

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, Eugene: 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.

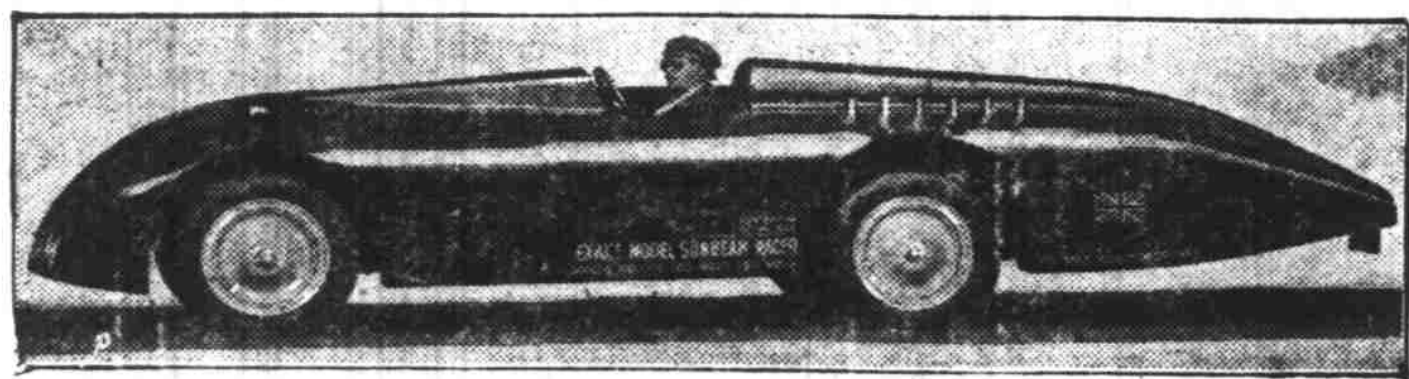
Old Oregon Trail—West of The Dalles
Columbia River Highway, The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: Paved.

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 closed between Wheeler and Brighton. Traffic for Rockaway and points south take road via Foley creek which is graveled throughout.
Miami, Tillamook, Hebo, Nes-kowin, Devils Lake, Siletz river: Part paved; balance macadam.
Siletz river, Otter Rock: New dirt grade; passable; surfacing under way. Drive carefully.
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: New road open to travel, construction work under way, slow going in places.
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, Gold son, Blachly, Itainrock, 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 oiled macadam.
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.
The Dalles-California Highway
The Dalles, Dufur, Manpin, Redmond, Bend, Lapine, Crescent, Fort Klamath, Klamath Falls, Merrill, California State Line: Macadam.
Oregon-Washington Highway
Pendleton, Washington State Line: Paved.
Pendleton, Pilot Rock, Vinson, Heppner Junction: Macadamized except between Vinson and Leha

which is under construction.
Klamath Falls-Lakeview Highway
Klamath Falls, Bonanza: Macadam.
Bonanza, Draws Valley Section:
Under construction but passable.
Draws Valley, Lakeview: 25 miles macadam.
Fremont 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, California state line: 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: Oiled macadam.
John Day Highway
Arlington, Condon, Fossil, Spray, Dayville, Mt. Vernon, John Day, Prairie City, Austin, Unity: Macadam.
Unity, Oronside: New grade, surfacing operations under way.
Oronside, Cow Valley, Brogan, Jamieson, Vale, Ontario: Macadam.
Ochoco Highway
Redmond, Prineville, Mitchell: Macadamized and in good condition.
Mitchell, Antone, Dayville: Dirt road rough, but passable.
Crater Lake Highway
Medford, Trail, Prospect, Union Creek, Anna Creek Mill, macadam; open for travel; Crater Lake road 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. Resurfacing operations under way between Elgin and Enterprise.
Baker-Cornucopia Highway
Baker, Halfway: 20 miles macadam; 30 miles graded roadbed.
Redwood Highway—Connecting With Road to Oregon Caves
Grants Pass, Kerby, Croseton City: graveled. Construction between Grants Pass and Wilder-ville.
McKenzie Highway
Eugene, Belknap Springs, Sisters, Redmond, Bend: Macadam.
Alsea Highway
Corvallis, Philomath, Macadam, Philomath, Alsea Mountain, Under construction. Passable.
Alsea Mountain, Waldport: Macadam.
Baker-Unity Highway
Baker-Unity: 10 miles macadam, 30 miles graded roadbed.
Mill Gulch, Heretford: 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.
Ritter, Mt. Vernon: Partly graded and surfaced; fair condition.
Enterprise-Flora Highway
To Lewiston, Idaho
Enterprise, Flora: 27 miles improved road; remaining section rough country road.
Santiam Highway
Albany, Lebanon: Oiled macadam.
Lebanon, Shea's Hill: Gravel road.
Shea's Hill, Cascadia: Under construction; passable.

