

# Road Conditions Throughout Oregon

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

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

**Old Oregon Trail—East of The Dalles**  
Ontario, Huntington, Baker, Union, La Grande, Pendleton, Umatilla, Arlington, The Dalles: Oiled macadam entire distance and in good condition. Oiling operations underway between La Grande and Union and between Pleasant Valley and Huntington.

**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. Oiling operation under way between Astoria and Hamlet Junction.  
Mohler, Miami: Highway route via Brighton under construction and closed between Wheeler and Brighton. Traffic for Rockaway and points south take road via Foley creek which is gravelled throughout.

**Miami, Tillamook, Hebo, Neskowin, Devils Lake, Siletz river:** Part paved; balance macadam. Oiling operation under way between Hebo and Neskowin.  
Siletz river, Otter Rock: New dirt grade, passable; make inquiry after rains.  
Otter-Rock, Newport: Macadam.  
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, Goldsboro, Blachly, Rainrock, Mapleton: Macadam.  
Mapleton, Florence: Dirt road, passable.  
Corvallis-Newport Highway  
Corvallis, Philomath, Wren, Ed-dyville, Toledo, Newport: Macadam.  
McMinnville-Tillamook Highway  
McMinnville, Sheridan: Paved.  
Sheridan, Willamina, Grand Ronde, Hebo, Tillamook: Part paved; balance macadam. Oiling operations under way between Dolph and Hebo.

**Tualatin Valley Highway**  
Portland, Hillsboro, Forest Grove, Carlton, McMinnville: paved.

**Mount Hood Loop Highway**  
Portland, Government Camp, Hood River: Paved to Gresham; balance oiled macadam. Oiling operations under way between Parkdale and Hood River.

**The Dalles-California Highway**  
The Dalles, Dufur, Maupin, Redmond, Bend, Lapine, Crescent, Fort Klamath, Klamath Falls, Merrill, California State Line: Macadam. Oiling underway between Fort Klamath and Algoma.

**Oregon-Washington Highway**  
Pendleton, Washington State Line: Paved.  
Pendleton, Pilot Rock, Vinson, Heppner, Junction: Macadamized except between Vinson and Lene which is under construction.  
Klamath Falls-Lakeview Highway  
Klamath Falls, Bonanza: Macadam.  
Bonanza, Drews Valley Section: Under construction but passable.  
Drews Valley, Lakeview: 13 miles macadam. Balance fair dirt road.

**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**  
Bliggs, Wasco, Moro, Grass Valley, Kent, Shaniko, Madras, Redmond, Bend: Macadam.  
John Day Highway  
Arlington, Condon, Fossil, Spray, Blythe, Vernonia, John Day, Frazer City, Austin, Unity: Macadam.  
Unity, Cow Valley: New grade, surfacing operations under way.

## Resort News

### MANZANITA BEACH

Every available tent, cottage, and camping space in Manzanita was occupied during the three-day holiday.

There was an excellent clam tide on Saturday, Sunday and Monday mornings. Many clam-diggers tried their luck with more or less success.

The Loma Vista pavilion had dances Saturday evening, and on Sunday and Monday both afternoon and evening. The largest crowds since the opening dance a year ago attended.

Saturday, Sunday and Monday even saw the beach gaily dotted with the bonfires of many beach parties. On Sunday evening the chief diversion of these parties was the shooting of sky rockets, Roman candles, and other effective fire works.

The weather man obligingly lifted the clouds during the bathing hours on Sunday, so many enjoyed dips in the surf.

Mr. and Mrs. Earl Richardson and their daughters who are spending the summer in the Blanchard cottage motored to Tillamook for the rodeo, staying until Tuesday.

Mr. and Mrs. Francis V. Gallo-way and small sons Bill and Sam, are again in Shady Rest for the summer. They have with them as their guest Miss Ruth Cramer of The Dalles.

Mrs. J. Jernes and Mrs. M. Banke with their small children are occupying Dun Wendrinn for two or three weeks.

At the Manzanita Inn for the week end were Mr. and Mrs. L. T. Mercer of Portland; Rred Roberts, Louise Schlieske and Anna K. Peterson of the same city. On Sunday and Monday the Inn had a specialty of chicken and noodle dinners. A large number dined there.

Mr. and Mrs. Walter C. Kenworthy and daughter, Miss Ella, are in the campgrounds. They have as their guest Miss Annie Laurie Shaffer. They expect to remain about a week.

