

### LANE COUNTY WORK IS BEING RUSHED

Projects Expected Done by Time of Fall Rains.

### SEVERAL DETOURS USED

Side Roads Necessary for Several Weeks Yet, Until Completion of Contracts.

EUGENE, Or., Aug. 27.—(Special.)—Highway work in all parts of Lane county is being rushed and it is expected that all projects under way will have been completed or will be in shape for travel by the time the fall rains begin.

It will not be many months until the entire Pacific highway through Lane county by way of Monroe and Corvallis will be hard surfaced. The asphaltic pavement between Junction City and Monroe on the north has recently been completed, affording a paved highway all the way from the north Lane county line through Eugene to Goshen, a total distance of over 27 miles, except for a short stretch inside the city limits of Junction City. The pavement extends several miles north of Monroe in Benton county and it is expected that the highway between Monroe and Corvallis will be entirely paved yet this fall, if the rains hold off long enough.

**Two Paving Jobs Under Way.**  
South of Eugene in Lane county two paving companies are at work on the highway. The concrete pavement between Crowell and Walker has been completed and the company's trucks are using a greater part of it over which to haul gravel for the "shoulders," but public traffic is not yet allowed upon it. The company that laid this pavement is now working south from Goshen to Monmouth. A detour of considerable length around this work is necessary. Going south all traffic is being routed to Goshen, across the coast fork of the Willamette, through the Cloverdale country and back to the highway south of Crowell. In some places this detour is rough, but in the main it is good going.

Another company is at work laying asphaltic pavement between Raginaw and Cottage Grove, where another detour is necessary. This detour is through the Delight valley on the opposite side of the coast fork from the highway and is a rougher one than was used two years ago when the highway along that stretch was being macadamized. This detour is in fair shape, but is very dusty in places.

Good progress is being made on the Eugene-Florence highway. The project by way of the low pass over the summit of the Coast mountains. The grading on the first 12-mile stretch between Bear Creek falls, 20 miles northwest of Eugene, to the summit of the mountains, is practically finished and bridges are being put in.

**McKenzie Highway Work Under Way.**  
On the McKenzie highway the new work between Thurston and Walterville makes rough going for two or three miles, but cars have no trouble in getting through. Some of the worst spots around this work by crossing the McKenzie river at Hayden bridge northeast of Eugene and along the Camp Creek road by way of the city power plant, but this is said to be very rough.

On the upper highway the government contractors have begun to spread fine crushed rock on top of the coarse rock on the west side of the highway between Blue river and the Belknap Springs road. This will make a smooth surface, a great improvement over the present surface of coarse rock, which is hard on tires.

County Commissioner M. H. Harlow and J. C. McLeod, district highway engineer, a few days ago made a trip over this highway as far as Dead-horse hill, this side of the summit of the Coast mountains. They found the work of cutting down the grade on Dead-horse hill to be well done, and other short contracts on the slope of the mountain were progressing.

The newly extended road to central Oregon by way of the upper Willamette river is being traveled by quite a number of tourists and little trouble is experienced. There are a number of very stiff grades leading to the summit from either side. The road on the west side of the summit is quite smooth, having recently been worked by the county and forest service, but it is said to be rougher on the east side and it is said that the summit is harder to negotiate from that side than from the west side.

### VANCOUVER IS DRAWING CARD

Thousands of Portland Motorists Enjoy Canadian Scenery.

Largely as a result of the work of a far-sighted publicity bureau the name of Vancouver, B. C., has become a familiar one to Oregon motorists and hundreds have made the enjoyable trip north during the present summer. The British Columbia is linked in direct touch with Portland by the Pacific highway, and every year increasing numbers of Portlanders and Oregonians take the two-day trip across the boundary to enjoy the scenic drives and view famous beauty spots in British Columbia, a large number of which are within a run of an hour or so from the city center.

The city of Vancouver's publicity bureau places itself at the service of all tourists and its literature and office service does much to assist visitors in utilizing the time at their disposal to best advantage. The touring trip from Portland may best be divided into two days, with a stopover the first night at Seattle. Motoring permits are granted into British Columbia by the customs officials at the International boundary.