"OLDSMOBILE SUNBEAM"



Duplicate of Major Seagrave's record-breaking racer mounted on an Oldsmobile chassis.

Two "Mystery Sunbeams," exact replicas of the automobile in which Major H. O. D. Seagrave made an official record of 203.74 miles an hour at Daytona Beach, March 29, have been built on Oldsmobile chassis by the Kingsbury Mfg. Co., top makers of Keene, N. H. These "Oldsmobile-Sunbeams" are being used by salesmen who are introducing a new Sunbeam racer toy made by the Kingsbury firm.

C. L. Kingsbury, of the company bearing his name, was at Daytona Beach when the record was made, and he then decided to bring to the attention of the children of the country an exact reproduction of the first vehicle on wheels ever to go more than 200 miles an hour.

Numerous standard automobiles were inspected before a selection was made for the best chassis to use for the salesmen's "Sunbeam" cars. Oldsmobile was selected as best fitting the purpose and the two chassis were delivered by Earl C. Carpenter, Oldsmobile dealer at Keene, who cooperated with the toy manufacturer in duplicating the original Sunbeam body.

Special metal bodies were constructed on the same lines of the original Sunbeam. When completed the cars differed in no way from the original speed demon except that there were five-sixths the size of the original, which was six feet wide and 23 1/2 feet long. The slight reduction in the dimensions of the "Oldsmobile-Sunbeams" was a concession to traffic conditions.

TRUCKS BLAZE WAY TO UNKNOWN LANDS

Graham Commercial Cars First Load Bearers to Penetrate Papua Jungle

The passenger automobile pioneered the way for adoption of motor vehicle transportation in almost every part of the world but the motor truck now takes over this role in one of the few remaining frontiers of modern civilization.

Graham Brothers commercial cars, in fact, are the first load carrying vehicles of any sort—other than man's backs—to penetrate the cannibal inhabited jungles of western Papua in New Guinea. They are carrying the expedition of Captain S. N. McLean of Burradon, Australia, to the location of large oil domes recently discovered in the forbidding wilds of this largely unexplored island archipelago.

The expedition sailed for Papua from Sydney this summer with the trucks and complete equipment for the boring of deep oil wells, and is now making its way into territory where many of the natives have never before seen a white man. The preliminary expedition from which Captain McLean returned early this year pointed out the necessity for motor trucks.

On that journey the services of more than 90 natives—direct descendants of cannibal and head-hunting aborigines—were required to carry the test drill equipment which established the presence of oil in large quantities.

Some of these natives, the Captain found, have never before seen a white man and he admits that many uneasy hours were spent when food ran low and a ring of hungry eyes about the camp fires seemed to glisten in anticipation of a full meal close at hand. The fact that Graham Brothers trucks had no cannibal tendencies is admittedly a big relief to members of the party.

Selection of these trucks for the work in Papua followed the record they made in the expedition of R. E. Allen, American geologist, who recently returned from an exploration of the desert heart of Australia covering 22,000 miles in 16 months, emerging with nothing but praise for the transportation equipment on which their lives depended.

