



AUTOMOBILE NEWS



Spring Is Just Around the Corner

And the Motorist Is Making Ready

By Myrtle Borden
In The Oregon Motorist
Now that the calendar has begun its upward climb, and spring is only just around the corner, we find our thoughts taking little jaunts into the realm of fancy in the contemplation of when and how we will spend the coming summer vacation. If there is any truth in the statement "anticipation is greater than realization," we should get considerable pleasure during the next few months in planning and arranging for the summer trip that will take us away from the routine of business and give us the rest and relaxation so necessary to offset the tempo of today.

The Oregon State Motor association through its touring bureau is

always pleased to assist any of its members in making their trips as successful as possible, and with the large supply of maps and information available it is in a position to lend considerable aid in planning an automobile trip anywhere in the country.

The first step, of course, is to have some definite idea as to where the vacation will be spent; whether it is to be a tour of the western states, a trip to some national park, a quiet rest at a summer resort, or a fishing, hunting and camping trip in the heart of the mountains. Each outing presents different problems, and plans and arrangements must be made accordingly.

It is quite likely that at this time the motorist is giving the

most thought to the coming vacation. It is the one who contemplates a trip of considerable length. One of the most difficult problems staring him in the face is how to get it all in, in the time allotted for his absence from town. With the aid of maps and descriptive folders gathered from chambers of commerce all over the country, publicity bureaus, and automobile clubs, he spends many a delightful evening between now and summer fitting the highly advertised scenic attractions, mileages, cities, etc., into an itinerary that will include all the points of interest and yet return the motorist to his own doorstep on schedule time.

Use Car in Europe

If the motorist is fortunate enough to be able to spend his vacation in Europe as is being done so generally by Americans since the war, he will find traveling by private motor far more pleasant than traveling by train or public

bus. It is now comparatively easy to take one's car abroad as arrangements can be made through the American Automobile association, of which the Oregon State Motor association is a branch and which is affiliated with the motor clubs of Europe, whereby one can obtain before leaving America trip-tickets, letters of introduction to European motor clubs, take out the necessary bonds, etc., which eliminate the red tape and inconvenience experienced by those travelers who fail to avail themselves of this service. A representative from the club in New York, or any other city from which the motorist plans to sail, will take charge of the car there relieving the member of all worry as to freight charges and shipping. At the port of entry our member is met by a representative of the A. A. A. affiliated auto club of that country. This representative claims the car, sees to it that it is passed through the customs, has it filled with gas, oil and water, and sends the motorist on his way.

If the motorist does not care to bother with his car, but would like to drive through Europe as he does in America, he will find it quite satisfactory to purchase one of the many cheap cars offered for sale by tourists leaving the continent and then resell it when he has finished his tour. Of course it is not possible to get as much for the car as one paid for it, but the depreciation is no less than the cost of shipping plus the duty, government taxes and other small fees. There is quite a demand by American tourists for these second hand cars, so the motorist should experience little difficulty in disposing of his car when he is ready to leave the country.

The European trip is interesting to think about, but unfortunately beyond the reach of most of us, however that does not deprive the would-be-tourist from enjoying a trip to some part of our own gloriously endowed scenic America. Or, if we crave "foreign atmosphere," from taking a run into Canada.

About the Mileage

After deciding upon the country to be visited, thoughtful person inquires as to the approximate mileage of the trip, and then apportions the distance into the number of driving days at his disposal, and unless he is the kind that develops into a rushing tourist maddly racing from place to place, running up his speedometer, but in reality seeing nothing, he will find if he is to keep fresh and alert and enjoy the entire journey that an average drive of 200 miles a day is plenty. Fatigue is fatal to a successful automobile tour, and as the vacation period is usually the best part of the whole year it is just as well to make the most of it and let those rush who will.