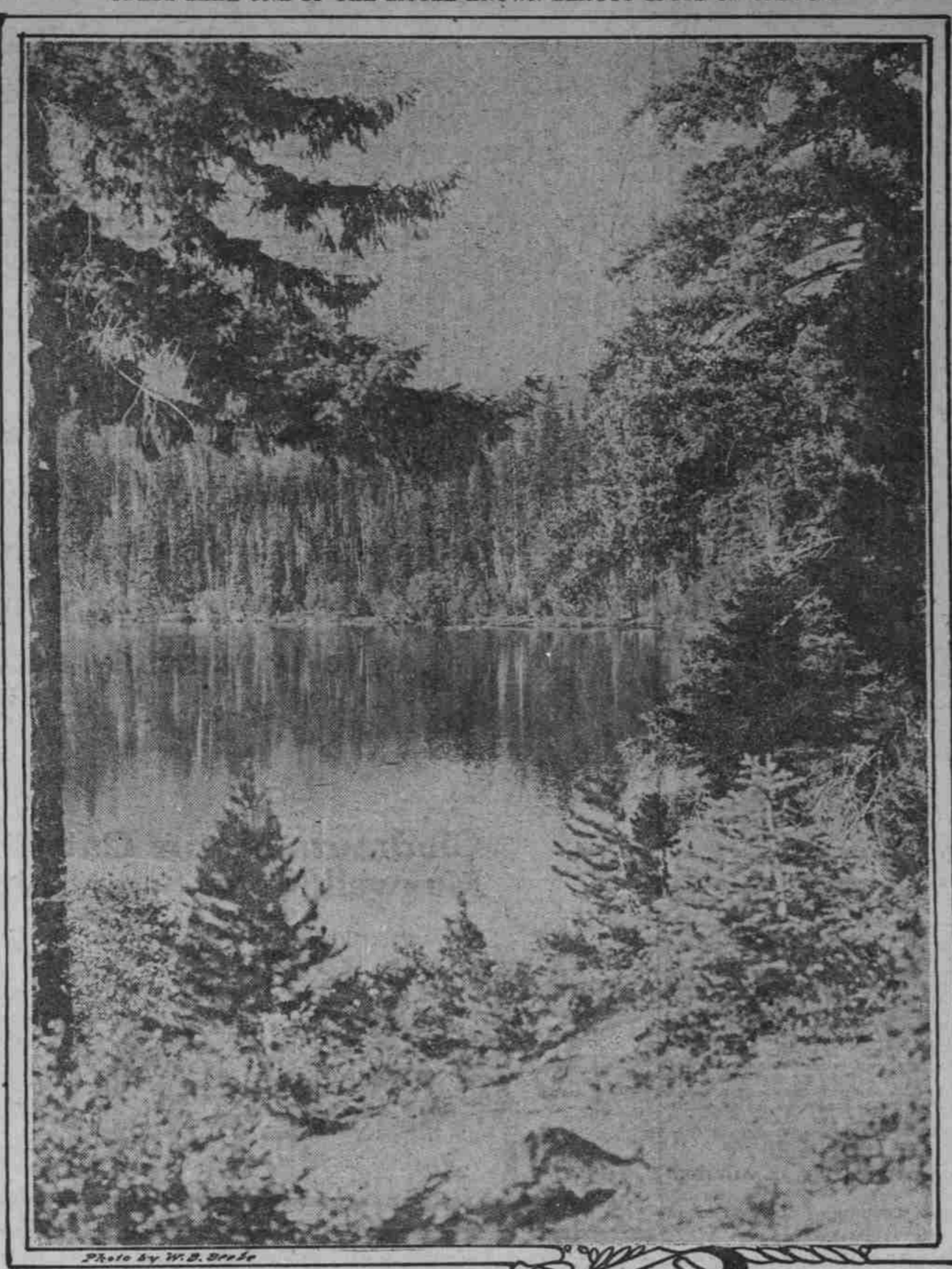
At Vancouver several days may be profitably spent in sightseeing, if time permits, although in a single day many of the tourist attractions may be covered. Among these are Stanley bay and its bathing resorts; Stanley park and Capilano canyon. From the city radiates a network of scenic drives through the beautiful suburbs and into the forests and the agricultural sections by which the city is surrounded.

### Tire Production Enormous.

Akron, O., the rubber city, is expected to turn out 21,000,000 tires this year. During 1920 the tire industry of the United States produced \$2,000,000,000 worth. The Akron production now is said to run as follows: Goodrich, 24,000 tires daily; Goodyear, 15,000; Firestone, 11,000; Miller, 4,000, and the smaller companies 700 daily. Out of the total tires produced in 1920, 8,500,000 were used for original equipment and the remainder for replacements. The business is now operating on 60 per cent of peak production.

Be careful around curves.

ODELL LAKE ONE OF THE LITTLE KNOWN BEAUTY SPOTS OF OREGON.



UNUSUAL PHOTOGRAPH OF LAKE TAKEN BY W. B. BEEBE OF THIS CITY, FROM HOYT BAY.

