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The Oregon Motorist

VOL. XI No. 11
AUGUST, 1931

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"Your National Forests", by Arthur M. Hyde, Secretary of Agriculture

"The National Forest Today", by R. Y. Stuart, Chief Forester

"National Forests in Oregon and Washington", by C. J. Buck, Regional Forester

"Thirteen Million Acres of Recreation", by John D. Guthrie, Assistant Regional Forester

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The Oregon Motorist

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Exploiting the Scenic Wonders of Oregon and the Pacific Northwest.

The Playground of a Nation.

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Pacific Highway, Lane County, Goshen-Walker Section, Concrete paved in 1921. From photograph taken May 9, 1931.



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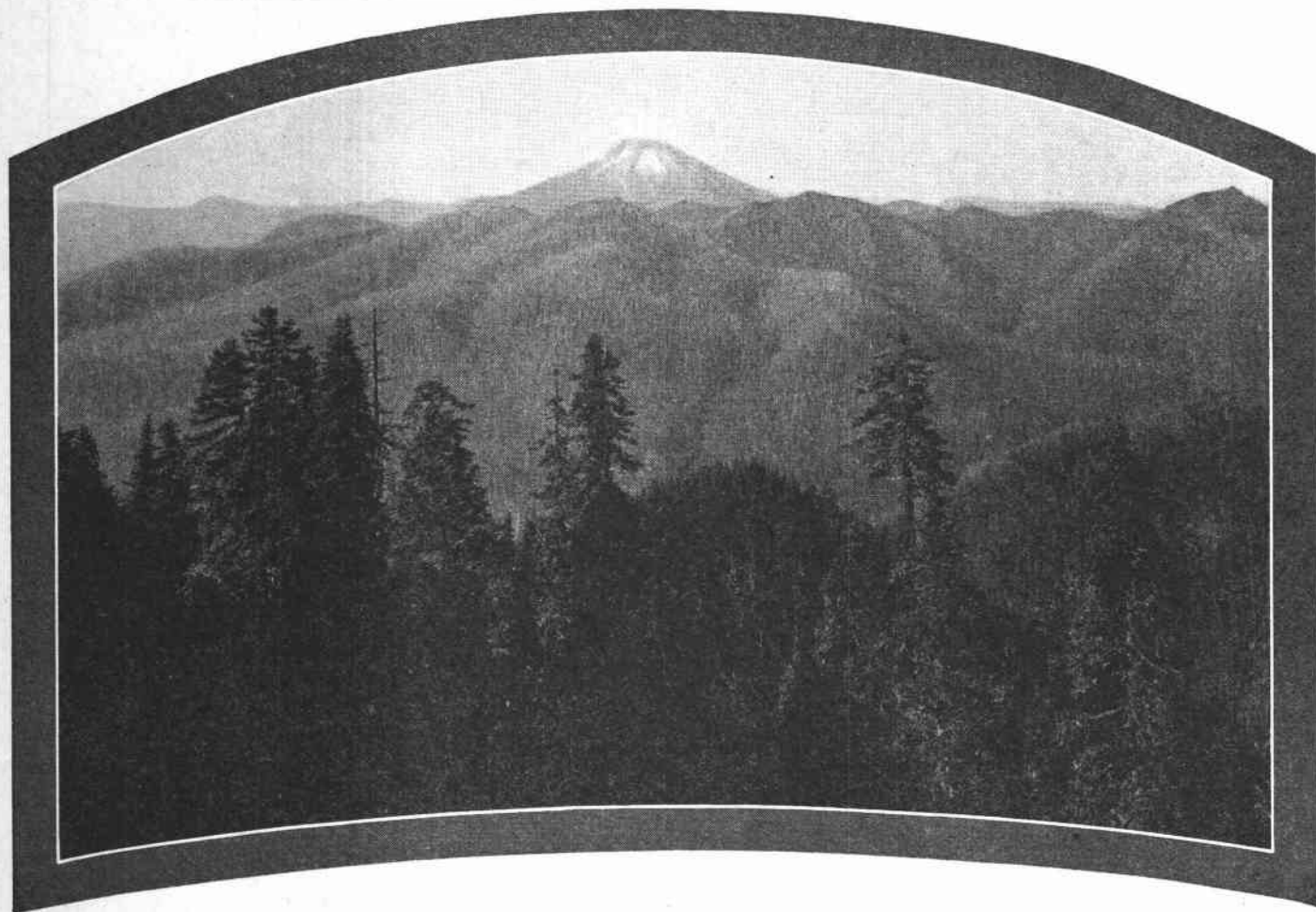
The Oregon Motorist

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No. 11



Your National Forests

By **ARTHUR M. HYDE**

Secretary of Agriculture

NATIONAL FORESTS within a State are coming to be regarded more and more as distinct assets by the people of that State. This is particularly true of some States in the South and more recently of some States of the northern tier of the Middle West which have encouraged the acquisition of suitable forest lands as National Forests. The people of Oregon and Washington are particularly blessed in having within their borders twenty-two



National Forests containing a wealth of scenic appeal, a wide variety of recreational opportunity, and a great heritage in forests and water. And blessed, also, because of the practice of conservation through forestry by the nation.

The practice of conservation which is not withholding from use, but wise use with an eye to consequences, is fundamental to national prosperity. Indeed, it may easily prove a determining factor in national existence.

By a fortunate accident of place and time, the making of National Forests began in the western half of the United States.

DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C.

Editor Oregon Motorist, Portland, Oregon.

June 13, 1931.

Dear Sir:—I know of no better way in which the Oregon Motorist can serve the membership of the Oregon State Motor Association than by acquainting it more fully with the National Forests of the State.

Oregon's Forests together with those of its neighbor States are a great national heritage. They constitute at once one of the greatest glories of the Pacific States, as well as a natural resource of inestimable wealth. For the good of the people of Oregon and of the Nation these Forests must be preserved on all lands not required for other needful uses. To know those magnificent Forests is to love them; and to protect, preserve, and rightly use them, whether they be public or private, should be the desire of all good citizens. By creating among your readers a more thorough knowledge and appreciation of the Forests you are helping to solve the problem of better forest protection.

Sincerely yours,

Arthur M. Hyde

Secretary.

Had the civilization of the American continent started from the Pacific side;—had the lie of the continent and of all its physical conditions been reversed, so to speak, bringing the earliest settlement to the littoral of the Pacific,—there is no telling what irremediable destruction might have been wrought before the United States came to the stage of development that made possible effective forest conservation. The forests of the West are highly susceptible to fire. They are also essential to the maintenance of a healthy regional economic life. They are made up almost entirely of coniferous species; they cover principally the great mountain ranges; they feed the streams that water the dry country; they are exposed to severe summer drought. Had they been blotted out, as they must largely have been if the march of settlement started from the territory now included in our Western States, consequences not unlike those that have been brought about in Spain through deforestation would have enfeebled not merely the West, but the rest of the country too. For we are all in the same boat.

Water for irrigation is, in some regions, indispensable to agricultural development. The water for irrigation comes from the mountain slopes. A chain of National Forests, continuous save for the narrow break where the mighty Columbia River cuts through the mountain uplift, stretches from the Canadian line to Southern Oregon. These forests conserve the waterflow from both flanks of the two ranges.

In essence, the administrative problem raised on any particular National Forest is in no way different from that confronting the Forest Service day by day and year after year, almost throughout the length and breadth of the 160,000,000 acres of National Forests, in all parts of the country. A fairly simple working principle is applied. The end sought is to obtain from the land the largest net total of public benefits. Everybody affected is considered. The first question asked is,—What is the highest form of



ARTHUR M. HYDE

use of this land, not alone in the interest of the Government as land owner, but in the interest of the nation for which the Government acts as trustee? The second question is,—How much more public usefulness can be derived from this land if many varied uses go on simultaneously by fitting them together in the right pattern? This process of adjustment and coordination involves weighing other than money values, and indirect as well as direct benefits. Service of the public welfare is made the watchword—that, and that only.

Small matters sometimes have large significance. What happens on or to the watershed of a minor tributary of the Columbia River, in Central Washington, may seem of very slight concern to the people of the United States as a whole. And so it would be, if nothing further were involved. But multiply the area 300 times, and the practices of land use have an important bearing on the nation. The Western National Forests stretch from Canada to Mexico. Their waters flow to the sea through the Columbia, Colorado, Rio Grande, Missouri, and many other streams. Their ranges provide pasturage each year for close to 8,000,000 livestock grazing under permit, and for millions more of young lambs and calves. Their timber approximates one-fifth of the total stand in the country. Their tourist visitors and recreation seekers last year numbered more than 31,000,000 people.

While the direct benefits derived from use of their resources are largely local, the way they are used, considered as a whole, integrally affects the welfare not only of the whole West but also of the States whose forest problems are of a very different kind.

While the ways in which the National Forests of the Northwest are made to contribute to the public welfare are legion, the main lines of correlation concern water, timber, range, and recreation.

These are the four great resources administered.



The National Forests

• Today •

By R. Y. Stuart

*Chief Forester,
United States Forest Service.*

ALMOST forty years have gone by since the first of the National Forest reserves were created. More than thirty years have passed since the basic law making possible the development of the present system of National Forest administration was enacted. The Forest Service, organized for the purpose of bringing about that development, is beginning its second quarter-century. What is in evidence as the outcome of the years? And what still remains to be done?

If we glance at the map we see that the National Forests are mainly in the West. A second glance shows that they mainly occupy the mountain section. They cover the Cascade and Sierra ranges, outline somewhat less definitely the main masses of the Rocky Mountains, mark the Black Hills and Bighorns rising from the Great Plains, show where the Wasatch Mountains front the Great Basin, locate the Coast Ranges, and elsewhere distinguish various less important or familiar bodies of hill country. In the East, too, the National Forests coin-

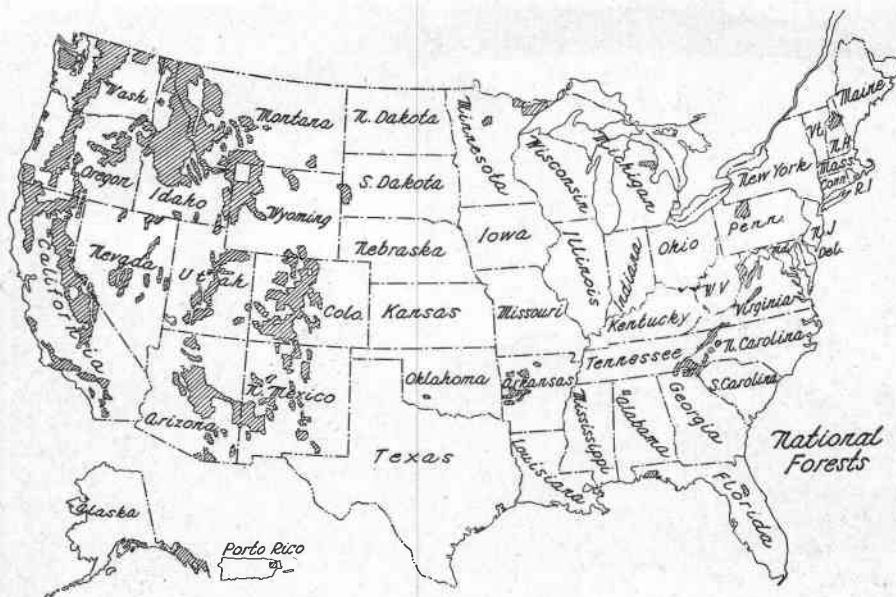


cide for the most part with rugged topography—the Ozark region, the southern Appalachians, the White Mountains in New England: but they leave out much more than they take in.

It is true that the present system of National Forests falls considerably short of constituting a symmetrical or entirely rational provision for taking care of public-forest needs. Anybody sitting down to devise an ideal scheme for the country as a whole would work out a plan different in many particulars.

But in a practical world that is not the way most things are done, or can be done. And conditions in the two parts of the country are not altogether comparable. Public ownership ought to embrace a considerably greater percentage of the western forest lands than of the eastern.

With anything like the same treatment that the eastern forests have had, those of the West would be almost non-existent. They are very much harder to protect from fire, and they suffer more severely when fire passes



Map Showing U. S. National Forests

through them. At the same time, their function as watershed cover on the mountains from which the semi-arid West draws its irrigating streams and its hydro-electric power makes them even more basic for the public welfare than are the eastern forests. The latter are primarily valuable as a rule—though the rule has some very substantial exceptions—as sources of wood supply.

From the standpoint of wood needs also, perpetuation of the western forests is imperative. Mining requires timber in large quantities; railroads are constant consumers; and the lumber industry is itself one of the greatest western industries. Permanent forests are required because the failure of local timber supplies would terribly handicap the region. Even though its needs could be met by drawing on eastern supplies, the cost would be prohibitive for many uses.

So there were the strongest reasons for beginning National Forest administration in the West. The primary reason, however, was that the policy of Federal administration was originally a public lands policy pure and simple and was not initiated until after the eastern public domain timberlands were practically all gone. It began, in short, as a policy of reservation. In the West the National Forests are still often spoken of as reserves. To understand the National Forest system as it exists today it is necessary to make this the starting point.

