

## OPENING OF LOLO PASS ROAD LIKELY

Proposed Cut-Off in Idaho Benefit to Northwest.

### ASSOCIATION IS FORMED

Montana, Idaho, Oregon and Washington Represented at Lewiston Meeting.

Early construction of the Lewis and Clark highway or Lolo pass road, a short cut proposed from Missoula, Mont., to Lewiston, Idaho, to connect with Portland via Walla Walla and the Columbia river highway, is a step nearer as the result of a recent meeting at Lewiston at which was brought about the definite organization of the Lewis and Clark Highway association. This association, composed of prominent highway boosters and good roads advocates of Lewiston, Walla Walla, Portland, Puget sound cities and other cities of Montana, Idaho and the Columbia basin, has as its avowed object bringing about the construction of the Lolo pass road and to that end has already sent resolutions to members of congress at Washington, federal road officials and United States forest service men. The proposed highway would be of utmost importance to transcontinental automobile tourist travel and to travel from the Yellowstone and the Montana section to the northwest and vice versa. The road is much more direct than the present route via Spokane, cutting off 175 miles of the distance from Missoula to Walla Walla, Portland and other northwest points.

**Officers Are Elected.**  
At the recent meeting at Lewiston Oregon was represented by Sydney B. Vincent, head of the state tourist and information bureau. Officers of the association were elected as follows: M. J. Carrigan, Seattle, president; Charles J. Roberts, Missoula, Idaho, vice-president; B. E. Buvark, Lewiston, secretary-treasurer. One director was elected for each state, Lewis A. McArthur of Portland being so named for Oregon.

The proposed highway is of unusual importance to Portland, as it would provide a short cut to Walla Walla and thence to Portland via the Columbia river highway, thus being part of the logical artery for tourist travel to the north Pacific coast. The route will extend from Missoula, Mont., through Lolo pass in eastern Idaho, and across the great Selway national forest to Lewiston, connecting here with the main route to Walla Walla and thence to Portland or to Puget sound via Yakima. The route would cut off not only 175 miles in the distance from Missoula and eastern points to Portland and other coast points, but would cut off a like distance to Yellowstone national park, as compared with any of the existing routes.

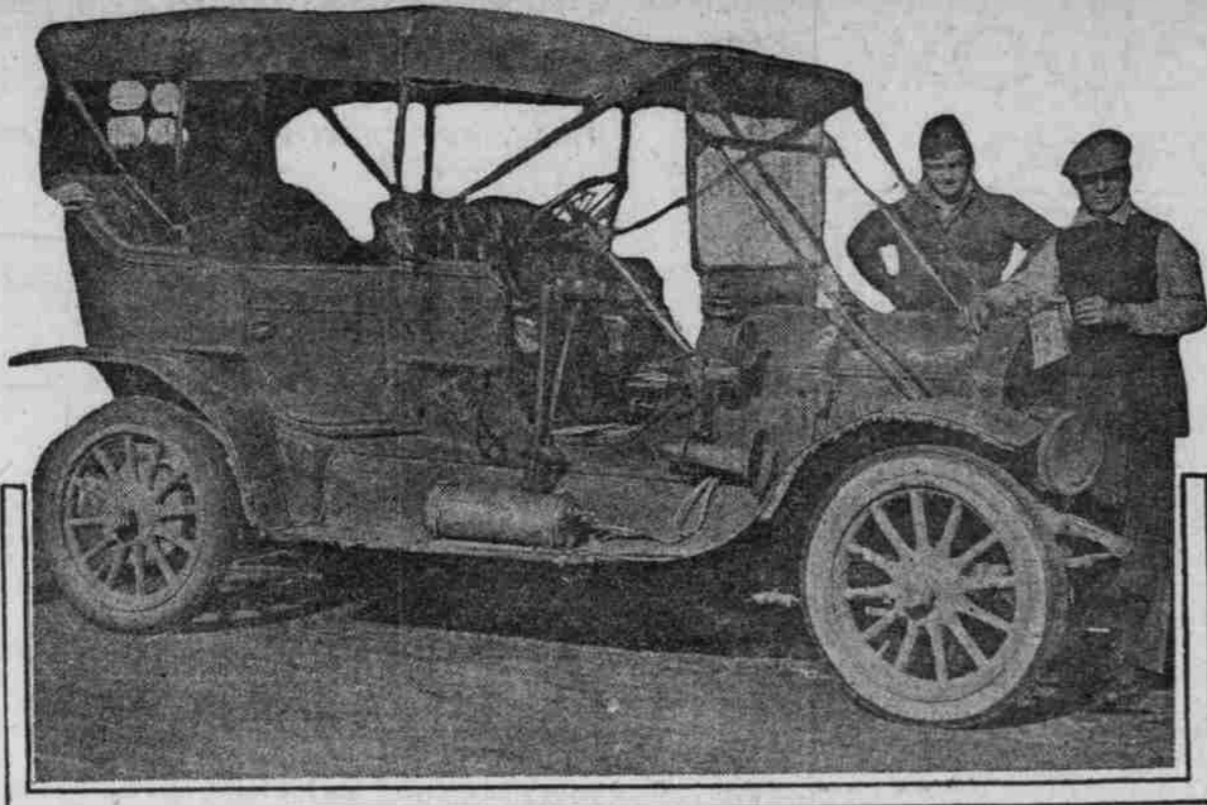
Valuable information regarding the proposed road is contained in a recent article in the Lewiston Tribune, which is in part as follows:

