

ANOTHER PARK ON HIGHWAY NEEDED

Trails Club Back of Move to Secure Property.

EAGLE CREEK CROWDED

Large Tract in Vicinity of St. Peter's Dome Proposed as Ideal Camp Site.

A great natural recreation area somewhat similar to Benson park is the latest idea of the Trails club and several prominent officials of the city. The vision has been given reality by the first gift of land, offered by Sam J. Gorman, which is the nucleus of the recreation area.

The park contemplated is located on the Columbia river highway, just about half way between Multnomah Falls and Eagle creek and includes the rugged and picturesque St. Peter's dome. Should this dream be realized people of the state would be given access to splendid camping grounds and picnic places, but the biggest feature would be that the land would link up Bull Run reserve, certain forest reserve land, and St. Peter's dome with the Columbia river highway.

Sam J. Gorman has offered the bureau of parks 80 acres of wooded land through which Tumalt creek flows to be used as a camping park. The county has agreed to improve a road from the highway to the 80 acres, for which the right-of-way has also been given by Mr. Gorman. His only requirement in giving the land is that it be called McLoughlin park, honoring the early Hudson bay factor, Dr. McLoughlin, whose work was so important in the first settlers days of the Oregon country.

Portlanders and other Oregonians interested in the early history of Oregon are in sympathy with Mr. Gorman's idea that a statue of the pioneer be put at the entrance to the park, on the highway, and it is expected that hearty support will be given the idea.

Striking need for more camping places along the highway is evidenced every day when motor parties may be seen camping within five feet of the pavement. Live trees are suffering through this camping, for a number have been stripped of bark by those camping at places not furnished with camping facilities by the state or city. These trees, many of which have been girdled, will die. Eagle creek facilities and those of Benson park are taxed beyond capacity on week-ends, and this new park would do much to solve the problem.

The properties included in the area are of no value for agricultural purposes, being rocky and inaccessible, it is said. They are unplatted and unimproved. St. Peter's dome, a scenic point which would come into public ownership if the park is realized, is presently inaccessible although enthusiastic mountaineers are anxious to have a trail built along the trail up the forbidding pinnacle. This is owned by John R. West.

LANE WORK UNDER WAY

EAST SLOPE OF WILLAMETTE ROAD TO BE IMPROVED.

Bids Advertised for Construction of New Road on Lower Siuslaw River.