The reservation and Federal administration of all the unappropriated public domain timberlands was first proposed by Carl Schurz as Secretary of the

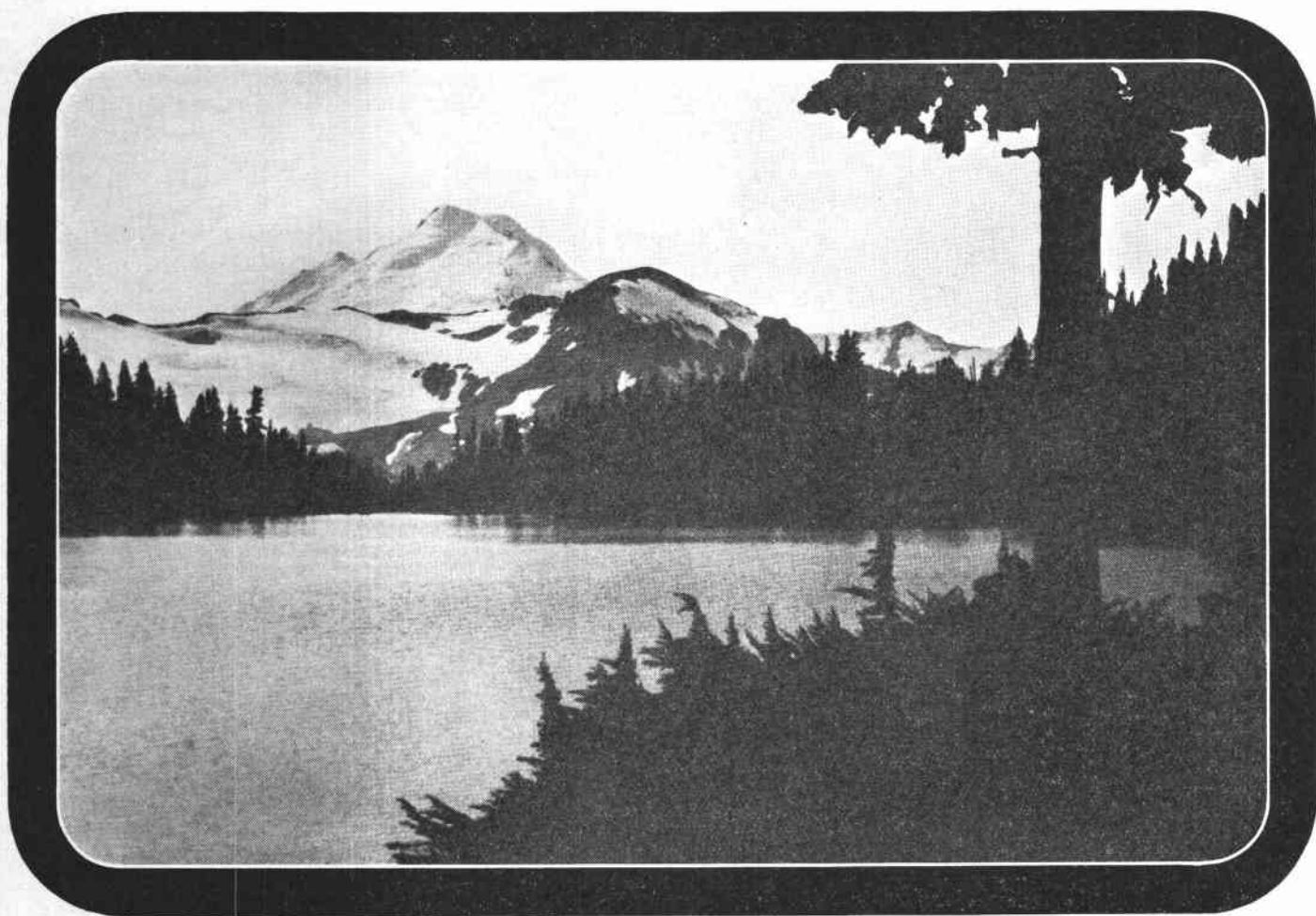
Interior in 1877. Instead of giving heed to this recommendation Congress passed laws opening still wider the door for those seeking to obtain the land. Fifteen years of persistent effort on the part of the conservationist group to obtain a law carrying out Schurz's recommendation was in some degree rewarded by the law of 1891, authorizing the President to set aside forest reservations. For a number of years this law was sparingly exercised. Meanwhile, of course, millions of acres of the public timberlands—which in Schurz's day included extensive areas in the Lake States and the South—were passing into private hands. During Roosevelt's presidency, forest reserves were rapidly created in an effort to convert all that was left of the public domain

timberlands into National Forests. This soon caused Congress to curtail the authority of the President to add to the National Forest area. While some additions have been made of late years by Congress itself, complete attainment of the policy originally advocated by Schurz in 1877 has not even yet taken place. Nevertheless, roughly speaking, the western National Forests of today contain that part of the public domain timberlands which remained in the ownership of the Government a little more than twenty years ago. In addition, they contain large areas of watershed lands on which sparse tree growth or brush constitutes, with other vegetation, a protective cover.

But the line that seemed to have been established marking off public timberland ownership from private is showing symptoms of dissolving. There is good reason to believe that a great deal of the (Continued on page 14)



A Forest Playground



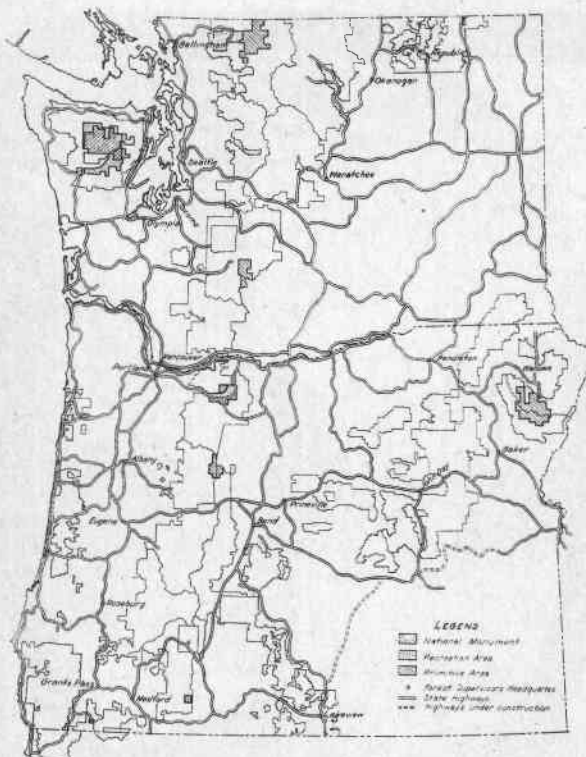
Forest Recreation

In Oregon and • Washington

THE mountain lands within the National Forests were used for public recreation long before they first began to be set aside as forest reserves back in 1891. While the primary purposes for forest reserves, or National Forests, as they have been called since 1907, are growing timber and protection of streamflow, forest recreation has come to be recognized as an important function of the National Forests. It was not until February 28, 1899, however, that the Congress formally recognized the National Forests as possible recreation assets. Later, in 1915, the recreation lease act was passed permitting the leasing of small tracts of forest land to the public for summer homes, clubsites and commercial resorts or hotels. From that time to the present, forest reservation has



By C. J. Buck
Regional Forester



Map Showing National Monuments, Recreational and Primitive Areas in Northwestern U. S. Forests

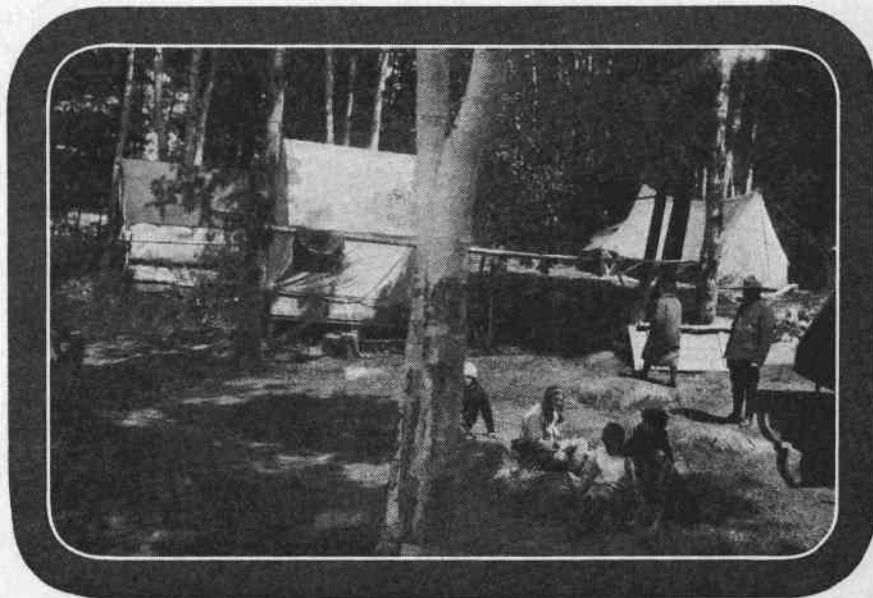
grown tremendously in volume and importance. Because of the unusual attractions of the mountain forest areas of Oregon and Washington, the 22 National Forests of these two states have much to offer the summer vacationist, or for that matter, the lover of winter sports as well.

Great stretches of dense Douglas fir forest, or beautiful park-like western yellow pine lands, many large rivers, high, glacier-clad peaks, mineral and hot springs, waterfalls and hundreds of lakes, good fishing in the summer and good hunting in the fall, all are recreational assets of a high order.

The U. S. Forest Service has not been unmindful of the recreational appeal of the National Forests and has been making, over a long period of years, plans for the ultimate use and development of these natural assets. A point here, perhaps little thought of by the average vacationist, is the necessity for the federal forest officer always to keep in mind that great as these recreational assets are, the protection, management and utilization of the timber, forage and water resources of the National Forests must always be borne in mind in setting up any plan for recreation use. Sometimes there is a sharp conflict between legitimate utilization of timber and its retention as a recreation asset. The forester must take the long look ahead and harmonize as best he may such conflicts, keeping in mind that the interests of the whole people must be cared for.

Viewing forest recreation broadly for the Oregon and Washington National Forests, the Forest Service many years ago set aside one National Monument in each state—Oregon Caves in Oregon and Mt. Olympus in Washington. Recognizing the needs of those who prefer to rough it amid as few of the conveniences of modern civilization as possible, we have lately set aside Primitive Areas,—five in Oregon and three in Washington. These are the Mt. Hood, Eagle Cap, Mountain Lakes, Game Lake, and Jefferson Park, totaling 360,000 acres, in Oregon; and the Whatcom, Olympic and Goat Rocks, with an area of 357,100 acres in Washington. In addition, there have been set aside what we call "dedications". These are comparatively large areas which because of their unusual scenic beauty and especial fitness, have been formally dedicated to public recreation. The Columbia Gorge Park on the Mount Hood Forest, and the Mount Baker area in Washington, are examples of these dedications.

All of this has been done with a definite idea in mind, planning for forest recreation. Forest Recreation Plans are therefore a part of the orderly planning of all National Forest resources, on which the Service has spent much time and thought. For example, there is being prepared for each National Forest a general recreation plan, with map, which lists the possibilities within that area of lands and locations which may be suited for public forest camps, summer homes, hotels and resorts, clubsites,—in short, what forest lands may eventually be best used for public recreation. Seven National Forests in Oregon have already been covered by such general plans, and two in Washington. Supplementing these and in far more detail, are Unit Recreation Plans. These deal with specific areas,—for example, the land around Odell Lake. Here is listed, and shown in detail on the maps, the particular areas best suited for public forest camps, summer homesites, clubs, hotels, and resorts, as well as provisions for maintenance of timber strips or screens around the lake, provisions for sanitation and forest protection. The maps show the exact lots, laid out and numbered, for the various possible recreation demands. To date, Unit Recreation Plans have been prepared for 39 separate tracts in Oregon and 37 in Washington. (*Continued on page 15*)



Scene In Recreational Area

Thirteen Million Acres of Recreation

By Jno. D. Guthrie

Assistant Regional Forester



EVERY man, woman and child in Oregon has 13 acres of recreational land available to him as his own private playground. These acres have been set aside, are patrolled, protected, managed, and improved, at no cost to the Oregon citizen. Whether the citizen likes hiking, camping, boating, swimming, fishing, mountain climbing, or sea coast loafing, horseback riding, motor-ing, botanizing or geologizing, summer-homing, or just plain sitting under a tree—he can get what he wants somewhere on the 13 million acres of National Forest lands within the State of Oregon.

If he wants a change, if he should want to see some of the recreational sights of his sister State of Washington, he can do so. Washington has a larger population but a smaller area of National Forest land (9,564,576 acres.) The two North Pacific States of Oregon and Washington have a total of 22,972,386 acres of National Forests. These acres offer many tourist and recreational attractions which no other section of the United States can offer. No other states can offer the great expanse of as heavy, green forest, nor the number or area of living glaciers, nor the number of large and beautiful rivers, lakes, and waterfalls; and few, if any, other states, along with these assets, can offer as many good roads.

