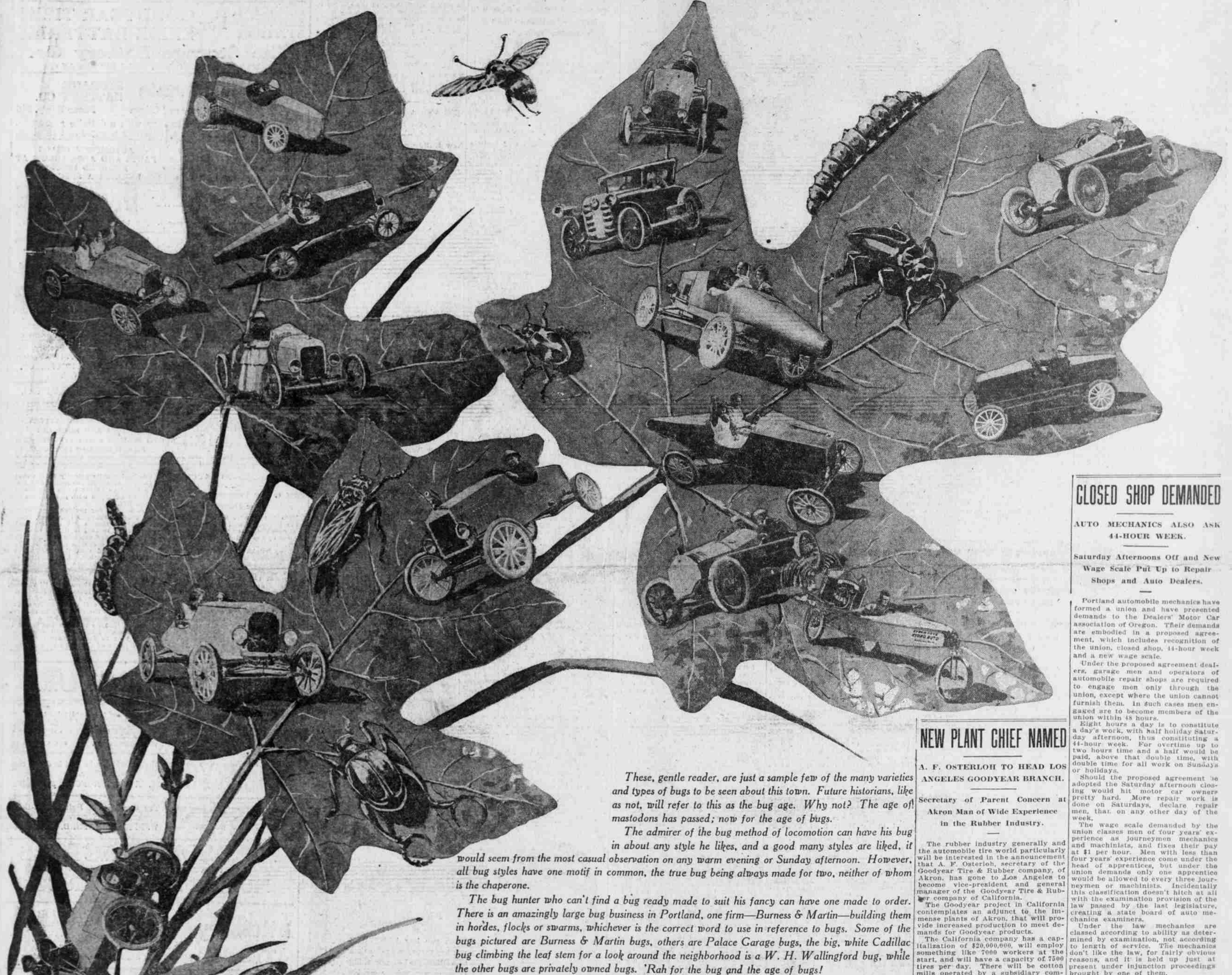




HEY, FELLERS! COME ON OVER HERE AND SEE ALL THESE BUGS!

If You Ever Have Wondered Why They Call 'Em Bugs, Take a Good Look at These Bugs Clustered Here on the Leaves, and You'll Never Again Wonder How They Get the Name.



