



Convenience and correct dress demand two watches



For men—a strap watch for business and outdoors; a pocket watch for dress



For women—a strap watch for sport and street; a dress wristlet for social wear

When a man pursues his outdoor hobbies, a pocket watch is often an encumbrance and is put to hazard. Then a strap watch proves an invaluable possession. And in the office or on the road the strap watch performs its convenient service.

So, too, should a woman wear a strap watch for sport. The intricate mechanism of her dress wristlet should not be put to the continued stress of such rigorous activity.

Yet with evening dress a man's strap watch becomes incongruous and a woman's sport model an ornament of doubtful taste. They who hold convenience and correct dress as things of consequence, possess two watches—a strap watch for business and the sports, and a dress watch for social wear.

Come in and view our beautiful display of timepieces for men and women, including our extensive showing of watches dressed in the popular Wadsworth White Gold Cases.

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MEACHAM TELLS OF OLD OREGON TRAIL

Walter E. Meacham, president of the Old Oregon Trail Association, last week addressing members of local civic and commercial organizations at a luncheon at the Hotel Oregon, declared that the recognition that the great historic transcontinental route will attract will direct an untold publicity to Oregon.

"It links the past with the present," he said, "and draws the attention of the nation because of the romance connected with it. The two greatest trails of history were the Santa Fe and Oregon trails. The former was a trade route, attracting venturesome spirits lured by barter. The Oregon trail was used by homeseekers and empire builders, and every mile of it is significant for some historic event. Romance and tragedy were occurring daily for the 30 years that the covered wagons, drawn by ox teams, were streaming westward over the way laid out by early, intrepid homeseekers."

Mr. Meacham, who stated that the insignia of the covered wagon and ox cart would be utilized in marking the old trail all the way from the Missouri river to the Pacific Coast, declared that a campaign, now set in motion, will not cease until the national government and the state of Oregon have given the old trail official recognition by legislation. Ezra Meeker, aged 96, who in 1906 drove over the old route, marking it with monuments, is now in Washington in a contest in the Columbia River Highway and the Mount Hood Loop Highway, the identity of both preserved, will be linked in with the old trail. Mr. Meacham gave some interesting historical data concerning the Oregon Trail. He told how it was first used in 1811 and 1812 by Wilson Price Hunt. It was not until 1843 when it became the regular route of the homeseekers. He declared that it had saved Oregon to the United States. Idaho, Mr. Meacham said, has already given the trail official recognition and will have it marked across the state.

"This great trail," said Mr. Meacham, "crosses a populous country, highly developed. It penetrates fields of cultivated crops. Then, too, it passes a country of the most wonderful scenic charm to be found anywhere. It crosses the Sweetwater, the Snake, the Platte, and the Columbia rivers. It rises to inspiring heights in the Blue mountains and then it crosses the Cascades, winding down one of the world's most famous river gorges. In order to carry the story of the old trail to the world we have renewed a membership campaign in our organization. Members will be accepted at fees ranging from \$1 per year up. The story of the old trail will have one of the biggest advertising appeals of anything we can do. It is attracting a national attention."

"The increase in motor traffic over the Old Oregon Trail is going to increase 100 per cent the coming summer. We are receiving requests from nearly all states. Indiana, apparently, is intensely interested in the old trail." The Commercial Club will appoint a committee to wage a membership campaign here.

PHOENIX CAMP NOTES

With the delivery the past week of 10 carloads of materials, the Phoenix Utility Co. is ready to begin construction of a three-mile pipe line along Hood river from a dam now under construction, to a power house on which crews are also engaged for the Pacific Power & Light Co. The magnitude of the construction work may be comprehended when it is known that 120 carloads of material will be needed for its completion. George F. Mackenzie states that materials will be required in the following amounts: Reinforcing steel and steel pipe, 75 cars; steel bands, for use on the wood-sections of pipe line, 40 cars; rivets, one carload.

Four cars will be required to handle the steel needed for constructing a surge tank 207 feet high to be located near the power house. This tank will rise 30 feet higher than the grade of the new Hood Loop Highway which is not over 300 feet distant.

The members of the office force will not pass the winter days without amusement. Geo. J. Mackenzie last week had installed. Mr. Mackenzie, after trying for several weeks to rent a piano, finally purchased an instrument in Portland. It required 10 men to transport along the canyon to his cottage home.

A chinook wind, melting early snowfall on the high points, accompanied by a heavy rain storm, caused a flood to sweep down the Hood river canyon last Thursday night. A wing dam was washed out as was a temporary bridge over the stream. Permanent work, however, suffered no damage.

One Way to Get an Education

Some time ago, writes a subscriber to The Youth's Companion, I was traveling in Europe with a young lady who lived in a small town way Down East in Maine, and who was generally informed in the history, literature, art and music of the countries we visited than those who had lived in and had the advantages of a large city.

"Where were you educated?" I asked. "I was brought up in my home town and on The Youth's Companion," was her reply. And this same liberal education is The Companion for anyone who will seek it. Try it for a year and see.

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THE YOUTH'S COMPANION, Commonwealth Ave. and St. Paul St., Boston, Mass. Subscriptions received at this office.

Orchards are Dormant

The apple and pear orchards of the valley have not approached the cold season for a number of years in a better state of dormancy than this season, according to Gordon G. Brown, horticulturist of the Hood River Experiment Station. In 1919 the trees of the valley suffered heavy injury, because they had not become dormant when struck by the unprecedented cold weather of December of that year.

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In order to have a Studebaker Light-Six Sedan at the door when the family comes downstairs Christmas morning, you should place your order now.

The Sedan is the ideal gift because it will provide happiness for all the family—all the year—and the years to come.

The sturdy body of the Light-Six Sedan, like the chassis, is built in Studebaker plants. It is constructed to give long, satisfactory service. Only the finest materials are used. Craftsmanship is unexcelled.

It is cradled on long, strong, semi-elliptic springs. The nine-inch seat cushions, upholstered in mohair velvet plush, are restful. The heater, cowl ventilator and the wide windows, among many other features,

add to its year-round comfort and utility. The reliability of the Studebaker Light-Six Sedan has been proved in the hands of thousands of enthusiastic owners.

It is strictly a quality car. Its low price of \$1550 is possible only because of complete manufacture in one of the most modern and complete automobile plants in the world. This means the elimination of middlemen's profits, and the savings are passed on to you.

And back of the beauty and dependability of the Light-Six and its completeness, its advanced design and precise workmanship, is the Studebaker name, which after 70 years enjoys public confidence and respect more than ever.

Heater, Eight-day clock, Thief-proof transmission lock, Cowl ventilator, Side coach lamps, Rain wiper and windshield cleaner, Inside locks on three doors and outside lock on right-hand front door, Silk roller-curtains. Four doors that swing wide open. Dome light. Mohair velvet plush upholstery.

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Touring.....\$ 975	Touring.....\$1275	Touring.....\$ 1750
Roadster (3-Pass.) 975	Roadster (2-Pass.) 1250	Speedster (4-Pass.) 1835
Coupe-Roadster (2-Pass.) 1225	Roadster (4-Pass.) 1275	Coupe (4-Pass.) 2400
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- Signal 2 ton in dandy shape, a good standard truck that will haul 144 boxes of apples..... \$450
- Packard 2 ton overhauled, on 40x8 rear pneumatic tires. This truck is fast and will haul 142 boxes of apples with ease. Good cab, windshield and license..... \$1000
- Packard 4 ton in good condition. Tires should give 2000 miles wear. This truck will haul 210 boxes of apples... \$350

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