Stretching from the Canadian boundary across the States of Washington and Oregon to the California line



like a great green blanket covering the Cascade Range, are eleven National Forests. Strung along this great, green strip, like pearls on a string, are the sixteen magnificent Cascade peaks. Baker, Shuksan, Glacier, Stuart, Rainier, Saint Helens, Adams, Hood, Jefferson, Three Fingered Jack, Washington, the Three Sisters, Diamond, Bailey, Thielsen and McLoughlin, each eternally snow-capped or glacier-covered. For Oregon and Washington can boast of more than one hundred forty glaciers, many as yet unnamed, with an estimated area of some 90,000 acres. From the Canadian boundary to the California line, the Cascade Range is crossed by ten highways running east and west, Stevens Pass, Sunset, Naches, Columbia River and Old Oregon Trail, Wapinitia,

Old Santiam, McKenzie, Old Willamette, Crater Lake and Green Springs. North and south through Oregon run Oregon Coast, the Pacific, The Dalles-California and the Central Oregon Highways. In Washington, across the state, north and south, stretch the Pacific, Central Washington, Okanogan and Inland Empire Highways.

There are thousands of lakes scattered over the two States, big lakes, little lakes, blue lakes, green lakes, black lakes and white lakes. The high peaks of the Northwest do not run to the high figures of Colorado's peaks, which rise from a tableland to some 3000 to 5000 feet, but our mountains rise almost from sea level to elevations of 10,000, 11,000, 12,000 and 14,000 feet.

Great rivers rise high up within the 22 National Forests and flow westward to the sea, laden with fish and fringed by heavy forests. It is a well-watered, green land, is the great Northwest.

If you are planning to spend a vacation in any of Oregon's National Forests, here is a thumb-nail sketch of each of the fourteen for your convenience:

1. *Mount Hood Forest*, whose centerpiece is the sentinel of that name, 11,225 ft. The mountain is surrounded by Mount Hood Loop and crossed by Wapinitia Highways. Portland's and Hood River's own playgrounds. Waterfalls, rivers, glaciers, winter sports, trails, summer homes and resorts, mountain lakes, superb scenery, mountain climbing, are a few of its lures. The forest has 1,071,300 acres, stretching from Columbia River Highway on north to the Lakes Region on south. It includes Portland's own pure water supply in the Bull Run watershed and tremendous hydro-electric development on the Clackamas River.

2. *Santiam Forest*. Mount Jefferson, Jefferson Park Primitive Area and Breitenbush Hot Springs are the principal attractions of this forest of 611,860 acres. Accessible from Albany and Salem on west and Bend on east over Detroit and Old Santiam roads. Its higher

zies and Old Willamette Highways. Rough, heavily timbered area culminating in glacier-clad Three Sisters, elevations 10,038, 10,067 and 10,352 feet. Well watered and drained by the Willamette and McKenzie Rivers, the latter noted for its fine fishing. Many trails, hot springs, and thirty lakes within its 1,027,122 acres.

4. *Siuslaw Forest*, the Coast Range Forest, the only forest in the U. S. having over 55 miles of seacoast. Famous for early fishing, its 488,425 acres stretch from Tillamook Bay almost to Coos Bay. Traversed east and west by Tillamook, Yaquina River, Alsea River, Eugene-Florence and Scottsburg roads and north and south by the Oregon Coast Highway.

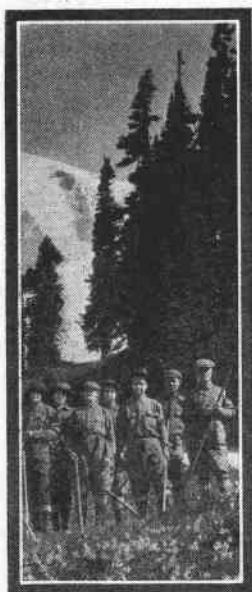
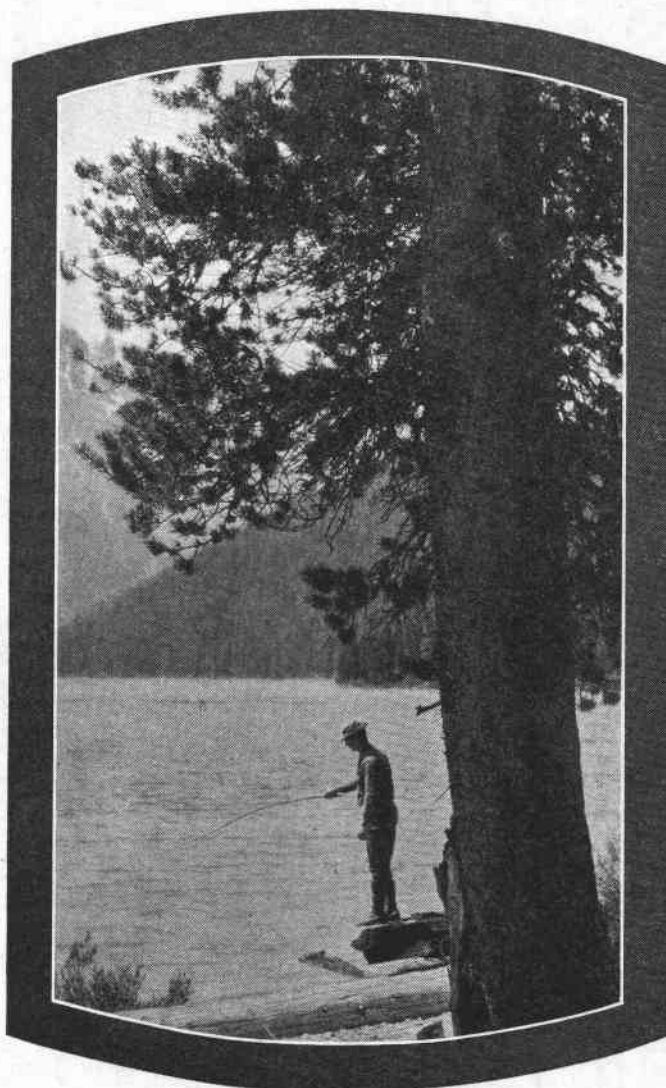
5. *Umpqua Forest*, Douglas County's own forest. Noted for its good hunting and fishing, 1,014,340 acres of fine timber, waterfalls, deep canyons, a real pack-outfit country. Diamond Lake is its chief resort area, where boating, bathing, fishing, mountain climbing, horseback riding, or just resting, are made comfortably available, at its well-known Diamond Lake

elevations offer fine fishing in Marion, Clear, Big, Parmelia, Mowich, Duffy and some twenty other lakes.

3. *Cascade Forest*, Middle Oregon Cascade Range region, accessible from Eugene on west and Bend on east, over McKen-

Lodge, public camps and many privately-owned summer homes. Accessible from Roseburg, Medford, Bend and Klamath Falls, while stub roads run up into the Bohemia, North Fork and South Fork Umpqua and Big Camas regions.

6. *Crater Forest*, of 817,500 acres, surrounds the Crater Lake National Park and covers both slopes of the southern end of the Oregon Cascades, with Mount Mc-



At
Timberline





A Forest Parkland

Loughlin as its central dome. On its east flank western yellow pine forests border Upper Klamath Lake, its Douglas fir-covered west slopes supply wonderful fishing streams, while its higher slopes hold dozens of well-stocked fishing lakes. Reached by Crater Lake Highway and Klamath Falls-Ashland Highways, Lake of the Woods and other roads.

7. *Siskiyou Forest*, an historic mining region of Southern Oregon which is staging a come-back in recreational appeal in its famous Oregon Caves and resort, steel-head fishing on the Rogue River and for individual summer homes. Its 1,033,250 acres stretch from south of Coos Bay down into Del Norte county, Calif., and east to Grants Pass. The Oregon Coast Highway skirts its western side, the Redwood Highway splits it from Crescent City to Grants Pass, the Pacific Highway on the east and Coos Bay-Roseburg Highway on the north. A rough, broken area of many streams, much young timber and fine hunting and fishing.

8. *Fremont Forest* of 975,000 acres, in south-central Oregon, with extensive western yellow pine forests, grazing grounds of many sheep and cattle, a region in which Gen. John C. Fremont once

made his winter quarters. Famous for its fall hunting of duck, geese and mule deer. Accessible from Lakeview, Klamath Falls, Bend, and Burns in Oregon, and from Alturas in California.

9. *Deschutes Forest*, of 1,309,370 acres, lies along the upper waters of the Deschutes and Metolius rivers, famous for their fish, also includes the detached Paulina Mountains. Contains a world of mountain lakes, the Century Drive, several ice caves, many roads, and summer resorts, and the beautiful Metolius River region.

Large logging operations, and many sheep grazed. On The Dalles - California, McKenzie, Bend-Burns and Prineville-Lakeview Highways—a popular summer area.

10. *Ochoco Forest* contains 721,730 acres, and lies in central Oregon, south and south-east of Prineville, a once famous cow town. Magnificent pine forests, readily accessible and long famous for its fine deer hunting. Has attractive
(Cont'd on page 19)



A Hiker's Paradise



The Oregon Motorist

J. E. SHELTON Editor
W. C. FINDLAY . . Advertising Manager

Editorial

Tangles and Scandals

THE average person does not seem to be able to distinguish the difference between a group of citizens formed into an Automobile Club for mutual service and protection, and a corporation organized for profit and selling a promise of automobile club service.

The latter spring up over night, flourish as long as they can fool the people with misrepresentation and then fade away as silently as they came, leaving the suckers to bemoan their loss and bemean everybody but themselves. The high-powered salesmen seem to get away with anything, but eventually there is a reckoning. The following story is taken from the Underwriters Report, a magazine for insurance men of the Pacific Coast, published at San Francisco:

The considerably tangled affairs of the California Highway Indemnity Exchange, Los Angeles automobile reciprocal recently declared to be insolvent, were taken over by the State insurance department at Los Angeles during the past week. Although the immediate intent of the department is to proceed with the liquidation of the exchange's affairs, at presstime no steps had been taken in this direction. Complete records and property of the exchange were transported to the Pershing Square building, Los Angeles, from its former offices in the Corporation building, now occupied by the Pacific Coast Insurance Association, also an automobile reciprocal. The latter exchange will continue to operate in the former offices of the California Highway Indemnity Exchange, under the supervision of the former management of the defunct exchange.

Considerable conjecture is heard on the street at Los Angeles on the possibilities of collecting the assessments levied to make up the deficiency of the California Highway Indemnity, amounting to approximately \$783,000. However, officials of the State insurance department declare that every policy-holder in the exchange during the period prescribed at the time of the levy will be assessed in proportion to his share of the total deficit. This will include members of the Pacific Coast Automobile Association insured in the California Highway Indemnity Exchange during the period of insolvency, whether in a lump sum paid by officials of the club or by the individual member. Whether or not the P. C. A. A. intends to "foot the bill," incurred by its members through subscription in the exchange, is not known.

California has been a regular gold mine for the fellows who have no conscience and have entered the field to extract cash from the unsuspecting and less informed citizen.

All of these shysters traded on the name and reputation of the American Automobile Association, until our sister state woke up to the fact that too many of their people were being buncoed. Now they have tightened up on their Automobile Club service law, effective August 1st. The amendment passed by the legislature in June changes the definition of motor club service under the original act to include all service clubs giving one or more services. The same amendment deletes provisions of the original act which permitted clubs to furnish free legal services to members. As to how many of the small clubs will post bond and remain in business under supervision of the insurance department is a matter of conjecture, but automobile underwriters believe that the number will be low.

All A.A.A. clubs and the Automobile Club of Southern California are free from these tangles and scandals, because they are co-operative, non-profitting organizations. They are operated on a solid, sincere, honest business basis and render a service to tourists that brings millions of dollars into the states, besides serving their own members. If you want your friends to get full value for the money they pay, tell them to join only a Three A Club.

A LOT of people seem to be enjoying themselves these days. They can legally howl about taxes to their heart's content, and the fellow that doesn't pay any taxes howls the loudest, and the fellow who borrows his friend's gas buggy howls about the high license fee and the bumps in the road. It's a consolation to know that somebody is having a good time.

UP STATE papers claim that most all of the people who took the chance of being pardoned for not securing 1932 license plates live in Portland and spend the week-ends at the Coast. The inference is that only the poor people bought license plates on time.

ABOUT the only thing not hit by the depression is the demand for more highways, judging from the number of people who went before the Commission the past week.

Appreciation is hereby acknowledged to Mr. Ovid Butler, editor of "American Forests and Forest Life" for permission to use certain illustrations and extracts of articles from the "National Forest Issue" of July, 1930. This magazine is the official publication of the American Forestry Association. One of the Vice-Presidents of this Association, an Oregonian and a graduate of the State School of Forestry, is Sinclair A. Wilson, now a banker of Linnton, Oregon, and the very active chairman of the Forestry Committee of the Portland Chamber of Commerce.

A Warning to . Truck Owners and Operators

CERTAIN truck drivers are becoming so arrogant on the highways of Oregon that they not only deny the rights of pedestrians and pleasure cars, particularly on curves and at crossings, but some of them even go so far as to dispute the right of way with trains running on steel rails.

