

CENTRAL OREGON IS MEGGA OF CAMPERS

Mountain Trips Are Declared to Be Alluring.

PINE FORESTS HANDY

Assistant District Forester Describes Many Attractions of District as Well as Roads.

BY C. J. BUCK. Assistant United States District Forester. "All, there!" says I to myself. "I'm going wherever I know. But where I will be when I get there is no matter."

The central Oregon country, which is reached by a two-day auto drive on a several days' outing and camping trip with fishing among the cool pines is enticing to all who love Portland's vacationists. And to those who want to see their state—the land of sagebrush and jackrabbits interspersed with green alfalfa fields, the central Oregon country is recommended.

Country is Wonderful. A wonderful country for comfortable camping and comfortable fishing and, yes, to catch fish—rainbow ones to ten pounds, five to seven pounds rainbow, and even eastern brook trout are not at all uncommon in the lake region south of Bend. East lake, Elk lake, Odell, Crescent and Diamond, all large lakes and supplied with boats for rent. Good camping grounds and the pure cold mountain water are always at hand.

Route is Explained. From The Dalles, The Dalles-Columbia highway takes one to Dufur, Tygh Valley, Maupin, Shaniko, Antelope, Madras, Redmond and Bend. At Tygh Valley, 122 miles from Portland, camp grounds are available for an overnight stay if desired. Redmond is 211 miles and Bend 252 miles from Portland.

Weekly Road Report in The Oregonian Each Friday. In order that motorists planning week-end trips may have the advantage of the latest and most complete information as to road conditions throughout the state, it has been arranged to publish the weekly road report of the Oregon state highway department, which heretofore has appeared each Sunday in this section.

Metolius river awaits the hand of an artist. Full-fledged, the river springs from beneath the base of Black Butte, a 6000 foot sentinel of the hills. Winter and summer, in equal amount, its cool waters wind through an open yellow pine forest, refreshingly beautiful and attractive—a small stream, but one frequented by thousands of auto campers, men, women and children, all resting and all fishing. In an afternoon when a comfortable swim would feel refreshing, they drive to Suttles lake, four miles away, and enjoy bathing in comfortable water on the Suttles lake beach. Or from here they go tramping and fishing in Suttles or Blue lakes. Meals and lodging can be obtained at the lake and bathing suits rented.

Metolius Country Famed. The Metolius country is famed from Bend to Pendleton and from Portland more and more as coming days of experience and enjoy. Uncle Sam has summer home lots surveyed out on the river. A dozen or so beautiful rustic homes have been erected and they are used three to six months each summer under lease from the forest service at \$10 to \$20 a year rental. A concession has also been given for a stove for campers' provision and for gasoline. The Metolius river is 267 miles from Portland via Redmond and the roads are not had—a comfortable two days' run.