**Much Work Already Done.**  
The Lewis and Clark highway has already passed far beyond the bounds of a paper highway. It was conceived by sound business judgment, fostered by resolutions and community cooperation and already more than \$1,000,000 has been expended and is now available for its construction between Lewiston and Lowell. Acting Forester Sherman has disclosed that his department, in co-operation with the state and the Kidder-Harris highway district, has expended \$250,000 between Koonkia and Lowell. Clearwater county and its highway district have expended more than \$150,000 in road and bridge construction and now have \$15,000 to be expended during the coming season. Nez Perce county and her highway districts, in conjunction with the state and federal government, have expended \$200,000 and there is now available \$300,000 in this county for the Lewis and Clark highway programme.

The distance between Lowell, the end of the constructed highway above Koonkia, to the Lolo pass is 96 miles. Much of this route has been surveyed. There is already a fair road of about 40 miles from Missoula toward the Lolo pass. Montana and the forest department will take care of the construction of the Montana side and it is estimated that \$500,000 expended between Koonkia and Lewiston in addition to present improvements and finances will provide a highway meeting both federal and state requirements.

**Route Is Historic One.**  
"One of the important historic aspects of the Lewis and Clark highway is suggested by its name. It was over this same route, down these same water courses and through these same fertile valleys that Lewis and Clark, the great explorers, traveled on their journey from the upper Missouri river to the Pacific coast. This highway will pass over the ground where the famous Magruder murder was committed in the early days of the Clearwater mining district stampede and it was over this route that Chief Joseph and his Nez Perce warriors traveled on their retreat into Montana following the massacre of settlers in Idaho county. From the first period of the white man's crossing of the Bitter Root mountains from Montana to the Pacific watershed the route of least resistance, the short-cut to the Pacific northwest, has invited the footsteps of the traveler through the Lolo pass and down the tributaries of the Clearwater to the great basin of the Columbia where he has turned to the Yakima for the passage to Puget sound or followed the Columbia to Portland and the Pacific.

### DO YOU REMEMBER—



### NEW LEXINGTON ARRIVES

"ULTIMATE" MODEL CAR TO BE DISPLAYED AT SHOW.

New Five-Passenger Car Is Rushed West in Time for Big Portland Event.

The feature of the display of the Oregon Lexington company at the automobile show during the coming week will be the new "ultimate" model Lexington, a five-passenger touring car equipped with the Ansted motor. One of the cars, the first to appear in the northwest, has been rushed to Portland for the show.

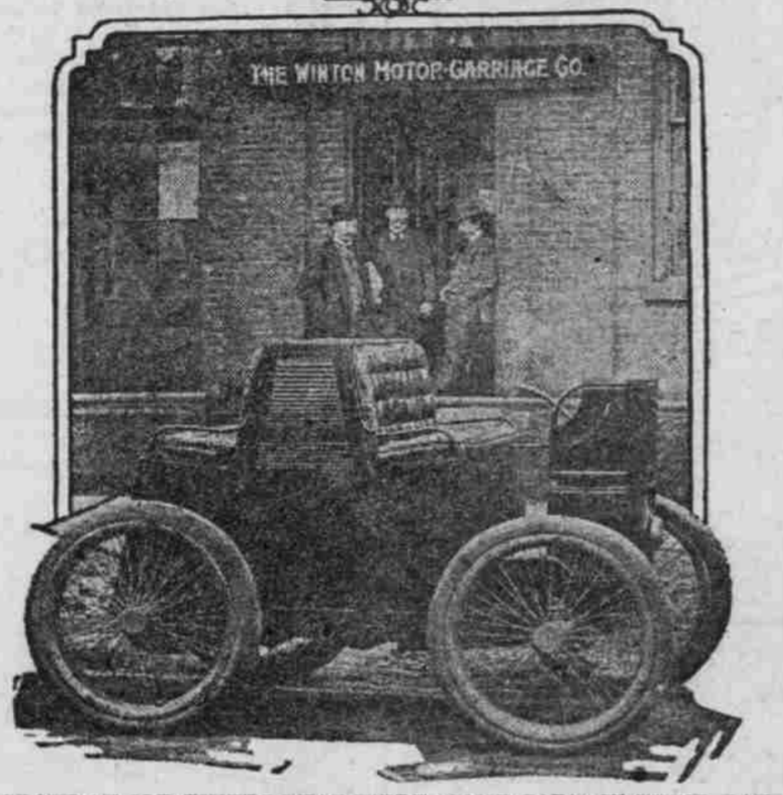
"The new five-passenger Lexington 'ultimate' model is really the result of a public expression of what is most desirable in a motor car," said R. A. Spillane, manager of the local company, in discussing this new model. "A questionnaire sent to 20,000 car owners revealed 13 qualifications which in the public mind a car should have.