Because of the flood of complaints that reach me, I want to not only criticize these drivers, but I want to warn the owners against a continuation of the discourteous, arrogant and dangerous practices on the part of the drivers. Public indignation is increasing so rapidly that it will take radical action on the part of the owners to force the drivers to recognize the rights of others in order to prevent legislation that will be a handicap, if not a serious financial loss, to all bus and truck operators.

If any of you owners will get in your pleasure car and drive out on any scenic highway at any hour, particularly in the late afternoon or evening, observe the motions of these monster freight carriers, and then don't join the ranks of indignant citizens, I'll admit I'm mistaken in you.

Many of the truck drivers,—not all of them—take more than their share of the straight-away, and hog all of the curves. In some instances they attempt to prevent a passenger car from passing. It is not only provoking but positively dangerous to drive on the highway when there is a long string of long trucks with long trailers that travel at an ungodly speed, weaving from side to side. They take every inch the law allows and as much more as they can get away with.

We have been proud of our scenic highways, but imagine, if you please, what impression these huge freight carriers, one after the other for miles and miles, make on the visitor who has been told of the pleasures of these drives. He doesn't see the scenery and is not having any pleasure, but on the contrary is frightened and hopes for the best.

The public complains of the driver of these big lumbering vehicles, but sometimes the driver is not to blame. In many cases the owners are responsible because the distance is long and the time short and to make the schedule, the driver, in order to hold his job, puts on the speed, hits the high places and ignores every other kind of traffic on the road. In one instance the driver was required to get up at 4



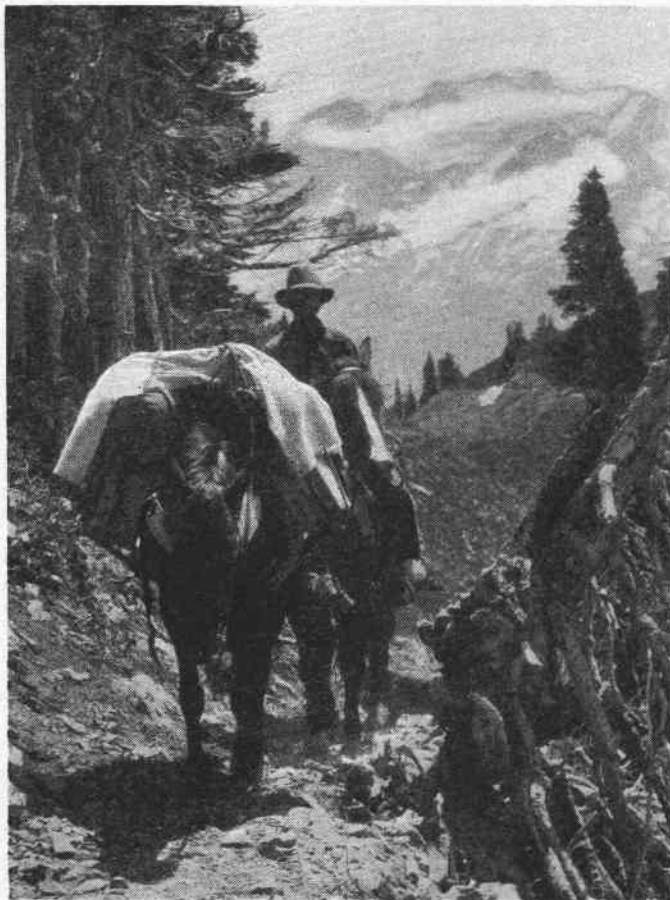
o'clock in the morning, drive 180 miles, unload and then take on another load and drive 180 miles on the return journey the same day. What can you expect but accidents?

Another thing I have been told is rather startling—a truck loaded with explosives—7800 blasting caps—disobeyed the law in failing to stop at a railroad crossing and was struck by a passenger train going 8 miles an hour. Blasting caps were scattered for a distance of 40 feet but for a wonder no one was injured. There was no excuse for this accident, because it was a clear day, and the signal bell was ringing. I have also been informed that trucks loaded with high explosives are in the habit of traveling at a fast rate of speed and without markers.

The Motor Association contacts the tourists and it is from these as well as local people the complaints come. In view of the facts in my possession I would advise the owners and operators to get together and do a little constructive thinking that serious trouble may be averted.

B. M. Daniels

President.



A Forest Ranger

The National Forests Today

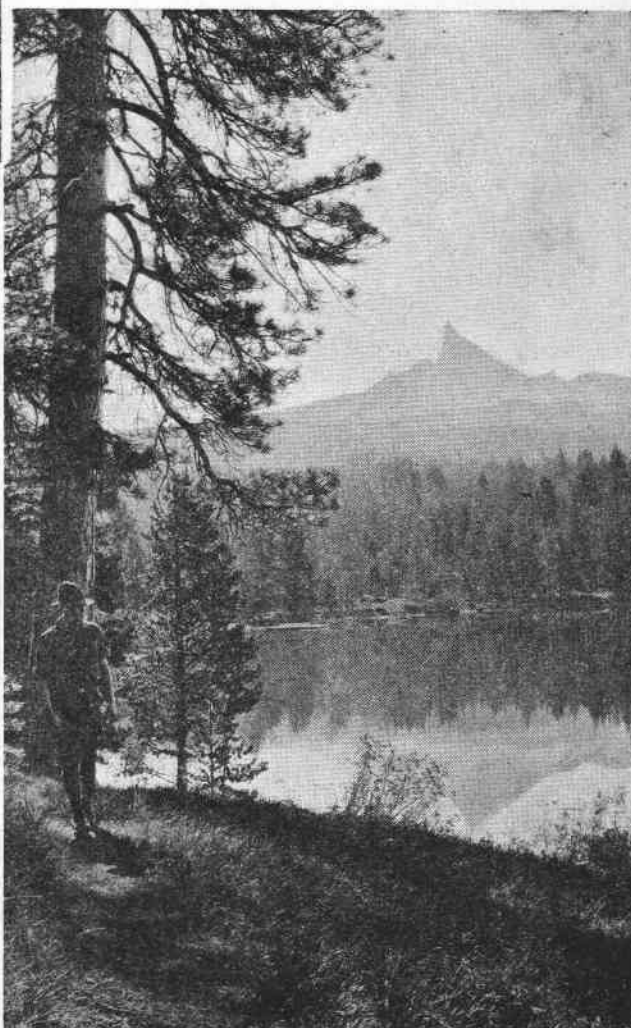
(Continued from page 6) private ownership will prove temporary, not permanent. The land will not stay put. It was taken up not because its claimants under the public land laws wanted the land itself, but because they wanted the valuable standing timber on it. After that is cut off, the land often becomes a liability instead of an asset. Naturally, the owner of valueless land is indisposed to pay taxes on it indefinitely. He prefers to abandon title. A distinct drift of cut-over forest land back into public ownership is beginning to show itself in several western states.

To some extent, the Forest Service is able to avert this drift of pauper land out of private into state or county ownership, through the limited authority conferred by the so-called land exchange laws. It can acquire private lands forming interior holdings within the forest boundaries, and in many cases outside lands nearby, giving in exchange for them National Forest timber. To be considered for acquisition through exchange the lands must of course not have been reduced to worthlessness. Under the exchange provision the Western National Forest area is slowly increasing.

The richer and more populous states can much more easily assume the financial burden of land acquisition, reforestation, and administration than can those of smaller resources. Under the Clarke-McNary law, enacted in 1924, a limited policy of Federal acquisition in the Lake States and the South has taken shape. It is certain that private forestry will not for a long time to come, if ever, undertake the restoration to productiveness of the more badly depleted and poorer areas.

The most outstanding contribution of the National Forest policy hitherto towards the eventual solution of the country's forest problem has been its development of sound principles and practices of public forest-land administration. The National Forests make up a great system of public properties, in process of development. From reserves of wilderness lands the western areas have been converted into managed enterprises constituting a tremendous national asset. The eastern National Forests are not yet so far along, having been under administration a shorter time and having been at the outset in worse condition; but they too are being built up in value and are steadily increasing in present as well as potential usefulness.

The National Forests are a going enterprise, manned by a personnel of capable trained executives and technical experts, organized for efficient performance, guided by experience and functioning systematically. It is this structural organization and development, out of nothing, of the complex technic of resource management and of right relationships between the resources themselves and those who use them that is the greatest result of the expenditures annually made for the care of forests and conduct of business connected with forest use.



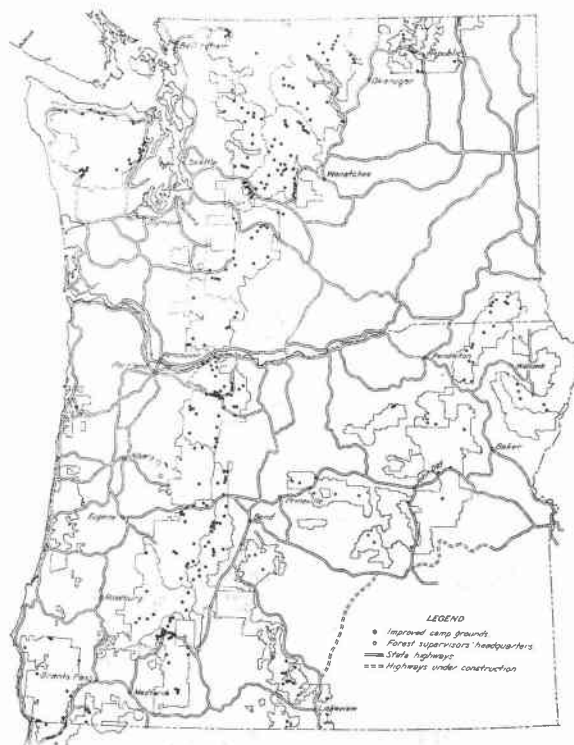
Diamond Lake

Forest Recreation in Oregon and Washington

(Continued from page 8)

For the transient camper, the hiker, or the fisherman, or for the hunter, on the National Forests, a total of 197 forest campsites have been laid out and improved with simple sanitary conveniences in the 14 Oregon National Forests, and 145 in Washington, while Oregon has 124 rough or partially developed campsites, and Washington 114. Within the National Forests of the two states there are 110 hotel resorts, 53 in Oregon and 57 in Washington. Some of these are located on privately-owned lands, but most are on land leased from the Forest Service. Striking examples of these are resorts at Diamond Lake and the Oregon Caves, or the elaborate developments at Quinault Lake and Mount Baker.

Carrying out its plans for recreation development as fast as federal appropriations will allow, there have been built 13 special major recreation roads in Oregon, and 11 in Washington; such for example, as the Cloud Cap Inn road on the Mount Hood Forest, and the Oregon Caves Road on the Siskiyou Forest; also the Heather Meadows road on the Mount Baker Forest in Washington, (all built cooperatively by the counties, state and Government.) These figures do not include many short, narrow roads leading into summer homesite tracts, varying in length from 100 yards to a mile. Of these there are estimated to be 120 such short or spur roads in Oregon National Forests, and 115 in Washington. Likewise spe-



Map Showing Improved Camp Grounds in U. S. Forests



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We have just secured a limited number of GLARE SHIELDS to be fastened to the Windshield of your car. It will protect your eyes from the glare of the sun, the glare of headlights and makes driving a pleasure under all conditions.

FREE TO YOU AS A MEMBER

under the following conditions: Tell your friends what the Oregon State Motor Association means to you. Collect \$12.00 for one year's membership, fill out the blank below, have him or her sign on the dotted line at the bottom, and send or bring to the headquarters office of the Oregon State Motor Association, 12th and Morrison Streets, Portland, and for this service you will receive one of these Glare Shields absolutely free.

