

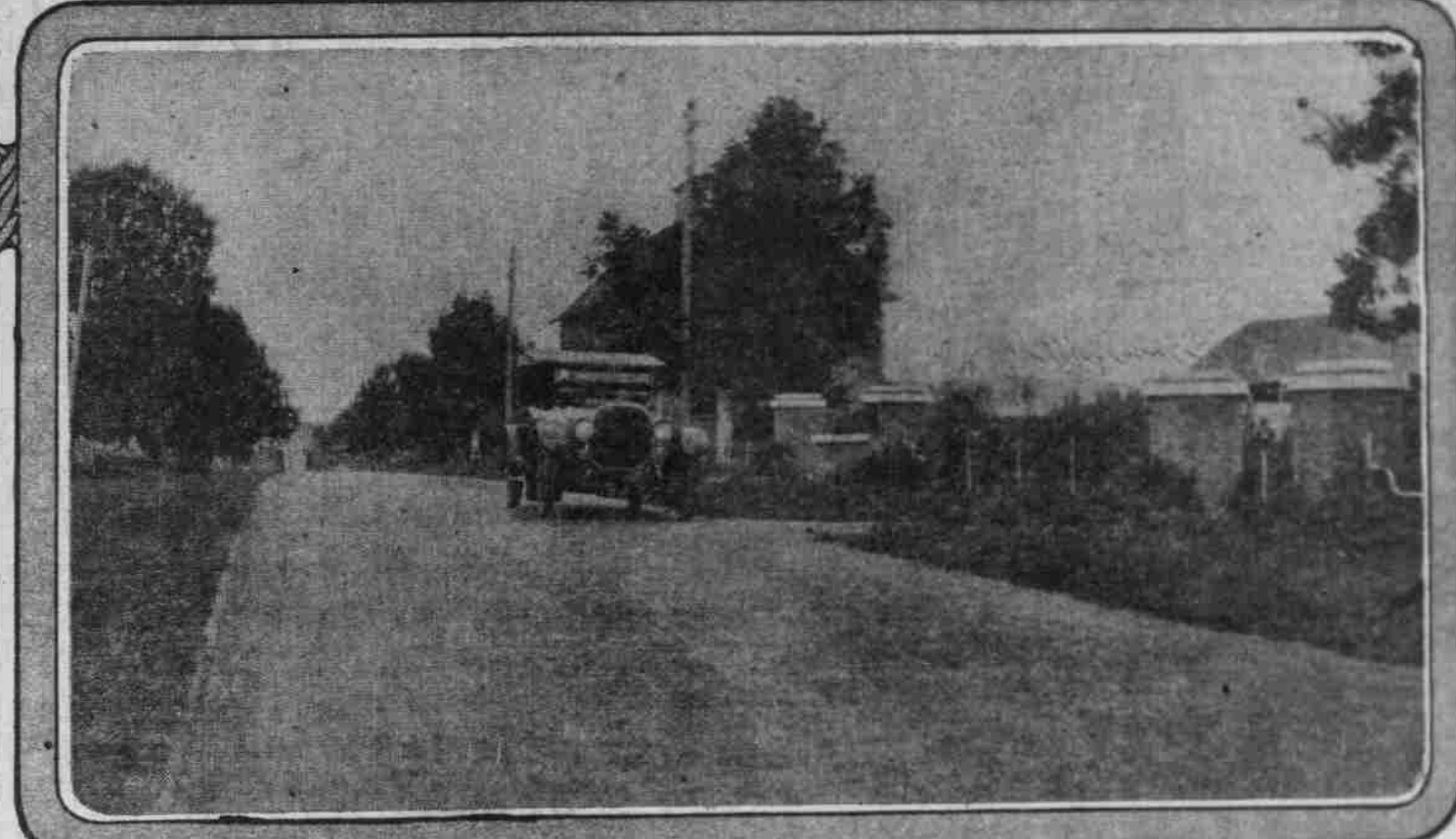


Viewing Wealth of Ranch and Orchard

Motorists in Chandler Log Fertile Valley Loop.



One Finds Long Gleaming Stretches of Inviting Highway.



Stop Made to Admire Grounds of Polatani Ranch Home.



Fruits that Tempt the Motorists' Appetites.



New Pavement Just Opened Between Dallas and Salem.

It is not always the case that the city dweller jaunts forth in his car in quest of charming scenery or mere recreation. On occasion he wishes to make a trip to view the attractions of farm and orchard, which rightfully have no less interest for the resident and visitor than the tumbling waterfall or snow-tipped mountain or virgin forest.

