. Conditions of Highways Throughout All Oregon

anta Pass, Medford, gin and Enterprise. a state line.

West Side erg, McMinn-cadar ction City, Eu-bed. ville, Corval gene: Pave

Dalles ood River, Portland, Rainier, Astoria, Seaside:

East of The Dalles Ontario, Huntington, Baker, Union, La Grande, Pendleton, Oregon Caves. Good macadam. Umatilla, -Arlington, The Dalles Oiled macadam entire distance in good condition.

Roosevelt Coast Highway Clatsop, Tillamook and Lincoln

Astoria, Seaside, Mohler: Paved side, balance macadam. via Brighton under construction and closed between Barview and Garibaldi; open and passable rom Ranch: Macadam.

Miami, Tillamook, Hebo, Neskowin, Devils Lake, Silets River: Part paved, part oiled macadam, road. Steep grades.

Silets River, Otter Rock, New-graded and surfaced; fair condiport: Macadam surface. .. Roosevelt Coast Highway Coos and Curry counties. Lakeside-North Bend: Macadam

Ferry across Coos Bay. North Bend, Marshfield, Coquille: Paved. Coquille, Bandon, Port Orford

Gold Beach, Brookings, California State Line: Macadam. New ferry at Rogue River in

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

Willamette Valley-Plorence Junction City, Cheshire, Gold

son, Blachly, Rainrock, Mapleton: Mapiston-Florence: Dirt road, impassable after rains.

Corvallis-Newport Highway Corvallis, Philomath, Wren, Ed-dyville, Toledo, Newport: Ma-McMinnville-Tillamook Highway

McMinnville, Sheridan; Paved. Sheridan, Willamina, Grand Ronde, Hebe, Tillamook: Part puted; balance oiled macadam.

Traistin Valley Highway

Portland, Hillsboro, Forest
Grove, Carlton, McMinnville:

Mt. Hood Highway Portland, Government Camp Hood River: Paved to Orient: balance oiled macadam. Connecting road between Government Camp and Wapinitia closed to

The Dalles-California Highway The Dalles, Dufur, Maupin, The Dalles, Dufur, Maupin, Why we invite the prospective is a wise precautionary measure buyer to try before he buys.

"The new Hasslers are a lubricated spring control. Each stated spring control. Each stated spring control. Each stated spring control. Each stated spring control. Wasco county line: Macadam. Redmond, Bend, Lapine, Crescent, Fort Klamath, Klamath Falls:

Oregon-Washington Highway Pendleton-Washington Stat Line: Paved.

Pendleton, Pilot Rock, Vinson, cadamized except between Vinson sistance. and Lena which is under construc-

Bonansa-Common Point:

Road, rough. Common .Point-Beatty: eadam.

rough.

Miles Macadam. Fremont Highway Bend, Lapine, Stiver Lake, Sum-

balance unimproved dirt road. macadam; balance fair dirt road, Painley-Lakeview: Macadam.

amised; balance fair dirt road.

Central Oregon Highway Bend-Burns: First 12 miles m cadam; balance fair dirt road. Burns-Crane: Macadamized. Crane-Vale: Rough but pass

Sherman Highway Biggs, Wasco, Moro, Grass Valley: Olled macadam. Grass Valley, Kent, Shaniko, Junction The Dalles, California Highway: Good macadam.

John Day Highway

Arlington, Condon, Fossil,

Spray, Dayville, Mt. Vernon, John Day, Prairie City, Austin, Unity Unity-Ironside: New grade, sur-

facing operations under way.
Ironside, Cow Valley, Brogan,
Jamieson, Vale, Ontario: Ma-

Redmond. Prineville, Mitchell: Macadamized and in good condi-

Mitchell, Antone, Dayville: Dirt road, rough but passable, Chains required after rains. Crater Lake Highway dford, Trail, Prospect, Unite

Creek, Anna Creek, Fort Klam-ath: Macadam. Road to Crater Lake open, but liable to be closed at any time on account of snow. Crater Lake Lodge closed for sea-

La Grando-Wallowa Lake Highway
La Grando-Island City: Paved.
Island City, Bigin, Minam, Wal-

lowa, Lostine, Enterprise, Joseph, o, Oregon City, Wallows Lake: Macadamised and urg. Junc-in good condition. Resurfacing e. Cottage Grove, operations under way between El-

> Baker-Corucopia Highway Baker-Halfway: 30 miles me dam and 30 miles graded road-

Redwood Highway Connection with road to Orego

Grants Pass, Kerby, Crescent City: Graveled road. Otled macadam from Grants Pass 4 miles west, and Selma to state line. Construction operations under way between Grants Pass and Wilderville; 10 miles. Road open to

McKennie Highway Engene, Belknap Springs, Si ters, Redmond, Bend; Macadam.