APPLICATION FOR MEMBERSHIP

Name (Please Print)

Residence Address City

Business Address City

Date 193..... Proposed by

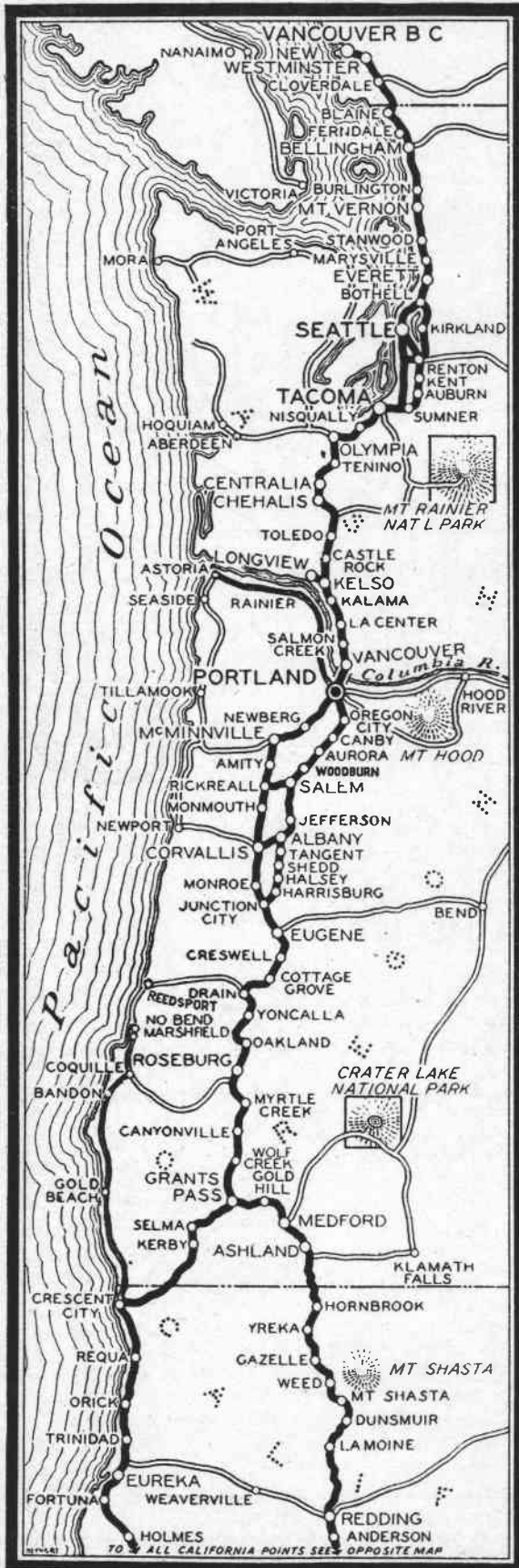
The undersigned hereby makes application for membership in the Oregon State Motor Association, agreeing to abide by its constitution and by-laws, paying herewith \$12.00 (cash or check) to cover enrollment fee (\$2.00), first year's dues (\$10.00) includes one year's subscription to Oregon Motorist.

This contract may be cancelled at any time by either party and the member shall be entitled to the unused portion of the consideration actually paid on this contract, calculated on a pro rata basis without deductions.

Make all checks payable to Oregon State Motor Association.

Signature

PATRONIZE THESE PLACES WHILE TRAVELING ON THE PACIFIC HIGHWAY



BRITISH COLUMBIA

Vancouver, B. C.—Hotel Grosvenor.

WASHINGTON

Seattle—Vance Hotel.

Seattle—Moore Hotel.

OREGON

Portland—Lenox Hotel.

Portland—Roosevelt Hotel.

Portland—Imperial Hotel.

Eugene—Hotel Osburn.

Portland—Multnomah Hotel.

Salem—Hotel Senator.

Portland—Roseland Hotel.

Medford—Jackson Hotel.

CALIFORNIA

Corning—Hotel Maywood.

Eureka—Eureka Inn.

Los Angeles—Hotel Savoy.



HOTEL GROSVENOR
Vancouver, B. C.



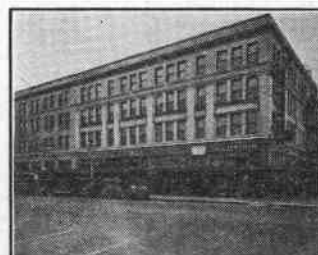
IMPERIAL HOTEL
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MOORE HOTEL
Seattle, Wash.



VANCE HOTEL
Seattle, Wash.



HOTEL SENATOR
Salem, Oregon



HOTEL ROOSEVELT
Portland, Oregon

A GOOD hotel offers accommodations for every purse—it offers just what YOU want—that's why it is a good hotel.

It will pay you to remember these hotels—it will be to your advantage to show your membership card when registering. It will add a great deal to your pleasure to stop at hotels where by personal selection the service has been found to be "just right."

A black and white photograph of a large, multi-story brick building, likely a warehouse or industrial structure, with many windows and a flat roof. The building is situated on a street corner, and there are some smaller structures or awnings visible at the ground level. The image is framed by a thick black border.

TO PORTLAND SEE OPPOSITE MAP TO PORTLAND

HOLMES

AFTON

GARBERVILLE

LAYTONVILLE

WILLITS

UKIAH

HOPLAND

CLOVERDALE

HEALDSBURG

SANTAROSA

PETALUMA

SAN RAFAEL

SAUSALITO

SAN FRANCISCO

SAN MATEO

PALO ALTO

SANTA CLARA

SANTA CRUZ

GILROY

MONTEREY

SAN JUAN

SALINAS

GONZALES

SOLIDAD

KING CITY

SAN LUCAS

SAN ARDO

BRADLEY

SAN MIGUEL

PASO ROBLES

ATASCADERO

SAN LUIS OBISPO

PRISMO BEACH

ARROYO GRANDE

SANTA MARIA

LOS ALAMOS

BUELLTON

SAN CRUCES

GOLETA

SANTA BARBARA

MONTECITO

VENTURA

LOS ANGELES

HOLLYWOOD

WHITTIER

SANTA ANA

IRVINE

SAN JUAN

CAPISTRANO

OCEANSIDE

DEL MAR

LA JOLLA

SAN DIEGO

NATIONAL CITY

CHULLA VISTA

TIA JUANA

MEXICO

REDDING

ANDERSON

GOTTONWOOD

RED BLUFF

TEHAMA

CORNING

ORLAND

WILLOWS

NORMAN

MAXWELL

WILLIAMS

ARBUCKLE

WOODLAND

FAIRFIELD

JOHNS

ROSEVILLE

SACRAMENTO

GALT

SAN ANDREAS

STOCKTON

MANTECA

MODESTO

TURLOCK

LIVINGSTON

MARIPOSA

CHOWCHILLA

MADERA

HERNDON

FRESNO

FOWLER

SELMA

KINGSBURG

GOSHEN

TULARE

TIPTON

DELANO

FAMOSA

BAKERSFIELD

GRAPEVINE

MOJAVE

SANBURGS

CASTIAC

SAUGUS

SAN FERNANDO

BURBANK

GLENDAL

PASADENA

POMONA

RIVERSIDE

ESCONDIDO

Yosemite NAT'L PARK

Sequoia NAT'L PARK

Gen. Grant NAT'L PARK

Lassen NAT'L PARK

Pacific Ocean

NEWMART

cial major trails have been built, primarily for public recreation, such as the Eagle Creek Trail on the Mount Hood, and several on the Mount Baker Forest. Fourteen of such recreation trails have been built so far in Oregon and 12 in Washington.

As indicating an appreciation by the public of our recreation planning for the future and development to date, the Forest Service had laid out in Oregon 1274 summer homesites, of which 848 are under lease and in use, while 795 have been laid out in Washington and 497 are under lease and used. These summer homes vary from simple and yet attractive bungalows costing a few hundred dollars each, to rather elaborate, many-roomed, two-story houses with running water, electric lights, and other modern conveniences. These sites rent from \$15 to \$20 per year and the Forest Service permit requirements are simple, relating primarily to attractiveness of design, sanitation, and protection from fire. As further indication of the increasing recreational use being made of the 22 National Forests of Oregon and Washington, the forest rangers' reports for 1930 show that 2,880,500 people used the 14 forests of Oregon and the eight forests of Washington. In 1916 these state totals were 354,800. The number of visitors to the Oregon Caves has jumped from 1100 in 1921 to 28000 in 1930.

The recreation resources and facilities of the National Forests are being planned for and developed by the Forest Service in no way to compete with those of the National Parks, nor with State Parks, but rather to supplement and fit into these as a part of the entire recreation opportunities of any particular state or region.

The National Forest recreation business is handled by the local forest officers, the forest supervisors and the forest rangers. These are the men to be seen if one is interested in some particular forest or portion of a forest. The National Forests, the names of the forest supervisors,



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Portland's Finest Brake Station.
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Complete Brake Service.




Comfort—

For the Traveling Public
— At The —

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Corvallis, Ore. Al Pierce, Mgr.

One of the Finest Hotels in the Northwest
Fire Proof — All Outside Rooms
Kinney-Rome DeLuxe Springs and
Sealey Mattresses.



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HOTEL
VANCOUVER ISLAND

A Comfortable
Modern Hotel

The most central spot from which to explore Vancouver Island.

Golf at front door . . . Fishing . . . Warm bathing.

Just 3 hours from Vancouver, B. C., via Nanaimo.

108 miles from Victoria on the famous Island Highway.

Trains and Stages daily.

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RADIATOR CORES

For All Makes of Automobiles.



FENDERS - RADIATOR HOODS
AND TANKS REPAIRED

M. B. FISCH
Auto Sheet Metal Works

REMODELING OUR SPECIALTY.

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Corner East Sixth and Morrison

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Beautifully Furnished Rooms—Spacious Lobbys
Dining Rooms In Connection.

Bath or Shower Garages Convenient Attractive Rates

G. C. ULRICH CO., MANAGERS.

forest camps and is their headquarters; and the forest area in each case, are given below:

OREGON

Name of Forest	Head-quarters	Forest Supervisor	Area (Acres)
Cascade.....	Eugene.....	P. A. Thompson	1,027,122
Crater.....	Medford.....	H. B. Rankin	817,490 Ore. 48,218 Cal.
Deschutes.....	Bend.....	Carl B. Neal	1,309,367
Fremont.....	Lakeview.....	J. F. Campbell	975,015
Malheur.....	John Day.....	C. M. Ewing	1,059,149
Mt. Hood.....	Portland.....	T. H. Sherrard	1,071,301
Ochoco.....	Prineville.....	W. O. Harriman	721,732
Santiam.....	Albany.....	C. C. Hall	611,859
Siskiyou.....	Grants Pass.....	J. H. Billingslea	1,033,252 Ore. 329,384 Cal.
Siuslaw.....	Eugene.....	R. S. Shelley	488,424
Umatilla.....	Pendleton.....	J. F. Irwin	943,468 Ore. 313,359 Wn.
Umpqua.....	Roseburg.....	V. V. Harpham	1,014,339
Wallowa.....	Wallowa.....	F. W. Furst	968,376
Whitman.....	Baker.....	J. C. Kuhns	1,358,193
Total.....			13,407,810

WASHINGTON

Chelan.....	Okanogan.....	P. T. Harris	1,796,644
Columbia.....	Vancouver.....	J. R. Bruckart	759,011
Colville.....	Republic.....	G. E. Mitchell	748,035
Mt. Baker.....	Bellingham.....	L. B. Pagter	1,461,153
Olympic.....	Olympia.....	H. L. Plumb	1,450,327
Rainier.....	Tacoma.....	E. J. Fenby	1,261,669
Snoqualmie.....	Seattle.....	W. G. Weigle	619,451
Wenatchee.....	Wenatchee.....	G. D. Brown	881,784
Total.....			9,564,576

Who Gets There First?

He: I tell you, darling, my love for you is driving me mad.

She: Well, keep quiet about it; Dad passed that stage long ago.

When You Visit Victoria, B. C.

STRATHCONA HOTEL

Douglas at Courtney

Where personal service makes your stay enjoyable. "All outside rooms." 45 with private bath. Local and long distance phone in all rooms. Central and quiet.

Official Hotel Automobile Club
of British Columbia.

E. J. MARTIN, Owner-Manager. PHONE 4073

Thirteen Million Acres of Recreation

(Continued from page 11) reached over Ochoco, Prineville-Lakeview and Central Oregon Highways and many minor roads.

11. *Malheur Forest*, in east-central Oregon, on the south spur of the Blue Mountains. Its extensive western yellow pine forests now being harvested from Burns. A cattle and sheep country, with some high mountain lakes. Strawberry, Slide and High, accessible only by trail, while off to south one looks over endless acres of sagebrush and antelope. Accessible from John Day, Canyon City, Burns, Baker, and Prineville, over the John Day, Pendleton, Central Oregon, Burns-Arlington and Canyon City-Burns Highways. It contains 1,059,150 acres.



Imperial Hotel

Broadway at Stark and Washington



A Modern Hotel with Moderate Prices

— European Plan —

This Hotel affords a delightful stopping place
for Tourists and Commercial Men

RATES

Rooms without Bath, \$2.00 and Up
Rooms with Bath, \$2.50 and Up

OTTO METSCHAN
Asst. Mgr.

PHIL METSCHAN
President

THIS MAGAZINE FROM THE PRESS OF

Shelton-Turnbull-Fuller Co., Printers

44 Tenth Avenue West.

Eugene, Oregon

12. *Whitman Forest*, of 1,358,200 acres includes the main Blue Mountains and south portion of the Wallowa Range. Once a famous mining region, its timber resources long utilized, and furnishing range for many thousands of sheep and cattle. Anthony Lakes region affords summer playground, while good hunting is had in the fall. A part of the Minam Division, is included in Eagle Cap Primitive Area, a real he-man's wilderness, where saddle and pack horse is the only mode of travel from lake to lake. Accessible over Oregon Trail, John Day and Pendleton Highways.

13. *Umatilla Forest*, a long, irregular forest, stretching from Dayton, Wash., south to Ukiah, Ore., of long knife-like ridges, with irrigated valleys and extensive wheatlands between. Along its northern extension stretches the Blue Sky Way, from which one looks out over a checkerboard of fields and orchards below. Its forest cover is an important regulator of streams and its mountains with hot springs and resorts are popular with ranchers; contains 943,470 acres. Accessible by Oregon Trail, Oregon-Washington, Pendleton-John Day Highways.

