

**AKRON OFFERS GOOD ADVICE TO TIRE USERS**

**Rubber Companies Warn Auto Owners Against Defects In Tire Rims.**

Akron, the Ohio town which has become famous in the auto world, is going its reputation for turning out good automobile tires one better and is now turning out timely hints for the motorist in the matter of care that should be taken of tires after they have been purchased.

One statement recently issued by one of the leading rubber companies of Akron, points out that a big percentage of the tire trouble experienced by the auto owner is due to neglect in taking care of the rims upon which the tires are mounted.

"A bent rim, for example," reads the statement, issued by the Miller Rubber Company, "has ruined tires under 500 miles of service when that same tire would have run 6000 or 7000 miles if proper attention had been paid to the rim. The bend in the rim caused a break in the tire just above the bend—such a break is most destructive and costly."

"Loose demountable rims also cause a lot of tire trouble, if not watched carefully," continues the statement.

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**Short Jaunts For the Hours of Twilight**

Logged by J. W. Parker (Studebaker Sales Manager.)

For pretty scenery, good roads, good fishing and handy and delightful picnic grounds that can be reached by the autoist in an hour or two from Salem there are few trips that equal the Drift Creek drive, according to J. W. Parker, Studebaker sales manager, who made the drive recently and came back with a good string of fish.

The route lies out State street past the penitentiary as far as the first road turning to the east this side of the asylum farm. Follow this road straight ahead past the McAlpin school house to the Victor Point-Silverton road. Turn north and follow main road through Victor Point. Take first turn to right beyond Victor, Point down to Drift Creek.

The return trip can be made by the way of Silverton and makes an equally good drive, according to Mr. Parker.

Where petcocks are provided they may be used to detect missing cylinders. Open one at a time and look for flame. If no flame is seen open throttle and speed up a little. The cylinder may be missing at low throttle. If no flame is seen with throttle opened the cylinder is missing.

**FIVE HOUR DRIVE TAKES SALEM MOTORISTS DEEP INTO M'KENZIE REGION**

**Elgin Pathfinder Reports Roads In Fine Shape To Blue River.**

By H. N. C.

Five hours from Salem, deep in the heart of the Cascade mountains and 120 miles from the scene of business care and the noise, dust and heat of the city—that just about sums up the Blue River jaunt, the potential source of more real solid enjoyment for the automobile owner who is seeking the ideal week-end or short vacation trip than any other drive of equal length radiating out of the Capital City.

To call it the Blue River trip is misleading to the uninitiated, however, for there are perhaps a dozen Blue Rivers in the northwest and probably most of them are as well, if not more widely known than the one in question. McKenzie river is a better name for the drive, for it is of that stream that Blue River is one of the principal tributaries. But the little town of Blue River,

if you can call the concentration of a hotel, a postoffice and general store, school house and a few dwellings a town is the natural and logical "base of operations" for the sportsman, or tourist who invades the McKenzie country.

Considering the scenic beauty, the good fishing and hunting and other recreational attractions it offers in connection with its easy accessibility from Salem by auto, the fact that the McKenzie country is so little visited by motorists of this part of the state is little short of amazing. Even at the risk of being branded "trite" I would describe the country between the little town of Waverille, 21 miles above Eugene and McKenzie Pass, as a vacationist's paradise, and the drive to and from this city as a real "joy-ride" for motorists except for a few miles of road in the heart of the Willamette valley between Salem and Albany.

With Lee L. Gilbert, Elgin distributor, driving one of his "poppy" little Sixes, I went over the route last week in company with E. W. Hazard, cashier of the United States National bank of Salem, and Mr. Gilbert's brother, Chas. Gilbert, of McMinnville.

Valley Roads Worst.

Pulling out of Salem at 1 o'clock p. m. Saturday we covered the 122.7 miles to the Blue River hotel in 4 hours and 56 minutes, running time. It was nine o'clock at night, however, before we got there. At Albany we spent more than two hours and at Eugene we took more than an hour for supper. The average motorist would probably consume from five and a half to six hours in making the trip and show wisdom in taking it slower pace. While we were not trying for a record, Mr. Gilbert was "popping" on the Elgin pretty consistently after we left Albany.

From Salem to Albany, 30.1 miles, the roads generally are bad. The first ten miles, to Turner, we made in slightly better than 21 minutes of comfortable riding. But from Turner to within about two or three miles of Albany 12 and 15 miles an hour is the prevailing rate of speed except for a few short stretches. Added to the rutted conditions of the roads, there are four bad railroad crossings to be navigated in the four miles between Marion and Jefferson. From Jefferson to Albany the road showed no improvement, except that the activities of road crews, which are surveying, slashing, grading and otherwise preparing the road for paving this summer gave promise of relief before another year.

Independence Detour Bad.

At Albany, however, our troubles ended. They were not real troubles, at that. Just little personal grievances against the "powers that be" in the matter of road construction that had been necessitated by an occasional shock along our spinal columns, in spite of the bump absorbing qualities of the Elgin. This strip of road can be avoided by taking the West Side route out of Salem to Corvallis, via Independence, which is also a short cut in the matter of miles, but the "curve is worse, etc." Returning down the valley Monday evening we took the "short cut" and spent just 3 hours in lumbering over the 32.5 miles, about 13 miles of which reminds one of a deserted skid road in a logging camp. Besides being rough, a few hours of rain makes this road dangerous on account of the slick clay surface.

30-Mile Roads Traveled.

