

McKenzie Highway to be Paradise for Roaming Motorists This Season

For the tourist who loves scenery, who glories in great mountains, who revels in the sight of dashing mountain streams, who is enchanted by the deep green of the great outdoors, no trip could prove so attractive as that up the McKenzie highway.

The beauties of the McKenzie country have been exploited many times, and all who have traveled on it, and over the summit, to the lava up and over that the drive is undoubtedly the finest in all Oregon.

The first few miles wind through a prosperous, happy farming country. The famous McKenzie river is there, the famous McKenzie river is followed past Belknap, and from there the road goes through great stands of timber, crosses picturesque brooks, and from either side are seen green mountains, many topped by queer rock formations—and in the distance the snow-covered bald-capped Three Sisters form a background for nature's grandest scenic pictures.

The first 50 miles out from Eugene to county road, but it need cause no motorist any worry.

At a speedometer reading of 56, however, the boundary of the Cascade national forest is passed. From here on to Belknap, corners which is seven miles farther, the road is perfect.

A grade that looks like it is ready for ties, it is so level and straight, stretches away up into the hills at a slope that can be made on high. The slope that can be made on high, the new highway is about 60 feet wide, carefully built up in the center, with a wide drainage ditch on either side.

New Survey Made

The new road follows the path of the old only part of the way, for an entirely new survey was made for the route. The best grades for the route. The best grades for the route. The best grades for the route. The best grades for the route. The best grades for the route.

to Belknap Springs turns off to the left, is reached at 43. A visit to the springs, which are but a mile or so away, is worth while and interesting. Here the water flows out of the ground at a temperature of 188 degrees, and it is piped to a bath-house and swimming pool. A well-kept summer resort is maintained here, and many people frequent the place, both to escape the heat of summer and to enjoy the medicinal benefits of the waters.

Returning from Belknap, the new road is reached at 65.3. The road runs parallel with a little milk-white stream, which springs out from the snow from the Three Sisters. It keeps this milky color all summer, some say because it is snow water, while others say it is rock finely pulverized by the weight of the snow and ice. It is cool, and good to drink, however, and the color does not detract from the taste.

Grade is Deceptive

The road from here on winds steadily up the side of the mountain, and its grade is quite deceptive. Looking ahead, it looks to be nearly level, and the driver is apt to wonder why the engine pulls so hard. A glance back will show, however, that the car is going up at quite an angle, in fact the average grade is six per cent, and in many places it is greater.

The country hereabouts is scenically unsurpassed. From the road may be seen the Three Sisters, with their rivers of snow, and the highway itself winds along almost under a rock tipped peak, that towers abruptly into the sky. It is possible to look out across valleys, over the tops of the great firs, and in some places, should the car get off the road, it would go down and down for thousands of feet.

Three miles further, on the new road, the side mill is terraced, and the driver can look down and see his trail below as it winds up around a "W" curve.

Frog Camp Popular Place

Frog Camp, the stopping place for hardy hikers who go every year to scale the Three Sisters, is reached at 79.3. This is a large sandy flat, quite grassy in places. Here trails may be taken to the Obsidian cliffs, three miles away, Indian Holes, 11 miles, and Horse Lake 25 miles. The road is not overly rough, and causes no discomfort.

Leaving Frog Camp, in a short time the grade steepens, for the summit is but a few miles away. Four miles from here, in a cool grassy spot near the road, is found a crystal, cool spring. The water, icy cold, is delicious and the thirsty motorist will welcome the chance to stretch his legs.

At 81.7 a little body of water about the size of a city park nestles at the side of the road. It is bordered by smooth sandy slopes, and a green growth of jackpine and other trees. The little lake in its picturesque setting makes one of the most enjoyable scenes on the trip.

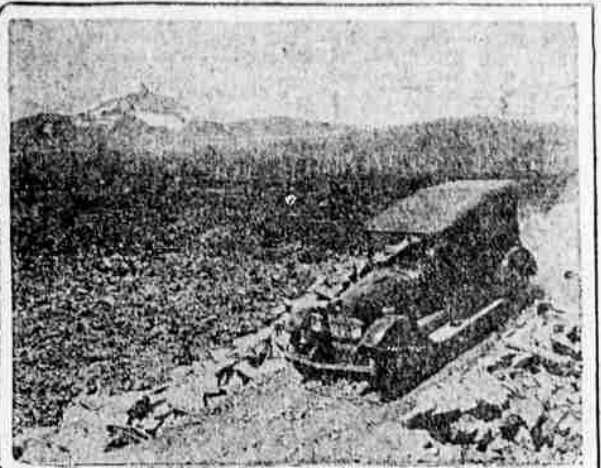
The famous lava beds are first encountered at 81.4 and the road skirts them for quite a distance, as if hesitant of venturing on. This lava formation is one of Oregon's wonders. To gain an idea of what it is it would be well to view a billion common cinders through a powerful magnifying glass. The rocks, or "chink-

PASSES OVER CASCADES OF INTEREST TO LANE

Regions to be Opened up by the New McKenzie Highway Which will be Available Year Round if Snow Removal Plans are Perfected by Residents of East Side of Mountains.



Old and New Roads on McKenzie Lava Beds



McKenzie Pass—Mt. Washington In Distance



Along McKenzie River



Santiam Pass—West Side

The northern Oregon passes over the Cascade range promise to be among major considerations as far as road building matters are concerned in the near future. The coming summer will see the final completion of the McKenzie pass as an improved highway.

Not content with the use of this artery merely as a summer road, an attempt was started at Bend recently to clear the road through the use of snow plows. There is from 10 to 18 feet of snow upon the road, it is reported, but in the event that it can be cleared with practicality, this east and west road will be offered to the motorist for year-round service except in the event of unusually unfavorable weather.

