

CRATER LAKE DRIVE ATTRACTIVE TRIP

Roads to Be Clear of Snow,
Now 20 Feet, Probably
About July 1.

TRIP MAY BE MADE IN DAY

Pacific Highway Affords Route as
Far as Medford, Which Is Only
Five Hours Distant by Auto.
Scenic Beauty Inspires.

People owning their own machines who decide to drive to Crater Lake National Park, one of the famous wonders of the West, have an unusual trip in store. Crater Lake is located about 25 miles from Medford, in Southern Oregon, at an elevation of 4177 feet above the level of the sea. It may be reached easily from the west, east or south, the principal entrances branching off of the Pacific Highway at Medford, from Klamath Falls and from The Dalles-California Highway at Bend or Redmond.

When is the best time to visit Crater Lake? September, perhaps. The season extends from July 1 to October, during which time accommodations are open to the public. The roads in the park are generally blocked with snow until after June, thus rendering automobile traffic almost impossible. At present there are about 20 feet of snow in the park and the roads are always covered with from two to 20 feet of snow except during the summer months. Ordinarily the snow is not off the roads until about July 1, and then the roads are often good until October. They are usually passable in the middle or latter part of June.

Volcanic Crater Nearly 300.
Many attempts have been made to describe the wonderful beauty and majestic charm of Crater Lake. Beautiful and wonderful as it is, the lake serves only to conceal in large measure the greater wonder, the stupendous volcanic crater within which it rests. The rim of the crater is the wreck of Mount Mazama.

At one time this was a majestic peak, rivaling and perhaps surpassing in height and grandeur either Mount Shasta or Mount Rainier. By an ancient volcanic cataclysm it blew its head off and then sank into the bowels of the earth, leaving a rugged, irregular rim surrounding a caldera 4000 feet deep and nearly six miles in diameter.

Another island in the lake is called the Phantom Ship, a rugged, pinnacled promontory of basalt that bears a resemblance to a ship. It was formed before the lake had reached its present level.

Portland automobile fans wishing to enjoy a summer trip to the lake may follow the Pacific highway up the Willamette Valley, over the timbered divide and through the Rogue River Valley to Medford, the metropolis of Southern Oregon. From here Crater Lake is only about a five hours' drive over good roads.

Portland Only Day's Drive.
The return drive to Portland may be made via the Pinnacles and Siskiyou Canyon and out through the east entrance of the park to Prineville, which can be reached in a day's run. From Prineville there is choice of routes. One may go to Medford through the Warm Spring Indian Reservation to Siskiyou and over the Barlow road past Mt. Hood to Portland or may continue north through Hay Creek, Shanks and Biggs, crossing the Columbia River at Maryhill Ferry.

From this point the tourists may proceed west to White Salmon over a 5 per cent grade, cross again to the Oregon shore and continue on to Portland over the magnificent Columbia River bridge. A shorter, but much more difficult route to Portland is the pass up the middle fork of the Willamette River between Creascent and Springfield.

Choice of Routes Afforded.
The trip from San Francisco to Crater Lake by auto is equally attractive and offers a choice of routes between the Pacific highway and the route through Siskiyou Canyon to Eugene, Lakeview, Molin, Klamath Falls, Lake Tahoe, Eagle Lake and Tule Lake.

Auto tourists from Eastern points may follow the Lincoln highway to Chilhowee, then the Yellowstone trail, through Milwaukee, St. Paul, Aberdeen, crossing the Missouri River at Medicine Lake, thence to Jackson, and following up the Yellowstone River to Gardiner, Montana, the northern entrance to Yellowstone Park, Spokane, via Livingston, Helena, Thompson Falls, Burke, Wallace and Coeur d'Alene.

From Spokane there is a choice of routes. One can go west to Seattle over the Snoqualmie Pass and thence down the Pacific Highway to Portland, or south via Spangle, Plaza, Rosalia, Thornton, Celina, Dayton, Walla Walla and Pendleton to Biggs, crossing the Columbia River at Maryhill.

Eastern tourists who proceed direct to their objective, the Panama-Pacific International Exposition, should, when leaving San Francisco for home, by all means proceed north over the Pacific highway, through the great Sacramento Valley, up the Sacramento Canyon and across the Siskiyou Mountains to Medford, Oregon. After a visit to Crater Lake there is the choice of routes north and east.

RACER GETS BRIDE AND WINS

Marriage of Darius Resta Followed

by Victory on Track.

