

THIS WEEK'S CORRECT ROAD DOPE

How Tri-State Club Finds Highways About Pendleton.

WALLA WALLA, May 19th, 1920. Walla Walla to Spokane via Ferry and Blaineville—Good. Walla Walla to Spokane via Central Ferry and Colfax—Passable but bad owing to construction work. Walla Walla to Spokane via Penna-wawa Ferry—Ferry not operating. Walla Walla to Lewiston via Ferry, Lanes and Pomeroy—Generally good. Lewiston to Grangeville via Walla—Fair. Lewiston to Julette via Spalding—Fair. Lewiston to Julette via Spalding—Fair. Heavy rains have kept roads muddy, but drying daily. Walla Walla to Seattle—Generally good. Snoqualmie Pass open. Chains not needed. There is still snow on the mountains but the road is clearer, and every 100 feet there is a turn out for passing cars. Walla Walla to Portland via North Bank road—Walla Walla to Stevenson via White Salmon and Lyle generally good. Ferry to Cascade Locks and take Columbia Highway to Portland. Do not use Major Creek cut off between Lyle and White Salmon. White Salmon auto park open for season. Walla Walla to Boise via Pendleton and Baker City—Good to Pendleton. Some mud and rough over Blue mountains between Pendleton and La Grande but cars going through. La Grande to Boise good. La Grande to Walla Walla via Tolmie—Road just open. La Grande to Elgin via Imbler—Fair. La Grande to Enterprise and Walla—Fair. Walla Walla to Portland via Pendleton and Columbia Highway—Good. Detour between Willow Creek and Arlington. Arlington to Rock Creek along railway track. Construction work between Hood River and Wyeth, automobiles allowed to pass only before 7:30, noon, or after 5:30 p.m. Walla Walla to Portland via Pendleton, Echo, Heppner—Fair. Road in spots. Pendleton to Pilot Rock and Ukiah, fair condition. Pendleton to Blingham Springs, fair. Central Oregon Route to California—Good condition. Either by way of Wasco, Bend, Klamath Falls, or Wasco, Bend and Lakeview. Bend to Burns good. Bend to Prineville good. Prineville to Michael not open. Bend to Sister good. Sister to Willamette valley over McKenzie Pass—probably opening about middle of June. Roads north and east of Spokane—Open and in fair condition. On account of wet weather poor in places. All roads east and south from Spokane good. General condition of roads throughout the inland country improving daily.

AUTO DEALERS' LEADER SPEAKS FOR SEDAN CAR

Harry E. Harper, of Philadelphia, president of the National Automobile Dealers' Association, has a vivid and interesting statement in regard to the present trend toward sedan-type motor cars. Mr. Harper says: "A house with a canvas roof is a little better than a tent, but not much. The average man doesn't buy one house for winter and another for summer. He makes the one house do all seasons for himself and family. "The first motor car buyers bought cars without tops, paid extra for them and seldom used them. The motor car rider took everybody's dust, for he had no protection. The top was only for a rainy day and invariably he got wet for the rain does not always advertise its coming. Even when it does it is human nature to wait until the last minute. "It is a question whether any motor car owner drives with the top down more than five per cent of the time. Why then use a temporary cover permanently? "There is no argument against enclosed cars for winter. Everyone admits their superiority. There may be a few occasions during the summer when a car with the top down is desirable. Supposing there are ten such occasions. That's \$55 against ten. "A Sedan keeps out heat and cold, dust and rain, wind and bugs. The ordinary top keeps out some of the rain. A Sedan top looks good all the time. A touring car top looks best when it is folded up and covered. "An interesting window and store display of the Overland Sedan is being held this week at the store of the Overland Sales Co., Overland dealers, at East Court and Thompson street. This is a Sedan Exhibition Week throughout the Willys-Overland organization in the United States. "The Overland Sedan's vogue," says E. J. Saylor manager, "is based on the fact that it has the Overland Triplex Springs which enable the car to ride comfortably on the worst roads; it is a light car of exceptional economy. It will take its owner and his passengers in enjoyable smooth riding comfort anywhere wheels can find traction, on or off the beaten path. The Sedan weighs only 200 pounds more than the touring car."

