

25 Cents Given Tomorrow, Will Buy a Tree For The Auto Park

DALLES-MOSIER HIGHWAY SECTION ABOUT FINISHED

LAST BAD STRETCH MAY BE READY FOR TRAVEL SAT. URDAY.

1921 PAVING POSSIBLE

VIEW ON CLIMBING GRADE AT ROWENA RIVALS CROWN POINT.

From The Dalles to Portland by automobile, the entire distance over the Columbia River highway, is a trip which is now possible, as well as an unending source of wonder to lovers of beautiful scenery. For the last bad stretch of the highway, that between The Dalles and Mosier, is now rapidly nearing completion.

Aided by favorable weather, rapid progress upon The Dalles-Mosier section of the highway has been made during the last month. Between Rowena and Mosier, workmen are now placing the finishing touches upon a fine graveled surface, connecting with the already completed excellent macadam road between Mosier and Hood River. Some of the most wonderful scenery in the eastern Oregon section

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"LIZZIE" TOURISTS ARE MAKING ANNUAL JOURNEYS

PA, MA, FAMILY AND THE DOG ROMPING THE HIGHWAYS.

It has been said that a Moslem cannot rest in his grave if, at some time during his life, he had not made a pilgrimage to Mecca. And like the Moslem, the great American public must also have a pilgrimage; a pilgrimage to nature, in which Ma, Pa, Lisabeth, John and the baby pile into the family "Lizzie" and start for "nowhere."

Just at the present time, the annual tourist trek is just starting to pass through The Dalles. As usual, the vanguard of the host that is to come is traveling in Henrys, always running and always poking an inquisitive radiator into places where more aristocratic cars would fear to turn a wheel.

Much talk of "hard times" does not seem to be reflected in the tourist crop, which gives every indication of being as abundant and as hardy as ever. Although a number of "fine" cars carrying wealthy tourists have already passed through The Dalles, including one party all the way from "dear old Lunnon, England," the majority of cars now frequenting the highways are of the type politely known as "light" cars. Many tourists are well able to afford heavier and

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RURAL SENTIMENT FOR DALLES-CALIFORNIA BOND ISSUE SHOWS RAPIDLY INCREASING STRENGTH

96 PERCENT OF COLUMBIA LOCAL GATHERING WEDNESDAY EXPRESS FAVOR AND PROMISE TO SUPPORT BIG HIGHWAY MEASURE.

SIGNATURES FOR NEW PETITIONS COME EASY

ATTORNEY FOR HIGHWAY COMMISSION TAKES EXCEPTION TO DECLARATION THAT FIRST PETITION WAS "ILLEGAL;" MISINFORMATION BLAMED.

Ninety-six percent of the farmers and their wives who attended the all day meeting of Columbia local, Farmers' union, Wednesday at Columbia hall, were in favor of the proposed \$800,000 Dalles-California highway bond issue and pledged themselves in favor of it.

This was the report to The Chronicle today by J. F. Hillman, president of the county union, who presided at this meeting as president of Columbia local. Hillman declared that 80 percent of the farmers with whom he had come in contact favor the bond issue.

County Judge J. T. Adkisson, State Secretary Sikes of the farmers' unions, Representative Herbert Egbert and Elliott P. Roberts attended this gathering and spoke in favor of the bond issue.

The new petitions being signed up in place of the first ones, which were found to be irregular, are being rapidly filled. Naturally there is some questioning of the whys and wherefores of the downfall of the first set of petitions, but there will be no trouble in getting the required 700 names. In fact, the petitions will probably be filled with the county clerk next week.

The new petitions, by the way, were drawn by Attorney Richard W. Montague of Portland, who represented Simon Benson in many of the legal matters for the highway commission before Benson's withdrawal from that body.

Almost word for word, the new petition is the same as the first one, with the exception that the last paragraph, alluding to the Shaniko-Antelope spur is left out.

It was this section of the petition that caused the first one to be declared irregular.

Incidentally, the first petition was not "illegal," as it was called by Judge Adkisson and members of the county court. The use of the word "illegal" in this connection, brought forth a vehement protest from Attorney J. M. Devers, representing the state highway commission.

Devers directed preparation of this first petition. Collaborating with him was Francis V. Galloway, district attorney. Attorneys are unanimous in declaring that the petition was legal, insofar as its structure was concerned. It could have stood the test of election without a doubt.

But the Antelope road allusion was an error. This paragraph said:

"For the construction of a road in Wasco county beginning at Shaniko, through Antelope, and thence south westerly to a junction with The Dalles-California highway at the mouth of Cow Creek canyon—a sum not less than \$150,000."

In the body of the petition above this paragraph occurs the phraseology, "shall be expended in cooperation with the state of Oregon."

This phrase covered the Antelope road as well as the rest of the proposed construction.

It was distinctly understood, however, that the highway commission was not to participate in any degree in the construction of the Antelope road. In no sense would the highway commission "cooperate" in the building of this road.

At first the county court proposed to take \$150,000 from the \$800,000 and use it without state aid for the Antelope construction. This brought such a protest from other sections, Chenoweth, for instance, that the idea had to be abandoned. Which left the Antelope clause in the petition without a friend in the world and without a shadow of a fact to stand upon. This thing has been swept aside

AMERICAN MOTORISTS WASTEFUL OF GASOLINE

EXHAUSTION OF SUPPLY FORESEEN; MORE ECONOMICAL MOTORS ADVOCATED.

A revolution of the motor car industry is now being advocated as a means of conserving fuel supplies. The manufacture of light cars with a high gear ratio and the more frequent use of a shift is considered to be one means for attaining the end whereby a greater efficiency will be afforded from our gasoline supplies. This would eliminate the car which can start from a given point and run over hilly roads without changing gears. Continental engineers, it is asserted by those advocating the high gear ratio and the frequent shift, never attempted to design a car that would take the majority of the hills on high.

In a recent number of The Lamp, the official organ of the Standard Oil company of New Jersey, the relation of the petroleum supplies to the automobile industry is taken up at some length and it is asserted that the motorist in this country does not get the mileage from his gasoline that should be attained if supplies of petroleum are to be conserved. It is stated that a car should be designed to get from 25 to 30 miles on a gallon of gasoline. This, it is admitted, however, would do away with the high-powered, heavy car. It is contended, however, that this sacrifice should be made, that the automobile owner should abandon his desire to have excessive

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BUY-A-TAG DAY TO SUPPLY AUTO PARK WITH TREES

SATURDAY DATE FOR CITIZENS TO GIVE TOWARD BEAUTIFYING CAMP GROUNDS.

BACKED BY AUTOISTS

PARK DEVELOPMENT TO PROCEED BY UNIT PLAN; ROAD BEING BUILT.

BUY A TREE

Every two-bit piece you invest in a tag tomorrow will plant a tree. One hundred percent of every dollar is going into natural greenery for the new municipal automobile camp ground. None of it will be spent for labor, as the labor costs come out of another fund.

Twenty-five cents will buy a tree. Remember that. And as there are 16 acres of fairly barren ground to be planted, it's going to need a lot of quarters.

Not much from anyone, but a little from everyone will swing it. So do your bit.

Not just an auto camp ground but a city park with auto camping facilities.

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House Your Car

If you own one, the next essential thing is a place to keep it. Build a garage that will harmonize with your home and it immediately becomes an asset, adds its cost and more to the value of the place.

We have a number of different stock designs of garages, and if none of them happen to fit your need, a special job can be easily and quickly designed that will fit. You will be surprised at the low cost of the material with which to build it.

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