"These include endurance, comfort, price, appearance, economy, service, flexibility, hill-climbing, indorsements, specifications, speed and appointments." "The prime quality of endurance is peculiarly evident in the new Ultimate model both in specifications and in record of performance. It is equipped with the powerful Ansted engine. It has full force-feed lubrication for the motor, spring bolts one inch in diameter where the duty is most severe, frame sills with 7 1/2-inch sections, with newly invented double triangle frame cross members, giving great strength and rigidity and thereby preventing distortion and making for long car life.

"Scientifically designed springs, 28 inches long in front and 59 inches long in the rear, are designed to produce a minimum of rebound and a maximum cushion against shocks. This quality of comfort is enlarged by ample body room and luxuriously upholstered seats.

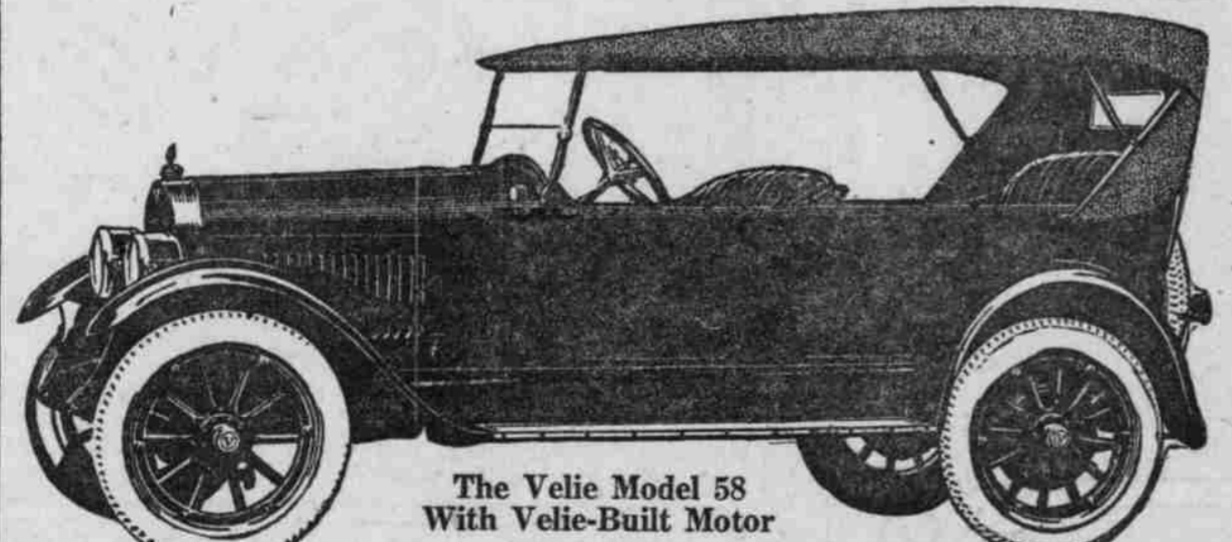
"In appearance the Ultimate model is refined and in good taste. The freakish and the bizarre have been avoided. Yet its lines are fresh and attractive. We have also found it economical in the use of gasoline, oil and tires.

"The new model is completely equipped—power tire pump, an effective windshield wiper, specially designed spring bumpers, front and rear theft lock, boots for the protection of springs—to say nothing of exclusive Lexington features such as the Moore multiple exhaust system, Lexi-gasifier, two-way head lamps, cable service brake, and 'one-finger' emergency brake."



GROUP OF OLD-TIMERS THAT WERE "SOME CARS" IN THEIR DAY.

