

DAILY EAST OREGONIAN, PENDLETON, OREGON, SATURDAY EVENING, SEPTEMBER 2, 1922.

OVER-SIZED TIRE PROBLEM ONE OF MANY FACTORS

A motorist can easily settle for himself the question whether he should equip his car with oversize pneumatic tires. Only two considerations are involved and the problem is by no means a difficult one. One of the elements for consideration is the weight the tires are called on to carry and the other relates to the degree of inflation at which the motorist prefers to use his tires.

Car manufacturers usually supply as original equipment tires of a size sufficiently large to meet the car weights when equipped with standard accessories and carrying a full complement of passengers. To support this load, however, it is necessary to maintain the full inflation pressure as recommended for the size of tire used.

With respect to the weight of the load, it is surprising how rapidly extra car equipment such as spare tires, bumpers and other accessories run up the load the tire is called on to carry.

able for the car owners to obtain a larger size tire to fit the size of rim with which his car is equipped, his problem of tire mileage would be a serious one. The tire manufacturer has recognized this problem and has produced an oversize tire for each size of rim, thus enabling him to equip his car with oversize tires for the extra loads.

Wheel Change Sometimes Needed. Cases exist where the single-oversize tires is not sufficient to meet the owner's needs. In that case it is necessary that he either reduce his loads or change his wheels and rims to make possible the double-oversizing of his tires. It is not considered good practice to double-oversize tires without changing the rim equipment.

Most car users who carry more than the normal load will find that the single oversizing of tires will show an improvement in their tire mileage, an improvement that warrants the extra cost of the oversize tires. As to the use of oversize tires for Ford's and cars of that class, it is exceedingly important that oversize-tires be used when more than normal loads are carried, for these cars operate very close to the maximum capacity of the sizes furnished as original equipment.

OREGON ROADS

Reported by
State Highway Commission.

Pacific Highway
Portland-Oregon City: Willamette River bridge at Oregon City closed for construction. Traffic from Portland for Oregon City and points south should take east side routes via Millwaukie or 53rd Street, both of which are paved throughout. Traffic for west side route which is paved to Bolton and graveled from there to West Linn.

Oregon City-Canby-Salem: Paved. Salem-Jefferson-Albany: Paved. Albany-Corvallis-Junction City-Eugene: Gravel Albany to Corvallis. Pavement to Eugene with exception of two short stretches south to Corvallis where concrete paving work is under way. Detours are provided along side of pavement.

Here's Good Will for You



When Miss Marion Berry, of Cleveland, arrived in Seafosons as a member of the American Good Will Delegation she found the prize baby of the district dressed in the 8's and Stripes.

Drain-Yoncalla - Wilbur: Paving work under way south of Yoncalla. Detours provided. Balance of distance to Wilbur is paved.

Wilbur-Winchester-Roseburg: Paved from Wilbur to S. P. grade crossing one mile south of Winchester. Detour from this point to Roseburg. Follow signs and drive slowly. Between detour limits road is closed day and night on account of concrete paving operations.

Rebo-Neokwin: Under construction, subject to short delays and temporary detours.

Oregon-Washington Highway. Pendleton-Washington State Line: Paved and open; drive slow at caution signs at point seven miles north of Pendleton where bridge is being installed and detour is necessary.

West Side Highway
Portland-Newberg - West Dayton-Lafayette-St. Joseph - McMinnville-Whitson-Amity-Holmes Gap: Paved with exception of a short section south of St. Joseph and 3-4 miles section near Holmes Gap, which are graveled.

Columbia River Highway
Portland-Astoria: Paved except on mile through Rainier which is graveled.

Portland-Cascade Locks-Hood River-Moist-The Dalles: Paved.

Coos and Curry Counties
Lakeview-North Bend: Sandy part may but safely passable throughout.

North Bend-Marshfield - Conville: Paved.

Conville-Bandon: Dirt road; crooked and rough.

ROAD WORK OF INLAND EMPIRE IS PROGRESSING

Willamette Valley-Florence Highway
Open and passable to Blachly by both Low Pass and High Pass routes. Low Pass route is rocked to Goldson postoffice. Earth road from Goldson to Blachly in good condition.

