

Condition of the State Highways in Oregon

The following report on the condition of the state highways in Oregon is issued weekly by the Oregon state highway commission. It is corrected up to May 10.

PACIFIC HIGHWAY
Portland-Oregon City—West side route paved and open to traffic. Portland to Beaton, paving operations under way at West side necessitating delay and inconvenience. Traffic for Oregon City and points south is advised to go via East side route via Milwaukie or Eight-second street, which are paved throughout.

Oregon City-Salem-Jefferson-Albany—Paved and open.

Albany-Corvallis—Due to grading operations on the West side road, the East side road between Albany and Corvallis is preferred. Follow Pacific highway signs south through Albany to first road south of Albany city limits. Turn west and follow main traveled road, crossing the Willamette over steel bridge at Corvallis.

Corvallis-Junction City—Paved.

Albany-Junction City—Alternate route—Paved to 23 miles south of Albany, crossed Southern Pacific tracks and via county road to first right hand road 1/2 mile south of old covered bridge, west side route paved south to Albany. Balance traveled road. Free county ferry at Willamette river, Harrisburg. Good gravelled road to Junction City. This route is in good condition for light traffic.

Junction City-Eugene-Cottage Grove—

Drain—Oakland-Roseburg-Myrtle Creek-Canyonville-Grants Pass-Medford-Ashland-California State Line—Paved. Highway through Siskiyou mountains open.

WEST SIDE HIGHWAY
Portland-Oregon City—Paved but reconstruction work in progress near Tigard necessitating one-way traffic with the road open in alternate directions at ten minute intervals. Reconstruction also under way near Middleton requiring a short detour during working hours. Beyond Middleton road in good condition. Newberg-West—Dayton-Lafayette-St. Joseph-McMinnville-Whitson-Amity-McCoy—Paved with exception of 3.4 mile near St. Joseph, which is gravelled.

McCoy-Rickman—Gravelled road in fair condition. Paving operations under way. Traffic for Dallas and points south should detour via McCoy and Perrydale. This detour is all gravelled and in fair condition.

Rickman-Monmouth—Paved.

Monmouth-South to Benton County Line—Impassable south of Luckiamute river. Detour from Monmouth via Independence and South.

Benton County Line-Corvallis—Paved.

Corvallis-Monroe-Junction-Eugene—Paved.

COLUMBIA RIVER HIGHWAY
Portland-Astoria-Seaside—Paved, except one mile through Rainier, where paving operations are under way. Detour via old highway route over macadamized street, one block south of highway.

Portland-Cascade Locks—Hood River-Monter-The Dalles—Paved.

The Dalles-Astoria-Lincoln-Pendleton—Macadamized entire distance.



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Albany	\$146.85	\$161.60	Louisville	\$108.75	\$119.34
Atlanta	122.40	131.44	Memphis	98.60	107.45
Birmingham	122.40	131.44	Milwaukee	88.70	95.33
Boston	158.35	171.50	Minneapolis	76.85	87.75
Buffalo	125.47	138.62	New Orleans	111.85	114.82
Chicago	90.85	104.00	New York	152.25	165.40
Cincinnati	111.15	124.30	Omaha	74.85	80.00
Cleveland	113.41	125.56	Philadelphia	124.80	132.94
Denver	88.85	92.00	Pittsburg	124.61	137.76
Des Moines	82.50	95.65	St. Louis	86.35	99.50
Detroit	110.47	123.62	St. Paul	75.85	87.75
Indianapolis	104.09	117.24	Toronto	115.60	125.67
Kansas City	76.85	90.00	Washington	146.41	159.56

Tickets sold at fares shown in Column A carry routes in both directions via Portland, and those at fares shown in Column B in one direction via Portland and the other via California.

Proportional fares will be in effect for tickets with a large number of Eastern destinations—Atlantic City, Baltimore, Charleston, Chattanooga, Columbus, Colorado Springs, Dayton, Duluth, Jacksonville, Montreal, Nashville, Norfolk, Portland, Pueblo, Quebec, Savannah, St. Joseph, Wilmington, Winnipeg, etc.

Through tickets sold, baggage checked, sleeping car arrangements made, and details furnished on request.

OREGON ELECTRIC RAILWAY
H. R. Knight, Agent, Eugene, Ore.