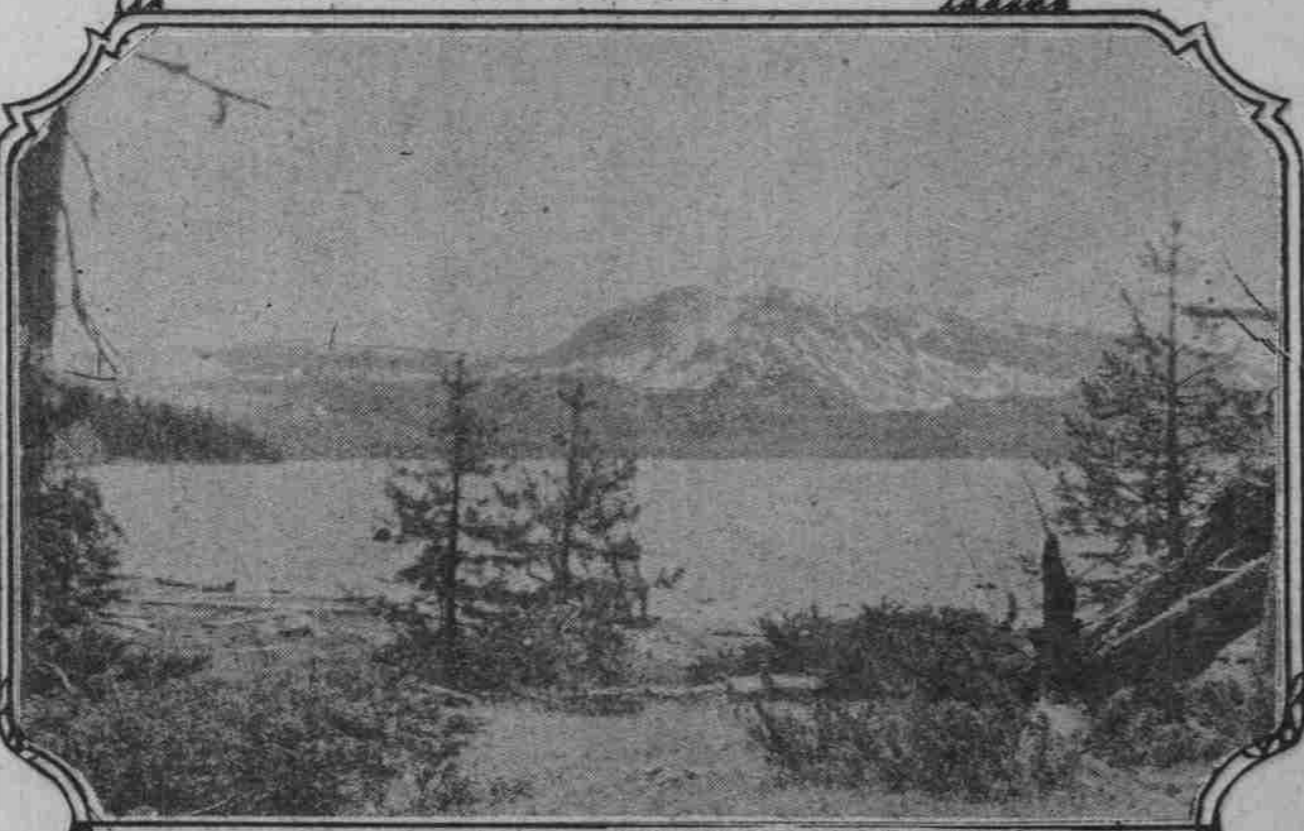
Auto Road Is Good One. From Bend to La Pine over a good auto road is 22 miles. The first building you come to is the forest ranger's office and he will direct you to East lake, 12 miles over a new mountain road, with some intermediate gear work. Here the roads are large, box-fer for hire and natural hot water baths obtainable at the East Lake Health Resort. Hot Mineral Springs, East lake, elevation about 6000 feet, has its twin sister, Paulina lake, but a mile away and will direct you to East lake, 12 miles over a new mountain road, with some intermediate gear work. Here the roads are large, box-fer for hire and natural hot water baths obtainable at the East Lake Health Resort.

Watch out for children playing in the street. The Bend-Sparks lake-Elk lake road has recently been constructed by the forest service assisted with private subscriptions so that during the midsummer months, these lakes are accessible by good auto road. Directly from Bend, the distance to Sparks lake is 29 miles and to Elk lake 36 miles.

SCENIC CENTRAL OREGON OFFERS ATTRACTIVE TOUR FOR THE SUMMER MOTORIST WHO DESIRES TO COMMUNE WITH NATURE.



Elk Lake and South Sister



Paulina Lake



Metolius River

Here are some of the delightful camping spots visited by forest service official during vacation jaunt by auto. The road to Bend is good over the Columbia highway, all graded and mostly paved to The Dalles, 89 miles. No road log is needed; follow the good road, stopping at Hood River to inquire whether the highway is open to The Dalles. On account of paying work it is often necessary to travel over the Columbia river highway between Hood River and The Dalles, 22 miles, at certain times of the day, such as before 8 A. M., or between 12 and 1 P. M., or after 5 P. M.

With all that the way is not bad; an extra dash of steering gear lubricant and in 20 miles from the Fall creek camp grounds, one is there. The Fall creek camp grounds are worthy of mention—in the clean, open yellow pine they surround the very head of this stream, which, like many others in this region, is born all at once at the base of some gentle slope. It is so clean that the mighty Deschutes river, far-famed for its steady flow, has no appreciable rise or fall occurring winter or summer, one year or another. Careful measurements have revealed that the Deschutes is now higher than for a great many years, something that is intimated by its rise on its banks in the present year of deluge. Such abnormally even flow gives the Deschutes and its tributaries a different character. Their banks are clothed with green grasses and flowers instead of the usual bare sand and gravel beaches. The streams might be imagined to be running through cultivated meadows instead of through virgin forests. Stream fishing in the upper Deschutes river, in the Deschutes national park, is real sport. The Crane prairie country, near the road to East lake, is traversed by the upper Deschutes.