In considering roads and routes it is fairly safe to gamble on any of the main highways of the Pacific Coast as most of the roads are either paved or well gravelled, and in the summertime particularly there is not much danger from slides, washouts, floods or other agencies that frequently close the roads during the winter months. On long drives, however, that take one away from the Pacific Coast states or on roads that extend into the rough mountainous regions, one should get information just before starting on the trip as road work or storms may have seriously affected the roads and no motorist deliberately wants to run into trouble if it can be avoided. Roads to most of the national parks and summer playgrounds open in June and are in good condition from the latter part of that month until the last of September when the season closes.

Camps vs. Hotels

The next step to take in the planning of a trip is whether one will patronize campground or hotels. Should the motorist decide in favor of camps, he should know at the start that unless the tour extends east of the Rocky Mountains it will not be necessary to burden himself with a lot of camp luggage as campgrounds in the west are really wonderful little villages boasting of every comfort necessary to the traveler. Furnished cottages, showers, restaurants, garages, laundries, stores, and similar conveniences are now established in all the first-class camps. Some of them even go so far as to have top bedding, cooking utensils and dishes, but this is yet the exception rather than the rule. Tourist camps of the better class vary in price from \$1.00 to \$2.50 a day depending, of course, on the class of accommodations provided.

If the trip extends east of the Rockies, then the tourist faces an entirely different problem. Unfortunately for the camper, many of the eastern camps are still in their infancy, the "gyro spirit" has not as yet fired the enthusiasm of the sedate easterner as it has his western brother, and for that reason camp after camp will offer little besides a parking place, water, sanitary conveniences, and a primitive stove or two.

Camp grounds do not appeal to every motorist and in that event the overnight stops will be made at hotels. At this thought, visions of dirty country hotels serving abominable food are apt to arise to haunt the rosy dreams so beautifully unfolding in the mind of the motorist, but such hallucinations may be quickly dispelled as the little town hotel is rapidly coming into its own, thanks to the automobile and accommodations are now available that will suit even the most fastidious. With a little forethought the trip can be arranged so as to include only the best of these hotels along the route. The motoring public has been considerably benefitted in the way of hotel service by the many charming little wayside inns that have bobbed up like mushrooms and as they usually have a cozy, homelike

air about them they have become very popular, especially with women travelers. Many of these places have gained an enviable reputation because of the delicious meals that are served. A perfectly prepared chicken dinner, baked fresh salmon, or a thick juicy beefsteak is not a bad finish to a day spent in the outdoors, and many a weary motorist has been happily revived and gone on his way an ardent booster for the little establishment that has served him so well.

Motorists driving through the country often find their curiosity aroused as to meaning and origin of the names of towns, waterfalls, rivers and mountains which are encountered on the drive. The most picturesque names in Oregon are those of Indian origin, although many of historical origin are equally interesting when one learns the facts surrounding the name.

Names Explained

The following is a short list of names that have piqued the curiosity of many tourists.

Astoria—Named from John Jacob Astor, whose Pacific Fur Co., built fort at mouth of Columbia in 1811.

Clackamas—Indian word, probably meaning "Old Home" or "Resting Place."

Columbia River—Discovered in

1792 by Captain Robert Gray of Massachusetts, and named after his ship.

Clatsop—Named for Indian tribe at mouth of Columbia.

Champoeg—Where first government of settlers was formed in 1844. Said to be corruption of French word Champant du Gable, meaning "Camp of Sand."

Corvallis—"Core of the Valley." Grants Pass—Name given by road workers to summit where they were working in 1863 when Grant captured Vicksburg. Name afterwards given to present city.

Hood, mountain and river—Named by Captain George Vancouver in 1792 after Lord Hood of the British Admiralty.

Latourelle—Falls in Columbia gorge; named for pioneer.

Multnomah—Indian chief, or village where Portland stands. Said to mean "down river."

Oregon—Origin of the name unknown. Thought to be Spanish. First found in book by Captain Jonathan Carver, who went as far west as the Rocky Mountains in 1795 and applied the name to a river the Indians told him flowed from those mountains to the "Big Water."

Portland—Named after Portland, Maine. Determined by flip of a coin between Boston, Mass., and Portland, Me.

Sauvies Island—Named from an

old French Canadian trapper.

