

In The Headlights' Glow

A. C. Stephens, who is the Haynes and Winton distributor for all of Oregon has been making a tour of Eastern Oregon during this week. On his visit he went as far as La Grande. He was in Pendleton yesterday.

The show room of the Pendleton Auto Co. is undergoing a thorough renovation. The walls and ceilings are being cleaned. The appearance of the room is greatly enhanced by the work being done.

Antone Vey, Jr. is driving a new Cadillac roadster recently purchased from the Covey Motor Car Co.

G. C. Stater, and Robt. Simpson, local auto dealers left Thursday in Mr. Stater's car for a business trip to Portland.

Mr. K. Long, Buick dealer is in Portland to attend the Buick dealers convention. This is a special meeting called for all distributors under the Howard Automobile Co. territory. Howard is the largest individual distributor of cars in America.

Two Pendleton auto salesmen were driving along the road just outside of the city limits when they spotted a very decrepit specimen of a horse. His coat was rough, there was very little flesh left on him and his bones threatened to wear holes in his skin. He had his legs propped wide apart as if to keep him from falling. "There, my boy, is just a sample of what some of us salesmen will look like if the boss doesn't get in some cars now pretty soon." The horses have been sticking for a month or more because

of their inability to secure cars fast enough. Now the salesmen have joined the chorus.

James Cleasby and his mother, Mrs. Clara Cleasby and Mrs. La Valle Bishon, will leave Monday for White Salmon, Wash. where they will spend several days as the guest of Mrs. Cleasby's sister. Mr. Cleasby is a salesman for Wallace Bros.

"In my opinion Pendleton has been losing at least 15 or 20 carloads of tourists every week since traffic really opened in the spring on account of the rough roads over the Blue mountains," is the belief of DeWitt Wallace, who has returned from a tour of Montana and the Yellowstone National park. "The ill fame of the mountain roads has travelled a long way east, and people who would prefer to come west over the Old Oregon trail are taking the route by way of Spokane and Seattle." Montana showed the wallaces a sample of mud during their visit. For two days they were in the rain. Montana mud can be both sticky and slick at the same time, Mr. Wallace says.

OREGON ROADS

(Continued from Page 7.)

way but passable throughout. New ferry in operation at North Bend. North Bend-Marshfield-Coquille. Paved. Coquille-Bandon: Dirt road; crooked but in good condition. Marshfield-Bandon (via Seven Devils route): Mountain road in good condition.

Bandon-Denmark -Sixes River: Graveled road in good condition. Sixes River-Elk River: Road in fair condition; some steep grades. Elk River-Port Orford-Brush Creek: Good gravelled road. Brush Creek-Lindville Hill-Arizona Inn: Under construction; drive carefully. Arizona Inn-Gold Beach-Brookings: Mountain road in good condition; grades are steep and roadbed narrow; drive carefully. Good gravelled road.

Roseburg-Coos Bay Highway. Coquille-Myrtle Point: Open and in fair condition; grading and rock-work in progress.

Myrtle Point-Roseburg: Open but rough; under contract for rockwork from Myrtle Point to Pacific Highway. Public is cautioned to drive carefully around construction. Two detours are necessary, one at Camas Valley, in good condition; other at Windy Point, narrow and steep but passable. Willamette Valley-Florence Highway. Open and passable to Blachly by both Low Pass and High Pass routes. Low Pass route is rocked to Goldsen postoffice. Earth road from Goldsen to Blachly in good condition. Corvallis-Newport Highway. Corvallis-Blodgett: Road rocked and in good condition. Blodgett-Toledo: Earth road, rough in places but passable. Toledo-Newport: Macadamized and in good condition. McMinnville-Tillamook Highway. McMinnville-Sheridan: Paved. Sheridan-Summit: Good macad except short stretch at north Yamhill river which is rough and slow going. Summit-Dolph: Under construction; rough and slow going in places. Dolph-Hebo (Junction Coast Highway): Good macadam. Hebo-Tillamook: (See Coast Highway).

Tualatin Valley Highway. Portland-Beaverton-Hillsboro - Forest Grove-Gaston-Yamhill-Carlton-St. Joseph-McMinnville: Paved throughout.

Mt. Hood Loop Highway in Clackamas County. Portland-Sandy: Take Powell Valley road which is paved to Gresham, gravelled and in good condition to Cottrell; thence via Bluff road; gravelled, fair condition.

Sandy-Salmon River: Highway passable when dry, but rough, impassable after rains; Detour via Marriot road which is mostly planked and passable. Salmon River-Zig Zag: Unsurfaced but sand and gravel soil and safely passable. Zig Zag-Government Camp: Excellent earth road. Government Camp open.

Mt. Hood Loop Highway in Hood River County. Hood River-Parkdale: Good macadam road. Parkdale-Mt. Hood Lodge: Two miles good macadam. Balance good earth road. Mt. Hood Lodge open.

