

Conditions of Highways Throughout All Oregon

Pacific Highway
Portland, Oswego, Oregon City, Salem, Albany, Harrisburg, Junction City, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford, Ashland, California state line.
West Side Pacific Highway
Portland, Newberg, McMinnville, Corvallis, Junction City, Eugene: Paved.
Old Oregon Trail—
West of The Dalles
Columbia River Highway
The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: Paved.
Old Oregon Trail—
East of The Dalles
Ontario, Huntington, Baker, Union, La Grande, Pendleton, Umatilla, Arlington, The Dalles. Oiled macadam entire distance in good condition.
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 Barview and Garibaldi; open and passable from Mohler to Barview. Traffic for Garibaldi and points south take county road via Foley Creek which is graded throughout.
Miami, Tillamook, Hebo, Newkowitz, Devils Lake, Siletts River: Part paved, part oiled macadam, balance macadam.
Siletts River, Otter Rock, Newport: Macadam surfaced.
Roosevelt Coast Highway
Cooch and Curry counties.
Lakeland-North Bend: Macadam. Ferry across Cooch Bay.
North Bend, Marshfield, Coquille: Paved.
Coquille, Bandon, Port Orford, Gold Beach, Brookings, California State Line: Macadam.
New ferry at Rogue River in operation.
Cooch Bay-Roseburg Highway
Pacific Highway, Canas Valley, Myrtle Point, Coquille: Macadam.
Ashland-Klamath Falls: Macadam.
Willamette Valley-Florence Highway
Junction City, Cheshire, Goldson, Blachly, Rainier, Mapleton: Macadam.
Mapleton-Florence: Dirt road, impassible after rains.
Corvallis-Newport Highway
Corvallis, Philomath, Wren, Edgelyville, 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.
Mt. Hood Highway
Portland, Government Camp, Hood River: Paved to Orient; balance oiled macadam. Connecting road between Government Camp and Wapinitia closed to travel.
The Dalles-California Highway
The Dalles, Dufur, Maupin, Wasco county line: Macadam.
Wasco County Line, Madras, Redmond, Bend, Lapine, Crescent, Fort Klamath, Klamath Falls: Oiled macadam.
Oregon-Washington Highway
Pendleton-Washington State Line: Paved.
Pendleton, Pilot Rock, Vinson, Heppner, Heppner Junction: Macadamized except between Vinson and Lens which is under construction.
Klamath Falls-Lakeview Highway
Klamath Falls-Bonanza: Macadam.
Bonanza-Common Point: Old Road, rough.
Common Point-Beatty: Macadam.
Beatty-Bly: Graded roadbed, rough.
Bly-Drews Valley: Old Road, rough.
Drews Valley-Lakeview: 25 Miles Macadam.
Fremont Highway
Bend, Lapine, Silver Lake, Summer Lake: Partly Macadamized; balance unimproved 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.
Sheema Highway
Biggs, Wasco, Moro, Grass Valley: Oiled macadam.
Grass Valley, Kent, Shaniko, Junction The Dalles, California Highway: Good macadam.
John Day Highway
Arlington, Condon, Fossil, Spray, Dayville, Mt. Vernon, John Day, Frairie City, Austin, Unity: Macadam.
Unity-Ironside: New grade, surfacing operations under way.
Ironside, 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. Chains required after rains.
Crater Lake Highway
Medford, Trail, Prospect, Union Creek, Anna Creek, Fort Klamath: Macadam. Road to Crater Lake open, but liable to be closed at any time on account of snow. Crater Lake Lodge closed for season.
La Grande-Wallowa Lake Highway
La Grande-Island City: Paved. Island City, Elgin, Minam, Wal-

New Graham 4-Ton Delivery Car Sets Pace for Smartness and Speed



Beauty and smartness in appearance are as important in commercial cars as in fine passenger automobiles, engineers and body designers of Graham Brothers, the truck division of Dodge Brothers, say, for the character of its owner's business. So, in the new 4-ton delivery car, given its first public showing by Graham Brothers today, these qualities are demonstrated in their latest adaptation. This new addition to the Graham Brothers line is fitted with handsomely finished, low panel body with the ultra-smart cadet front and visor. The extra tire is carried at the side in the recessed fender. Note the single driver's seat in rear view at lower left. This can be augmented by a folding seat if an errand boy is carried. The extra space provided

