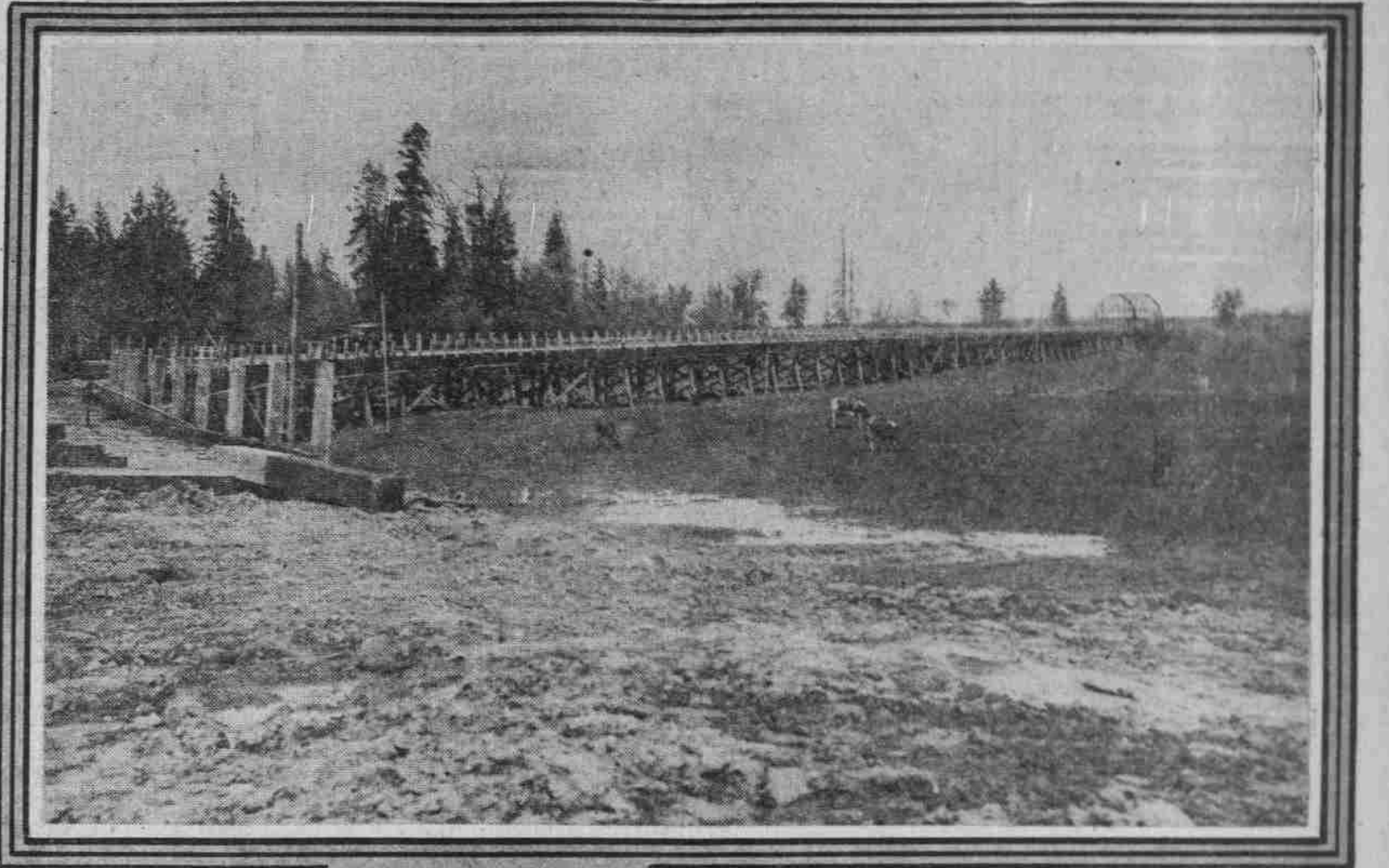
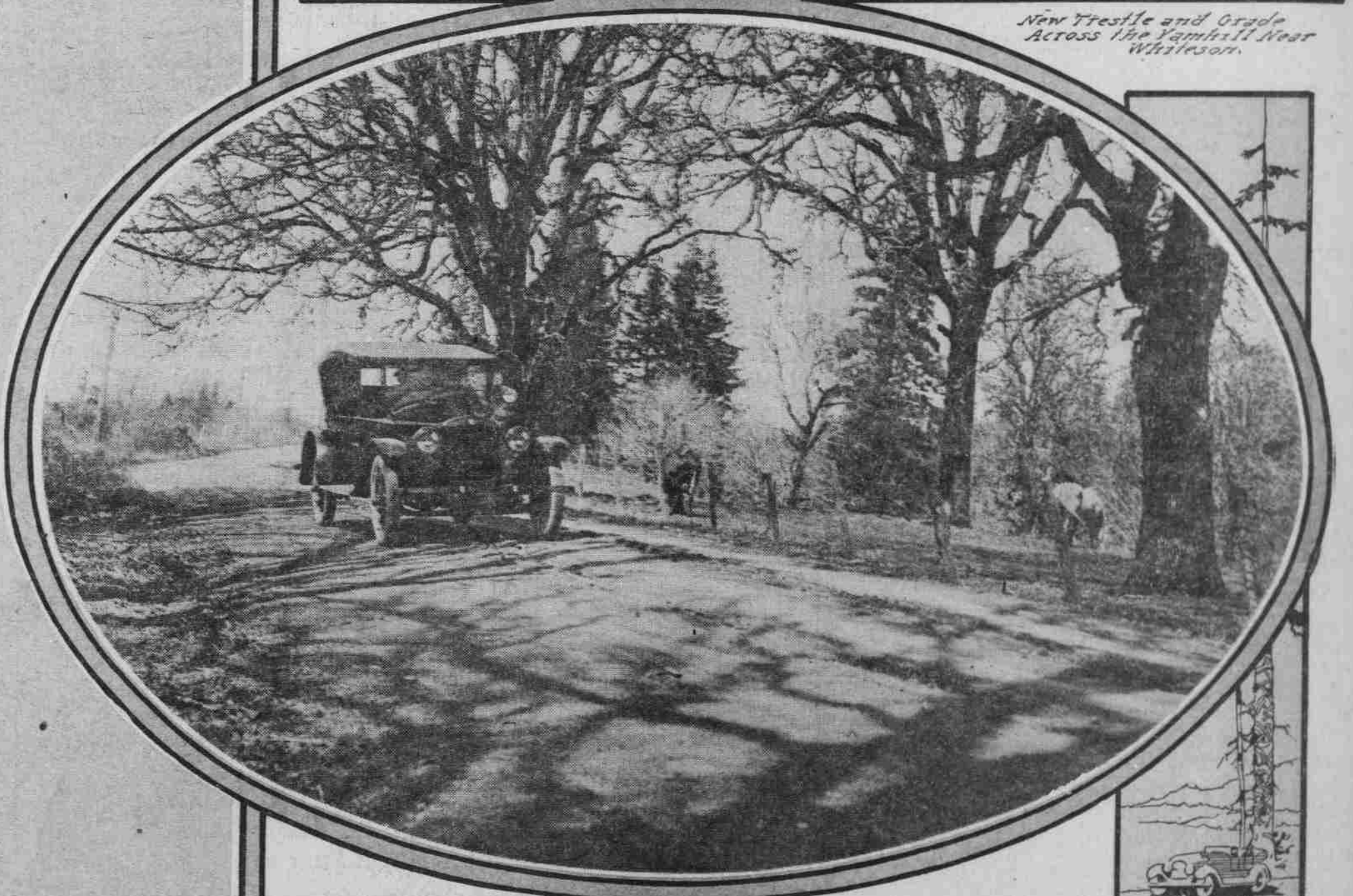