14. *Wallowa Forest*, in extreme north-eastern corner

of the State, its 968,375 acres are perhaps as little known as any in State. Chief Joseph's hold-out, and also of the last bighorn sheep in the State. Its eastern boundary is Snake River Canyon, deeper than the Grand Canyon of the Colorado, while its higher country contains six peaks over 9,000 feet. A wild, rough country, a real wilderness area, many high mountain lakes with fine fishing. Higher portions set aside in 1930, as Eagle Cap Primitive Area. Headwaters of Wallowa, Minam, Imnaha, Eagle and Lostine Rivers. Reached via Oregon Trail and La Grande-Enterprise Highways.

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Astoria-North Beach Ferry Co.
 Between Astoria, Ore., and Point Ellice, Wash.
 Ferry Boat Tourist No. 2.
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Lv. Astoria — DAILY —		Lv. Pt. Ellice
7:30 A. M.		8:00 A. M.
8:45 A. M.	Bus Connection	9:15 A. M.
10:00 A. M.		10:30 A. M.
11:30 A. M.		12:00 Noon
12:30 P. M.	Bus Connection	1:00 P. M.
2:15 P. M.		2:45 P. M.
3:30 P. M.		4:00 P. M.
4:45 P. M.	Bus Connection	5:15 P. M.
6:00 P. M.		6:30 P. M.
7:15 P. M.	Saturday Only	7:45 P. M.
7:15 P. M.	Sunday Only	7:45 P. M.

Hot and Cold Lunches served on the
 ferry at all times at a reasonable price.

Car and Driver \$1.00.
 Passengers 25c.
 Official AAA Ferry

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Umatilla Ferry
 Umatilla, Ore., to Plymouth, Wash.

Saving 80 Miles between Spokane, Washington,
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 — 12-Car Capacity —
 Continuous Day and Night Service.

RATES

From Daylight to Dark, Car and Passengers..\$1.00
 From Dark to Daylight, Car and Passengers.. 1.50

W. H. Switzler,
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Authorized Factory Service For Your Equipment



SUNSET  **ELECTRIC CO**

PORTLAND SEATTLE

Batteries
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MECHANICAL FIRST AID AND TOWING SERVICE FOR A.A.A. MEMBERS

SERVICE FURNISHED FREE TO MEMBERS OF THE OREGON STATE MOTOR ASSOCIATION WITHIN ZONE LIMITS, SUBJECT TO THE RULES AND REGULATIONS GOVERNING SUCH SERVICE.

Rules and Regulations Governing the Service

(MEMBERS ARE REQUESTED TO FAMILIARIZE THEMSELVES WITH THESE RULES)

Free Mechanical First Aid and Towing Service is effective only within a ten-mile radius of designated Service Stations.

Should a member's car become disabled anywhere within the limits of a Mechanical First Aid and Towing Service zone (impassable streets or roads excepted), upon the personal or telephonic request of such member, at any time, day or night, Sundays or holidays included, a completely equipped towing car in charge of competent mechanics will be promptly dispatched to the point designated by the member and the disabled car will either be started or towed to the Service Station without charge to the member.

It must be understood that Mechanical First Aid and Towing Service is available only when member's car is wrecked or in such a disabled condition that it cannot be SAFELY operated under its own power to a place of shelter, and when it is possible to tow it either on its own four wheels, or on two of its wheels, by use of crane or dolly. If car is in such condition that it must be floated in by truck, such service will be charged for at regular rates.

Should a member's car be wrecked in a collision, and in the event member carries collision insurance he must pay service station at regular rates for service and collect from insurance company.

Emergency First Aid Road Service in Zone Limits will be Rendered under the following conditions:

If a member's car stops and cannot be started because

of some mechanical trouble, when on the street or highway, a service car will be promptly dispatched to the place directed by you and any MINOR troubles which makes it impossible for automobile to be operated will be adjusted. If such adjustments cannot be completed within 30 minutes, however, then disabled car will be towed to Service Station.

Emergency First Aid Road Service includes such minor repairs as correction of ignition trouble, carburetor adjustment, cleaning clogged gas line, loose battery connections, or any minor repairs, which can be completed within 30 minutes.

Included in this service is the changing of tires for both men and women.

When tire changing service is desired, however, it will only be given where there is a serviceable spare tire on car. In no event will tire repairs be made on the road.

Under the head of emergency service also is included the delivery of gas and oil, for which member must pay cash to service man, at the market price. In the event new parts are required, free

delivery of same will be made, but parts must be paid for on delivery at market prices.

Service to Members of Affiliated Clubs

Service Stations of the Oregon State Motor Association will render Mechanical First Aid and Towing Service to members of affiliated A.A.A. Motor clubs traveling in Oregon under the same conditions and in the same manner as is provided for members of the Oregon association with the exception that **AFFILIATED CLUB MEMBERS ARE REQUIRED TO PAY SERVICE STATION FOR SERVICE RENDERED AT SPECIAL MEMBER'S RATE.** Payment for such service must be made at time service is rendered.

Under the terms of a reciprocal arrangement agreed on between the California State Automobile Association, Automobile Club of Southern California, the Automobile Club of British Columbia, the Automobile Club of Washington, the Inland Automobile Club and the Oregon State Motor Association, Mechanical First Aid and Towing Service will be rendered to the members of any one of the six clubs traveling in another club's territory under the same conditions as set forth above.

Various rules governing Mechanical First Aid and Towing Service are in effect with the hundreds of other A.A.A. motor clubs throughout America. Some of the larger clubs render a **FREE** service to ALL A.A.A. club members, others give it at a special rate, but in every case Three A members are granted service at a rate which means a substantial saving.

Free Mechanical First Aid and Towing Service, within the rules and regulations of the service, may be secured by members of the Oregon State Motor Association by calling the nearest Official Mechanical Service Station of this organization.

In calling for service, state first that you are calling for **ASSOCIATION FREE SERVICE**, then give your name, residence address, number of your membership card, make and type of your car, where it is disabled and what you think the trouble is. You will then return to your car, as no work will be done on a car except in the presence of the driver—this for your protection, for to put a disabled car in running condition when unattended invites theft. Service stations are instructed not to tow in unattended cars.

IMPORTANT NOTICE:—All Cars For Service, Day or Night, in the Portland Zone CALL ATWATER 5257, OR BEACON 4712.

When calling for Towing Service, outside the City of Portland, remember that car is towed **FREE** to **SERVICE STATION ONLY**. If member desires that car be taken elsewhere, after arrival at Service Station, he must pay for service at regular rates. In Portland zone car will be towed anywhere desired inside zone.

(List of Mechanical Service Stations Shown On Opposite Side.)

REVISED TO AUGUST 1, 1931

Where to Get Statewide Mechanical First Aid and Towing Service In Oregon

LIST OF MECHANICAL SERVICE STATIONS UNDER CONTRACT WITH THE OREGON STATE MOTOR ASSOCIATION.
MEMBERS SHOULD CARRY THIS LIST WITH THEM, OR IN CAR AT ALL TIMES

CALL NEAREST STATION FOR SERVICE.

LIST REVISED MONTHLY

ALBANY—BURT & KLAPOTZ MACH. SHOP, 1st & Washington. Ph. 442; nite, 344-J, 568-L.
AMITY—MASSEY'S SUPER SERV. GARAGE. Tel. Amity Exch.
ARLINGTON—SNELL & LEMON. ASHLAND—AUTOMOTIVE SHOP, 100 Main Street. Tel. 44.
ASTORIA—GALLANT AUTO CO., 533 Duane St. Tel. 289.
ATHENA—ATHENA GARAGE. Tel. 352.
AZALEA—HARTLES GARAGE. Tel. Glendale Exch.
BAKER—UNIVERSAL MOTOR CO., 6th & Bdy. Tel. 420; nite, 223.
BANDON—BANDON MOTOR CO., Inc. Tel. 552.
BEAVERTON—STIPES GARAGE. Tel. 3003.
BEND—BONTRAGER'S GARAGE, 131 Greenwood Av. Tel. 195; nite, 294 or 67-J.
BLACHLY—TRIANGLE LAKE GARAGE. Tel. 55,555.
BLUE RIVER—COOLEY'S MOTOR SERV. Tel. Call Sparks Ranch.
BLY—GAYHEART GARAGE.
BONNEVILLE—SHERMAN'S GARAGE, Col. River Highway. Tel. Bonneville Exchange.
BROOKINGS—CHETCO GARAGE. Tel. 31.
BROOKS—BROOKSIDE GARAGE, 1/2 mi. N. Brooks. Tel. 35F32.
BURLINGTON—TOM'S BURLINGTON GARAGE. Burlgtn. Ex. 300.
BURNS—YELLOWSTONE CUT-OFF GARAGE. Tel. 45.
BUTTE FALLS—BRAINARD'S GARAGE.
CAMAS VALLEY—B. R. RICHTER SER. STN. Tel. C. V. Exch.
CANBY—G. W. WHITE MOTOR CO. Tel. 3301; nite, 3302.
CANYONVILLE—PACIFIC HIGHWAY GARAGE.
CARLTON—R. & G. MECHANICAL SERVICE.
CHEMULT—PALMERS SER. STN. Tel. Ft. Klamath Ex. 1774.
CHILOQUIN—CHILOQUIN GARAGE & AUTO CO. Tel. 132.
CLATSKANIE—SILVA AUTO CO., Bridge Street. Tel. 305.
CONDON—SHELLEY'S GARAGE.
COQUILLE—Z. C. STRANG GARAGE. Tel. 71.
CORBETT—CORBETT GARAGE. Tel. 173 Corbett.
CORVALLIS—RUSSELL'S GARAGE. Tel. 750.
COTTAGE GROVE—STURGES GARAGE. Tel. 14; nite, 102-Y.
COVE—TOWLES GAR. Tel. 242.
CRANE—IRVING'S SERVICE REPAIR. Tel. Crane Exchange.
CRESCENT—RED FRONT GARAGE. Tel. Crescent Exchange.
CRESWELL—CRESWELL GARAGE. Tel. 165; nite, 163.
CULVER—BECKWITH GARAGE SER. STN. Tel. Culver Exch.
DAIRY—BREWERS SERV. STN.
DALLAS—CITY GAR. Tel. 1503.
DAYVILLE—DAYVILLE GARAGE.
DRAIN—MOTOR INN GARAGE. Tel. 222.
DUFUR—DUFUR GARAGE.
EAST MULTNOMAH COUNTY—B. & B. GARAGE. Tel. Tabor 4568 or Tabor 6402.
EDDYVILLE—MIDWAY GARAGE. Tel. 9-F-12.
ELGIN—HUGS GARAGE. Tel. 492-306.
ELKTON—ELKTON GAR. Tel. 16.
ENTERPRISE—RODGERS GARAGE. Tel. 14.
ESTACADA—COOKE MOTOR CO. Tel. Estacada Exchange.
EUGENE—A. A. A. EMERGENCY TOWING SERVICE, 136 East 7th Ave. Tel. 507.

FALLS CITY—BROWN'S GARAGE. Tel. 291.
FLORENCE—J. C. PONSLEER MOTOR CO. Tel. 252 or 253.
FOREST GROVE—TUCKER'S GARAGE. Tel. 7; nite, 303-R.
FT. KLAMATH—RAINBOW GARAGE. Tel. 172.
FOSSIL—MISNER BRO. GARAGE.
FREEWATER—COLLIER MOTOR CO. Tel. 761.
GARDINER—GARDINER SERVICE STATION. Tel. 7-R-22.
GARIBALDI—SHELDONS GARAGE. Tel. 54-J.
GASTON—HIGHWAY SERV. STN.
GLENCULLEN—R. C. A. GARAGE. Tel. Portland BE. 2324.
GLENDALE—CENTRAL GARAGE & MACHINE SHOP. Tel. 18-4.
GOLD BEACH—BLACK CAT GARAGE. Tel. Gold Beach Exch.
GOLD HILL—GOLD HILL GARAGE. Tel. 16.
GRANDE RONDE—PIONEER AUTO CO. Tel. G. R. Exch.
GRANTS PASS—CAMPBELL AND GRISHAM. Tel. 170-453.
GRESHAM—GRESHAM GARAGE. Tel. 232; nite, 706 or 52-X, Gresham Exchange.
HAINES—HOWDEN GAR. Ph. 54.
HALFWAY—HALFWAY GARAGE. Tel. Exchange.
HALSEY—ARROW GARAGE. Tel. 216. Night or Day.
HAPPY HOLLOW (8 mi. E. of Hebo)—HAPPY HOLLOW GARAGE. Tel. Cloverdale Exch.
HARRISBURG—HIGHWAY GARAGE. Tel. 263.
HEBO—OTTS SERVICE STATION. Tel. Cloverdale Exchange.
HEPPNER—FERGUSON CHEVROLET CO. Tel. Heppner Exch.
HERFORD—WARREN'S GARAGE. Tel. Herford Store.
HERMISTON—BLACK & WHITE GARAGE. Tel. Hermiston Exch.
HILLSBORO—HARMS & BROCK, 1050 2nd. Tel. 2382; nite, 2224-2354.
HOOD RIVER—JOHN CONNELL. Tel. 2211; nite, 3322.
HUBBARD—ZOO AUTO PARK GARAGE. Tel. 2712.
HUNTINGTON—LE FORT'S GARAGE. Tel. Day or Night, 201.
INDEPENDENCE—INDEPENDENCE GARAGE. Tel. 12.
JEFFERSON—HIGHWAY GARAGE, 2nd & Church. Tel. 293.
JEWELL—POPHAM & MEYERS.
JOHN DAY—TOURIST GARAGE.
JUNCTION CITY—J. D. MILLS GARAGE. Tel. 822; nite, 1013.
KEEN CREEK—(17 Mi. S.E. of Ashland)—KEEN CREEK SERVICE STATION.
KENO—CHET'S BRAKE & MOTOR SHOP. Keno Exchange.
KERBY—KERBY GARAGE & SERVICE STA. Tel. Kerby Exch.
KLAMATH FALLS—ASHLAND HY., (1 Mi. E. Green Spgs. Summit), UNCLE TOMS SERV. STATION. Tel. Medford Ex.
KLAMATH FALLS—MOTOR INN GARAGE. (Howard S. Abbey.) 515 Klamath St. Tel. 294-J.
KLAMATH JUNCTION—JUNCTION GAR. Tel. Ashland 1-F-5.
KNAPPA—NELSON'S GARAGE. Tel. 2-F-12.
LA GRANDE—AUTO ELECTRIC SERVICE CO., 1515 Adams Ave. Tel. 212-W; nite, 347-M.
PERKINS MOTOR CO., 4th and Adams. Tel. 500.
LAKEVIEW—LAKEVIEW GAR.
LANGLOIS—LANGLOIS GARAGE. Tel. Langlois Exchange.
LEABURG—LEABURG GARAGE. Tel. Springfield 32-F-4.
LEBANON—KIRKPATRICK MOTOR COMPANY. Tel. 751.