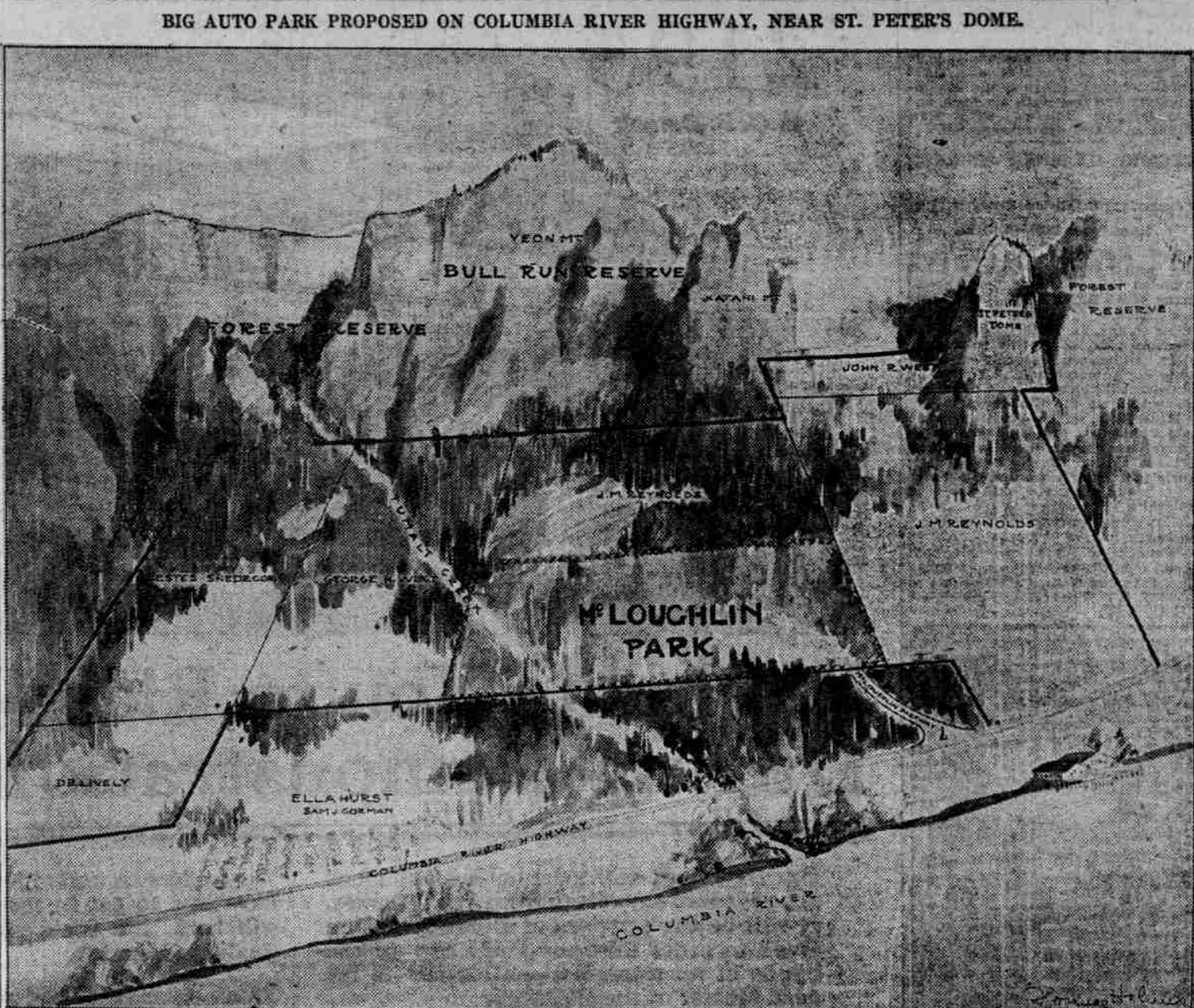
EUGENE, Or., July 15.—(Special.)—That section of the Willamette highway that lies on the east slope of the Cascade mountains will immediately be worked, according to word just received by Nelson F. Macdougall, supervisor of the Cascade national forest, from Supervisor Plumb, of the Deschutes national forest with headquarters at Bend. The road on the Willamette valley slope is being placed in first-class summer travel condition and when the improvements are completed on the east side this road is expected to attract many tourists.

The low pass highway over the summit of the Cascade mountains from Eugene to the Lake creek valley will remain open all summer, according to the contractors who have started to macadamize the section over the summit. The numerous trucks and the several steam rollers that are used on the work may interfere somewhat with traffic they said but this is the shortest and best route to Triangle lake and other Lake creek points and motorists are expected to use it in preference to the high pass road by way of Junction City, which is said to be rough, and the grade over the summit is much heavier.

Five thousand feet of new highway will be built by Lane county between Cushman and the North Fork bridge on the lower Siuslaw river. The county is now advertising bids for construction. This road will connect the Southern Pacific station at Cushman with Florence. The county is also advertising bids for construction of 2200 feet of macadam highway from Canby on Silettoos lake to Maple creek. Gravel for the latter project will be hauled from the Umpqua as there is no gravel on the Siuslaw. Material for the Cushman-North Fork road will be hauled from Eugene.

