

ROAD INFORMATION FOR MOTORISTS AND CAMRERS

This Bulletin of the United States Forest Service contains general information concerning road conditions in or near the National Forests of Oregon and Washington, based on data furnished by the field men of the Forest Service.

Most of the mountainous portion of the two states lies within the National Forests, which are maintained by the federal Government (1) to provide a continuous supply of timber, (2) to protect the watersheds of the district by the preservation of the forest cover, and (3) to provide for the use of all forest resources in ways which will make them of largest service.

OREGON ROADS

Western Oregon.
Willamette Valley and Cascade Mountains (Santiam) Wagon Road:—This road is open between Foster and Cascadia but is in poor condition. Closed between Cascadia and the summit. Bridges reported to be in bad condition and in need of repair before route is safe for travel. Summit still blocked by snow.

Medford and Rogue River Valley to Crater Lake:—The road is not open much above the National Park boundary, where there is still much snow.
Klamath Falls-Crater Lake Road:—Road open from Klamath Falls to Wild Cat Camp and in fair condition. Road into park probably passable by June 15th.

Columbia River Highway:—Open between Portland and Viento. Paved to Cascade Locks. Passable from Cascade Locks to Viento. Closed for construction work between Viento and Hood River. Near Warrendale the highway is obstructed by a slide, which may be crossed on a temporary plank road not suitable for heavy trucks.

Barlow-Oak Grove Road:—Portland to Phododendron, fair. Passable Phododendron to Twin Bridges. Closed. Twin Bridges to Government Camp, on account of snow and washed out bridges. Between Government Camp and Camas Prairie Ranger Station, closed on account of snow and no detour possible. Open and in good condition between Camas Prairie Ranger Station and Wapinitia.

McKenzie Pass Road:—Open and in fair condition between Eugene and Alder Springs. Also open and in good condition to Belknap Springs and Foley Springs. Closed between Alder Springs and Windy Point on account of snow. No detours can be made. Will probably be open by June 15.

Drain-Scottsburg, Allegany:—Road is passable for automobiles from Drain to Scottsburg; remainder of road open, but probably not in condition for automobile travel before July 15.

Roseburg-Wolf Creek Ranger Station:—Road is in good condition for automobile travel.

Pacific Highway:—Open and in good condition between Grants Pass and Wolf Creek.
Grants Pass-Crescent City:—Open and in fair condition, although still rough in places.

Tillamook-Williamina:—Open between Tillamook and Williamina. The road is reported dry and solid but very rough in places.

Crescent City-Bandon:—Coast road. Open entire distance, but almost impassably rough Brookings to Gold Beach and Gold Beach to Port Orford. Fair condition. Port Orford to Bandon.
Klamath Falls-Bend, via Fort Klamath:—Open and in fair condition.

Dead Indian Road (Ashland to Pelican Bay via Lake of the Woods):—Open between Ashland and Deadwood Ranch and passable for wagons. Closed from Deadwood Ranch to Pelican Bay on account of snow and windfalls. Should be open for wagon travel by June 15 and for auto travel about July 1.

Eastern Oregon.
Prineville-Mitchell:—Open entire distance, but in poor condition. This road cuts up very badly in wet weather and after it dries is very rough,

which is its present condition except where it is still muddy.

Hardman-Spray:—Open but still very rough.
Baker-Prairie City:—Passable but yet in poor condition from Whitney to Prairie City.

Baker-Cornucopia:—Open and in fair condition.
Sparta-East Eagle Park:—Passable condition.
and in fair condition, Sparta to Lily White Mine. Teams can get through to East Eagle Park, but this part of the route is still in very bad condition.

WASHINGTON ROADS

Cle Elum and Eastern County Road:—Open and in good condition.
Sunset Highway (Seattle to Cle Elum, 97.5 miles):—Open between Cle Elum and Easton. Closed from Easton to Snoqualmie Pass. Will be open over the pass, Seattle to Cle Elum, about June 1. Some detours are still necessary between Easton and Cle Elum because of work being done on culverts.

Blewett Pass Highway:—In poor condition from Cle Elum to Wenatchee. Crew is at work on road at much needed improvement. The road from Ingalls Creek to Blewett Pass was badly washed out during the winter, and much work is still required to put this portion of the road in good condition.

Wenatchee-Cloverland:—Open and in fair condition between Cloverland and Turntable. Closed on account of deep snow between Turntable and Seven Sisters Spring. Should be open by May 15.

State Road No. 10:—Condition reported fine between Entiat and Patros.

Cascade Scenic Highway:—The road is in fine condition between Index and Coast points. Closed between Index and Tye, but will probably be open about June 1. Fishing along this route was reported good on May 1.

Timely Hints for Young Automobile Drivers

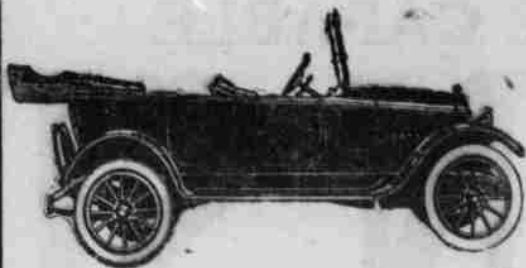
When starting the car, let the clutch in slowly until the car begins to move. Always start the car in low gear. Do not feed too much gas while in low, but merely get the car rolling, then shift into second gear. Feed the gas until you have picked up a speed of 15 miles per hour, then drop the shifting lever back into high gear. When slowing down in traffic put the car in neutral position and let the clutch in. Always start in traffic in low gear.

