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Classified Ads
Carried in the Daily Guard Are
WIDELY READ.

Central Oregon Highway Would Join Two Coast-to-Coast Trails



The third and latest map showing the final location of the Central Oregon Highway, with its co-ordination with Lincoln Highway and Yellowstone Trail for transcontinental service.

By **GEORGE MELVIN MILLER**
Secretary Central Oregon Highway Association

The greatest new developing enterprise of the state now before the people, because it is the first systematic and practical effort ever made to cleave the state with a transportation system opening the entire state from east to west. To the eastward it connects Oregon and Idaho with the populous east by co-ordination with two great transcontinental highways, the Lincoln Highway and the Yellowstone Trail, and to the west the Pacific ocean. With these co-ordinating highways, practically the whole United States is afforded its shortest and best ocean to ocean route.

open the year round with daily mail between the cities of Eugene and Bend. Through the state of Oregon this highway is already well financed. Between Bend and Florence, 118 miles over the most expensive construction a total of upwards of one million dollars from the various highway funds, has been set aside to meet contracts now let or completed to finish the grade between these two towns, including the six miles of lava at the summit on the McKenzie Pass. From Bend eastward highway construction is comparatively inexpensive and already largely completed, following old immigrant trails or well built market roads of local construction.

Complete Harmony of States Lacking

As the Central Oregon Highway is designed as a "primary highway, interstate in character" and is a candidate for federal aid under the new federal highway act, to secure this financial aid it is necessary for the highway commission of each state affected to approve such highway and recommend it for federal aid. It is the purpose of the Central Oregon Highway association among other things, to secure this approval of the highway officials of these several states. The reader is asked to assist in securing this co-operative approval by using all personal and financial influence to this end.

Was Once a Mail Route

Early pioneers will remember that in the 1850s, nearly fifty years ago, a mail route was maintained over the McKenzie Pass. In the winter of 1855, John C. Craig, while crossing the summit with U. S. mail, became exhausted from exposure and perished alone. His lonely grave is now a prominent landmark beside the present highway, a monument to his untiring faith in the final adoption of this pass as one of the main commercial arteries of the state. Soon after Craig's death the winter mail service was discontinued, but the adjacent counties have since continued to maintain a wagon road for summer travel.

Highway History

Even before the seaport of Florence was founded in 1887, various plans were considered for transportation connections with the populous east and New York, over the McKenzie Pass. However, not until the automobile established itself as a transcontinental factor on the Lincoln Highway, about the beginning of the world war, did definite plans develop for the present Central Oregon Highway, as outlined on the map herewith. This map is the third and latest one issued by the Central Oregon Highway association and shows approximately the final location of what will soon become one of the nation's great thoroughfares. At the beginning of this transportation program there was not even a trail leading from the interior of Florence harbor; today, at seasonal times you can drive from Florence to New York over the Central Oregon Highway and its co-ordinated eastern connections. True, this ocean to ocean highway is yet rough, largely unmarked and very hard to travel.

Will Rapidly Develop

Now that it has become a demonstrated fact, its improvement will respond to the rapidly growing demand for highway service. Only a short time ago a six wheeled auto truck made the run from Los Angeles to New York, 3507 miles in six days, 15 hours and 23 minutes running time, with a load including car, of 21800 pounds. This is a demonstration of what heavy trucks can do on the long haul and with every wide improvement in truck construction is added many millions of dollars to our highway efficiency. So long as this improvement in power driven vehicles continues, the demand for better highways will increase until every important highway is made standard.

With Improved Highways Will Come Improved Harbors

As soon as this Central Oregon Highway becomes standard and connected with the Lincoln Highway and Yellowstone Trail, Oregon and Idaho will join in asking congress for a federal appropriation to deepen still more the Florence harbor to admit even larger ships. Already \$650,000 has been spent on the jetties rendering the bar channel deeper and more permanent and \$25,000 placed in the present river and harbor bill for dredging the inside channel so that larger ships may reach the railroad docks and upper mills.

Stages in Season

Stages were in operation last summer between Eugene and Burns on schedule time save for interruptions by construction work. Virtually the whole distance from Portland to Florence is now either grade surfaced or under contract for some kind of improvement to be completed within two years, and when these are finished, and probably sooner, stages will operate from Portland to the east. From Montpellier to Granger, 115 miles, construction and improvement is still a serious problem.

Money Needed

As no public funds are available for promotion of highways, this enterprise depends upon the public-spirit and enterprise of the people affected for its early completion. The promotion fund is derived from the sale of membership in the association and from donations.