INDIANAPOLIS, March 20. — The triumph of Darius Resta in both the Vanderbilt and Grand Prix races at San Francisco recently was one feature of a romance as picturesque as they make 'em.

Years ago, in London, Resta was introduced to the late Spencer Wilk's sister. After a few brief moments of companionship they separated, Resta returning to his work and she settling for "the States" again. A correspondence ensued, however, which kept the pair much engrossed. Evidently Cupid had landed hard.

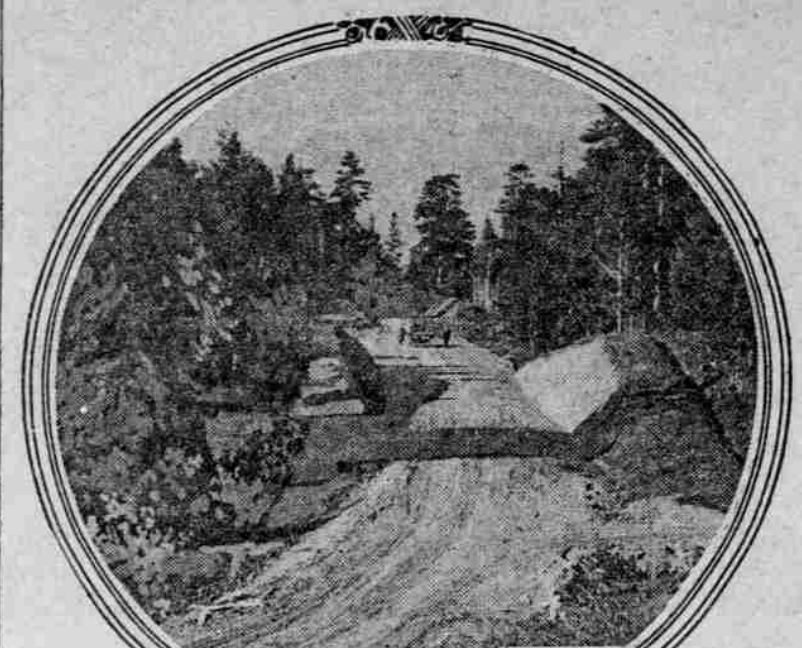
Yet no opportunity presented itself to meet again. With the outbreak of the war, however, and the consequent abandonment of racing abroad, the moment finally arrived. A fat American contract was offered to Resta and he immediately set sail for the promised land, where both a fortune and a bride awaited him.

The bride came first, Resta and Miss Wilk being married shortly after his arrival. The fortune followed soon afterward with Resta's dual triumph at San Francisco. Should the Englishman be able to keep up his sensational work at Indianapolis, where a gross purse of \$50,000 is offered, he will be "fixed" for life.

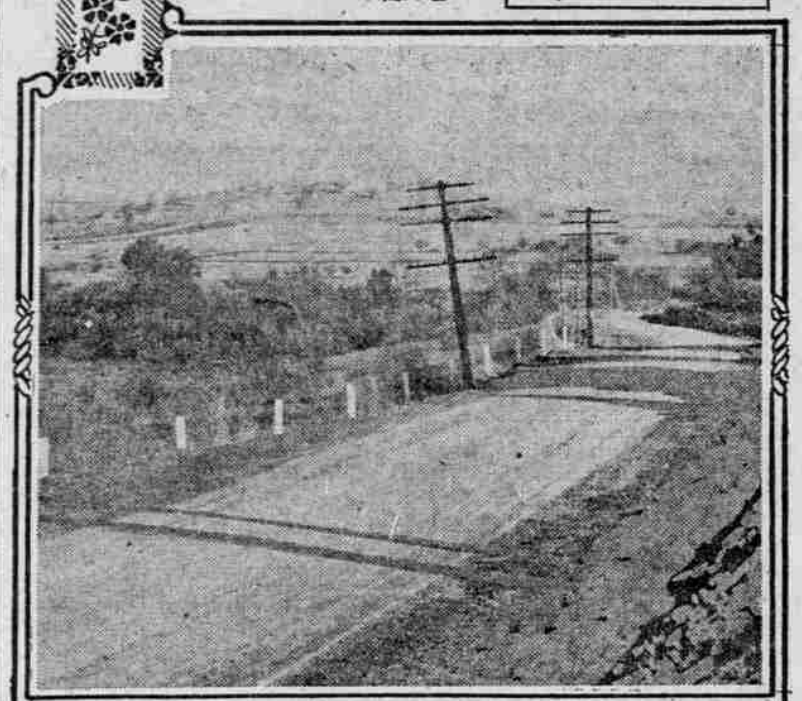
Many Riders Join F. A. M.