CHANGE TO BUSES NOT REALLY BEGUN

So Predicts Ralph Budd of Great Northern Railroads Follow Trend

ST. PAUL.—Transition of passenger business from railroads to motor buses is only started, in the opinion of Ralph Budd, president of the Great Northern railway company, which owns the Northland Transportation Company, the largest operator of motor buses in the Northwest. People prefer to ride on the highway, he said, and the motor bus business will continue to expand for years to come. He said railroad records in 1921 showed that more than half of the short haul passenger business had been lost by the railroads in Minnesota, but that the roads at the time were operating 98 per cent as many trains as previously.

Winter Safety Supplies

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PRE-WINTER AUTO CHECKUP EXCELLENT

Sick Automobiles Cannot Go To Doctor of Their Own Accord; Help Needed

Sick people do not work properly. Neither can "sick" automobiles. The only difference being, a person can sense an ill-feeling and go to a doctor, while the automobile carries on until cold weather comes and forces a visible protest—then a repair job is needed. This is the observation of R. A. Armstrong, director of service of the Oakland Motor Car Company, who urges owners to have their cars given a pre-winter inspection and adjustments necessary to insure maximum cold weather performance.

Gasoline tank, gasolines lines and carburetor should be cleaned. The carburetor should be adjusted to give a slightly richer mixture, which is nothing more than placing the car on a cold weather diet. Spark plugs should be cleaned or if they have been in service for more than 10,000 miles, they should be replaced. Distributor points should be cleaned and adjusted. Radiator hose connection should be tightened. If compression has been reduced by long service, it should be brought back to normal. Hard starting in winter often may be traced to low compression.

"While many motorists now understand cars so thoroughly that they are able to do practically all of these operations in their home garages, we advise our owners to place the car in an Oakland-Pontiac garage where trained service specialists are available.

"The flat rate plan is spreading steadily through the Oakland service organization. It is meeting with universal approval from motorists. They like the idea of buying their service 'over the

counter' at a known price just as they would any other commodity."

Paige Factory Adds Fine New Structure

DETROIT, Mich., (Special)—Construction of the latest addition to the Paige-Detroit Motor Car Company's plant, a 1,000 foot covered loading platform, is now well under way. The cost is approximately \$100,000 and is a part of the expansion program outlined for Paige several months ago by the three Graham brothers. Complete shelter in all kinds of weather for the unloading of all materials used in the manufacture of Paige cars, as well as for the loading of finished automobiles, will be supplied by the new structure.

This new unit is to contain more than 50,000 square feet of floor space and will bring the total area at the main plant to approximately one million square feet. This does not include the body plant at Wayne, covering more than 200,000 square feet, which was recently acquired. It

will be of brick and steel industrial saw tooth construction, with windows and skylights affording daylight working conditions. This is but one step in an expansion program contemplated by the three Graham brothers when they acquired control of Paige.

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to expert auto repair work we consider ourselves fully competent to undertake the most intricate job. There is no part of your car, regardless of make, that we cannot replace or repair efficiently and promptly. Our plant is equipped with modern machinery and our mechanics are competent and quick. We are glad to give estimates on any kind of a job.

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For the first time, you can own a fine Paige six for less than a thousand dollars. See this attractive car soon. Drive it. Consider the substantial value it represents. Like all Paige sixes, it has the exclusive new type manifold that materially increases acceleration, speed, power and economy. It is thoroughly modern mechanically. It is roomy, comfortable, and appointed in excellent taste. Other Paige sixes and eights—all substantially improved since the three Graham brothers assumed control of Paige—range in price to \$2665, f. o. b. Detroit. Before you select your next car, we urge you to inspect and drive a Paige.

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