While it's the habit to remember things, just let your remembrance go back to the days when the cars pictured above were the pride of the city. Then visit the automobile show tomorrow. "My goodness, how you've changed. I wouldn't have recognized you." That's what you will have to say. And, best of all, prices of cars, with all the modern improvements, are little, if any, greater than in the old "one-lung" days. The top car shown above is a Buick of the old 1902 vintage. You can guess the middle one without difficulty, one of the early Franklins. Below is shown one of the first Winton cars, brought out so many years ago we can't remember.



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# Velie Six



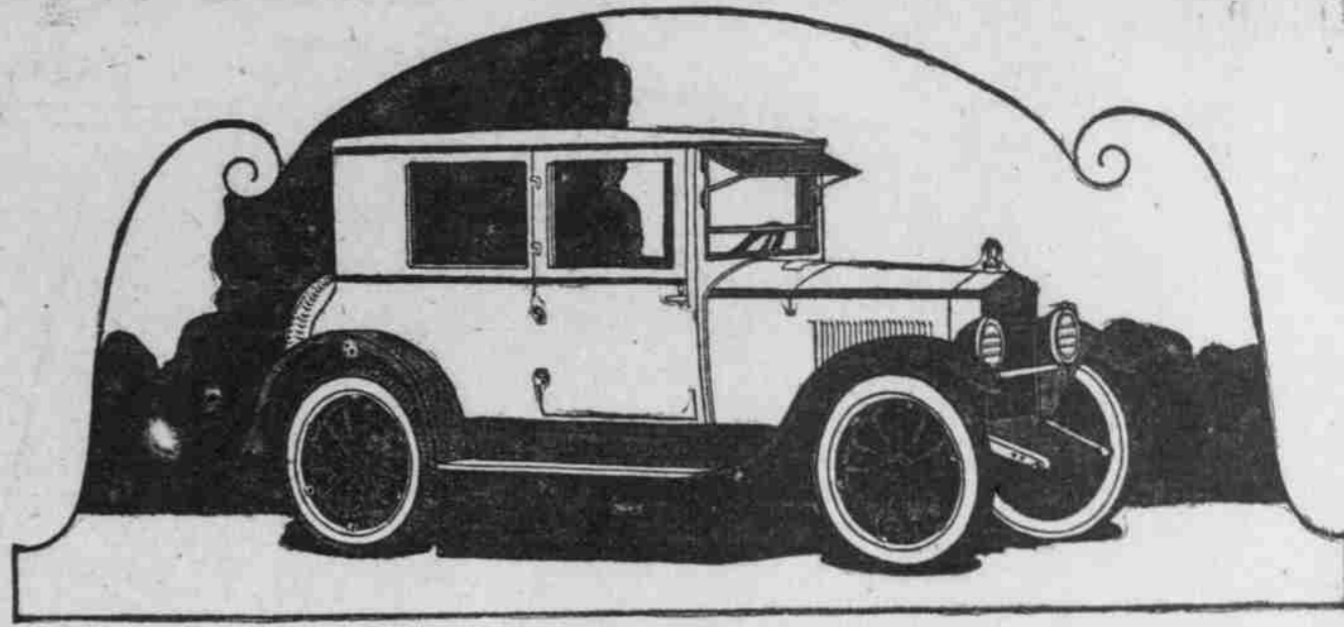
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That shows how it has kept supremacy of value from the first.

And consider when you match its new Portland price with others, what Hudson has done to prove ability and

enduring quality. Has any other stock car ever shown such rounded performance mastery as the exclusive Super-Six motor gives Hudson? Few will ever have need for all its power.

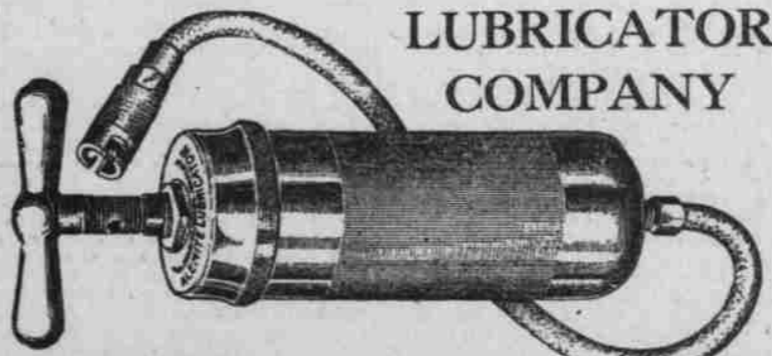
What does count after months and years of service is the way Hudsons retain their smoothness, quietness and reliable performance.

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