During the month of February 428 riders became affiliated with the Federation of American Motorcyclists. There were also 218 renewals, making the total number of cards issued during the month 646. This shows a gain over the corresponding month last year of 238.

PORTLAND AUTOMOBILE CLUB TO DEPICT SOUTHERN OREGON
ROAD SCENES IN ITS SCENIC OREGON BOOKLET.



Improved Road on
the Summit of the
Siskiyou Near
Oregon State Line



Stretch of Newly Paved Road Between
Medford and Ashland.

NEW VIEWS TAKEN

Automobile Club Booklet Is
Promised Soon.

COMMERCIAL CLUB ASSISTS

Fair Literature Declared to Be Too
Descriptive and Oregon Contri-
bution Will Be Almost
Entirely Pictorial.

BY CLEMENT W. AUSMAN,
Secretary Booklet Committee.

Now that the Commercial Club publicity department is assisting the Portland Automobile Club booklet committee, it will not be long until the novel publication will be off the press. During the past week representatives of the organizations have been out getting new pictures and other matter for the booklet. The highways about Portland have been covered and views of the huesters have been in Roseburg, Grants Pass, Medford, Hood River, The Dalles, Bend, Redmond and Prineville.

As Eugene will be a stopping place for many because of the side trips to be taken to Foley Springs, to resorts along the McKenzie River and to numerous other places, extra space will be given that city.

Albany will be featured, as there are many mineral and hot springs in its vicinity. At this time it is hard for the Oregon people to realize that Jackson County, in Southern Oregon, has more

than 15 miles of hard-surfaced roads, being the first county to take up the question of permanent roads in a practical manner. New grades through the mountains to the California-Oregon line have been made and all bad patches and turns eliminated; in fact, the terrors of the Siskiyou are a thing of the past.

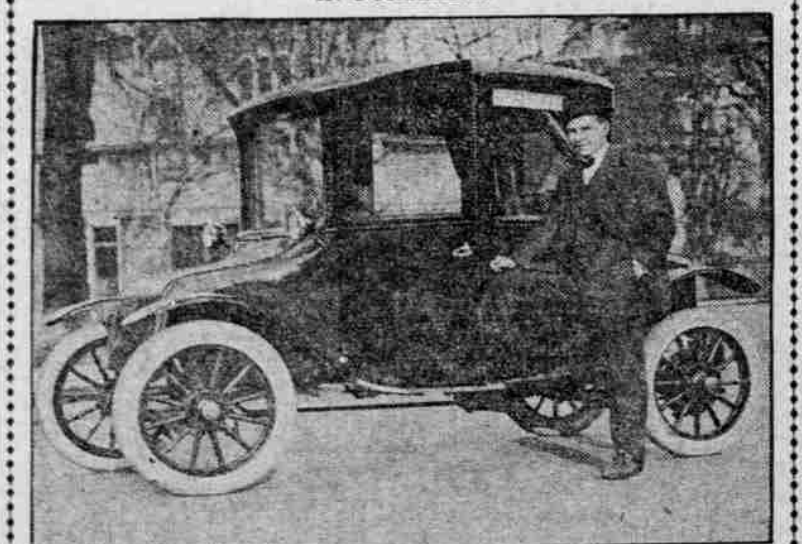
Pacific Highway Improved.
All last summer work progressed on the Pacific Highway throughout the length of the state, and, while the whole is by no means hard-surfaced, much of it has been improved. Automobiles have been able to travel the highway throughout the touring season, and this year will find the trip much easier than it ever has been. All this contrary to State Highway Engineer Bowley's letter to a Seattle automobilist, saying that the Pacific Highway for quite a distance in Oregon would not be passable for tourists. The Seattle Automobile Club has written to individual towns along the route asking full information regarding the real condition of the road, as they evidently did not put much credence in the engineer's letter.

There will be enough travel, both by visitors and local motorists, through the state for the communities along the various routes to take care of and giving preference of one over the other when all are passable is apt to create bad feeling between the various sections.

Three Routes to Be Described.
Our booklet will describe the Coast road, the Pacific Highway and also the Central Oregon route so that the prospective visitor can select the one that most appeals to him. Some will want to be within hearing of the roar of the breakers on the beach, others will want to drive past farming and fruit growing sections and again there will be those who delight in the wilderness of Central and Eastern Oregon, where deer, coyotes and cowboys gaze at the passing automobile.