Mr. and Mrs. L. F. Kelly and Mr. and Mrs. D. E. Rodenberger and sons of Kalama, Washington, are in the campgrounds for a week.

Mr. and Mrs. Frank Patchell of Hoquiam, Washington, and their two children, Frank and Francis, and Mrs. G. W. Shunk and daughter, Katherine of Portland, are camping for a week in the Manzanita campgrounds.

Mr. and Mrs. Theodore Hansen, Mr. and Mrs. William Hansen, O. B. Hansen, Esther Cox, Evelyn, Mabel and Roy Hall, John Alas and Vernon Smith spent the weekend in the Sibley cottage.

The members of Strainy's Nite Hawks spent the time of their engagement in the Doughney cottage.

Many people from the small towns and farms around this neighborhood spent Sunday and Monday picnicking at the beach.

Mr. and Mrs. Arthur Rasmussen, Henry Gitzell, Miss Marguerite Hall, Miss Frances Hall and Wenell Warner, all of Portland, spent the week end with Dr. and Mrs. Oscar F. Norberg at Minerva Inn.

Mr. August Rosen, Hilding Rosen, Ernest Rosen and Miss Genevieve Rosen of Portland spent some time in their cottage. Mr. Fritz Cabel was their guest.

Mr. Otto Bohlman and his sister Miss Bertha Bohlman are vacationing in their cottage on Classic Ridge.

At the Classic Ridge House for the Fourth were Mr. and Mrs. O. L. Wheeler and their daughter; Miss Elnora Crawford, Miss Winifred Crawford, Mr. Willis Blakely and Mr. Wallace Cannon, all of Portland.

Mr. and Mrs. W. H. Henderson and their daughter, Eleanor, of Salem, are occupying the Fieldhouse tenthouse for a week or more. Mr. Henderson is circulation manager for the Oregon Statesman.

Mr. and Mrs. Harry Balheim of

## CHANDLER'S POWER SUPREMACY SHOWN

### Local Dealer Has Photograph of Trophies Awarded for Record Climb

Visible evidence of Chandler's power supremacy on stiff climbs is being shown by R. N. MacDonald, local Chandler representative, in the form of a photograph picturing the new royal eight coupe and two trophies awarded Chandler for its record breaking performance on Mt. Diablo near Oakland, Cal., some time ago.

On this steep climb Chandler set performance marks which bid fair to stand for years to come, according to Mr. MacDonald, winning the Alexander cup for exceeding by 109 feet the best mark made by any six cylinder car, and the Oakland Tribune trophy (open to cars of any number of cylinders) by going 35 feet farther than the best distance previously made by a twelve cylinder car.

"In winning these trophies Chandler's powerful Pikes Peak motor bettered records set by other sixes, eights and twelves, and we are extremely proud of the fact that no other car regardless of size or price, has been able to approach our performance on Mt. Diablo," Mr. MacDonald commented.

"Then, too, the fact that Chandler holds performance marks on practically every important climb the world over, as well as the record of 17 minutes, 48 2-5 seconds on Pikes Peak, the world's highest automobile mountain climb, is indisputable proof that Chandler has power supremacy in abundance."

LEAVES \$400,000

PORTLAND, Ore.—A. B. Manley, Portland automobile distributor of Hupmobiles, who died June 5, left an estate valued at about \$400,000, according to petition for appointment of Helen D. Manley, widow, as administratrix, filed recently. Mrs. Manley is the sole heir.

## Traffic Jam Remedies Declared Not Workable

PARIS—Traffic policemen of Paris who tell automobile drivers what they must do, must themselves know something of driving. The new Prefect of Police, Jean Chiappe, recently ordered traffic officers to learn to drive, so they will realize that drivers also have troubles, and will treat them accordingly. Commenting on this newspaper suggestion that life would be better for everyone if the small town mayors and the members of the various city traffic commissions also would get behind the wheel of a car occasionally and see what happens when they try to obey the many regulations they adopt.

## TIRE MILLING ROOM NOISY AS "FOURTH"

### Incessant Barrage of Popping Heard as Rubber Squeezed in Rollers

AKRON, O.—Visitors in the calender and milling room of a tire factory, have a momentary impression of being in "no man's land." An incessant barrage of popping cracking rubber—like fire crackers on the Fourth of July—is heard above the medley of grinding gears and humming motors.