MADRAS—CHESTNUT MOTOR CO. Tel. 322.
MALIN—TULE LAKE GARAGE, Main Street. Tel. 2-3.
MAPLETON—MAPLETON GARAGE.
MARCOLA—MARCOLA GARAGE.
MARSHFIELD—KOONTZ GARAGE. Tel. 180; nite, 586-J.
MAUPIN—MAUPIN GARAGE. Tel. Main 222.
MCMINNVILLE—PROSER REPAIR SHOP. Tel. 286-J.
MEACHAM—MEACHAM GARAGE. Tel. Exch.
MEDFORD—COLONIAL GARAGE, 6th and Ivy Sts. Tel. 219.
MERRILL—MERRILL AUTO SUPPLY & SERVICE CO. Tel. 1702.
MILL CITY—SANTIAM GARAGE. Tel. Mill City Exchange.
MILTON—ZERKES GARAGE. Tel. 1183.
MILWAUKIE—MILWAUKIE GARAGE. Tel. 169.
MIST—MIST GARAGE.
MITCHELL—MIZENE & WILSON.
MOLALLA—W. D. SCHUTT GARAGE. Tel. 41-F-4.
MONMOUTH—HALLIDAY'S GARAGE. Tel. Main 5903.
MONROE—MONROE SERVICE STATION. Tel. 4204.
MORO—FRED PICKETT MOTOR CO. Tel. Main 532.
MOSIER—MOSIER GARAGE. Tel. 23-X.
MT. HOOD—MT. HOOD GARAGE, on Loop Hy. Ph. Parkdale 282.
MT. SEXTON—MT. SEXTON GARAGE. Ph. Grants Pass 611-F-3.
MT. VERNON—MT. VERNON GAR.
MYRTLE CREEK—MYRTLE CRK. GAR. Ph. 2405; nite, 202.
MYRTLE POINT—L. R. PEARCE GARAGE, 4th & Spruce. Tel. 9.
NEHALEM—BOSCH MOTOR CO.
NESKOWIN—NESKOWIN GARAGE. Tel. Cloverdale Exch.
NEWBERG—MOORE MOTOR CO. Tel. Red 7.
NEW PINE CREEK—L. C. VINYARD'S GARAGE.
NEWPORT—BEACH GARAGE. Tel. 115.
NORTH BEND—GORST & KING GARAGE.
NORTH POWDER—MOTOR SERVICE GARAGE. Tel. 25.
NYSSA—POWELL SERVICE STATION. Tel. 16; nite, 99.
OAKLAND—OAKLEY'S GARAGE. Tel. 362.
OAKRIDGE—NELSON MOTOR CO.
ONTARIO—GLOBE SER. STATION.
OREGON CITY—ED. MAY GARAGE. Tel. 276.
OSWEGO—DICK'S GARAGE. Tel. 2040.
PAISLEY—GRAHAM & MCCALL GARAGE.
PARKDALE (Mt. Hood Loop)—MOUNTAIN VIEW GARAGE. Tel. Parkdale 162.
PEDEE—FRED M. JOHNSON GARAGE. Pedee Exchange.
PENDLETON—OLSEN-KING INC. 201 West Court St. Tel. 963.
PORTLAND AND VICINITY—Call Atwater 5257, day or nite.
PORT ORFORD—BATTLE ROCK GARAGE. Tel. 181.
POWERS—SMITH'S GARAGE.
PRAIRIE CITY—CLARK'S GAR.
PRINEVILLE—INLAND AUTO CO. Tel. Prineville Exchange.
PROSPECT—PROSPECT GARAGE. Tel. Prospect Branch.
RAINIER—LOWE'S GARAGE. Tel. 92; nite, 161 or 1181.
REDMOND—REDMOND MOTOR CO. Main St. Tel. Red 52.

REEDSPORT—REEDSPORT GARAGE. Tel. 601, day or nite.
RHODODENDRON—RHODODENDRON SERVICE GARAGE, On Loop Hwy. Tel. Zig-Zag Ex.
RICKREALL—RICKREALL GARAGE. Tel. 6-F-3.
ROSEBURG—STEPHENS AUTO CO. Tel. 582, day or nite.
RUFUS—RUFUS GARAGE. Tel. Wasco 28-F-14.
SALEM—MARION AUTO CO., 235 S. Commercial. Tel. 362.
SAND CREEK MOUNTAIN—SAND CREEK SER. STATION.
SANDY—SMITH'S GARAGE. Tel. 41; nite, 46.
SCAPPOOSE—CITY GARAGE. Tel. 4-F-4.
SCIO—SCIO GARAGE. Tel. 334.
SCOTTSBURG—SCOTTSBURG GARAGE. Tel. Scottsburg Exch.
SEASIDE—CHESTER A. GROAT, 318 S. 7th St. Tel. 335.
SHANIKO—SHANIKO GARAGE. Tel. 121.
SHERIDAN—CLYDE E. NILES GARAGE. Tel. 4051.
SHERWOOD—SIX CORNERS GARAGE. Tel. Sherwood 4252.
SILVERTON—ALLEN BRO. GARAGE, 513 North Water St. Tel. Main 19; nite, Green 2471.
SISTERS—SISTERS GARAGE. Tel. Sisters Exchange.
SPRAGUE RIVER—SPRAGUE RIVER GARAGE.
SPRAY—F. C. COOKS GARAGE. Tel. Spray Exchange.
SPRINGFIELD—SPRINGFIELD GARAGE. Tel. 11-J; nite, 11-M.
STANFIELD—STANFIELD GARAGE. Tel. 271.
STATTON—HUNT-TATE MOTOR CO., 2nd and Ida St. Tel. 594.
ST. HELENS—ERICKSON MOTOR CO. Tel. 214.
SAINT PAUL—P. A. BERNARD MOTOR CO. Tel. St. Paul Ex.
SUTHERLIN—SUTHERLIN GARAGE. Main St. Tel. Sutherlin 4.
SWEET HOME—WINKLERS GAR.
TAFT—TAFT GARAGE. Tel. 8X7.
THE DALLES—TIPTON & MANCHESTER. Tel. 119; nite, 866.
TILLAMOOK—MOTOR INN GARAGE, 1st Ave. & 1st St. Ph. 95.
TIMBER—TIMBER GARAGE. Tel. Timber Exchange.
TOLEDO—PETERSON BROTHERS GARAGE. Tel. 36.
TUALATIN—TUALATIN GARAGE.
UMATILLA—UMATILLA GARAGE. Tel. 47-W-3.
UNION—OREGON TRAIL GARAGE, Main St. Tel. 242; nite, 243.
UNION CREEK—ED'S GARAGE. Tel. Union Creek Ranger Sta.
UNITY—LOG CABIN GARAGE.
VALE—L. K. BULLOCK GARAGE. Tel. 95; nite, 203.
VENETA—BUCK'S GARAGE.
VERNONIA—KERR MOTOR CO. Tel. Vernonia Exchange 612.
WALDPORT—WALDPORT GARAGE. Tel. 15.
WALLOWA—ALLEN GREER CHEV. CO. Tel. Wallowa Ex.
WARRENTON—SERVICE GAR.
WASCO—AUTO ELECTRIC CO. Tel. 682.
WAUNA—HEGSTAD SERV. STA.
WHEELER—AUTO REST SERVICE STATION.
WILLAMINA—WILLAMINA GARAGE. Tel. 106.
WOLF CREEK—WOLF CK. GAR.
WONDER—SLATE CREEK SERV. STATION. Tel. Wonder Exch.
WOODBURN—MAPLE PARK GARAGE. Tel. Woodburn Exch.
YAMHILL—YAMHILL GARAGE. Tel. Yamhill Exchange.
YONCALLA—COWAN'S GARAGE, S. Front St. Tel. Yoncalla Ex.

MEMBERS ARE REQUESTED TO FAMILIARIZE THEMSELVES WITH THE RULES AND REGULATIONS GOVERNING THIS SERVICE AS SHOWN ON THE REVERSE SIDE OF THIS LIST.

For Service In Portland Zone, Call Atwater 5257.

For Free Emergency Road Service, Consult Separate List of Official Mechanical Service Stations.

Official Stations of the Oregon Motor Association

Patronize the OFFICIAL STATIONS listed below as they are under contract to extend prompt, courteous and efficient service at reasonable rates.

Albany, Oregon Hotel Albany Bon Ton Cafe Imperial Cafe Parkway Motor Service	Chiloquin, Oregon Chiloquin Garage and Machine Shop	Fort Klamath, Oregon Fort Klamath Hotel	Kerby, Oregon Kumfy Kamp
Anlauf, Oregon Anlauf Elkhorn Camp	Clatskanie, Oregon Larsen's Super Service Station	Gearhart, Oregon Gearhart Service Station	Klamath Falls, Oregon Hotel New Willard Valley Hotel Hotel Hall Claremont Hotel Klamath Falls Auto Camp Link River Auto Camp Klamath View Auto Park Imperial Garage Monarch Service Station Central Super Service Station Pelican Grille
Arlington, Oregon Hotel Vendome Arlington-Roosevelt Ferry	Condon, Oregon Hotel Condon Clark's Service Station Mercer Brockman Garage Shelley's Garage	Gold Beach, Oregon Sunset Inn Rogue River Cafe	Klamath Junction, Oregon Klamath Junction Camp and Service Station, Eats
Ashland, Oregon Lithia Springs Hotel Hotel Ashland Automotive Shop Garage Lithia Springs Auto Camp Porters Service Station	Coquille, Oregon Coquille Service Station Hotel Coquille Hookers Garage Myrtle Lodge Camp and Ser- vice Station (7 miles north)	Grants Pass, Oregon Redwoods Hotel Hotel Del Rogue Red Arrow Auto Camp Sexton Mountain Auto Camp Rommel's Service Station Oldings Garage Grants Pass Motor Co., Weasku Inn and Camp Cave Shop Grille	LaGrande, Oregon La Grande Hotel Sacajawea Hotel Pine Cove Auto Camp and Cottages Playle Oil Co. Plain View Auto Camp Collins Super Service Station The Tiffin Restaurant and Confectionery
Astoria, Oregon Hotel Astoria Hotel Elliott Astoria-North Beach Ferry Imperial Grill	Corvallis, Oregon Hotel Benton Hotel Corvallis Jeffs Super Service Station G. B. Coon Service Station Russells Garage Groves Motor Service Wagners Cafe, Inc. Golden Pheasant Restaurant Wa. Wauna Court Cottage Camp	Gresham, Oregon Coffee Shop	Latourell, Oregon Latourell Falls Garage Maffet's Villa
Baker, Oregon Hotel Baker Geiser Grande Hotel Bowns Garage	Cottage Grove, Oregon Hotel Bartell Golden Rule Auto Camp	Harrisburg, Oregon Harrisburg Garage	Lakeview, Oregon Hotel Lakeview Hunters Hot Springs Hotel
Bandon, Oregon Hotel Westlund Perrott Cottages Capps Motor Co. Jerry's Sweets and Eats	Crater Lake, Oregon Crater Lake Lodge	Hermiston, Oregon Hermiston Service Station Stewart Cabin Camp	Madras, Oregon Bellamy House Turks Texaco Service
Beaverton, Oregon Valley View Super Service Station	Creswell, Oregon Harpole Service Station	Hilgard, Oregon Mt. Springs Service Station and Camp	Malin, Oregon Jim's Service Station Malin Hotel
Bend, Oregon Pilot Butte Inn Ferguson & Bennett Super Ser. Station & Repair Shop Pine Tree Auto Camp and Service Station O. I. C. Cafeteria Polly's Cafe	Drain, Oregon Motor Inn Garage Totem Inn Cafe Junction Service Station	Hillsboro, Oregon R. J. Higdon Motor Co.	Marshfield, Oregon Chandler Hotel College Inn Cafe Coos Bay Battery and Service Station
Blue River, Oregon Spark's Ranch Hotel	Echo, Oregon Highway Ser. Station & Camp	Hillsdale, Oregon Simmons Hillvilla	McKenzie Bridge, Oregon Cedar Wood Tavern
Boardman, Oregon Toms Auto Camp	Enterprise, Oregon Hotel Gotter	Holton, Oregon Bowen's Auto Supplies and Coffee Shop	McMinnville, Oregon Hotel Yamhill Palm Restaurant Tourist Cafe
Brookings, Oregon Chetco Inn	Eugene, Oregon Eugene Hotel Hotel Osburn Hoffman Hotel Bartle Court Apts. Howard Apt. Camp Cabin City Auto Camp Seavers Eugene Auto Camp Packard Garage Eugene Motor Ramp Garage Gold Star Auto Park, (2 miles South) Homer E. Ash Service Station Holmes' Service Station 1 mile south Petersen Bros. Service Station Smith & Watkins Olsens Super Service Station Eugene Auto Sheet Metal Wks Eugene Storage Battery Co. The Anchorage Imperial Cafe Seymour's Cafe Mammy's Cabin Cafe	Hot Lake, Oregon Hot Lake Sanatorium Hotel	Medford, Oregon Hotel Holland Hotel Jackson Hotel Medford Merricks Known Nation-Wide Camp Colonial Garage Lewis Super Service Station Sixth St. Super Ser. Station Crater Lake Service Station Franklin Cafe Crowsons Restaurant and Fountain Sunrise Super Service Station and Camp Smith & Watkins Super Service Station Young's Service Shop
Burns, Oregon Hotel Welcome		Hubbard, Ore., (1 Mile North) Zoo Auto Park	
Canby, Oregon Canby Auto Park		Irregon, Oregon Patterson Ferry Caldwell Garage	
Cannon Beach, Oregon Ecola Hotel Capt. Johnson's Cottages		Jefferson, Oregon Terminal Modern Stucco Cabins	
Canyonville, Oregon Deer Park Inn		Keno, Oregon Pine Tree Auto Camp	
Cascade Locks, Oregon Craigmount Hotel			
Chemult, Oregon Chemult Hotel Palmer Service Station			