The central Cascades of Oregon comprise one of the greatest undeveloped playgrounds yet remaining in the United States, as Oregon motorists who find their way into that section are beginning to discover. The photograph above shows a glimpse of Odell lake, one of the most beautiful of the many mountain lakes located south-southwest of Eugene and at the very top of Klamath county. W. B. Beebe, who took the photograph, recently made the trip to that section, accompanied by Lewis R. Banks. They motored to Medford over the Pacific highway and thence to Crater lake and over to Klamath Falls. From this point they motored northward, visiting Crater lake and Odell lake, and returned home via Bend and The Dalles. While at Odell lake they spent a short time at the camp of J. D. Hoyt of this city, from which point the above view was secured. Roads throughout that section are in very good shape and easily passable, according to Mr. Beebe.

### PACIFIC HIGHWAY IS FINE

ROAD NORTH REPORTED NOW IN SPLENDID SHAPE.

Ray Albee Makes Run to Seattle in Jordan Car to Visit Company Branch.

The Pacific highway from Portland to Seattle is now in its best condition, reports Ray Albee, advertising manager of Mitchell, Lewis & Staver company, who made the trip a few days ago in a Jordan six. Mr. Albee's log of the road, as he took it on the trip, is as follows:  
From Portland over the interstate bridge and for about 20 miles out of Vancouver is pavement. The detour is encountered, which is very rough in spots, the only good thing about it being that it is not very long, terminating near La Center.  
From Ridgefield on to Kalama the road is fair macadam, a road that a few years ago would have been called good, but now will probably be classed as fair. From Kalama to Castle Rock the road is mostly macadam, a little rough in spots but by no means bad going.

A few short weeks ago the road over the hills or mountains north of Castle Rock was almost impassable. Last winter it was not an unusual thing to find cars in the ditch, owing to the heavy grade and muddy condition of this stretch of road.  
Now the new grade is used. It is well graded and one is past the old difficulties before the fact is realized. The road continues fair until it gives away to pavement some 15 miles south of Chehalis. This pavement continues through Chehalis and a mile or so north of Centralia and then gravel and macadam again forms the footing. This section of the road is quite rough all the way to Tenino, but at Tenino reward is found in the new wide concrete highway.  
It is quite a surprise, even to those who cover this road often, to find this

### COMMANDER OF VANCOUVER GARRISON SELECTS PAIGE LARCHMONT.



MAJOR CHANNING E. DELAPLAINE AND NEW PAIGE 6-66 RECENTLY PURCHASED FROM COOK & GILL, LOCAL PAIGE DISTRIBUTORS. It takes an army man to appreciate neatness, snappy appearance and quick getaway, and these are the characteristic Major Delaplaine declares he has found to a marked degree in the new Paige 6-66 Larchmont model. The major does not need a chauffeur, as he takes keen interest in driving himself. Major Delaplaine is to be relieved shortly at Fort Vancouver by General Blanchard, and will take his Paige with him to his next station.

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### YAMHILL TO CELEBRATE

LABOR DAY AT DAYTON WILL BE BIG AFFAIR.

Occasion Will Be Opening of New Paved Highway, Newberg to McMinnville.

Opening of the new paved road between Newberg and McMinnville, through Dayton, promises to be one of the most important events in recent history of Yamhill county, and the town of Dayton is preparing to celebrate the event fittingly by a big celebration on Labor day, September 5. The event is to be made a county affair and all towns throughout the county will participate.  
When opened for travel this road will connect an unbroken stretch of pavement from Sheridan through McMinnville, Dayton and Newberg to Portland, and will give the people of that section outlet to the beaches and to the Columbia River highway via Portland.  
The programme for the occasion, according to an announcement made by Dayton, will consist of speaking, musical sports. Addresses will be given by prominent road boosters of Yamhill county, and music will be furnished by the Newberg and McMinnville bands. Dancing will be provided for both afternoon and night, with a big street carnival planned for the evening. An old-fashioned barbecue will be a feature.

### GARBE CO. HAS FINE WINDOW

Bathing Girls Disport on Beach for Studebaker Dealer.

When it comes to building handsome show windows F. M. Leaton-Smith, vice-president of the W. C. Garbe company, is in a class by himself, as has been demonstrated on numerous occasions. Leaton-Smith's latest, however, put on last week, has proved the prize winner thus far and resulted in blocking the streets every night at the corner of Broadway and Burnside, where the Studebaker dealer's headquarters are located.  
The window display consisted of a beach scene, realistically provided by means of a "drop" of the ocean, and several loads of sand and logs. A beach tent and bonfire, arranged with electric lights and colored paper finished the trick.  
But all this was only the frame for the real picture. A group of attractive bathing girls disported themselves on the beach (?) every night, enjoying the bonfire and having refreshments. While the girls unconcernedly enjoyed the beach, crowds outside the show window each evening had to be handled by the traffic cop-

### Autos Compete With Trains.

In Algeria 11,000 automobiles are in common use between coast cities and also between mountain and desert settlements, competing favorably with train service both as to time and cost.