Notice of a heavy reduction in the price of G. M. C. trucks was received last week by Westworth & Irwin, local distributors, from the General Motors Truck company of Pontiac, Mich. The reduction amounts to approximately \$500 in the price of the one-ton G. M. C. truck. This equipment at a price of \$1750, Portland, bringing the light G. M. C. distinctly into the popular price class. Heavy production has made the reduction possible, according to the announcement from the factory, the General Motors Truck company passing the benefits of quantity output on to the consumer. Plans for manufacturing during the coming year on a bigger scale than ever are being formulated, it is stated. Proportional reductions were made in the other models of the G. M. C. Watch out for children playing in the street.

STUDEBAKER HAS OUTSOLD EVERY MAKE OF CAR DURING 1921 (FORD EXCEPTED)

Why Doesn't Everybody Buy a Studebaker?

Read what AMERICA'S LEADING FINANCIAL PUBLICATION, THE MAGAZINE OF WALL STREET, says in its issue of July 23, 1921:

"STUDEBAKER"

"AMERICA'S PREMIER MANUFACTURER—EXCELLENT CAR AND EXCELLENT MANAGEMENT"

"This company has hung up a wonderful record when many other companies were losing money or going out of existence altogether. What is the reason for this remarkable showing? How has Studebaker managed to do so well when others were barely able to make both ends meet? The answer is found in the fact that STUDEBAKER SELLS ONE OF THE BEST CARS IN THE COUNTRY FOR THE MONEY AND AT THE SAME TIME POSSESSES AN ADMINISTRATIVE AND ENGINEERING ORGANIZATION THAT IS HARD TO MATCH FOR EFFICIENCY. EVERY DOLLAR EXPENDED BY THE COMPANY FOR ANY PURPOSE DEEMED NECESSARY RETURNS A FULL DOLLAR'S VALUE."

If every buyer knew as much about automobile values as the above quoted magazine, the unanimous choice would be a Studebaker.

A FEW FACTS ABOUT THIS WONDER CAR

STUDEBAKER is absolutely the most powerful stock car built. STUDEBAKER is a car of beauty and unexcelled in comfort and economy.

STUDEBAKER is the most popular car on the American market (proven by sales statistics throughout United States and Canada).

Ask us to demonstrate the STUDEBAKER—America's choice.

W. C. GARBE, Inc.

BROADWAY AT BURNSIDE PHONE BROADWAY 616

CANADIAN ROAD IS WANTED

OCEAN-TO-OCEAN HIGHWAY IS AIM OF ASSOCIATION.

Tour From Victoria to Calgary Is Being Made by Officers to Boost Movement.

VICTORIA, B. C., Aug. 20.—Passage of an act by the Dominion government of Canada setting aside the sum of \$20,000,000 for the completion and improvement of a Canadian highway extending from the easterly extremity of Nova Scotia to Cape Scott, on Vancouver island, will be one of the primary objects of the new Canadian Highway association, according to a public meeting in the chamber of commerce rooms here. The proposed act, a draft of which has been prepared and will be submitted to government officials, calls for the division among the various provinces of Canada of the \$20,000,000 on a basis of mileage of the proposed highway within each province. The money would be turned over to each province on condition that it be used solely in the building of the linking together and improving of the proposed Canadian highway. Assurance must also be given that portions of the money will be spent by the provinces in securing rights-of-way, or for payment of damages of any description, and no more than \$1000 must be expended out of the allowance for any one bridge. The proposed act also states that immediately upon the passing of the act the government shall call a conference of province officials to exchange ideas as to construction methods, widths of grades, rights-of-way, grades and other details. At the meeting it was decided to hold a public meeting in the Victoria high school and to invite the honorary president of the association, Samuel Hill, to give an illustrated lecture on the value of good roads. This gathering will be held at a date shortly following that of the opening of the peace portal at Blaine on September 6.

his original car should be desired. The new Hassler for the Dodge is installed in just a few minutes without removing either wheels or fenders; neither is it necessary to cut or drill any holes, nor in any way change or mutilate the car. "No matter how easy a car rides the use of shock absorbers will make it ride easier. They give comfort, iron out the rough spots on the road so to speak, and the effect is to make paved roads out of rough ones. The elimination of bodily fatigue on long trips is one of the prime results and the matter of increased tire mileage and reduced car depreciation is a big feature."

Loose Stud Bolt. It sometimes happens that in faking off the valve cover plate one of the studs may slip out and the loss will not be discovered. This leaves an opening into the intake passage and the leak will prevent the suction through the carburetor needed to draw the fuel into the cylinders.