OLD OREGON TRAIL

Pendleton-Bend—Paved. Excellent macadam.

Deadman's Pass—Macadam—Approaching the mile marker, road is in excellent condition. Local inquiry should be made at Pendleton or La Grande before attempting trip over mountain as rains may cause road to be blocked at any time.

Meacham-La Grande-Baker-Huntington—Macadam—In excellent condition and in excellent condition.

COAST HIGHWAY—CLATSOP AND TILLAMOOK COUNTIES
Astoria-Seaside—Paved.

Seaside-Cannon Beach Junction-Clatsop County Line—Gravelled road, open for travel in all weather.

Clatsop County Line-Mohler—Under construction and subject to possible delays and temporary detours. Also liable to be soft and poor going in short stretches after rains.

Mohler-Miami—Follow county road via Poley Creek; gravelled and in good condition.

Miami-Tillamook—Part paved; balance good gravelled road.

Tillamook-Hebo—Ten miles pavement; balance good macadam.

Hebo-Seaside—Under construction and subject to short delays. A few short stretches of slow going, but all safely passable.

COAST HIGHWAY—COOS AND CURRY COUNTIES

Lakeview-Bend—New ferry in operation. Road closed for winter. North Bend-Marshfield-Coquille—Paved.

Coquille-Bandon—Road closed. Cars may be shipped to Bandon by boat.

Marshfield-Bandon (via Seven Devils route)—Closed; bridge under construction at South Slough.

Bandon-Tenmark-Sixes River—Gravelled road in good condition.

Sixes River-Bik River—Road in fair condition; some steep grades.

Bik River-Port Orford—Construction under way; passable.

Port Orford-Bush Creek—Good macadam road.

Bush Creek-Lindville-Hill-Arizona Inn—Under construction; steep detour. Drive carefully.

Arizona Inn-Gold Beach-Brookings—Mountain road in poor condition.

Brookings-California State Line—Crescent City—Good gravelled road.

ROSEBURG-COOS BAY HIGHWAY
Pacific Highway-Cannon Beach—Open and in fair condition except Camas Mountain, which is rough, but passable. Camas Valley-Rock Creek-Myrtle-Hebo-Tillamook—In fair condition; construction work under way; look out for trucks and loose rock.

WILLAMETTE VALLEY-FLORENCE HIGHWAY
Both Low Pass and High Pass roads impassable for auto travel since rains. Low Pass road is open to traffic May 1st. Earth sections are difficult to travel after rains.

Toledo-Newport—Macadamized and in good condition.

MCMINNVILLE-TILLAMOOK HIGHWAY
McMinnville-Seaside—Paved.

Sheridan—Williams-Grand Ronde-Summit-Dolph-Hebo (Junction of Coast Highway)—Good macadam.

Hebo-Tillamook—Part paved; balance good macadam.

TUALATIN VALLEY HIGHWAY
Portland-Beaverton-Hillsboro—Paved.

Grove-Gaston-Yamhill-Carlton-St. Joseph-McMinnville—Paved.

MT. HOOD LOOP HIGHWAY IN CLACKAMAS COUNTY
Portland-Sandy-Take Powell valley road, which is paved to Gresham. Gravelled and in good condition in Cettles; chance via Elsie road; gravelled but rough and poor going in places.

Sandy-Cherryville—Gravelled or plank; passable in all weather.

THE DALLES-FORNIA HIGHWAY
NOTE—See Sherman Highway for alternate route to Central Oregon.

The Dalles-Detroit section under contract for grading and macadamizing. Take main road from The Dalles to Summit at Eightmile creek, nine miles south of The Dalles. Road in good condition; balance of distance, 4 1/2 miles to Dufur, is good macadam.

Dufur-Shamiko-Cococino and Hake-aven—Open and passable, but rough in places.

Shamiko-Madras—Best route is via Antelope. Between Shamiko and Antelope good macadam; balance passable for auto traffic, but rough in places. New construction under way north of Madras. Alternate route is via Cow Canyon, which is open and passable, but very rough in places.

Madras-Bend—Macadam road; good condition; trail crossing fair.

Bend-Allen-Ranch—Cinder and gravel surface, in good condition.

Allen-Ranch-Lapine—Dirt road, in fair condition.

Lam's Hill-Klamath Falls—Macadamized; clear of snow and in excellent condition.