# \$750

Average Reduction on All Models Since Last Year

## Price Now—\$1895

And remember that for five years, including last year, when it sold at \$2600, the Hudson Super-Six was the largest selling fine car in the world.

At its new price of \$1895 doesn't it represent incomparably the greatest value in the fine car market?

No judicious buyer today makes his choice without comparing not only the present price of cars, but also their relative values as indicated by the position and reputation they have held for years.

Such comparison today directs intensified interest upon Hudson.

### It Redoubles Hudson's Value Advantage

There is no need to call attention to the quality, ability and distinction of Hudson. Its leadership in these is a long acknowledged position. It is now in its sixth year as the largest selling fine car. In every way that proof can be offered it has established its right to that eminence.

Many of its official records are of five year's standing. They have been challenged incessantly. Isn't it significant that five years of intensive competition has produced no rival to outstrip them?

And consider that many Super-Sixes are today rendering smooth, dependable duty after more than 100,000 miles of service.

Does any car within its new price range deserve consideration upon the basis of comparative proofs?

And among higher priced cars where will you find any desirable quality that Hudson at \$1895 does not give in equal measure?

**The Lowest Prices for Which These Models Ever Sold**

	Prices 1920	Prices Now	Saves You
7-passenger Phaeton	\$2600	\$1895	\$705
4-passenger Phaeton	2600	1895	705
Sedan	3400	2895	505
Coupe	3575	2770	805
Cabriolet	3450	2495	955
Touring Limousine	3925	3120	805
Limousine	4275	3495	780

F. O. B. Detroit

## C. L. Boss Automobile Co.

Nos. 615-617 Washington St., Portland

# HUDSON

## Super—Six

Incidentally the Studebaker vice-president took occasion to advertise the 1925 fair by having the numerals "1925" emblazoned across the girls' suits.

**TIRE PRODUCTION IS HEAVY**  
This Year as Big as Last Year for the Kelly-Springfield Company.  
John V. Mow, general sales manager of the Kelly-Springfield Tire company, says in a statement just received here:  
"Our company, provided its present rate of production and sales is continued, will show business equal to or in excess of the gross business in 1920. Kelly-Springfield is now operating above the 1920 peak. The Cumberland plant is producing 900 tires a day. The Wooster and Akron plants are running to capacity. The total output is approximately 3400 tires per day. The production at Cumberland is being increased as fast as men and machinery can do it and every effort is being made to bring production up to 5000 tires daily by the end of the year."  
"The company has a shortage in its stock of finished goods which amounts to approximately \$5,000,000. It has been a steady buyer of raw materials in low markets since the first of the year and is in a position to benefit from any advances in price, such as recently occurred in rubber."  
"The company's June output shows a production increase of 20 per cent over the corresponding month of last year and the July production will show an increase of 40 per cent over July, 1920. These increases are in units produced."

## OAKLAND

### Sport Car

\$1485 Delivered in Portland

## Automotive Sales Co.

475 MORRISON AT 14TH  
Broadway 3606

### GREATLY IMPROVED

## Oakland

Touring	\$1,365
Roadster	\$1,315
Sedan	\$1,275
Coupe	\$1,275
Sport Model	\$1,485

At Portland

### Automotive Sales Co.

475 Morrison St., at 14th.  
Phone Broadway 3606.

## OAKLAND

### Sport Car

\$1485 Delivered in Portland

## Automotive Sales Co.

475 MORRISON AT 14TH  
Broadway 3606

### Magic Rubber

## Mend

A quick, sure, cold-tire vulcanizer.

\$1.00

ALLEN & HEBARD CO.  
64-66 Broadway

### GREATLY IMPROVED

## Oakland

Touring	\$1,365
Roadster	\$1,315
Sedan	\$1,275
Coupe	\$1,275
Sport Model	\$1,485

At Portland

### Automotive Sales Co.

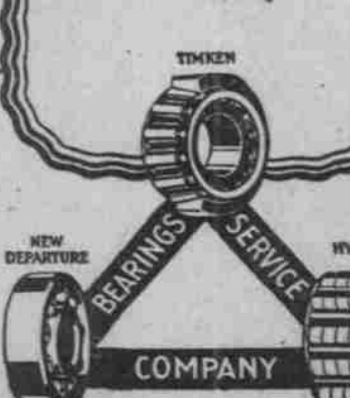
475 Morrison St., at 14th.  
Phone Broadway 3606.

## WE act as the

service department of the Hyatt, Timken and New Departure companies in this city.

Genuine new bearings for any model of motor car, truck or tractor ever built are carried in stock.

Portland Branch  
24 N. BROADWAY  
Broadway 1739



NEW DEPARTURE BEARINGS SERVICE COMPANY