Publicity Fund to Be Raised. WHITE SULPHUR SPRINGS, Mont., Aug. 20.—Proposed affiliation with the national Park-to-Park highway

is one of the subjects to come before the sixth annual convention of the Yellowstone-Glacier, Bee-Line, highway association which opened here today. Raising of a publicity fund to advertise the Y-G Bee-Line, discussion of highway bills before congress, proposed changes of route and

There are two factories in Mexico producing automobile tires at the rate of more than 100 a day.

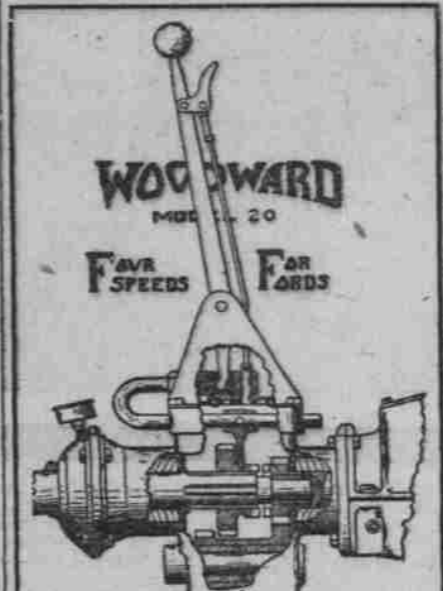
general highway matters are slated for discussion. Every community along the highway is expected to send a delegation.

FAIR COVER IS LATEST

TIRE EQUIPMENT ADVERTISEMENTS 1925 EXPOSITION.

Latest Device to Boost Big Event Is Attractively Painted Tire Cover.

The latest automobile accessory to be adopted for advertising Portland's fair of 1925 made its appearance last week and consists of a tire cover for automobiles with the words emblemized in neat, white letters—"World's Fair—Portland, 1925." This world's fair advertising idea, which appears to be one easily observed and yet inexpensive for automobiles, was originated by J. S. Lebb, a prominent Portland automobile accessory man, who has formed the Original Tire Cover company with offices at 620 Morgan building, to handle the wholesale and retail sales for the northwest. This concern plans to carry on an exclusive tire cover business, and according to Lebb will soon announce sub-dealers who will handle the sale throughout Oregon and Washington. In order to care for the orders already received and those expected to result after the tire covers have made their appearance, Lebb's concern has placed an order for a solid carload of highest grade tire covers. By purchasing in large quantities the covers can be sold to the motoring public of the state at a low and popular price, according to Lebb. Because these tire covers answer the dual purpose of advertising the world's fair and protecting the spare tire carried on the rear of the car, they are expected to prove popular with motorists. That Oregon's motor car owners are patriotic in spirit has been evidenced by the large number of cars carrying some device for advertising the fair. Members of the world's fair publicity committee who have seen samples of the tire cover have expressed delight with the idea and expect to derive a great deal of advertising for the fair from this one source alone. It is said.



WOODWARD MADE 20 YEARS SPEEDS FOR FORDS Unit Power Plant, Eighty-two 8-cylinder, Woodward Sales Co., 22 Cornell Road, Sand Territory, Open.

SHOCK ABSORBERS POPULAR

New Hasslers for Dodge Similar in Design to Fords. "The new Hassler for the Dodge is quite similar to the popular Hassler for Fords," says Al. Win, manager of the Portland branch of the Hassler Pacific company. "The principal feature is a conical spring of chrome vanadium steel. It is attached in such a manner that the weight of the car compresses the springs so that they give readily at the slightest jolt or road bump. The tendency of the leaf spring to rebound and toss the body is eliminated by a rebound stop incorporated in the lever which holds it stationary. The force of the rebound is thrown into the conical springs and is thus absorbed. One of the biggest reasons for the success of the Hassler shock absorbers is its simple application permitting the car to remain unchanged so that at any time the owner may have

Footprints on Time's Sands Left by MACK Trucks

The most complete display of efficient municipal motor equipment ever shown was the recent parade of New York City's Department of Street Cleaning. We quote from the New York Times' account of the parade:

"Some of the oldest motor-truck units in the department's service were in line, representing twelve big Macks installed in the early part of 1917, which have been working at least two shifts a day for over 300 days a year and eight hours on many Sundays ever since purchased. One, a steel-covered sanitary body for the collection of refuse... is said to be one of the most efficient municipal units known."

MACK Trucks endure where others fall by the wayside and are sent to the junk pile. Measured by the full period of years over which they rendered efficient service, MACK Trucks are the most economical motor transport known.

They Are in Six Sizes MACK-INTERNATIONAL MOTOR TRUCK CORPORATION Tenth and Davis Sts.