The Dalles-California Highway. Note: See Sherman Highway for alternate route to Central Oregon. The Dalles-Dufur: Take main highway to summit of Eight Mile creek, 3 miles south of The Dalles then detour via Boyd to Dufur. Road is rough and dusty.

Dufur-Shaniko (via Maupin & Bakeoven): Road in fair condition. Shaniko-Madras: Best route is via Antelope and Gateway. Between Shaniko and Antelope new macadam in good condition. Antelope to Madras in good condition. Madras-Bend: Good macadam road. Trail crossing is a little rough. Bend-Allen Ranch: Cinder and gravel surface in good condition. Allen Ranch-Port Klamath: Dirt road with light grades and in good condition.

Lamm's Mill-Klamath Falls: Macadamized and in good condition. Light cars are making trips from Bend to Klamath Falls in six hours. Klamath Falls-California Line: All macadamized and in good condition with exception of two and one-half miles near Merrill. Some construction

work going on, watch for barricades and red lights. Oregon-Washington Highway. Pendleton-Washington State Line: Paved and open; drive slow at caution signs where maintenance work is in progress. Pendleton-Pilot Rock: Five miles good earth road; ten miles of macadam. Pilot Rock-Vinson: New standard grade, under contract for macadamizing. Vinson-Butter Creek-Jones Hill: Good county road. Jones Hill-Hoppner: Excellent earth road. Hoppner-Gilliam County Line: 80 per cent macadamized; all in very good condition.

Gilliam County Line-Hoppner-Junction: Very rough with many sharp curves; drive carefully. Ashland-Klamath Falls Highway: Open Springs route open. Road in fair condition. Medford-Ashland-Klamath Falls stages take this route. Klamath Falls-Lakeview Highway. Klamath Falls-Dairy: Macadamized and in good condition. Dairy-Beatt: County road; dry and sandy. Through cars will make better time by taking route via Bonanza. Beatty-Lakeview: Fair dirt road.

Lakeview-Burns Highway. Road is in fair condition. Best route is via Pines and Adel. Bend-Lakeview Highway. Bend-Port Rock-Silver Lake: Road in fair condition. Medford-Ashland-Klamath Falls-Lakeview Highway. Silver Lake-Paisley, via west side of Summer Lake: Good dirt road. Paisley-Lakeview: Good dirt and macadamized road.

Central Oregon Highway. Bend-Burns: Good dirt road. Burns-Crane: Macadamized and in good condition. Crane-Vale: Open but very rough. Carry water and plenty of gasoline. Road via Westfall in better condition than south route via Skull Springs. Vale-Ontario: County road; fair condition. Ontario-Cairo: Macadamized; good condition.

Sherman Highway. Columbia River Highway-Shaniko (via Fulton Canyon): Road open and in good condition. New macadam from Wasco to Moro. To avoid construction between Moro and Grass Valley detour west from Moro. Detour well signed. Road also open to Wasco via Biggs. Shaniko-Antelope: In good condition.

China's President



Li Yuan-hung, new president of China, is making vigorous efforts to unite the faction-split country. He served as vice president of the republic in 1918.

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Pendleton-Pilot Rock: Five miles good earth road; ten miles of macadam.

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Ashland-Klamath Falls Highway: Open Springs route open. Road in fair condition.

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New macadam from Wasco to Moro. To avoid construction between Moro and Grass Valley detour west from Moro.

Detour well signed. Road also open to Wasco via Biggs.

Shaniko-Antelope: In good condition.

Antelope-Madras: In good condition via Gateway.

John Day River Highway. Arlington-Condor: Take detour road via Rock Creek, Mikkelo and Clem; dirt road, good condition; main road under construction from Arlington to Olex.

Condor-Fossil: Macadamized and in good condition.

Fossil-Butter Creek-Summit: Graveled and in good condition.

Summit-Tilley (mouth of Service Creek): Dirt road in fair condition during dry weather; possible for light cars. Very rough. Service Creek Section is under construction; best road to Spray is via Winlock.

Tilley-Spray: New rock; fair condition.

Spray-Dayville: Good condition. Dayville-Coles Bridge: In fair condition but rough.

Cole's Bridge-Prairie City: Graveled road in good condition. Prairie City-Unity: Mountain road; open and in fair condition.

Unity-Cow Valley: Fair county road. Cow Valley-Brogan: Excellent graded earth road.

Brogan-Jamison: New macadam. Jamison-Vale: Macadamized and in good condition.

Ochoco Highway. Redmond-Prineville: Graveled road in good condition.

Prineville-Beaver Ranger Station-Mitchell: Road in fair condition; passable throughout. From Prineville to Wheeler County line is in good condition; to Beaver Ranger Station in fair condition, under repair.

Beaver Ranger Station to Ochoco Forest Boundary: fair dirt road. Forest Boundary to Mitchell under construction, some detours necessary. Follow detour signs.

Crater Lake Highway. Road open to Crater Lake from Medford on the Pacific Highway and from Klamath Falls on The Dalles-California Highway. By the Medford route a detour is necessary 5 miles north of Eagle Point. Take road via Derby and McLeod Bridge. The road around the Rim of Crater Lake is now open.