# Logging the West Side State Highway With a Hupmobile



New Trestle and Grade  
Across the Yamhill Near  
Whiteson.



Hupmobile at Attractive Spot Along Highway near  
Rickreall

BY H. W. LYMAN.

MOTORISTS of Portland who, during the last couple of years and particularly since last fall, have been accustomed to make the run to Eugene via the east side of the Willamette river, through Oregon City, Salem, Jefferson and Albany, thence across the Willamette to Corvallis and south to the university city, will be surprised to learn that by the coming fall the west side route from Portland to Eugene will be completely hard surfaced, and from that time on this route will vie with the east side as a main artery of travel southward. This route is officially known as the West Side state highway, while the east side route is known as the Pacific highway.

For the past few months the west side route between McMinnville and Rickreall and south of Monmouth or Independence has been in such poor shape, particularly in contrast to the splendid shape of the east side road through Salem and Jefferson that motorists have looked upon it as virtually impassable, and have come to think of McMinnville as the gateway to the Tillamook section, but as far removed from Corvallis or Eugene connections.

Yet, with the completion of four jobs of hard surfacing, two of which have already been contracted and the other two of which will be contracted for on May 9, according to present plans, the West Side highway will reach its completed state—pavement all the way from Portland through Newberg, McMinnville, Amity, Rickreall, Monmouth, Corvallis, Monroe and Junction City to Eugene.

**West Side Finished First.**

This route will thus be the first of the two routes to be completed, as there will still remain a gap between Albany and Eugene on the east side, although the county road from Albany to Corvallis, generally kept in good shape, will link up the east and west routes at the latter point.

To find out the condition of the West Side highway at the present time and to get a first hand idea of the work to be done on this route during the coming summer the writer made the trip as far south as Rickreall last week-end as the guest of A. B. Manley, president of the Manley Auto company, local Hupmobile distributors. The run was, of course, made in a Hupmobile.

**Trip Made in Hupmobile.**

To say that we got through over that route to Rickreall, and that we made the trip with no difficulty of any kind and on only a few instances were forced to use low gear is to speak high praise for the Hup, for several stretches of the road are distinctly not the kind that one would recommend for pleasure purposes. If anyone can find pleasure in plowing through some of the muddy gravel road and the new grade through which we had to plow he has a pleasant and sunny disposition. But we made the trip in the Hupmobile, saw interesting new grade construction and new bridge work at a number of places and received an excellent understanding of just what work is to be done this season to bring this highway to completion. And that's what we made the run for. From Rickreall we drove east to Salem, and returned to Portland via

the east side route, as anyone in his right mind would have done.

The substance of the above is this. As a pleasure drive the West Side state highway at the present time would make a good funeral. South of McMinnville it is, decidedly, a mistake. The route, however, is passable for physicians, constables, etc., where necessity may be the mother of determination. With the recent drying weather the road will, of course, be considerably improved, but the beginning of paving operations and the detours which will thus be made necessary will keep the road disagreeable for travel during the summer and will make the use of the east side route advisable.

The motorist had better choose his pleasure elsewhere, and enjoy the west side road by the aid of a man, and picture to himself the time, but four or five months distant, when this entire route will be completed.

**Map Shows Work for Summer.**

The accompanying map, prepared by The Oregonian with the aid of the state highway commission, shows so

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