Often there are guests from other states to whom the Oregonian should be proud to show the wealth of fertile acres, bearing their fruits of reward for the tiller of the soil. In fact, it is often his duty to see that such guests are enlightened regarding the state's agricultural and horticultural resources and products. These things many times lure the visitor from the east or middle west more potently than the climate and scenery for which the state is justly famed.

Valleys Are Visited.
This was the thought back of a trip through the fertile Tualatin and Willamette valleys the other day. This trip, taken with intent to observe the soil, the crops and the farms themselves, is sure to prove something of a revelation, even to those casually familiar with these same valley sections. Opening of the Salem-Dallas highway, now fully paved, presents the opportunity for this loop trip few have cared to attempt in the past. The observers in this instance enjoyed their observations from the easy comfort of a Chandler car. High spots of the loop trip were Hillsboro, Forest Grove, McMinnville, Dallas, Salem and Oregon City.

Fall Work Under Way.
It is hardly necessary to point out that it is now too late in the season to see crops of the farm, but even the city-bred person must experience a feeling of interest and pride in watching the sturdy farmer about his work of turning the rich valley loam, here and there seeding to grain or other fall crop. When the trip was taken the prune crop was being harvested and hauled to the score and more of evaporator plants that abound in these valleys.

Apple harvest is not yet completed and the reddening beauties still adorn many an orchard. Hop fields, corn fields, vegetable gardens and berry yards are still objects of interest to all but those who live among them. Then there are nut trees, still carrying their valuable crops. Even yet this fall

the loop trip that was logged may well prove informative and inspiring, and it certainly should not be forgotten a few months hence, when the farms and orchards are again blooming with the promise of coming crops.

Loop Well Marked.
This loop is all thoroughly marked and needs little explanation. It is not yet one of completely paved thoroughfares, but so nearly so that the motorist will readily overlook the insignificant stretches on dirt or gravel roads. Going out Jefferson street, the Chandler took the observers out the Canyon road and on to Forest Grove via the Tualatin valley highway. Thence on the same paved thoroughfare the journey continued to junction with the west side highway just north of McMinnville and on through this thriving city southward.

Reaching Rickreall, a side trip was made to Dallas. Turning around there, the next leg of the loop ran over the new Salem-Dallas highway to the capital city. Thence the homeward journey was via the Pacific highway, on the east side, driving through Oregon City and into Portland via East Eighty-second street.

Dallas Trip Good.
It is particularly urged that any who may make this trip for the purpose here outlined do not omit the trip to Dallas. Along the road-side to that ambitious little town will be seen some of the very prettiest and most thriving prune and apple orchards to be observed along the entire loop.

The Chandler covered exactly 150 miles on this trip. This is a bit farther than the sightseers need travel in making the same journey. It may be shortened by some 12 to 15 miles if the alternative route direct to McMinnville through Newberg be taken. Just at present, however, it is wise to avoid this shorter route, as work is in progress on this portion of the west side highway and two detours over dirt roads are necessary.

Approximately six miles of the loop trip is still unpaved, disregarding stretches of a few hundred yards on the Tualatin valley highway, where bridges are yet to be constructed. The unpaved portions are on the west side highway between Amity and Rickreall. One section a mile in length is over a fairly good graveled road. Five



Horses are Not Quite a Curiosity in the Orchards.

miles are on new grade, where the crushed rock has already been deposited. Here is the worst going of the entire distance. During fair weather cars travel on the dirt grade beside the rock, but after rains it would be necessary to run on the crest of the grade, over the rock.

The new stretches of the Salem-Dallas highway now help constitute a splendid thoroughfare between these points. It passes through charming country, possibly the prettiest of all the route, from the standpoint of scenic beauties. But there are many beauties of nature bordering this loop, as those will testify who appreciate the pastures of well-kept farms or gardens and the panorama of hills and valleys flaunting their fruiting trees.

Florida Improving Highways.
Florida, the mecca of winter tour-

ists, is steadily going ahead with highway improvements which include the widening of the road, the elimination of railroad crossings and straightening of curves on the Dixie highway between Jacksonville and Miami. Estimates are to the effect that travel over roads in the southern states has increased 500 per cent in recent years.

LODGE WING IS WELL ALONG
Improvements at Crater Lake Soon Will Be Suspended.