These, gentle reader, are just a sample few of the many varieties and types of bugs to be seen about this town. Future historians, like as not, will refer to this as the bug age. Why not? The age of mastodons has passed; now for the age of bugs.

The admirer of the bug method of locomotion can have his bug in about any style he likes, and a good many styles are liked, it would seem from the most casual observation on any warm evening or Sunday afternoon. However, all bug styles have one motif in common, the true bug being always made for two, neither of whom is the chaperone.

The bug hunter who can't find a bug ready made to suit his fancy can have one made to order. There is an amazingly large bug business in Portland, one firm—Burness & Martin—building them in hordes, flocks or swarms, whichever is the correct word to use in reference to bugs. Some of the bugs pictured are Burness & Martin bugs, others are Palace Garage bugs, the big, white Cadillac bug climbing the leaf stem for a look around the neighborhood is a W. H. Wallingford bug, while the other bugs are privately owned bugs. "Rah for the bug and the age of bugs!"

NORTH BANK ROAD GOOD

LAST DETOUR ELIMINATED ON SCENIC DRIVE.

Many Tourists Now Motoring Over Road on Washington Side of Columbia River.

WHITE SALMON, Wash., Oct. 4.—(Special.)—The North Bank highway from Stevenson to White Salmon is now in fine condition. The Carson-Home Valley detour, made necessary by sliding in of part of the new road on Sand mountain, was eliminated three weeks ago and cars now go over the main road around the mountain.

There is a short stretch, only a few hundred yards long, however, at the head of the Little White Salmon canyon, where crushed rock has been laid. This is being followed up close with gravel teams, however, and will soon be in excellent touring condition. Aside from this one section the entire highway is in fine condition, and all crushed rock has been overspread with gravel. Steam rollers are following up the gravel.

STEELE OUT FOR HIMSELF

C. H. S. SALES MANAGER NOW IS DEALER AT ASTORIA.

With B. W. Snyder He Will Handle Moon and Dixie Flyer in That Territory.

M. G. Steele, for the past year sales manager of the C. H. S. company, Oregon distributor for the Moon and Dixie Flyer, has resigned to become a motor car dealer for himself in Astoria. With B. W. Snyder of that city, Mr. Steele has formed the S. & S. Sales company. They will handle the Moon and Dixie Flyer in the Astoria territory, which incidentally, is a rattling good motor car territory. They have already made their arrangements for opening quarters at once in the service garage there. For several years Mr. Steele has been a motor car salesman, and a good one. Mr. Snyder also is a salesman of long standing. He was formerly with the Hammond Lumber company. Mr. Steele is in charge of the exhibit for the C. H. S. company at the recent Oregon state fair automobile show at Salem. While there he had the honor of selling the first car, from the floor of the automobile show. It was a Dixie Flyer, and was

DEAN VICTIM OF LA GRIPPE

Buick Manager Confined to Bed by Severe Cold.

George W. Dean, manager here for the Howard Automobile company, Oregon distributor for the Buick, has been laid up for a couple of weeks by a severe attack of la grippe. He recovered sufficiently last Sunday to get outside for a little ride in the open air, but the result was a relapse that sent him back to bed. However, at last accounts he was so much improved that he is expected to be back on the job at his desk this coming week.

CALIFORNIA ROADS WIDENED.

The California highway commission has determined to widen to 15 feet and reinforce the section of state highway between Tule Wash and Kane Springs in Imperial county, a distance of about 11 miles. The edges of the pavement will be increased to 6 inches in thickness with longitudinal rods along each side for reinforcement.

CAN THIS BE "UNKNOWN"?

MYSTERIOUS DRIVER IS DECLARED TO BE "DOC" STOLTE.

Anyway, Man Who Saw Chevrolet Arrive in Astoria on Record Trip Says It's He.

