mr. Ver Linden's remarks on the associated industries. "The salaries paid by the automotive industry either directly or indirectly, to more than three million persons, contributes nearly six billions a year that is spent largely in clothing, food and other domestic expenses."

"We at Peerless plan to build 20,000 cars this year, 60 per cent of which will be our new Six-60 model. Last year we built nearly 12,000 which was 100 per cent increase over 1925."

"Peerless is in an enviable position, financially," concluded Mr. Ver Linden. "We do not owe a cent except current charges. We have no bank loans, and our ratio of current assets to liabilities is 11 to 1, an increase from 4 to 1 in 1926."

## CREDIT HIGH SALES TO RIDING COMFORT

### Whippet's Unique Construction Gives Car Many Unusual Qualities

With the sale of the Whippet Six reaching new high marks monthly, Willys-Overland dealers declare this popularity is partly due to the car's unusual riding qualities which are brought about mainly through the adoption of the low center of gravity idea in the construction of the chassis and body. The use of this design, engineers point out places the weight of the car close to the ground and thus eliminates the vibration and top sway which is noticeable in cars where the body rides higher in the air.

The low center of gravity construction is a noticeable feature this year in all products of the all models following the success of the four-cylinder Whippet which made its first appearance nearly a year ago. Since that time many other automobile manufacturers have adopted the low swung design admitting its superiority over the old method of construction.

The performance of the Whippet Six over every type of road has justified the maker's claim of a remarkable road stability and riding comfort. This car is of the type that hugs the ground at all speeds, riding along smoothly and not jolted or swerved by road shocks which would be distinctly noticeable in a car of another design. Engineers see in this form of construction one that meets the demand of motor car buyers where power and speed are not sacrificed.

The Toledo manufacturer claims that the unusual popularity already attained by this 1927 entry in the light six field stamps it as type of design being adopted for a leader in its price classification.

## PRECISE SCIENCE USED ON OAKLAND.

(Continued from page 1.)

used to bore and hold the limit of the Oakland piston pin business to a thickness of one-third that of an ordinary cigarette paper. This is one of the closest limits in the industry. To attempt to explain every operation in the building of a motor would require too much time and space but the photograph accompanying this story will enable the interested motorist to learn a little about the precision methods employed by the Oakland.

"But there is one scientific device used in measuring the close limit operations in Oakland Six factories which is worthy of more than passing note. It is the crankshaft balancing machine, an instrument which uses a light beam under octagonal prism glass to measure the unbalanced condition and to indicate its location and amount to any point on the shaft."

"The light beam for years has been used for experimental work in fine limits in scientific laboratories because a light beam will pass through the most minute opening—one which can neither be seen nor determined by any other type of gauge. Thus as the crankshaft spins in its testing machine, the operator detects the exact point where the vibration is set up and by grinding a few minute grains of steel from the point indicated brings the crankshaft into almost vibrationless travel."

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## German Nobility Drive Paige Automobiles Now

BERLIN, Germany.—(Special)—Many people of prominence here may be seen doing their spring touring in American-made cars.

Sidney H. Diman, European manager of the Paige-Detroit Motor Car Company, on a recent trip through the country, found many of the old nobility in cars of his company's manufacture. Among them were Prince Ratus XXXII, München; Count Rabe von Oeynhausen-Sierstorf, Bad Driburg; Countess Susanne Oeynhausen, Bad Driburg; Baron Landrat Freiherr v. Dröste-Hulshoff, Hörter 1. Westf.; Duke Oettingen-Wallerstein, Schloss Wallerstein, and Duke Erich Walburg-Zell, Schloss Zell b. Leutkirch.

Although the good American-made cars are much more expensive than in America, they are in constant demand by the wealthier class.

Marshfield—Property owners offer important bonus for Hill road entry.

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# FOUNDATION OF CAR PROGRESS RESEARCH

## Engineer Tells of Experimental Work Conducted at Factories

In clean, airy quarters in the southeast corner of its Euclid plant, the Chandler Motor experimental research laboratory teams with activity day and night.

Here a score of experimental engineers and mechanics under the direction of Ralph Holmes, research engineer, keep everlastingly at it, testing, proving, tearing down, building up, changing this motor part and that the thousandth part of an inch—all in order to increase the efficiency of Chandler power plants so that Chandler owners may have the best the brains of the industry can offer.

In this department, motors are subjected to a bewildering variety of tests to check up on power, economy and endurance under various load capacities. Dynamometers, tachometers, pyrometers, R. P. M. counters, flowmeters—all sorts of delicately calibrated and intricate apparatus are used to eliminate theory from the performance of a motor car.