MEDFORD, Or., Oct. 7.—(Special.)—The work on building the new wing of Crater Lake lodge is progressing nicely, and the contractor hopes to have the stone work completed, ready for the carpenters in a few days, when work will be suspended until early next summer. Part of the lumber is on the ground. Building operations at this high

altitude, so far away from railroads, has been a huge task. The granite used came from the Watchman peak of the lake, and the lumber and plumbing supplies are hauled from Medford, 88 miles away, or from Chiloquin, 32 miles distant, while the sand is hauled from Union creek, 23 miles distant.

The wing will have four stories and basement, with 86 rooms, of which 26 will have a bath, toilet and lavatories. 23 will have lavatories and toilet and the remainder only lavatories.

Extra Oil Can Desirable.
Carry an extra oil can on the trip and have it empty, ready to be filled with whatever is necessary—gasoline for priming the cylinders or cleaning spark plugs, kerosene for the clutch, kerosene to clean dirt out of corners, or oil in case the other can is lost.

UTAH BLOCKS HIGHWAY

CONSTRUCTION OF LAST OF LINKS IS REFUSED.

State Will Neither Build Road Itself Nor Allow Anyone Else to Do So, Says Traveler.

SAN FRANCISCO, Oct. 7.—The refusal of the state of Utah either to build at its own expense or permit the building by others, at no expense to Utah, of only 10 1/2 miles of road between Granite Point and Black Point, Utah, is the only obstruction to the completion of the coast-to-coast Lincoln highway, according to Austin F. Bement, vice-president of the Lincoln Highway association, who was a visitor in this city last week after a 4000-mile trip over the country west of Detroit, through which the Lincoln highway goes.

"By the end of the 1924 touring season the motorist will see a boulevard from New York to San Francisco," said Mr. Bement, "providing nothing interferes with the splendid progress we are making with the Lincoln highway. With but one exception the motorist can average 250 miles a day from New York to San Francisco. The exception is from Salt Lake city, Utah, to Ely, Nev. Western Utah is the barrier which we have thus far been unable to surmount.

The building of only 10 1/2 miles of road in Utah bars the way to the completion of the entire highway. Utah will neither build the road it-

self, nor allow anyone else to build it.

"We have worked for years to build the Lincoln highway, interesting the big automobile manufacturers and tire manufacturers, who have gone into road building. We are anxious to complete the highway, but until there is a change in Utah's attitude it cannot be done."

Mr. Bement drove a Studebaker big six on his trip over the western half of the highway and highly praised the performance of the car on the long trip.

HIGHWAY WORK PROGRESSES
Units of Roosevelt Route Are Being Constructed Rapidly.

PORT ORFORD, Or., Oct. 7.—(Special.)—Work on the units of the Roosevelt highway, under construction in this section, is progressing nicely. Hill & Haakensen's contract, calling for 17 miles, north of Port Orford, will be completed in about a month, weather conditions permitting.

South of Port Orford the graveling of that section of highway constructed last year is proceeding, following a month's suspension of work pending the arrival and installation of a new rock crusher, which would crush the gravel finer. The second layer is being laid upon the road.

In the next unit, from Carey Springs south, John Hampshire, contractor, several large cuts and fills are being made. The section under construction by the federal bureau of roads, J. Lissner, engineer, will eliminate one of the worst grades on the coast route. This road will be 22 feet wide, which is four feet wider than the roads built by the state department. Nearly all of the work will be completed by winter.

AUTO OUTPUT IS HEAVY

AUGUST BUSINESS REPORTED BEST ON RECORD.

Carload Shipment Figures From Factories Since First of Year Are Given Out.

NEW YORK, Oct. 7.—Carload shipment figures, reported to the directors' meeting of the national automobile chamber of commerce at New York, indicate the best August business on record. A total of 272,548 cars and trucks were manufactured by all the companies in the industry.

This is an increase over July of 12 per cent; last year August increased 1 per cent over July.

The increase over August last year is 62 per cent.

This is by far the heaviest August output on record and is a close second to the record production for any one month (289,128) established in June. The previous August record was approximately 190,000 in 1920.

It indicates a total of 1,471,418 for the first eight months of this year, compared with 1,468,550 total production of all makers for the entire year 1921. Production by month is as follows:

1921 1922

January 101,519 90,481

February 85,218 129,208

March 109,756 171,296

April 124,802 218,294

May 169,001 255,141

June 177,101 269,128

to half 225,211 1,457,718

to half 225,211 1,457,718

AUGUST 272,548 272,548