Corvallis-Newport Highway
Corvallis-Blodgett: Road rocked and in good condition.

McMinnville-Tillamook Highway
McMinnville-Sheridan: Paved. Sheridan-Summit: Good macadam except short stretch at north Yamhill River which is rough and slow going.

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

Portland-Sandy: Take Powell Valley road which is paved to Gresham, graveled and in good condition to Cotwell; thence via Bluff road; graveled, fair condition.

Sandy-Salmon River: Highway passable when dry, but rough; impassable after rains. Detour via Alport road which is mostly packed 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.

ROAD WORK OF INLAND EMPIRE IS PROGRESSING

Walla Walla, Sept. 2—(U. P.) Continued improvement on all roads in Eastern Washington is reported since the rains of last week.

In Walla Walla, Whitman and Columbia counties, county commissioners have had crews at work all the week and all dirt and graveled stretches are generally in good condition. The road to Colfax and Spokane on the Inland Empire highway is said by motorists to be in the best condition it has been this year.

The road report in detail follows:
Walla Walla to Spokane via Central Ferry—Take the upper road out of Walla Walla to Prosscott and thence to Wainwright. The detour around construction work beyond Dixie is not in good shape.

Dixie to Wainwright: Closed; detour begins 3 1/2 miles north of Dixie; signs, Wainwright to Colfax via Central ferry good macadam; Colfax to Spokane macadam. All roads good with exception of small distance of gravel.

Walla Walla to Spokane via Lyons Ferry: Good to Prosscott. Fair dirt road from Prosscott to ferry. Ferry to Wainwright, fair dirt road. Wainwright to Cheney via Riverville, all good macadam. Cheney to Spokane paved. All roads out of Riverville, good.

Walla Walla to Lewiston: Take upper road out of Walla Walla via Prosscott to Wainwright. Old road, Dodge to Pomeroy, closed. Go several miles north of Dodge and take first road to right, signs, Pomeroy to Lewiston new state highway, good. Road to Boise via Whitebird somewhat rough but open.

Walla Walla to Seattle: Good macadam all the way to Yakima either via Hoover ferry or Toll bridge and Pasco. Proceed from Pasco to Timpano's ferry at Richwood to make the crossing of the Columbia river, if the route via Pasco is chosen. Detour around construction work at Granger to Toppish. Toppish to Yakima paved. Yakima to Ellensburg, fair dirt road for 15 miles out of Yakima remainder rough and rocky. Ellensburg to Cle Elum, good. Through the

PETITION ASKS UNION OF DISTRICTS 57-49

WESTON, MT., Sept. 2—Terence Tomhine, Henry Sams and Mr. Baker of Ohio, left for this big bear hunting country Thursday and expect to return home full packed.

Seth Hyatt and daughter Mrs. Dulph Thompson and little son Edison of Gibbon are visiting relatives on the hill this week.

Mrs. Dick English and niece are down from Camp McDougal for a few days and says the camps will be all vacated by the 10th of September, except by a very few. It is quite cold and chilly now in the heavy timber.

J. W. Bowers and little daughter Kathleen and Fred Henderson are on the sick list this week.

Bert Ferguson and wife expect to return to their home in Iowa after a month's visit with relatives on Weston mountain.

Miss Pearl Dowd of Washuena, Wash., formerly a resident of Weston Mountain is visiting at the home of her sister, Mrs. Willie Gould. Miss Dowd is a graduate of McMinnville high school, attended the W. S. C. at Pullman last year, took a teachers' training course at Cheney, Wash. this summer and will again enter W. S. C. for the coming year.

A petition is being circulated in the community this week asking the boundary board of this county to annex school District No. 57 to school District No. 49.

A meeting is planned for Saturday night at the Weston Mt. school house to organize a Points-Groves Association. County Agent Fred Bennion has been asked to be present.

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Bonnie Gray is a graduate of the University of Idaho and a post-graduate of the University of Chicago, but she didn't learn the above trick at either school. She won the women's championship of the world for track riding at the Pike's Peak rodeo.

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