Do You Remember

Pumping tires by hand?
Filling the side lights with kerosene?
Buying gasoline for 9 cents a gallon?
Cranking the car about midway on the side?
Using the steering handle instead of a wheel?
Wearing goggles, gauntlet gloves and a "duster"?
Storing the machine away for the winter?
Paying extra for headlights, top and windshield?
Hiring a team of horses to haul the car back home?
Entering the car by way of a door in the rear?
When all the neighbors came to the front door and windows when you started out for a ride?



Drawing by Miss Florence Holmes of the city park bureau showing area which Trails club is attempting to have made into an auto park to relieve Eagle creek camp grounds. The proposed park centers at McLoughlin park, a tract already donated to the county, and includes the tracts shown in the drawing as belonging to J. M. Reynolds, John R. West, George H. West, Estes Snedecor and D. B. Lively. A tract extending clear back to the Bull Run forest reserve would then be set aside for public use and enjoyment.

LEE HERE ON TUESDAY

GOVERNMENT OFFICIAL WILL SPEAK TO AUTO MEN.

Head of Automotive Division of Department of Commerce on Tour of Coast.

Portland during the coming week will play host to Gordon Lee, chief of the automotive division of the department of commerce, who is on a tour of the Pacific coast to study business conditions with relation to the automobile industry and will arrive in this city Tuesday morning. The entire automotive industry here, through the various organizations, is prepared to welcome the government official.

Mr. Lee arrived in Medford on Friday, this being the first Oregon city at which he stopped on his run northward from California, where he has been studying conditions for a short time. Following a meeting with the Medford automobile men Mr. Lee was escorted as a guest of the automobile industry of that section to Crater Lake national park, where he spent Saturday. He is due to return from the park today and to leave Medford tonight and to arrive in Salem Monday morning.

On Monday noon Mr. Lee will address the automobile men of Salem at a luncheon tendered in his honor and in the evening will give a talk to the automobile men of Albany. Either late Monday evening or Tuesday morning he will make the run to Portland.

Plans for the entertainment of the government official here are in the hands of the auto dealers and the automotive trades' associations, and include conferences of various kinds, a luncheon, a dinner and a trip over the Columbia river highway. On Tuesday evening Mr. Lee will be the guest of the automobile men at a dinner beginning at 6:30 o'clock at the Multnomah hotel, following which he will give a talk. On Wednesday noon he will be the honor guest of the Portland Ad club at its weekly luncheon meeting at the Benson hotel. On Thursday he will be escorted over the Columbia river highway by local automobile dealers and on Thursday evening will leave for Olympia to be present at the state-wide session of automobile men at that point the last of the week.

DURANT ON LONG TOUR

CAR BEING USED FOR TRIP AROUND UNITED STATES.

Five-Months' Journey Under Way to Show Value of Durant Car and Sound Tires.

On the first leg of a motor journey that will cover every corner of the United States, Earl A. Marcotte, who is connected with the Durant Motor company of San Jose, Cal., and his father, J. L. B. Marcotte, passed through Portland last week in a Durant car equipped with Coast tires. The start was made from Oakland, Cal., and it is the intention of the men to consume five months or more in motoring east and south and then back to California.

The run is being made partially as a pleasure trip and partially as a demonstration of the sturdiness and dependability of the new Durant car and of Coast tires.

The itinerary includes 27 states. The Marcottes left Portland on Wednesday for Spokane via the Dalles and Pendleton. From Spokane they will travel the Yellowstone trail to Boston, thence to Quebec and back and south to Tampa, Fla. From Tampa by the Dixie highway and the Santa Fe trail they will proceed to southern California, and then back to Oakland.

The Marcottes have great faith both in the merits of the Durant and the durability of Coast tires. The car in which they are making the trip has already performed service to the extent of 6500 miles, and the tires, which have covered 1000 miles so far, look like tires fresh from the factory.

CAR FINISH CAREFUL JOB

Fourteen Coats Needed for Best Paint Job, Says Bromberg.

Everywhere you see the 1922 cars in their beautiful shiny newness.