The Central Oregon Highway is not only interstate in character, extending as it does into four different states, but it is far more, being transcontinental in character, co-ordinating with other great highways for complete ocean to ocean service. When completed it will add many millions to the value of farms, vacant lands, timber and town properties throughout its entire length and for many miles on each side. Study the map, its central location, and its connections with great transportation possibilities, both east and west and when you thoroughly understand it, send the map to some one outside your own state to show them how your chosen locality is developing modern transportation lines, which fact is always an attraction to the prospective settler. Imagine if you can, the enormous value to Lane county extending as it does 154 road miles, through the county. Lane county cannot afford to lose the opportunity of securing the great enterprise with all the benefits it promises to bring. It is your highway. Get acquainted with it and make use of it for yourself and friends. It is through the clear, laughing water, through the fragrant forest, past the sun-kissed snow peaks, through a land of milk and honey.

Distances and Elevations

Beginning at the seashore, distances and elevations are given as follows:

Location	Miles	Elev.
Florence	0	25
Low Pass (summit)	50	4182
Eugene	76	453
Cascade (summit)	100	5200
Bend	197	3000
Burns	347	4134
Nyssa	498	2165
Caldwell	521	2967
Nampa	537	2482
Boise	549	2085
Mountain Home	614	3142
Bliss	637	3261
Twin Falls	674	3746
Pocatello	736	4461
Montpelier	892	5042
Blackfoot	1007	6259
Idaho Falls	814	4708
West Yellowstone	952	6695

Location Ideal For Great Trunk Highway

The location of the Central Oregon Highway is determined wholly by favorable natural conditions, which no human agency can make less favorable. The low passes over the Coast and Cascade ranges are directly in line east and west, with the ocean base at Florence, the level plateau of Central Oregon and the great Snake river valleys, making a comparatively straight line for 1000 miles from Granger, Wyoming, to Florence, Oregon.

The Greatest AUTO SUPPLY STORE in town—

Service With a Smile!
(Which Means Courtesy.)

STEWART'S
AUTOMOBILE NECESSITIES

Everything for Your Car.

REASONABLE but NOT Cheap.
If I Sell It—I Guarantee It.

Complete Stock of
Gill Piston Rings—Ajax Tires
Thermoid Brake Lining
Monogram Oil

Mail orders given immediate Attention.

141 East Ninth Street

Think Prosperity!
Talk Prosperity!
And We'll All Have Prosperity!

Your Automobile

We have springs in stock for the following makes of Cars: Liberty Sixes, Maxwells, Oaklands, Dodgers, Oldsmobiles, Elgins, Hudsons, Hupmobiles, Chalmers, Buicks, Chevrolets, Chalmers, Overlands and Studebakers.

If your car is not mentioned, remember we make springs to order for any car.

Auto Truck Tires, All Standard Sizes, Carried In Stock

S. B. Finigan
Phone 102

ATTAINS FAME RAPIDLY

New York, Jan. 21.—John McHugh, who came out west just seven years ago, this week stepped into the presidency of the Mechanics and Metals National bank, one of America's greatest financial houses, thus completing one of the fastest trips up the financial ladder in Wall Street history.

McHugh started his banking career in O'Connell, Neb., following a period when he was employed as a railroad telegrapher and served as a bank official in a number of Nebraska banks before he was elected to the presidency of the First National bank of Sioux City, Ia. He came to New York in 1915 as vice president of the Mechanics and Metals.

BOOTLEGGERS OUT OF LUCK

Seattle, Jan. 21.—To make it harder for bootleggers and other criminals, Sheriff Mat Starwick will soon be able with the use of radio phones, to direct his men in armed automobiles as far as a hundred miles away.

An electrical expert will install two sets of phones on two automobiles with one phone in Starwick's office some time this week. The cost will be approximately \$2300 which Starwick says will be saved in greater efficiency and telegraph bills.

BABE HERMAN WINS

New York, Jan. 21.—Babe Herman, California business man, holds a 12-round decision over Johnny Reiser today. He led all four in their bout at Madison Square Garden.

A depth of 3015 feet has been reached by the drill in the Lower Columbia Oil and Gas company's well near Astoria, showing a formation of hard brown shale, carrying streaks of lime.

For quality cigars—Prince Nemo.

JACK FROST AND AUTO WHEELS

The wooden automobile wheel which we know by its harmonious kri-kota-riks during the months of July and August fails to negotiate the ice-covered pavement at the street intersections here in Eugene, in other towns and especially in Portland. Few days ago while the writer was in Portland it was an unusual sight to see perfectly good automobiles piled up along the parking strips with broken wheels, not counting the inconvenience, more or less injuries to drivers and passengers, caused by having wooden wheels on their cars.