For Free Emergency Road Service, Consult Separate List of Official Mechanical Service Stations.

Official Stations of the Oregon Motor Association

Patronize the OFFICIAL STATIONS listed below as they are under contract to extend prompt, courteous and efficient service at reasonable rates.

Monmouth, Oregon

Halldays Garage

Mt. Hood Loop

Wisteria Farm Inn
(5 miles East of Sandy)
Rhododendron Inn

Multnomah Falls, Oregon

Simmons by the Falls

Newberg, Oregon

Moore's Cafe

Newport, Oregon

Jump Off Joe Auto Camp
Hotel Gilmore

North Bend, Oregon

Hotel North Bend
N. B. Fuel & Trans Co.

Ontario, Oregon

Hotel Moore
Globe Service Station

Oregon City, Oregon

Hotel Electric
Kirchens Garage and Service Station

Park Rose, Oregon

Park Rose Restaurant

Pendleton, Oregon

Hotel Pendleton
Oregon Motor Garage
Western Auto Garage
Quelle Cafe
Lassen Auto Camp
City Auto Camp
Jack Lee Service Station
Rhodes Cafe
Johnson Tire Shop

Pinehurst, Oregon

Pinehurst Inn

Portland, Oregon—Hotels

Hotel Arthur, 170 11th St.
Hotel Benson, Bdw. and Oak
Hotel Broadway,
Broadway and Burnside St.
Campbell Court Hotel,
11th and Main St.
Hotel Carlton, 14th & Wash.
Hotel Clifford,
East 6th and Morrison St.
Hotel Clyde, 10th & Stark St.
Cornellus Hotel, Park & Alder
Hotel Congress, 6th and Main
Hotel Heathman,
Broadway and Salmon St.
Hotel Imperial,
Broadway and Stark St.
Hotel Multnomah, 4th & Pine
Hotel Nortonia, 11th & Stark
Palace Hotel, 12th and Wash.
Hotel Ritz, Park & Morrison
Hotel Roosevelt,
West Park and Main St.
Hotel Roseland,
12th and Yamhill St.
Hotel St. Andrews,
Broadway and Columbia St.
Hotel St. Francis,
11th and Main St.
Union Ave. Hotel Apts.,
927 Union North
Washington Hotel,
12th and Washington

Garages

Bates Motor Ramp Garage,
West Park and Salmon St.
Bybee Avenue Garage,
Milwaukie Ave. & Bybee St.
Berg Bros. Garage, 84 Tenth
Bungalow Garage,
505 Willamette Blvd.
City Garage, 132 12th St.
East Side Welders & Garage,
485 Union Avenue North
Franklin Garage,
50th and Division
57th Street Garage,
57th and Sandy Blvd.
Irvington Auto Service,
East 15th and Broadway
Kearney Garage, 700 Kearney
Lents Garage,
89th and Foster Road
Lewis & Clark Garage,
Union Ave. & Weldier St.
Library Garage,
11th and Yamhill St.
Mayer Building Garage,
12th and Morrison Street
Pacific Coast Garage,
69 Fourth at Oak
Sunset Garage,
East 14th and Broadway
33rd and Broadway Auto
Service, E. 33rd and Bdwy.
Wheelocks Service Garage,
780 East 82nd Street North

Service Stations

Conwell & Mullen,
551 Union Ave., North
Gustin Service Station,
Union N. & Columbia Blvd.
Halsey Street Super Service
Station, E. 60th and Halsey

Electrical

Ed's Auto Electrical Service,
25 Grand Avenue
Sanders Magneto Service,
424 Belmont St.
Stevens & Rathkey,
10th and Flanders
Sunset Electric Co.,
121 North 9th St.

Fenders

M. B. Fisch, 105 N. 15th St.
G. G. Gerber, 11th & Glisan St.

Paint

Vana's Quality Auto Paint Co.
14th and East Davis St.

Tires

Edwards Tire Shop,
Broadway and Everett St.
Fletcher Tire Co.,
391 Burnside St.
Jack & Van, Inc.,
460 Morrison. Cor. 13th St.

Greasing

Irvington Greasing Station,
21st and East Broadway St.
Speedway Lubricators,
East 12th and Clay St.

Cafe

Hob & Nob Cafeteria,
10th and Morrison St.
Oyster Loaf. Bdw. & Oak St.
Quality Cafe,
133 Fourth Street

Towing

Arrow Towing Co., 471 Alder

Repairing

Gill Automotive Service Co.,
5th at Davis St.
Larson Motor Shop,
433 Alder at 12th St.
Sam Huston,
54 N. 13th St. at Davis St.
Godfrey Seberg, 142 17th St.

Auto Camps

All States Auto Camp
Columbia River Highway
Interstate Auto Camp
Union Ave. & Columbia Blv.

Brakes

Bankhead & Walters,
11th and Everett St.
L. H. Curtis Brake Service,
345 Union Avenue North
Thompson & Duby, Inc.
12th and Couch St.

Washing

15th St. Auto Laundry,
15th and Davis Sts.

Port Orford, Oregon

Port Orford Service Station

Prospect, Oregon

Prospect Park Hotel

Rainier, Oregon

Interstate Restaurant

Redmond, Oregon

New Redmond Hotel

Rhododendron, Oregon

Rhododendron Inn

Rickreall, Oregon

Fullers Service Station

Roseburg, Oregon

Hotel Umpqua
Hotel Rose
Grand Hotel
Rose Garage
Ned Dixon's Super Service
Station
Bells Tavern
Brands Coffee House
Stephens Auto Co. Garage

Rufus, Oregon

Fleck Orchards Blue Grass
Camp (1 mi. West of Rufus)

Salem, Oregon

Marion Hotel
New Hotel Salem
Argo Hotel
Hotel Senator
Marion Auto Co. Garage
Dougherty Bros. Garage
Gray Belle Restaurant and
Fountain Lunch
Spa Confectionery and
Restaurant
White House Restaurant
Ramseyer Bros. Garage
F. B. Ireland Service Station
North Salem Auto Court

Sandy, Oregon

Wisteria Farm

Seaside, Oregon

New Beacon Hotel
Smith Restaurant and
Cottages

Silverton, Oregon

M. J. Kreutz Service Station

Springfield, Oregon

Eagle Cafe

Tangent, Oregon

Mothers Inn

The Dalles, Oregon

Double Chance Service Station
American Restaurant

Tillamook Oregon

Tillamook Hotel

Toledo, Oregon

Lincoln Cafe

Trail, Oregon

Rogue Elk Hotel

Umatilla, Oregon

Hotel Umatilla
Lou's Service Station
Umatilla Ferry

Union, Oregon

Davis Super Service Station

Union Creek Ranger St.

Union Creek Lodge

Vida, Oregon

Thompsons Resort

Wedderburn, Oregon

Wedderburn Hotel and Cafe

Wheeler, Oregon

Auto Rest Garage

Willowdale, Oregon

Black & White Service Station

Wolf Creek, Oregon

Wolf Creek Tavern
Laurel Camp

Woodburn, Oregon

Woodburn Arch Store and
Lunch



OF ALL THIS SUMMER'S TRAVEL BARGAINS

"STANDARD" GASOLINE SETS THE PACE FOR VALUES

"MONEY CAN'T BUY A BETTER OIL
THAN ZEROLENE"

More for Your Money!

Zerolene is approved by leading distributors of Auburn, Buick, Cadillac, Chevrolet, Chrysler, Cord, De Soto, Dodge, Duesenberg, Essex, Ford, Franklin, Hudson, Hupmobile, La Salle, Oakland, Oldsmobile, Packard, Pontiac, Studebaker.

YES—AND EASIER HOUSEKEEPING!

More for Your Money!

More vacations from tiresome household tasks.

Waxglo Liquid Wax keeps floors new-looking, safer and less slippery—and makes cleaning as easy as dusting.

Oronite Furniture Polish gives fine chairs and tables a hard, dry, lasting lustre — Oronite Auto Polish shines your car in a jiffy.

At home or along the roadside, you can freshen up smudges or spots with Oronite Cleaning Fluid. You can kill every pesky insect and cooking odor dead with a handy Oronite Fly Spray kit.

IT'S LIKE PUTTING MONEY IN THE BANK... this shopping for a bigger dollar's worth! You see motorists who no longer believe "all gasolines are alike"—now buying values and profiting by it!

Dry "Standard" Gasoline—Standard Ethyl Gasoline—and a hundred other fine products give you better values day after day—more quality and performance for your dollar. With Standard Lubrication, you're sure of the finest lubricants possible—Zerolene Motor Oils and Greases—and Mobiloil, finest of Eastern Oils. Oronite Household and Motoring Products are proving their usefulness and economy to thousands every day.

You find Standard values everywhere—at Standard Stations, Inc., and 11,000 Red White and Blue Dealers—from Canada to Mexico.

MORE FOR YOUR MONEY
*"Standard"
Gasoline*



ALL THIS FOR \$1.00 AND UP!

More for Your Money!

STANDARD LUBRICATION—a complete lubricating job for as little as \$1.00 up! It's a great money-saver—an economy for all cars.

Special Greases are used in Standard Lubrication, for the various special needs of your car. This is a superior service at low cost.

ROAD MAPS, REST ROOMS,
TELEPHONES

More for Your Money!

Many free services—new Standard Road Map by States. Mileages between towns on all Western roads and highways. Mileage tables. Principal points of interest. Elevations. Mileage map of the entire Pacific West. Miniature map of the United States with distances.

CLEAN Rest Rooms—and, very often, convenient pay telephones. Services for your car—tire inflation, water for your radiator, etc.

Greater motoring values—a fine variety of useful products—at Standard Stations, Inc., and Red White and Blue Dealers.

At **STANDARD STATIONS, INC., and RED WHITE & BLUE DEALERS**



Six Rules For Preventing Fire In the Forests

1. *Matches.*—Be sure your match is out. Break it in two before you throw it away.

2. *Tobacco.*—Be sure that pipe ashes and cigar or cigarette stubs are dead before throwing them away. Never throw them into brush, leaves or needles.

3. *Making Camp.*—Before building a fire scrape away all inflammable material from a spot five feet in diameter. Dig a hole in the center and in it build your camp fire. Keep your fire small. Never build it against trees or logs or near brush.

4. *Breaking Camp.*—Never break camp until your fire is out—dead out.

5. *Brush Burning.*—Never burn slash or brush in windy weather or while there is the slightest danger that the fire will get away.

6. *How to Put Out a Camp Fire.*—Stir the coals while soaking them with water. Turn small sticks and drench both sides. Wet the ground around the fire. If you can't get water stir in dirt and tread it down until packed tight over and around the fire. Be sure the last spark is dead.