As the rubber stock is "squeezed" between the huge shining rollers, air pockets burst with rifle-like explosions. From all parts of the great room, come explosive sounds like the distant report of fire arms.

Operators carefully mill the rubber, over and over again, repeatedly cutting the quivering dough-like mass from the rolls and sending it back through them again. When finished the stock has a smooth velvety appearance, and is taken from the rolls in sheets.

On the mills, in the factory where Miller tires are made, one may see black rubber, white, or on other rolls, beautiful reds, blues, flesh tints and pink stock; some of it with a thin silky texture that resembles the finest of cloth fabrics. The many rolls here present almost an infinite variety of colors of all the hues of the rainbow.

Crude rubber is mixed with a number of ingredients, in the great milling machines in the calender or mill room, as the first actual operation toward the finished product.

When finished in the mills it is seasoned for a period and returned to the calenders to be rolled into dimensions for its many purposes. Cord fabric is also "squeezed" between the rolls to impregnate the cords with specially prepared rubber.

Bath caps, aprons and many other feminine accessories are made from the silky rubber sheets of some of the most delicate tints that the dver's art has contrived. These colors are rolled into the stock in the mills. Many attractive patterns are designed to attract the eye of milady.

## Set of Rollers Prevents Racing at Grade Crossing

### As a means for reducing automobile accidents at railroad crossings, an Ohio inventor has patented a roller device which has proved effective under tests, says Popular Mechanics Magazine.

There are two sets of rollers, each eight feet long, installed in the highway near the rail approach. They revolve only one way and when the automobile strikes them, as a train is approaching, they turn, locking the car from going forward. When the train passes, a switch locks the rollers so that the auto can proceed.

## Unnecessary Use of Horn Banned in North Carolina

GREENSBORO, N. C.—Irate citizens, nettled by promiscuous horn blowing by motorists, were remembered by the recent general assembly in section 43 of the uniform motor vehicle code regulating operation of vehicles.

The section provides that every motor vehicle must be equipped with a horn in good working order and adds, "It shall be unlawful for any person at any time to use a horn otherwise than as a reasonable warning, or to make any unnecessary or unreasonable loud or harsh sound by means of a horn or other warning device."

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## CHRYSLER APPEARS WITH ITS NEW "62"

(Continued from page 1.)

cored hole to which a pipe is attached, leading downward and backward. Air pressure under the hood, caused by the fan and forward motion of the car, creates suction in this pipe and causes free circulation of the filtered air in the crankcase.

Among other engine changes is the improved water circulation thermostat. Radiators used in "62" models are of the cellular type.

The transmission is of new design. The transmission case is integral with the clutch housing. A roller bearing has been adopted for the mainshaft pilot bearing, a ball bearing being used for the other mainshaft bearings. The rear bearing for the main drive pinion is likewise of the ball type, while the countershaft is mounted on bronze bushings.

An important step in the march toward complete elimination of driving sounds is taken by the adoption in the clutch of a driving disc of the rubber insulated type. This insulation of the driving mechanism from the power impulse also assists in absorbing sudden strains.