Alsea Highway Corvallis, Philomath, Alse Tidewater, Waldport: Macadam. Baker-Unity Highway Baker-Unity: 10 miles maca

Mohler-Miami: Highway route am; 35 miles graded roadbed. Pendleton-John Day Highway Pendleton, Pilot Rock, Lasinke

Mohler to Barview. Traffic for Lazinka Ranch-Albee: 12 miles Garibaldi and points south take unimproved mountain road. Steep county road via Foley Creek which grades and somewhat rough but is graveled throughout.

Albee-Ukiah: Surfaced. Ukiah-Ritter: Rough mountain Ritter-Mt. Vernon; Partially

Enterprise-Flora Highway To Lewiston, Idaho. Enterprise-Flora: 27 miles im proved road; remaining section rough country road.

Santiam Highway Albany-Lebanon: Ailed Lebanon-Shea's Hill:

Shea's Hill-Cascadia: Macadam.

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by the Western Auto Supply com-pany stores.

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this offer," says Mr. Clark. tion, alters his diet, possibly gives him a hypodermic of anti-cold serum, directs him to change to heavier clothing and in general will become a purchase. That is 'services' him for the winter. It

bilizer is equipped with a pressure

Klamath Falls-Lakeview Highway the resiliency of the springs for Klamath Falls-Bonansa: Maeven a fraction of a second. There is no stopping or slowing up for land-Pontiac service stations have Old friction points on the way to grouped these cold weather pre-bring the car up in a series of cautions under a flat rate which Ma-little jerks.

Beatty-Bly: Graded roadbed, Hasslers insure uninterrupted ser-charges for physical examination vice for the life of the car, free- "Highly important among these Bly-Drews Valley: Old Road, dom under all conditions from an-details is a change to lighter lubri-

mer Lake; Partly Macadamized; know what the new Hasslers will do for their cars. We do not ask Summer Lake-Paisley: 9 miles that they merely accept the evidence of tremendous Hassler popularity but invite them to try Lakeview. New Pine Creek, Cal-Hasslers for 10 days at our ex-ifornia State Line: Partly macad-pense. Read the Classified Ads



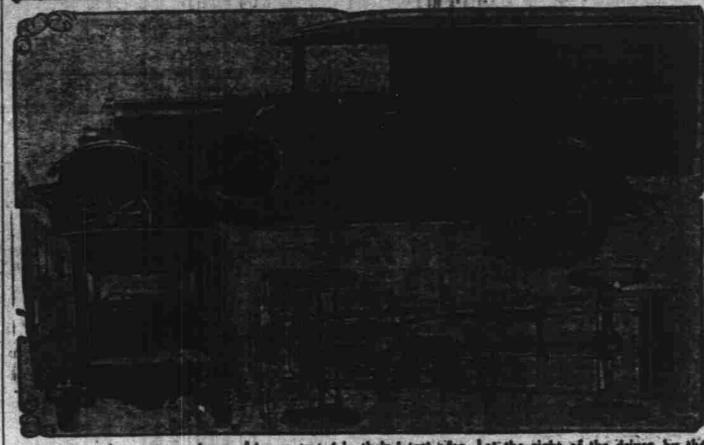
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say, for the commercial car reflects the character of its owner's business. So, in the new 3/2-ton delivery car, given its first public showing by Graham Brothers today, these qualities are

and carburator should be cleaned.

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To Doctor of Their Own Accord; Help Needed

The only difference being, a pertest-then a repair job is needed garages, we advise our owners to structure. This is the observation of R. A. place the car in an Oakland-Pon- This new unit is to contain rmstrong, director of service of the Oakland Motor Car Company, specialists are available.