Klamath Falls-California State Line—Macadamized and clear of snow.

NOTE—Klamath Falls stage now operating.

OREGON-WASHINGTON HIGHWAY
Pendleton-Washington State Line—Paved.

Pendleton-Pilot Rock—Five miles good earth road; 10 miles macadam; road open.

Pilot Rock-Vinson—Ten miles macadam; road open.

Vinson-Butter Creek-Jones Hill—County road; very rough in places.

Jones Hill-Hopewell—Standard grade; good condition.

Jones Hill-Hopewell—Graded road; heavy snow, but passable.

Hopewell-Gilliam County Line—Entire distance macadamized and in excellent condition.

Gilliam County Line-Hopewell Junction—Fair condition except on detours. However, road down Willow creek to Hopewell Junction has been closed off at Rhea Siding; careful driving required.

ASHLAND-KLAMATH FALLS HIGHWAY
Pacific Highway-Kennebec—Macadamized.

Keene Creek-Pinehurst—Open and passable, but rough.

Pinehurst-Bender—Take detour south through Pokemo over what is known as the Froin road. Falls—Under construction; rough but passable.

NOTE—Ashland-Klamath Falls stages now operating on this route; however, through traffic is advised to go via Klamath Hot Springs and Dorris.

KLAMATH FALLS-LAKEVIEW HIGHWAY
Klamath Falls-Dairy—Macadamized and in good condition.

Dairy-Bly—Rough but passable.

Bly-Drews Valley—Rough mountain road; muddy but passable.

Drews Valley-Lakeview—Twenty-three mile dirt road. Klamath Falls border drawn stage operating daily. Fair condition except over new construction in Drews Valley, where mud is encountered.

BEND-LAKEVIEW HIGHWAY
Bend-Lapine—See The Dalles-California highway for copies of road report.

Lapine-Port Rock-Silver Lake—Dirt road, in fair condition.

Silver Lake-Paisley (via west side of Summer Lake)—Good dirt road; fair condition.

Paisley-Chewaucan Narrows—Ten miles good dirt road.

Chewaucan Narrows-Valley Falls—Thirteen miles new grade, now being macadamized; fair condition.

Valley Falls-Lakeview—Twenty-four miles macadamized; road open and in good condition.

CENTRAL OREGON HIGHWAY
Bend-Burns—Macadamized and in good condition.

Burns-Grane—Macadamized and in good condition.

Grane-Vale—Very rough and rocky.

Vale-Ontario—County road; fair condition.

Ontario-Cairo—One mile macadam; remainder fair.

Cairo-Nyssa—Macadamized; good condition.

SHERMAN HIGHWAY
Bigo-Wasco—Highway under construction. Closed for all traffic.

Road from Columbia River highway to Wasco via Fulton Canyon is open and in good condition.

Wasco-Moro—New macadam; good condition.

Moro-Grass Valley—Macadamized and in good condition.

Grass Valley-Shamiko—Rough and muddy in places but passable. Construction work under way between Grass Valley and Wasco county line.

Shamiko-Antelope—Good macadam; open for travel.

Antelope-Madras (via Gateway)—New construction under way north of

Chicago Judge Had to Be Modern Solomon



Judge Joseph David

Judge Joseph David, of Chicago, was called upon to act the role of a modern Solomon, either to award Alice Beatrice Nuttall to her own mother, Mrs. James Morris, or to the child's foster parents, Mr. and Mrs. James Nuttall, who took her from an orphanage in her infancy and who cared for her, while her own mother did not know her whereabouts. The child told the court she preferred to live with her foster parents. Judge David thereupon awarded the custody of the child to the Nuttalls.

NEW OVERLAND LAUNCHED

RED BIRD IS LATEST MEMBER OF 1923 SERIES

Complete Equipment, Wheelbase—Longer, Engine Larger, and Other Features

The 1923 series of the Overland has been added to by the bringing out of a new combination of beauty and utility called the Red Bird. This model is notable for the complete equipment it carries on leaving the factory.

In general appearance the Red Bird is a creation striking to the eye without overstepping the bounds of refined taste. Mandalay maroon is a subtle shading of red for the body, and combined with this artistic blending is the khaki top of serviceable material that will also hold its own in all seasons. With this conjunction of tan and maroon are sprinkled gleaming nickel-plated trimmings on radiator, head, lamps, bumpers, windshield stanchions, scuff plates and frame of the rear curtain window light.