Mount Vesuvius has been in a state of eruption again and this is one independent activity which Mr. Mussolini doesn't seem to be able to stop.

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Closed Models as low as

THE multiplying rate at which the newest Royal Eights and Sixes at Chandler are appearing on the streets from coast to coast, is causing a whole lot of notice and comment.

Particularly amazing to the public is Chandler's latest achievement in building a magnificent Special Six Sedan for less than a thousand dollars!

Exceptionally appealing in its low-slung design—in its smart harmony of color—in its luxury—and—with its high compression Pikes Peak motor, exceptionally and marvelously powerful. Moreover, this Chandler lubricates itself from one end of the chassis to the other, the moment you press your foot on a plunger.

See this car. See also the new Metropolitan Big Six Sedan at \$1495—and the new Royal Eight Sedan at \$1995—prices f. o. b. factory. Just look—just drive.

MacDonald Auto Co.
680 Ferry St. Telephone 409

CHANDLER-CLEVELAND MOTORS CORPORATION, CLEVELAND

CHANDLER

THRILLING JOURNEY MADE, RECORD TIME
(Continued from Page One)

be without parallel in the history of Australian motoring.

One of the most remarkable features of the trip was the forcing of 92 swollen streams without mishap, an outstanding tribute to motor performance.

An exciting experience during the tour, that only the rugged strength of the Oldsmobile pre-

vented from resulting in serious injury to the drivers, occurred at Dajarra, in Queensland, when the car, speeding at more than 35 miles per hour over an old railway track, struck a washout and was hurled over a 20-foot embankment. This occasioned only a minor repair, made by the owner and his companion who sustained no injury in the drop.

Despite the fact that roads through the Northern Territory were frequently little more than rough trails, marked by long

stretches of deep sand, the car made excellent progress through the thousands of miles of travel through desolate and almost deserted regions where assistance of any kind would have been practically impossible to obtain.

A thorough examination by expert mechanics in Melbourne showed the car to be in excellent condition mechanically and in phenomenal run.

4 Great Cars in 4 Great Markets

New 52 · **Great New 62**
Five body styles—\$725 to \$875 Seven body styles—\$1095 to \$1295

Illustrious New 72 · **Imperial 80**
Seven body styles—\$1495 to \$1745 Eleven body styles—\$2495 to \$3595

All prices f. o. b. Detroit, subject to current Federal excise tax.

The greater values that Chrysler offers in each of its four great cars—"52," "62," "72" and Imperial "80"—are the unmistakable results of its unique policy and plan of Standardized Quality in design and manufacture.

Through Standardized Quality each Chrysler clearly is the beneficiary of all the pioneering in design, exceptional skill in engineering, precision in manufacturing and vast resources concentrated in the development and building of all other Chrysler models.

Great New Chrysler "62"—6-cylinder motor, 7-bearing crankshaft, 62 and more miles per hour. Invar-strut pistons. Oil filter and air cleaner. Ventilated crankcase. Impulse neutralizer and rubber engine mounting. New cellular type radiator. 4-wheel hydraulic brakes. Road levelers, front and rear. Seven body styles, priced from \$1095 to \$1295. F. O. B. Detroit, subject to current Federal excise tax.

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Body by Fisher

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Bumpy, rutty, uneven highways—all ride smoothly, for Buick grades its own roads. Let us put a Buick for 1928 at your disposal, so you may test this riding comfort for yourself.

Sedans \$1195 to \$1995 · Coupes \$1195 to \$1850 · Sport Models \$1195 to \$1525
All prices f. o. b. Flint, Mich., government tax to be added. The G. M. A. C. financing plan, the most desirable, is available. The model illustrated above is the 5-Passenger 4-Door Sedan, Series 115, \$1295.

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1927 Buick Standard 6 Coupe

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