According to local manager, check-up is similar in its purpose strong." The physician checks "We do not hesitate to make over the visitor's physical condi-

"The few essential attentions lubrication fitting. The result is which are necessary before any an action unlike that of ordinary automobile can maintain its best braky friction. The function exactly as do the springs-the greater conditions, require very little more Heppner, Heppner Junction: Ma- the pressure, the greater the re- time than the physician consumer in preparing the human machine "There is no initial grip at the for the rigors of winter. But that beginning of rebound to reduce hour or two will pay large divicompares favorably with the fee which a competent physician "Sealed and lubricated, the new

noying noises and permanent pro- cants in crank case, transmission Drews Valley-Lakeview; 25 tection of that precise adjustment and rear end. A lighter grade is absolutely necessary for perfect necessary to give the moving parter spring action and control. the same protection that they "We want our customers to have received during warm wea-

ther with heavier lubricants. "Gasoline tank, gasoline lines they would any other commodity."

The carburetor should be adjust- Paige Factory Adds ed to give a slightly richer mixture, which is nothing more than placing the car on a cold weather diet. Spark plugs should be

DETROIT, Mich., (Special)cleaned or it they have been in Construction of the latest addi-pansion program contemplated by Sick Automobiles Cannot Go service for more than 10,000 tion to the Patge-Detroit Motor the three Graham brothers when miles, they should be replaced. Car Company's plant, a 1,000 foot they acquired control of Paige. Distributor points should be covered loading platform, is now cleaned and adjusted. Radiator well under way. The cost is aphose connection should be tight-proximately \$100,000 and is a ened. If compression has been re-part of the expansion program duced by long service, it should outlined for Paige several months Sick people do not work prop- be brought back to normal. Hard ago by the three Graham brothers. Neither can 'sick' automobiles, starting in winter often may be Complete shelter in all kinds

son can sense an ill-feeling and go to a doctor, while the automobile derstand cars so thoroughly that ture of Paige cars, as well as for carries on until cold weather they are able to do practically all the loading of finished automobiles, will be supplied by the new

more than 50,000 square feet of floor space and will bring the to-An offer that will appeal to the cars given a pre-winter inspection ing steadily through the Cakland proximately one million square cautious buyer of automobile and adjustments necessary to inservice organization. It is meet-feet. This does not include the aguipment is being made this week sure maximum cold weather per-ing with universal approval from body plant at Wayne, covering motorists. They like the idea of more than 200,000 square feet, "This pre-winter automobile buying their service 'over the which was recently acquired. It

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So Predicts Ralph Budd of Great Northerns Rallroads Follow Trend

ST. PAUL Transition of pass-enger business from railroads to motor buses is only started, in the opinion of Ralph Budd, president of the Great Northern railway sompany, which owns the Northland Transportation Company, the largest operator of motor buses in the Northwest. People prefer to ride on the highways, he said, and the motor bus business will continue to expand for years to come. He said allroad records in 1921 showed that more than half of the short haul passenger business had been lost by the railroads in Minneso te but that the roads at the tim were operating 95 per cent as many trains as previously.

Since then, however, there has been a large reduction in the number of passenger trains oper ated in the Northwest and a grea many of these trains have been replaced by gas-electric cars. Both the Great Northern and Northern Pacific roads have built up comparatively large fleets of the gaselectric coaches and the Northland Transportation buses are supplemented in large measure to the passenger train service of the Great Northern, most of the bus routes paralleling raff lines.

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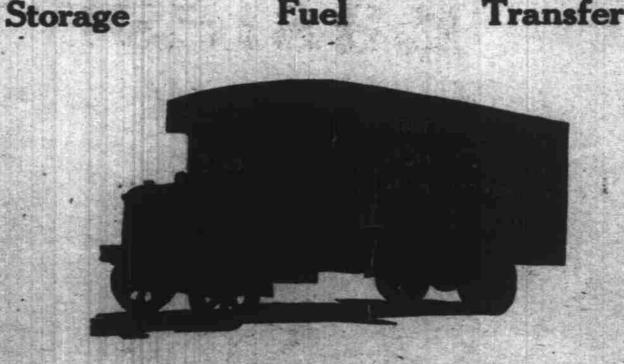
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