OUTPUT OF CARS WILL DEMAND LOTS OF TIRES

"With 122 factories producing over 400 different styles and models of cars, there is a greater demand for rubber for use in automobile tires than ever before in the history of the automotive industry. To provide these cars with tires will mean the importation of from 170,000 to 200,000 tons of rubber, 70 per cent of which will be made into 48,000,000 casings and an equal number of tubes. "The enormity of the automobile industry has been emphasized at the Great Automobile Show in the various centers throughout the country this year as never before since the first successful automobile was produced a quarter of a century ago. "There are not enough looms in the country to weave the fabric necessary for making the 48,000,000 tires needed this year. Weavers are adding to their loom equipment, but it is doubtful if they will be able to make a sufficient increase to produce enough fabric. A fabric shortage already exists and before the year is much older there is likely to be a tire shortage, as a result. "Not only is a tire shortage extremely probable throughout the United States, but it is a positive fact that before many more months a general price advance is expected all along

the line in the rubber and tire industries," according to Neil & Barker, local Lee tire dealers.

ALL YEAR BUSINESS LOWERS AUTO PRICES

A coming struggle for supremacy, if not for existence itself, in the automobile field was predicted by Charles Coolidge Parlin, manager of the Commercial Research Department of the Curtis Publishing Company, in a talk recently before a group of executives of the Franklin Automobile Company at Syracuse. "When production catches up to demand, as is sure to happen before long," said Mr. Parlin, "it will be a cause of the survival of the fittest. Drawing a conclusion from the agricultural implement field in which late years has witnessed great reduction in the number of firms engaged while business done has increased many times, Mr. Parlin voiced the opinion that ultimately there would not be more than 25 automobile manufacturers in the United States. "Analyzing the various qualifications which would insure permanency in the field, he stressed the importance of organization loyalty and high ideals in workmanship. "Although the sales and advertising departments are more in the public eye perhaps than the production end of a business," said he, "to my mind the men who are actually building a car are charged with the real responsibility upon which rests the future success of the company. There is one thing advertising will not do—it will not build a permanent market for an industry of retrenchment does come, the manufacturer who has built something into his car that the other fellow hasn't, who has built a quality product that is recognized as such by the public generally will not suffer." Mr. Parlin called attention to the stabilizing effect that advertising has had on the automotive field, making the selling of automobiles an all year round proposition, whereas only a comparatively short time ago practically all sales were confined to the spring and fall months. This has enabled the manufacturer," said Mr. Parlin, "to keep up a steady flow of production the year round (the only economical method in any business) and made the price of automobiles today way below what it would be if the manufacturers had to depend upon a seasonal business. Both automotive accessory and tire manufacturers now surpass in volume of advertising passenger car manufacturers in the nationally circulated magazines. Trick advertising is increasing more rapidly than any other classification, and is indicative of the growing importance of this branch of transportation."

EXPENDITURE PROBE WILL OPEN MONDAY

WASHINGTON, May 21—Investigation pre-convention campaign expenditures and pledges of both republican and democratic presidential candidates



PAIGE

THE MOST BEAUTIFUL CAR IN AMERICA

It is quite evident that many believe it the part of economy to buy a Paige Glenbrook even though there are other five-passenger cars that sell for less money.

There is no longer any confusion between true economy and false economy. The former takes account of values, while the latter concerns itself only with cheapness of price.

Such considerations as beauty, comfort and sturdy dependability far outweigh mere difference in original cost. The lasting enjoyment and enduring

satisfaction acquired through the ownership of a five-passenger Glenbrook are more to be considered than the few dollars which might be saved through false economy, based on comparative prices rather than on comparative values.