Improvement to the Santiam pass is also being urged and it is declared probable that survey work will be started during the coming year. An attempt to secure federal aid and forest funds for the furthering of the project is under way.

ers are just like huge cinders, and are pierced through and through with holes. They are lying around loose in great heaps, and vary in size from little pebbles to boulders weighing several hundred pounds.

Lava Road Rough

The road over the lava is rough, and dips down and up every few yards. This stretch will be the hardest for the government to make decently passable. On the other side of the bed, a road crew is working at it, using powder and a huge scoop shovel. This method is not very successful, according to reports, and the construction of a highway is a problem that may take a year or two yet to solve.

The very summit of the pass is reached in a sandy spot at a reading of 86, and after going a short distance

burst, the McKenzie country is rich, and its riches are as yet untouched. Its grand scenery will some day come to be recognized and known throughout the country, and great herds of tourists will be enraptured, as was this party, with the drive down the beautiful, dashing McKenzie, and those who are fortunate to come down when the moon is shining into the rippling waters as it does on summer, will ever live and never forget this greatest of scenic routes.

Tire Building in C. T. C. Plant Real Art, Says Dealer

W. F. Davis, of the B. & M. Tire company, has just returned from a business trip to Portland, where he visited the CTC tire factory. Here he met the entire organization of technical men, the president of the company and the foreman of the various departments. He watched the

building of tires through every stage from the uncrating of the raw rubber to the wrapping of the finished tires.

"We have handled CTC tires for some time with exceptional success," said Mr. Davis, "and after a visit to the factory such as I had, I can appreciate why these tires are making good. We have always known that the materials, from the long combed Egyptian Cotton and first grade rubber to the various compounding chemicals, are the best obtainable, but the care with which these are built into the finished article must be seen to be appreciated.

Process is Described

"From the compounding room where the raw rubber and toughening chemicals are mixed together in great steam heated rolls the material passes to the Calendar room. Here the rubber is frictioned into the cords and fabric stock that makes up the carcass of the tire, in a set of rolls that weighs 85,000 pounds. To run a roll of cotton cord six feet wide and three hundred and fifty feet long through the calendar and have it come out with each cord perfectly imbedded in rubber seems like a simple process. So it is. But to see it come out with a uniform thickness of 48-1,000 of an inch in every square yard makes one appreciate the care exercised by the operator and the exactness of the machinery.

"The next step is the bias cutting room where these great rolls of rubberized cotton are cut into strips on

a 45 degree angle just the width needed for the various sizes of tires at the rate of 55 per minute and laid out into the various lengths and pieces needed for a tire and rolled onto spools in just the order the tire builder will take them off when he builds a casing in the next department.

Material Built Up

"In the building room this material is built up by hand on revolving cores and each ply laid into place, stitched down and trimmed to an exact line before the next is put into place. Here one appreciates the exactness of the earlier operations as each piece of material fits the place for which it was designed. Even the sidewall and tread stock which is tubed or calendared to exact size and shape is checked by weight before it is built onto the casing.

"The next step is the cooking room where the tires are cooked on iron bars in great iron molds under tremendous pressure and steam heat. Even here the same exactness is carried out. Each vulcanizing kettle is equipped with a clock chart which registers in ink the exact temperature and pressure each minute the heat is on.

Tire Building is Science

"One leaves the factory with the impression that building a CTC tire is an exact science and to learn that the factory is operating with the same

(Continued on page six)

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At 119 a curious phenomena for Oregon is seen. Here a giant oak tree is split down the center by lightning. This happened during the storm a few years ago. At 122 Thurston is reached, and at 126 is Waterville, which is said to have the same appearance that it did 20 years ago. A rock crusher, which supplies quite a bit of the surfacing for the road, is at 34.1, and at 34.9 the road to Thompson's resort turns to the right.

The ferry boat is taken over the dashing McKenzie at 41.5 at the right of the main road to reach Nimitz, a famous outing resort. It is here that the motorists first begin to appreciate the drive and the beauty of the country. The road is quite a bit of the surfacing for the road, is at 34.1, and at 34.9 the road to Thompson's resort turns to the right.

At 41.9 the road, as it winds along a steep hillside, passes what is known as Finn Rock. A quaint tale is woven around this pillar, which is some 30 feet high, and about 10 in diameter. It is said that an old fellow who claimed to be the character "Huck Finn" around which Mark Twain built many a charming tale, lived in this neighborhood, and owned a span of mules. He used to tell that he had looked on to this giant boulder, which was obstructing the road, and that with a mighty lunge, he pulled it up on top of the hill. Then he left that way. The rock, rugged and weather-beaten, makes a fitting monument to perpetuate the name of the old fellow whom everyone in that country knew.

Spark's Ranch Reached

Spark's ranch, famed for a quarter of a century for its luscious, old-fashioned chicken dinners, is on the main highway at 47. Blue river is crossed a quarter of a mile farther, and at 49.7 lies a little camp known as "Redside." The old Dearborn homestead is at 53, and 53.5 is Rainbow camp, where a good garage is available for motor wants.

The road for a few miles before the forest boundary is encountered is broad, and in the reserve itself, it is excellent, and once a driver strikes it, he will not blame the writer for being enthusiastic over it. It is perfectly graded, and perfectly surfaced, and rides like pavement.

At 56.6 the government has provided a public campground, where water and wood may be obtained, and the camper may pitch his tent in a beautiful, picturesque corner in the forest.

McKenzie Bridge is crossed at 57.2, and the road to Foley Springs turns off to the right. The springs, where water bubbles hot out of the ground, are five miles from the main highway. The famous old log cabin hotel is also but a short distance from here on the highway.

Belknap Springs Interesting

Belknap corners, where the road

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