The Dalles—Les Grand Dalles. Name given by French Canadian voyageurs to narrows in river gorge three miles east of the present city of The Dalles, on account of the formation of the river gorge at that place. These narrows the French-Canadians called dalles, meaning a gutter or trough or canal in their tongue. Name later given to settlement three miles down the river.

Tillamook—Indian, Chinook word meaning "People of Nehalem."

Tualatin—Indian—Means "sluggish" or "restful."

Umpqua—Indian tribe. Said to mean "water of peace." Name of river and mountains in Southern Oregon.

Welkeena Falls—Indian name said to mean "most beautiful."

Willamette—Original Indian name of river was wah-lamb-et, thought to mean "running water." Given French twist by French Canadian trappers.

Yamhill—Indian. Means "A good place to live." Literally "who dwell in houses on Yellow River."

For 12 years Colchester county, Province of Nova Scotia, has had no prisoners in its county jail. The jail has been ordered put up for sale at auction. The town has a population of four hundred.

LEWIS PLANS LONDON-AMERICAN NOVEL

LONDON, Mar. 19.—Sinclair Lewis may write a novel with a London-American as the hero.

"The London-American is quite a distinctive type," he said. "I don't think I would attempt a novel of English character, but I know London well enough now to use it as the background for an American character. It is amazing how you meet Americans who have lived in London for years without losing their American characteristics. In appearance and dress you might take them for Englishmen, but meet them in the club and you find that essentially they have not changed. Englishmen in America, I have found, do so retain their essentially native characteristics."

"There is one man I know, a brother of Horace Annesley Vachell, the novelist. This man has lived in California for 30 years and he is the most English Englishman I know although he has acquired many American characteristics."

The expression "a bee line" is derived from the fact that a honey bee, having finished its job of collecting all the honey possible, mounts a little into the air and then settles down to take its quickest way home.

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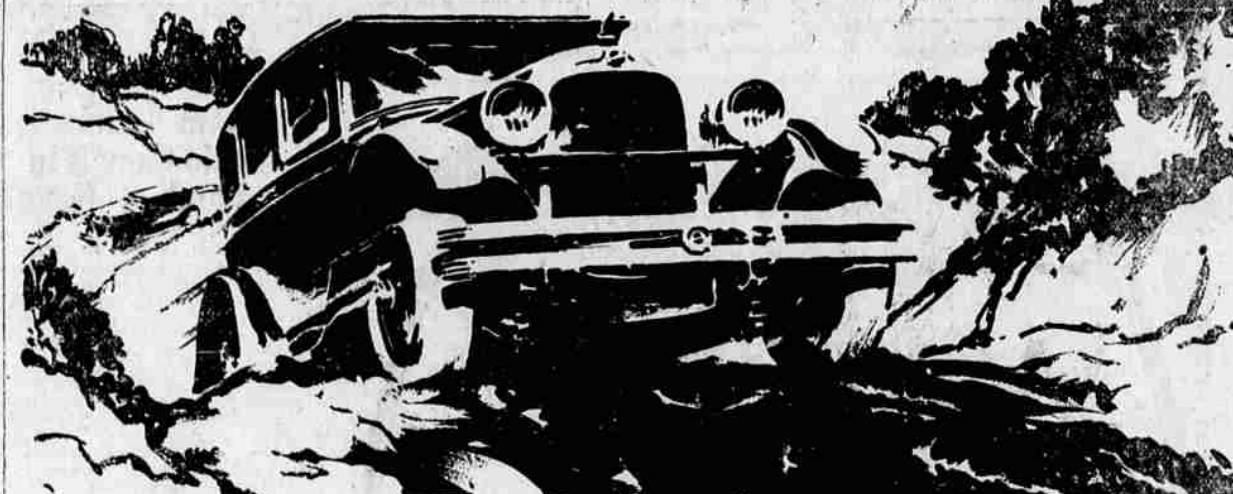
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The Chancellor (Big Six Victoria)	\$1735	\$1645	\$90
The Commander (Big Six Brougham)	\$1785	\$1585	\$200
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