EVERY OWNER IS PROUD OF THIS BEAUTY

—but few know the processes, the skill, art and care by which this finish is achieved in the better cars, according to H. H. Bromberg, sales manager of the W. R. De Lay Motor company, local Yale distributors.

"For example, it takes 28 days to put the finish on a Velle," said Bromberg.

"Before the body goes to the finishing department all the metal surfaces are sand-blasted. This removes all grease, dirt, acid. It also leaves a slightly roughened surface to which the paint adheres firmly.

DEMONSTRATION WEEK SET

Coming Week Will Be Celebrated by Cook & Gill Co.

The week of July 16 has been set aside as demonstration week by the Cook & Gill company. During that period they will keep "open house" and play the role of hosts, extending to all, whether prospective car purchasers or not, special opportunities to ride in the Paige 6-56, try out its qualities on the road or in city traffic and fill out a performance chart for purposes of comparison if they so desire.

Demonstration week for the Paige is in the nature of an anniversary celebration. It was in May last year that the Paige 6-56 Dayton model, on the Uniontown, Pa., track, broke every world's record chassis speedway record from five to 100 miles.

NEW BATTERY SHOP OPENED

Former Covey Employee Goes Into Business for Himself.

Jack Tait, who for the past four years has been in charge of the battery department of the Covey Motor car company, has opened a shop of his own at Fourteenth and Morrison streets. The new concern will go under Mr. Tait's own name.

The concern will do general battery repairing and service, it is announced, and will specialize in the Westinghouse battery. The company has been designated as an authorized sales agent for this battery also, and will handle them at retail.

Planned Wheel Auto Economical.

The officials of the Union Transportation company of New Jersey estimate that they will save nearly \$14,000 annually through the substitution of motor rail car equipment for a steam locomotive and railroad cars.

DURANT WILL ENLARGE

PORTLAND MADE NORTH-WEST DISTRIBUTION POINT.

Big Factory at Oakland Will Be Ready for Operation August 1, Says Al G. Waddell.

Portland will be made the north-west distribution point for the Durant and Star organizations, according to Al G. Waddell, advertising manager for the Durant interests, who was in Portland last week, and big developments are expected here with the expansion of the business of these two concerns. A lease was recently closed by W. M. Stevens, sales manager for the Durant company of California, for the quarters at the corner of Fifteenth and Burnside streets and the wholesale and retail business of the Durant will be handled from that point.

This building is at present occupied by the Oregon Motors, Inc., which has a lease running until next spring, it was announced, so it will not be until that time that the Durant interests will move from their present location on lower Broadway.

"Portland was for a long time a strong contender as a location point for the big Durant factory," explained Waddell, "but when it was finally decided to locate the plant at Oakland it was determined that this city, because of its strategic location with reference to the rest of the Pacific northwest, should be the distribution point for this territory. Ultimately we expect that we will have an assembly plant here for the Star and light Durant cars."

The factory of the company at Oakland is rapidly being completed and will be ready for operation shortly after August 1, said Waddell. A big convention and jubilee of Durant dealers from all over the coast is planned for that time. By the first week in August, Waddell said, it is expected to have the plant at work on Durant cars and by August 15 production should start on the Star car. The first of the Stars should be in "Portland early in September," he said.

ROAD TO JOHN DAY WANTED

Pendleton Committee to Go Over Route With Commission.

PENDLETON, Or., July 13.—(Special.)—Members of the highways committee of the Pendleton commercial association will go over the proposed Grant-Umatilla county highway, when the state highway commission arrives at Heppner next week. Hearings will be given the

people at Ukiah, Long Creek and Pendleton, who are petitioning state assistance and forest road money to open a road between Pendleton and the John Day country. At present there is nothing more than a rocky trail, but both the forestry department and the highway commission are pledged to some action.