Do not force your car to go at low speed in high gear. If it starts to jerk, immediately shift into second. Jerking strains the car and may pull the rear axle out. Do not try to shift gears with the gas throttle advanced so the motor races. Leave the gas on the control guide fully retarded while running.

Climbing a hill is the hardest part of the novice's experience. Approaching a hill, see that everything is clear in front of you and pick up to about 20 miles per hour. When shifting into second let the car slow down, almost to a stop, throw out your clutch and shift into second speed, let your clutch in slowly and do not step on the gas throttle so that the car jumps and jerks, but feed the gas easily and the car will pull itself out. If the hill is very steep it may be necessary to use the low gear and this shift is executed in the same way as the one from high speed to second. While in low gear do not step on the throttle and feed too much gas, as the car does not require it and if given a steady feed of gas will pull itself over the steepest hill with little difficulty.

Then the handling of the car. Some persons are born drivers and operating a machine comes naturally to them, while others have to learn how to drive properly. In handling the steering wheel some motorists experience the greatest difficulty. As a rule they are afraid to take one hand off the wheel and drive with the other while they are shifting gears or blowing the horn.

Do You Know the Terms of that 22,000 Mile Test?



Maxwell Motor Cars

5-Pass. Car . . . \$ 825

Roadster \$ 825

5-Pass. Car with All-Weather Top . . . 925

5-Pass. Sedan . . . 1275

6-Pass. Town Car 1275

All prices f. o. b. Detroit
Wire wheels repair equipment with tubes and Town Car

Official Figures of the Test

Date	Daily Mileage	Average Miles Per Gallon
Nov. 23	511.9	22.2
" 24	531.4	22.2
" 25	537.4	21.49
" 26	565.9	22.47
" 27	518.5	21.70
" 28	599.6	23.02
" 29	515.5	26.40
" 30	480.1	21.80
Dec. 1	498.8	23.99
" 2	484.6	21.77
" 3	506.6	20.71
" 4	438.9	19.51
" 5	502.7	19.44
" 6	517.0	22.15
" 7	505.0	22.35
" 8	493.3	22.03
" 9	472.6	21.33
" 10	477.7	21.43
" 11	495.3	22.82
" 12	540.1	23.56
" 13	539.3	23.18
" 14	465.9	23.85
" 15	523.1	22.95
" 16	499.1	21.99
" 17	492.8	22.09
" 18	512.0	21.72
" 19	525.9	22.23
" 20	527.5	23.44
" 21	498.8	24.50
" 22	490.8	22.20
" 23	487.1	23.13
" 24	480.5	21.73
" 25	477.5	22.83
" 26	492.6	21.30
" 27	487.1	19.79
" 28	477.4	18.91
" 29	523.9	18.20
" 30	466.9	20.34
" 31	504.9	21.08
Jan. 1	501.4	19.82
" 2	451.8	20.07
" 3	479.1	21.56
" 4	455.6	19.82
" 5	562.5	19.10

Elapsed time 44 days
Total mileage 22,022.3
Average speed per hour . . . 25 miles
Average day's run 500.5
Longest day's run 562.5
Average miles per gal. 22 miles
Smallest day's mileage per gallon 18.30 miles
Greatest average miles per gallon 26.33 miles
Average tire life 9,875 miles
*Note that longest day's run was made on last day of the test.



Valley Motor Co.
Front and State Streets
Geo. F. Vick, Mgr.

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.
And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance?
Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it?
Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarly known as the "A.A.A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board. That's why there are so few A. A. A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish. Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy. For verily this was a "stock" Maxwell. Listen:—
First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as parts critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?
But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"
That was the laconic reply of those A. A. A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.
For Maxwell set the standard when it performed this wonderful feat. Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!
Every four hours the car had to report at the official station for checking. And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.
It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor. At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

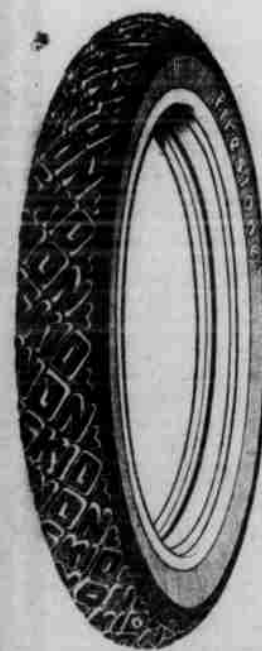
You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)
Any Maxwell owner—or anyone interested may see those records.
And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.

Buy "Firestone" TIRES NOW



It is predicted that in just a few months there will be very few if any pneumatic tires on the market, and if there are any—the price will be greatly advanced.

The Government has taken over 50% of the raw Rubber already and will probably take more.

BUY A NEW FIRESTONE TODAY. THE NEW SERIES now on the market, is giving wonderful mileage.

SCOTT & PIPER

250-252 State Street

Phone 451