Shaniko-Mitchell Highway. Passable for auto traffic but rough on account of washouts. Some repair work under way.

La Grande-Joseph Highway. La Grande-Island City: Paved. Island City-Elgin: County road in fair condition.

Elgin-Minam: First nine miles macadam; balance in fair condition.

Minam-Joseph: Macadamized with exception of 2 mile stretch between Lostine and Enterprise; this strip is rough; take hill road. Road open from La Grande to Wallowa Lake.

Enterprise-Flora: Good macadam. Baker-Cornucopia Highway. Baker-Halfway: 19 miles macadam, 8 miles graded earth road; balance very rough. Cautious driving necessary on "S" grade 4 miles west of Richland.

Baker-Unity Highway. Baker-Bridgeport: Open; fair mountain road.

Bridgeport-Unity: Good county road. Grants Pass-Crescent City Highway (Road to Oregon Caves). Grants Pass-Kerby: Good smooth road. From Kerby road is open to Oregon Caves.

Kerby-Monument (Oregon Mountains): Rough but dry. Monument-Crescent City: In good condition.

Bend-Sisters Highway. Open and in fair condition; some detours are necessary around construction.

Crooked River Highway. Prineville-Bear Creek: Dirt road in fair condition.

Bear Creek-Post: In good condition, few rough places.

Post-Paisley: In fair condition. Paisley-Burns: In fair condition; very rough in places.

McKenzie Highway. Eugene-Blue River: Open and in good condition.

McKenzie Pass: Road open but rough in places.

Sisters-Redmond: Open and in fair condition, some detours necessary around construction.

The body of Ed Vandrear, 29, of North Bend, supposed suicide, was found floating in the bay at the Marshfield dock. His wife had filed suit for divorce.

Today's Overland at \$550

What Does Your Overland Dollar Buy?

Luxurious Riding Comfort—That's the wonderful patented Triplex Spring suspension.

Economical Operation—That's the Overland motor—25 miles to the gallon of gasoline.

Minimum Repairs—That's the sound construction. The all-steel body, for instance, permits stronger construction and the hard-baked enamel finish.

Compare the Overland at \$550, point by point, with any car selling under \$750. Then let us take you for a ride in it—over any kind of road.

DR. S. L. KENNARD
DISTRIBUTOR
Opposite Hotel Pendleton

TROUBLE AT LA GRANDE
LA GRANDE, July 29.—Investigation by police revealed that a "riot call" sent in early Wednesday morning by the wife of a non-striking railroad employe probably was called forth by small boys mischievously throwing stones at her house and not by strikers. The police, sheriff's office city-commissioners and other city officials were aroused at 1 o'clock in the morning but found no evidence, excepting a few stones, that had hit the house and footprints of small boys. At the request of the O-W. officials the matter was investigated by the city commission, allegations having been made by the company that police protection is insufficient. The commission reaffirmed its confidence in the police officers and declared when necessary the force would be further augmented.

Another case brought to the attention of the commission by the railroad officials was the alleged attack on a railroad guard by a band of men. The police investigation showed that a drunken man, not a striker, had taken the deputy's badge away.

Within two miles of Seaside last week Chief of Police McCauley and deputies arrested Frank Brown and seized a 190-gallon still and 250 gallons of prune mash.

A coyote that had killed \$500 worth of sheep this year was shot Saturday by A. W. Hawley near Alpine in Benton county. A \$10 reward had been offered for his hide.

Oldsmobile 24th Year

In the Oldsmobile Smaller Eight, exceptional eight-cylinder performance is combined with four-cylinder economy at an initial cost of only a few hundred dollars more than the price of a good Four.

Peterson Bros.

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The Snubber Spring, an Oregon Product, has every so-called shock absorber excelled on the market today. This is proven by the many satisfied Automobile owners throughout the state.

Every Snubber Spring is fully guaranteed when properly installed. Give them the hardest kind of a test for ten days that you can put them to. If they fall down in this time, return them. Your old springs will be replaced and they will not cost you a cent.

The Snubber Spring will do all and more than claimed. They will smooth out the bumps and shocks, making motoring a pleasure over any kind of road. They relieve your motor, motive parts and body of constant jar and strain, increase tire mileage and reduce gas and repair bills.

There is a lot more to tell regarding these springs, but we know you will be interested enough to come and investigate for yourself.

We are county distributors for the Snubber Spring, and will be glad to show you the merits of them. Call and look them over.

Round-Up Garage

518 Willow Street Pendleton, Oregon

JUST ARRIVED!

A shipment of

Bosch Z R 41-S Magnetos

with impulse starters.

Willard Service Station.

PENDLETON STORAGE BATTERY CO.

PRICE REDUCTION AND FREE TUBE

Pennsylvania Vacuum Cup Tire

30x3 1-2 FABRIC, \$12.40

All sizes reduced accordingly.

Pendleton Rubber & Supply Company

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