Umatilla county has had \$45,000 in bond money for several years to develop the section of the road in Umatilla county and the Grant county court has also raised funds for the road in that county. Owing to the difficulty of the rock work a large amount of money will be necessary.

About \$50,000 forest road money has been designated, but at the instance of the highway commission the work was held up one year.

People of the John Day country are practically marooned on their farms owing to inability to get out.

ROCKS ON ROAD DANGEROUS

Many Accidents in Mountains Can Be Traced to This Cause.

REDLANDS, June 24.—Jay Boone, county traffic officer and in charge of the controls on the Mill Creek road into Big Bear valley, is out to get the motorists who leave rocks lying in the mountain road. "Than which there is no more unkind remark in the world," says Mr. Boone in announcing that this summer he is to go after such "fool" motorists, as he classes them.

"I can prove by the records that more fatal and near-fatal accidents on the mountain roads have been caused by just this thing than any other," says Boone. "The average motorist heats his engine up on the grades. He stops to cool the car off, relieves the brakes by sticking a big rock bank of the tire. Drives off and leaves the rock in the middle of the road."

"Likely it is on a turn. Motorist comes down the grade. Tries to dodge rock, goes perilously near edge or over the bank, or hits rock and the wheel spins in his hands. If he isn't a good driver he loses control of a car and in the worst possible place, on a grade, narrow road and death over the edge."

Boone says that the first fatal accident of this year, in which Miss Leah Miller of Los Angeles lost her life, was caused by a rock in the road. He says it is not all carelessness—that some people just naturally don't care how much danger they put in the way of other folks. It has been his experience that about 90 per cent of the drivers are of this class.

A driver's license in France has never to be renewed, and the number plates on cars are perpetually good.

HUDSON

Super-Six

Always the Sales Leader
Always First in Value

\$1645

For the Phaeton

OTHER PRICES

7-Pass. Phaeton - \$1695
Coach - 1745
Cabriolet - 2295
Coupe - 2750
Sedan - 2650
Tour. Limousine - 2920
Limousine - 3495

Freight and Tax Extra



There is no sharing of real leadership.

Since it was brought out more than six years ago, the Hudson Super-Six has led fine car sales without interruption.

That expresses how surely and consistently it has always given greatest value for the price asked.

Today Hudson offers the finest Super-Six ever built. That is a broad declaration, for past Super-Sixes have in every way deserved the wonderful position they won.

But we know the character of performance and quality in the present Super-Six will readily gain your assent to its supremacy.

Perhaps you will agree, too, that at \$1695 it is the greatest automobile value ever offered.

C. L. Boss Automobile Co.

615-617 Washington Street, Portland

CREDIT BODY ON PICNIC

MOTOR SUPPLY ASSOCIATION HOLDS ANNUAL EVENT.

Big Party Held at Old Auto Club Grounds Sunday Declared Best in Many Years.

The Oregon Motor Supply Credit association held its annual picnic last Sunday at the old Oregon Automobile club grounds at the Base Line road near Sandy river and attracted a large attendance. The affair was one of the best of its kind held during the 14 years of the association's existence.

Members of the organization with their families and friends motored to the grounds early, where President J. G. Beckett presided. One of the features of the day's entertainment was a baseball game between Tronson's "Holy Rollers" and Wiggins' "Squeegie Skidders" and in nine innings of spirited play was won by the latter by a score of 13 to 12.

A chicken dinner with trimmings of ice cream, cake, candy and cigars was served during the early afternoon, having been arranged by a committee composed of President Beckett and Arthur Skinner.

The balance of the day was devoted to games and outdoor con-

tests in which there were many participants. Leading firms and individuals donated appropriate gifts for the winners of the several events and the contests were keen. One of the main events was a bean-gussing contest. A jar containing 3750 beans was passed around. Honors went to Francis Alstock, Mrs. Charles Mead and Katherine Galbraith, nearest guessers. Estimates of the unsuccessful ranged from 700 to 7000.