Americans who look to Europe for new styles in motor cars, as well as in clothes, will be interested to know that one of the most distinctly marked style movements in foreign cars is that toward steel disc wheels, according to J. O. Koppel, local distributor of the Turco Steel Wheels. Mr. Koppel has just received a report of the great automobile show at London, where the finest British, French, Belgian and Italian cars were exhibited.

Out of one hundred forty-five makes of cars on display, according to the Turco distributor's information, twenty-six per cent were equipped with some form of the steel disc wheel. This is a very large increase over 1921.

"Only the aristocratic class uses automobiles in the old countries," says Mr. Koppel, who is an ex-aristocrat himself, bearing a nobleman's title, now discarded in his mother country (Russia) long ago and whose father, General Koppel, with General Semenov is leading the anti-Bolshevik forces in a new offensive against the Bolsheviks in the Far East. They insist on having the smartest looking cars that can be turned out.

The New York show is not over yet, but the enthusiastic reception of the disc wheel on the other side by such discriminating buyers as these is certainly a compliment to our own American ideas of style, for here too, in New York the demand for wheels of disc design is growing amazingly.

"There is particularly fortunate in being able to meet this style demand with a steel wheel of beautiful appearance so designed that it retains all the advantages of older types. With Turcos, the valve stems come outside where tire inflation is easy. Also Turco steel wheels take standard demountable rims so that tire changing is accomplished in the usual way without the extra cost, extra weight and extra work of buying, carrying and using an entire spare wheel." And it is a wheel which will negotiate any ice covered pavement and if unavoidable they can hit the curb without collapsing, which is impossible with the old fashioned wooden wheel.

RANGES, HEATERS and FURNITURE

at
Clearance Prices

Wedgewood Heaters and Ranges are included in our Clearance of Furniture. The liberal discount we are now giving, plus our easy payment plan, makes it easy to buy here. The Ranges vary in size and styles and prices, but all are marked lower now. There are several months of cold weather ahead, so this is your opportunity to buy.

Odds and Ends of Furniture

We still have a number of bargains left in furniture. Carpet lengths and rugs are included. You will find furniture here moderately priced and our special Clearance prices have a special appeal.

New Wilton Rugs

It's been many years since we have had such a complete showing of Wilton-Ardebil Rugs. The complete line of sizes in attractive colorings and patterns will instantly appeal to you. Our suggestion is that you come in early and select now for early spring.

USE YOUR CREDIT

Applegate Furniture Co.
Eugene Theatre Bldg. Phone 919

PARIS MAY CANCEL SATURDAY HOLIDAY

By **WILFRID FLEISHER**
(United Press Staff Correspondent)

Paris, Jan. 20.—It is proposed to upset the traditional progress of the Paris working week by annulling the Saturday afternoon holiday. This measure is being contemplated as a substitute for a reduction in wages in the larger wholesale organizations and notably in the dress-making establishments.

At present Paris goes on a holiday at noon on Saturday and remains "en fete" until Monday morning. The thousands of "Midiennes" who work in the dress-making establishments of the rue de la Paix swarm onto the boulevards when the noon whistle blows on Saturday and fill the cafes until the early hours of Sunday morning. It is expected that the proposed regulation will meet with considerable opposition from the younger element.

Economic experts are of opinion that the rehabilitation of the country depends on increased production and this is one of the means which they have suggested to meet the situation. German industry is going full speed ahead, and if France is to maintain her position in commerce she must be prepared to meet the competition.

INVENTOR OF AUTO DEAD

Rochester, N. Y., Jan. 21.—George Baldwin Selden, inventor of the first gasoline-propelled vehicle and pioneer in the present automobile industry, died at his home here this week. He was president of the Selden Motor company of this city and was 77 years old.

Mr. Selden's first attempt in the inventive field was to make the steam engine available to drive light vehicles, but in March, 1873, he abandoned the use of engines operated by ammonia gas, bi-sulphate of carbon and other liquid fuels. In 1875 he built an engine that was driven by a mixture of "laughing gas" and kerosene, but the machine proved a failure.

His continued efforts met with ideas from others, his own brother advising him to go no further in his experiments as he might as well throw his money in the river.

Mr. Selden made his first gasoline-driven engine in 1878 in the shop of Frederick Michell in this city. It has been one of the features of automobile shows here and in many other countries.

For the best eye-glass service and most reasonable prices, see
DR. WATTS
Come in and let's talk it over.
790 Willamette St.