The wheel base of the Red Bird has been lengthened to 106 inches and the spring base to 134 inches. This additional length guarantees bodily relaxation, when driving over the roughest roads.

The Red Bird has the patented triplex springs used on all Overland cars and these springs on a longer wheelbase give riding comfort in a high degree. In Overland construction the load is carried between the two extreme points of the car, the ends of the Overland springs on the Red Bird being 134 inches apart.

The engine in the Red Bird is larger and more powerful. The cylinder finish is remarkably thorough. After reaming, humpers cylinders are lapped with a reciprocating and slightly revolving polishing stone which produces a smooth surface and a bore that is round and straight, removing any slight roughness resulting from the reaming operation.

The crankcase or engine base has a double bottom which increases the strength and rigidity, and provides correct oil supply to all connecting rods under all road and grade conditions. There is a sump for collecting sediment at one spot where the drain plug is placed and the oil gauge is so located that it is plainly visible.

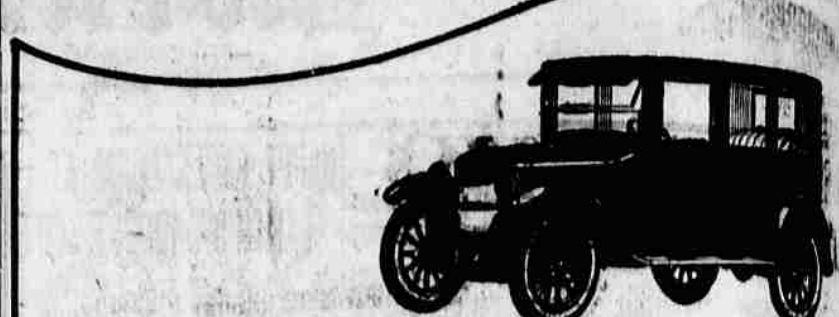
Overland Red Bird valves are made of specially selected material and there are only two wearing points between the valve and cam shaft. The valve tappets are of the mushroom type, a flat wearing surface which rests on the entire width of the cam surface, thus distributing wear over an entire cam face and tappet face. The clutch of the single plate disc type, smooth in operation and adjusted in less than ten minutes when necessary.

COOS BAY HIGHWAY GOOD

QUICK TIME MADE BETWEEN MARSHFIELD AND ROSEBURG

Run Made in Three Hours by L. L. Thomas, Bay Merchant, Who Covered Route Last Week

ROSEBURG, Ore., May 12.—That the road from Marshfield to Roseburg is now in such good shape that the entire run from the Coos bay town to Roseburg can



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can easily be made in three hours, is the report of L. L. Thomas, proprietor of the Thomas Music company, at Marshfield. Mr. Thomas went to Portland last week with Henry Buchner of the Buchner Lumber company.

The men left Marshfield at 10:20 o'clock in the morning, according to the log of the journey as kept by Mr. Thomas, and arrived at Roseburg at 1:20, the running time being exactly three hours. After having luncheon there they left at two o'clock and arrived in Portland at 8:10 p. m., making several short stops on the road. The total running time was figured by Mr. Thomas as being 8 hours and 50 minutes for the trip of about 280 miles.

The road from Marshfield to Roseburg is now in very good shape, according to Mr. Thomas. From Marshfield the highway is paved to Coquille and from there the new grade is in good shape as far as Camas Valley. Between Camas Valley and Roseburg the new highway, which is in excellent condition, is used all except about three miles, where a detour is provided. This detour is not slow going, but offers no difficulties, he said. The new grade, upon which a large amount of work was done last year, was opened to traffic only days ago.

"Can you remember an exchange, when you look toward your future two years ago? Well, this is a year. What are you going to do? Oh—er—well looking for Boston Transcript."

The Man Without a Job or the Man in Business

John Wanamaker said: "The difference between the clerk who spends all of his salary and the clerk who saves part of it, is the difference, in ten years, between the owner of a business and the man out of a job."

HERE is a forecast by a great merchant of what the next ten years may mean to you. Wanamaker owed his face and fortune to the fact that he knew how to save and invest his dollars safely.

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