The committee in charge of the programme was composed of Ernest S. Olson and Secretary C. L. Skidgh, while the members of the transportation committee were Charles E. Mace, W. J. Finkle and Mr. Jones.

views obtained on the Columbia river highway the sight from the proposed location of the rest station on Cabbage hill is the most inspiring.

The highways committee of the commercial association will work with the Pendleton Woman's club, the Rotary club, Progressive Business Men's club and the local churches.

NEW VISTA HOUSE PLANNED

Proposed Rest Station Would Overlook Grand Panorama.

PENDLETON, Or., July 13.—(Special.)—Plans for a second Vista house, to be located on the old Oregon trail in the Blue mountains 15 miles above Pendleton on the noted Cabbage hill, are being laid by the Pendleton commercial association. Co-operation with the state highway commission and the Umatilla county court is planned.

From a location on Cabbage hill where a rest station would be of great benefit, sightseers can view the entire Umatilla valley and part of the Walla Walla valley, where the panorama of vast wheat fields dotted with stretches of summer fallow is laid out before the eye. Tourists declare that next to the

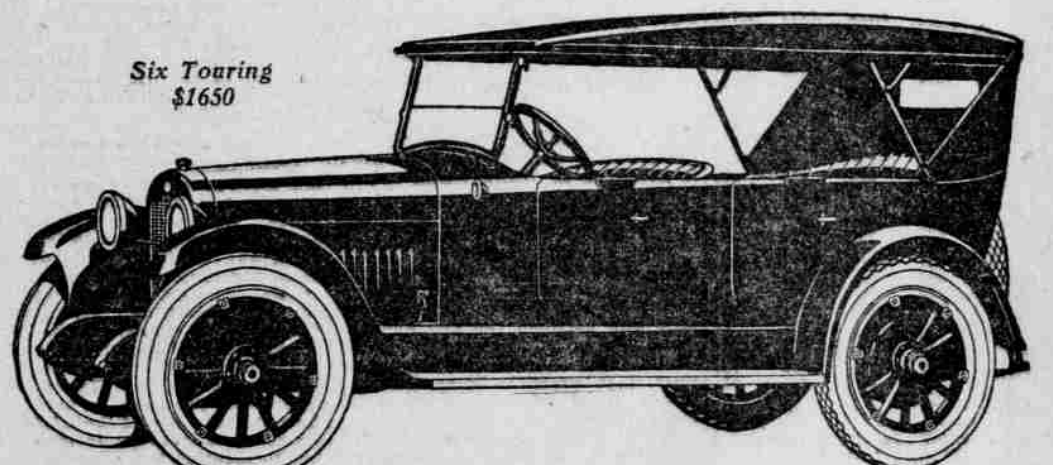
JACK TAIT

Four years in charge of Battery Department at Covey Motor Car Company announces the opening of a new Battery Service Station, N. E. Corner 14th and Morrison, where he will specialize in

WESTINGHOUSE BATTERIES

Why not get the best?
146-14th Street
Broadway 3606

Nash Leads the World in Motor Car Value



Six Touring \$1650

In every conceivable circumstance you will find the Nash precisely what it was built to be—a sound, enduring, efficient, economical motor car. These are the qualities that are influencing sales to such an extent that all our capacities for production have been overwhelmed and new additions to our manufacturing facilities made necessary.

FOURS and SIXES

Prices range from \$1175 to \$2725, f. o. b. Portland

NASH

Portland Motor Car Co.

Tenth at Burnside

Broadway 0521

ASK YOUR FRIEND

who owns a Marmon to let you drive it—a new sensation awaits. To steer with such gentle touch and to brake and shift gears so easily is exclusively Marmon.

MARMON

The Foremost Fine Car

H. & E. AUTO CO.

Washington at 19th

NORDYKE & MARMON COMPANY
Established 1891 IN INDIANAPOLIS