ASTORIA, Or., Sept. 26.—(To the Automobile Editor.)—Sir: I note by the automobile section of The Oregonian that the Chevrolet bug which made the record run to Astoria in 3 hours 12 minutes, and 3 hours 53 minutes to Seaside, was driven by a "mysterious unknown." I can give you the name of this "mysterious unknown," as I was in Astoria when he arrived there and recognized him at the wheel of the bug. This "mysterious unknown" is Doc Stolte—to give him his full due, Dr. Charles Lozier Stolte, Jr., dentist of Portland. The Doc is one going bound at the wheel, take it from me, for I have seen him go. —Yours, W. A. G.

NEW PLANT CHIEF NAMED

A. F. OSTERLOH TO HEAD LOS ANGELES GOODYEAR BRANCH.

Secretary of Parent Concern at Akron Man of Wide Experience in the Rubber Industry.

The rubber industry generally and the automobile tire world particularly will be interested in the announcement that A. F. Osterloh, secretary of the Goodyear Tire & Rubber company, of Akron, has gone to Los Angeles to become vice-president and general manager of the Goodyear Tire & Rubber company of California. The Goodyear project in California contemplates an adjunct to the immense plants of Akron, that will provide increased production to meet demands for Goodyear products. The California company has a capitalization of \$20,000,000, will employ something like 7000 workers at the start, and will have a capacity of 7500 tires per day. There will be cotton mills operated by a subsidiary company, the Pacific Cotton Mills company, with 33,000 spindles and a capacity of 75,000 pounds of cord fabric and 75,000 pounds of woven fabric each week. The ultimate plans of Goodyear contemplate for the California plants an expansion of both industries to four times the original capacity.

CLOSED SHOP DEMANDED

AUTO MECHANICS ALSO ASK 44-HOUR WEEK.

Saturday Afternoons Off and New Wage Scale Put Up to Repair Shops and Auto Dealers.

Portland automobile mechanics have formed a union and have presented demands to the Dealers' Motor Car association of Oregon. Their demands are embodied in a proposed agreement, which includes recognition of the union, closed shop, 44-hour week and a new wage scale.

Under the proposed agreement dealers, garage men and operators of automobile repair shops are required to engage men only through the union, except where the union cannot furnish them. In such cases men engaged are to become members of the union within 48 hours. Eight hours a day is to constitute a day's work, with half holiday Saturday afternoon, thus constituting a 44-hour week. For a week would be two hours time and a half would be paid, above that double time, with double time for all work on Sundays or holidays.

Should the proposed agreement be adopted the Saturday afternoon closing would hit motor car owners pretty hard. More repair work is done on Saturdays, declare repair men, than on any other day of the week.

The wage scale demanded by the union classes men of four years' experience as journeyman mechanics and machinists, and fixes their pay at \$1 per hour. Men with less than four years' experience come under the head of apprentices, but under the union demands only one apprentice would be allowed to every three journeymen or machinists. Incidentally this classification provision of the law passed by the last legislature, creating a state board of auto mechanics examiners.

Under the law mechanics are classified according to ability as determined by examination, not according to length of service. The mechanics don't like the law, for fairly obvious reasons, and it is held up just at present under injunction proceedings brought by one of them.

The hourly wage scale demanded by the union is as follows: Apprentices, first four months, 50 cents; six months, 55 cents; one year, 65 cents; 18 months, 70 cents; two years, 75 cents; 24 months, 80 cents; three years, 85 cents; journeymen and machinists, four years and more, \$1 per hour. While no time limit has been definitely fixed, what amounts to an ultimatum has been presented by the union to the dealers. The dealers haven't replied as yet, but consensus of opinion among them seems strongly opposed to the closed shop and 44-hour week provisions.

AUTO SHOWS ON SAME DATE

New York and Chicago Exhibitions in Same Week.

The 1920 national passenger car and truck shows, held simultaneously, but in widely separated buildings, will constitute the annual winter exhibitions for both New York and Chicago. This radical departure from the plans of last year was announced by officers of the National Automobile chamber of commerce, the organization that will supervise again the showings, after a lapse of two years. The exhibitions will be held under the following schedules: New York, January 8 to 10. Passenger cars and accessories at the Grand Central palace; commercial cars and accessories at the Eighth Coast Artillery armory. Chicago, January 24 to 26. Passenger cars and accessories at the Coliseum and First Regiment armory; commercial cars and accessories at the International amphitheater.