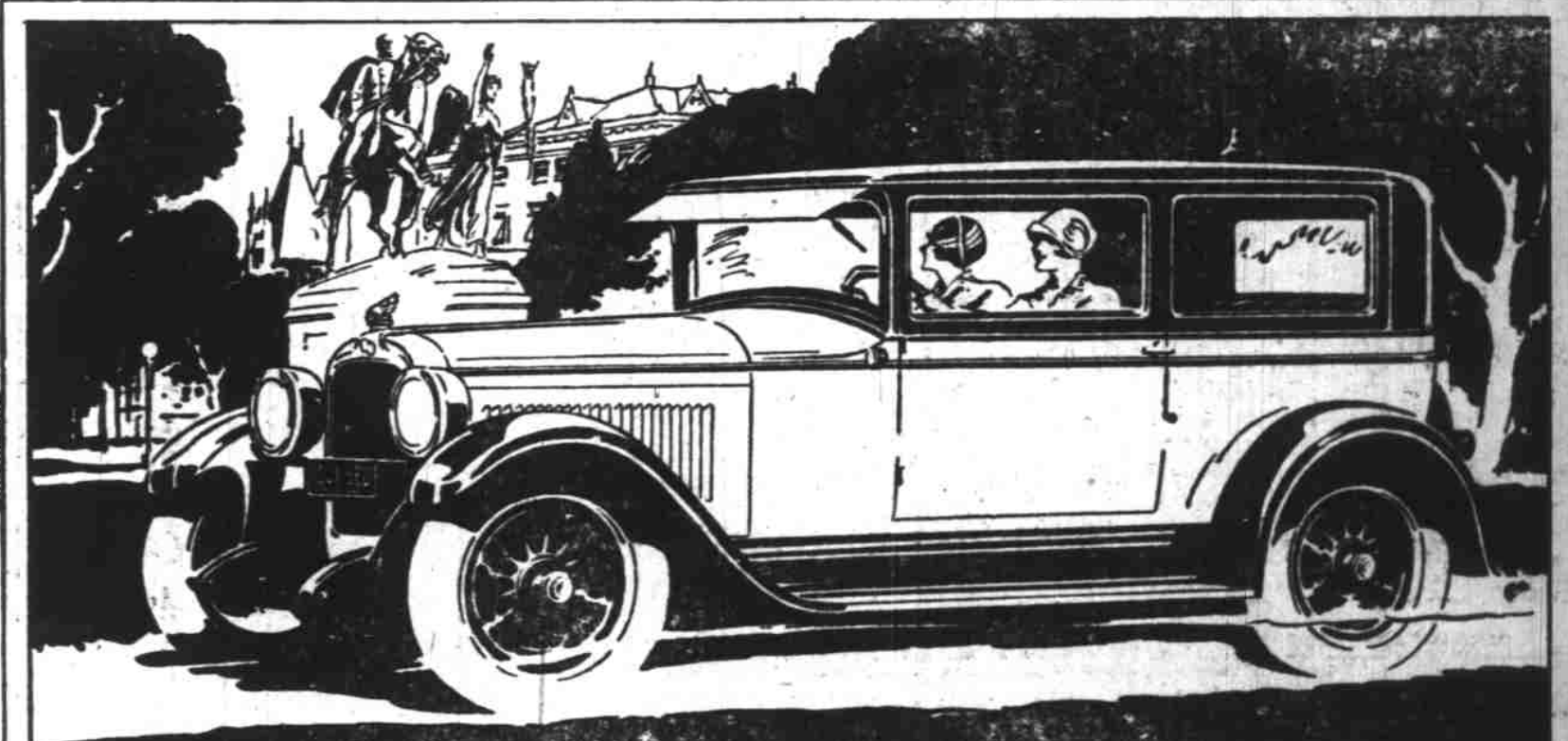
As stated, ball and trunnion universal joints have been incorporated on the propeller shaft and a worm and sector steering gear is used.

Metal to metal contact has been eliminated in the engine mounting of the new car, the rear supports of the engine being rubber insulated. These mountings consist of a bracket fitting into the frame channel and insulated from it by rubber. Another rubber insulator is mounted on the outside of the frame web, between it and a metal plate through which the engine support bolts pass. With complete insulation a short piece of cable is provided between one of the rear support bolts on the engine and a steering gear bracket bolt, to provide a ground connection for the electrical system between the engine and the frame.

Incorporated in the lighting system of the new "62" are twin filament headlights. The lighting switch mounted on the dash has only two positions, one for driving lights, the other for parking, three candle bulbs being provided in the headlamps for parking use. The twin filaments are, in turn, conveniently controlled by a lever on the steering wheel. They provide both a splendid illumination for any driving need and a courtesy light held close to the road.

The instrument panel is one of the most interesting designs that has recently appeared on the market. The instrument board is lac-

## Even Greater Value Because of Lower Prices



For the fifteen months following its introduction, the Pontiac Six was acclaimed everywhere as a value never before known in the field of low-priced sixes.

It was a car so sturdy, so comfortable, so pronounced in its beauty and thrift, that Pontiac Six production broke all records for a new make of car.

Then recently came the New and Finer Pontiac Six at sharply reduced prices. It introduced new Fisher bodies—longer, lower and styled to arresting new standards of beauty.

It offered such important refinements as tilting-beam headlights with foot control, more convenient operating levers and a clutch of even smoother action.

And over night, almost, Pontiac Six sales swept to new and sensational figures. For here was even greater value because of greater quality at lower prices!

If you have not seen the New and Finer Pontiac Six—  
—if you have not acquainted yourself with its new qualities of luxury and distinction—  
—come in and learn how, for as little as \$775, you can now obtain a six-cylinder Sedan whose beauty, performance and reliability are responsible for the greatest success ever enjoyed by a car of its type.

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