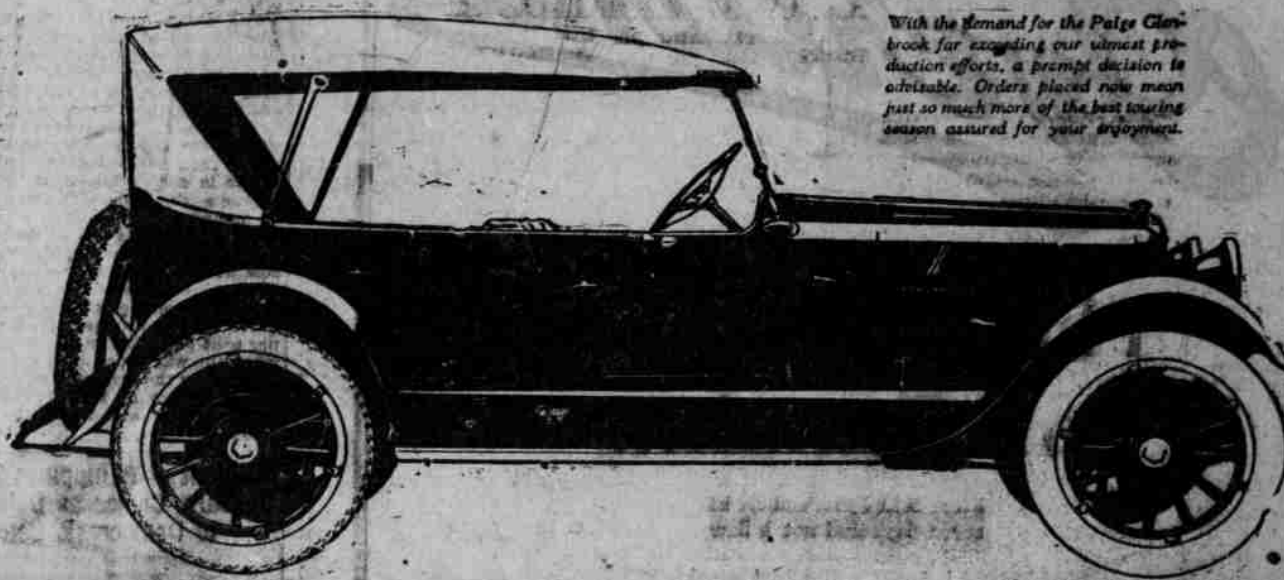
When once you have seen the new Paige Glenbrook and have ridden in it, you will appreciate more fully just what we mean. And you will realize then, we believe, the full truth of our assertion that it is really the part of economy to purchase a Paige Glenbrook if your requirements are for a car of five-passenger size.

PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, Michigan

Manufacturers of Paige Motor Cars and Motor Trucks

O. E. HOLDMAN AUTO CO.

O. E. HOLDMAN, Inc. PHONE 337 632 COTTONWOOD ST.



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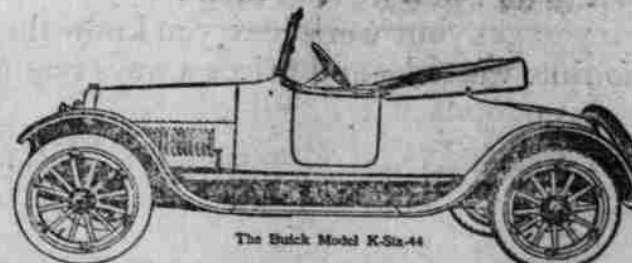
East Oregonian Printing Department.



THE enthusiastic army of over five hundred thousand Buick owners are in a great measure responsible for the unprecedented demand for Buick Valve-in-Head motor cars today. Their daily experiences in Buick service—Buick economy—Buick endurance, and Buick reliability, prove conclusively to the present and future purchaser that "there is no substitute" for a Buick Valve-in-Head motor car.

These reasons are causing hundreds of persons to contentedly await the delivery of the various Models selected.

Table with 2 columns: Model and Price. Models include K-44, K-47, K-48, K-39. Prices range from \$1995.00 to \$2465.00.



The Buick Model K-39-44

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For the Ladies—Norfolk Coats, Skirts, Leggings, Trousers, Middy and Shirt Blouses and Hats.

For the Men—Norfolk Jackets, Cuff Trousers, Lace Trousers, Leggings and Hats.

SEE OUR MAIN STREET WINDOW DISPLAY



AUTO SUPPLIES

SPORTING GOODS