When the last legislature raised the speed limit on country roads in Oregon to 30 miles an hour, each member that voted for the revision must have had a mental picture of himself skimming over the miles of highway we "ate up" in the Elgin last Saturday between Albany and Vida, 35 miles above Eugene. There is scarce a mile of road between Albany and Blue River where the speed limit cannot be maintained, or exceeded if the "speed cop" is napping, as our log for this leg of the trip will show, as follows:

Town	Miles	Running Time
Albany	0.0	
Corvallis	10.4	20 min.
Monroe	27.8	55 min.
Junction City	36.4	1 hr. 11 min.
Eugene	48.4	1 hr. 32 min.
Springfield	53.1	1 hr. 44 min.
Thurston	59.4	2 hr. 1 min.
Waverille	69.4	2 hr. 12 min.
Leaburg	71.8	2 hr. 27 min.
Blue River	92.5	3 hr. 37 min.

After entering the McKenzie country we got our first hint of bad roads about a mile and a half above Vida, some 50 miles from Eugene. For some thing more than a mile here the road winds along the river through timber and the surface, badly cut up by travel during the winter months, has not yet been repaired. But this stretch is soon to be worked over and will be in prime condition by the time the summer travel is at its height. The other bad piece of road we encountered was a rough and narrow hill a mile and a half this side of Blue River. Monday morning, however, a road crew started clearing the right-of-way for a detour around this stretch, which will follow the river on

**Highway From California In Fearful Shape**

Touring from California to Oregon, or vice versa, is far from a pleasure drive just now, according to George and Henry Ryan, two tourists who passed through Salem early in the week on their way to The Dalles from Sacramento.

The Ryan outfit consisted of a Ford, stripped of the tonneau and carrying a bed behind in which they carried their camping outfit. They were equipped for emergencies and they had use for every article of equipment on route. Camping out, and not damaging their machine by pushing it through everything they came to in the shape of roads the two men were 10 days on the road from Sacramento. And the generous plating of mud over the Ford gave weight to their testimony as to the condition of the roads.

The entire highway is passable—their presence in Salem demonstrated that—but barely so in one or two places. Cow Creek canyon, south of Roseburg, is one of the stumbling blocks, according to the Ryans, and they resorted to everything they came to in the shape of roads through that stretch. The reported that the canyon had not yet been closed to traffic, but that it was the intention of the road crews to put up the bars sometime this week.

Oregon has not got a monopoly on the bad roads, however. They reported the worst difficulties on the highway over in California, just this side of Redding.

**FRICITION WEAR IN SINGLE PLATE CLUTCH EARLY FIXED**

Friction wear in the single plate clutch may be remedied by throwing out the clutch, slackening the adjustment bolts; tap either of them clockwise in the slot on cover, perhaps a quarter of half an inch, thus shifting the ring which carries the levers and rollers. In new seats on thicker sections of the thrust ring, thus compensating for the wear.

**Water Too High And Cold In Upper River For Good Fishing Just Now.**

Blue River we selected as our headquarters during the two days we spent in the McKenzie country principally because the roads beyond this point have not yet recovered from the ravages of winter. They are open and traveled every day by autos as far as McKenzie bridge, 11 miles beyond Blue River, and even further, but the riding is decidedly bumpy and will be until considerably work has been done on the road. Another reason for our decision in regard to the Blue River stop was the fact that it is the half-way point between the upper and lower McKenzie river and consequently the dividing mark between early and late season fishing, as well as the radiating center for a half dozen packing trips into the more secluded hunting and fishing grounds.

For the first time in three years the Blue River hotel, a delightfully clean, comfortable and beautifully located inn, is open under the management of B. B. Helffrich, an old resident of the McKenzie country, who knows every mead of the mountains and streams and practically every fish and deer that inhabits them. It was he who took our fishermen—Mr. Hazard and I were signposts—as to their introduction to the finny denizens of the McKenzie. Charlie found the Redsides out in force to greet him, but decidedly distant. No amount of coaxing on his part would lure them from their own dooryards. They were

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**MANY ROAD CONTRACTS TO BE LET THIS MONTH**

**Highway Commission Asks For Bids On Numerous New Projects.**

How rapidly is the road building program of the state highway commission stretching out into all parts of the state is indicated to some extent in the call for bids for various construction work that are to be received by the commission at a meeting in Portland, May 27. The call for bids is announced as follows:

- Columbia county, Columbia River highway—Paving, Rainier to Clatskanie 11.2 miles in length.
- Douglas county, Pacific Highway—Grading and macadamizing, Leona to Drain, 3.23 miles in length; 19,000 cubic yards excavation; 6,800 cubic yards rock surfacing.
- Grading and macadamizing, Yoncalla section, 7.7 miles in length; 10,000 cubic yards excavation; 16,000 cubic yards rock surfacing.
- Grading and paving, Oakland to Wilbur, 7.3 miles in length; 26,000 cubic yards excavation.
- Grading and macadamizing, Roseburg to Wilbur, 4.5 miles in length; 19,900 cubic yards excavation; 8000 cubic yards rock surfacing.
- Grading and macadamizing, Roseburg to Dilard, 6.7 miles in length; 53,000 cubic yards excavation; 7,500 cubic yards rock surfacing.
- Grading and macadamizing, Jacques Place to Johns Place, 7.2 miles in length 28,000 cubic yards excavation; 11,299 cubic yards rock surfacing.
- Gilliam county, Columbia River Highway.
- Grading and macadamizing, Arlington to Morrow county line, 12.3 miles in length; 88,000 cubic yards excavation; 23,000 cubic yards rock surfacing.
- Hood River County, Columbia River Highway.
- Grading, Rathoun Hill to Hood River, 1.75 miles in length; 12,000 cubic yards excavation.

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