In addition to its extensive laboratory research and experimental testing, a fleet of test cars is also maintained by the Chandler organization to check up on the actual road conditions a car would undergo in the hands of owners. These cars travel thousands of miles every week with experienced drivers at the wheel—in order to further prove the quality of the various units in the Chandler chassis.

"If the average motorist could spend a week in our experimental department he would see things that would open his eyes," said Holmes. "He would find a large force of men exclusively engaged in actually punishing machines. He would see these men checking vital units under all sorts of road conditions, riding cars at fast speed to determine just how much punishment a particular unit can stand, climbing steep hills at varying speeds to determine the reaction of the power plant under distinct climbing conditions."

Acceleration tests are made at various speeds and checked by split-second stop watches, from both flying and standing starts. Deceleration performance tests—braking efficiency—are also conducted with stop watch tests, Holmes mentioned.

Cars are frequently taken to the Indianapolis speedway by Chandler experimental engineers, to be driven with the wide open throttle for hours without a stop. After this punishing performance the entire car is disassembled and each unit is examined minutely so that the exact amount of wear on all operating surfaces, such as bearings, etc., may be determined.

"While it might seem a waste to some people to actually put men to work to punish cars, it is by this practice that we are able to foresee and eliminate any weak spot in our product," Holmes mentioned. "If automobiles were built in a haphazard manner, instead of a scientific exact manner, the average owner would be called upon to face repair bills of hundreds of dollars yearly."

"But since all possible wear and tear has been scientifically determined before a model goes into production, the buyer of a new car may face the future confidently and know that his car is as fine as modern engineering knowledge and science can make it."

## Before on Graham Trucks Volume Greater Than Ever

Retail sales of Graham Brothers trucks and commercial cars together with overseas shipments during the first two weeks of May broke all previous records for the year, according to figures just released by the company. The record figure for this period of 12 working days is a total of 2957 units—2354 retail deliveries to customers by dealers in the United States and Canada and 603 shipped overseas.

Graham Brothers truck sales throughout the world have shown increasing volume since the first

of the year which demonstrates the growing popular demand for high quality transportation equipment of the speedy, pneumatic-tired type with medium load capacity. This trend also is indicated by National Automobile chamber of commerce figures just released which show that 91.9 per cent of all trucks produced in the United States and Canada during 1926 were of 2-4, 1, 1 1/2 and 2-ton capacities. These are exactly the same capacities in which Graham Brothers trucks are built.

Elgin—Highway work now in sight will employ a large crew all summer.

**THE NEW 29x4.40 SEIBERLING BALLOON WITH ITS "BIG TIRE" BODY--- IT'S 20% MORE RUBBER, IS THE FINEST TIRE EVER OFFERED THE DRIVER OF A SMALL CAR--- AND IT'S PRICE IS LOW. -COME IN-COMPARE!!**

**SEIBERLING ALL-TREADS**

**Zosel's TIRE SHOP**

198 S. Commercial Telephone 471  
Seiberling Tires and Tubes

**MOVING WEEK**

Open for Business May 31st in Our New Location  
464 NORTH LIBERTY STREET

Better service facilities and equipment. Complete stock of genuine factory parts for electrical units of all makes of cars

**PHILCO**  
DIAMOND GRID BATTERIES  
SOCKET POWERS — BATTERIES  
You are cordially invited to visit our new home

**E. H. BURRELL**  
BATTERY AND ELECTRICAL SERVICE  
464 North High Street Phone 203

**GUARANTEED ACCESSORIES FOR ALL CARS**

**W. E. BURNS — DAN BURNS**  
(Not Brothers - The Same Man)  
High Street at Ferry Salem, Oregon  
GUARANTEED ACCESSORIES

**Lest We Forget**

Tomorrow we place flowers on the graves of those who gave their all. It is fitting that we honor the dead, but it is not our duty, too, that we remember our obligation to those dependent upon us?

**BLAMPIED & BRABEC**  
All Forms of Insurance on Liberal Terms  
Phone 2549 116-117 Bligh Bldg.

**GMC Truck Sales Staff From Chicago to Detroit**

CHICAGO.—(Special)—In order to locate general offices of the truck division closer to the enlarged General Motors truck plant at Pontiac the sales and sales promotion departments have been moved from Chicago to Detroit.

The transfer involves the following staff: V. G. Phillips, general sales manager; Pierre Schön, assistant sales manager; R. L. Doyle, supervisor of branches; P. D. MacKay, assistant supervisor of branches; J. E. Albert and J. C. Martin, contract department, and F. Reece, sales correspondence.

Battle Creek Sheep company of Baker county sells 12,000 fleeces at 24 1/2 cents a pound.