Commercial and auto clubs throughout the state are materially assisting in the stupendous work of getting out this book on Oregon's scenery. All are enthusiastic over the idea for it is one that has never been tried anywhere.

LOW-PRICED ELECTRIC CAR MAKES INITIAL APPEARANCE IN PORTLAND.



WILL SPALDING, PORTLAND AGENT, STEPPING FROM HIS MILBURN DEMONSTRATOR.

The low-priced electric pleasure vehicle made its advent in Portland last week when Will Spalding received his Milburn Light Electric demonstrator from the Milburn Wagon Company, of Toledo, O. Mr. Spalding is an experienced "electric man" but he entered the automobile business in Portland only last October, when he took the line of Walker Electric Trucks, which he will continue to handle in conjunction with the Milburn. Mr. Spalding formerly was manager of the electric light company at Tillamook and afterwards a construction engineer with the Portland Railway, Light & Power Company.

"The Milburn is the world's first light electric," said Mr. Spalding, as he stepped out of his demonstrator yesterday. "It weighs nearly as much as a large heavy electric. And because of its lightness, it costs half—or less than half, to operate and maintain. The Milburn Light Electric is not simply a smaller edition of the ordinary electric car—it is a new idea in electric cars."

"In its usual excess weight and bulkiness have been eliminated by radically different designing and the use of better materials."

"Our chief engineer passed months in Europe, studying and investigating the most advanced ideas and methods of foreign automobile manufacturers. The best of what he learned abroad, as well as the best of American practice, is incorporated in the Milburn Light Electric."



—registered last year in California

That's what California thinks of the cars that Studebaker builds. And it represents MORE cars than most manufacturers produce in a whole year. And MORE sales than were made in California of any other car that sells for more than \$500.

It's a record that Studebaker justly takes pride in. For California is one spot in the country on which every maker of cars focuses his strongest efforts. The buyer in California has his choice of every car that's built in the United States. And to OUTSELL every other car priced at more than \$500 in this keenly contested market means just ONE thing—that Cali-

fornia has accepted the Studebaker Car as the BEST year-round car that is manufactured.

To the man who is just buying a car, this wonderful preference shown for Studebaker is much more conclusive than a score of victories in races, for the simple reason that this preference is based not on a specialized performance by a specially doctored car but on a regular car's reputation for year-round, day-after-day service on any roads, in any weather and at any time of the year—on the EXTRA service and longer life and CERTAINTY of operation and the scores of little refinements of design that are built into this car

- because it's a
Studebaker

Studebaker Features

Electric Lighting and
Starting—Full Flopping
Rear Axle Flimsies
Bearings—Safety Tread
Rear Tires—One-man
Type Top.

Studebaker ROADSTER, \$ 985
Studebaker FOUR, 985
Studebaker LIGHT SIX, 1385
Studebaker SIX—7 passenger, 1450
F. O. B. Detroit

THE OREGON MOTOR CAR CO.

Chapman at Alder Street, Portland Dealers. Phones Main 9402, A 7656

WAY TO SALEM OPEN

Average of 12 Miles an Hour
Reported Over Highway.

LOW GEAR IS LITTLE USED

Conditions Along Pacific Route in
Southern Oregon Is Reported as
Rapidly Mending—Cold Opens
Road for Time in Winter.

CAR HELD TO SLOWEST TIME

Cadillac Makes 1.86 Miles an Hour
in Seattle, Wash., Test.

Since the introduction of the Cadillac Eight motorists have heard much about the continuous flow of power produced by the eight-cylinder engine and a recent test, demonstrates the great flexibility of the latest Cadillac motor.

This took place in Seattle, Wash., and was conducted by M. S. Brigham, of that city, with a Cadillac carrying five passengers, three of whom were designated observers.

For a distance of 1211 feet, on a level pavement, the Cadillac, in high gear, averaged a speed of 1.86 miles per hour. At times the speedometer registered as low as one mile, fluctuating between that mark and two miles per hour over the entire distance. After the car had been throttled down to a stop and for an instant the Cadillac block walked backward in front of the slow-moving Cadillac, which pursued its way without attention to throttle or steering wheel.

The time consumed in making the distance of 1211 feet was eight minutes, eight and three-fifths seconds by the stop watch held by one of the observers. This is said to be a new low mark for a motor car traveling in high gear.

Motorcycle Military Corps Next.

Colonel Mortimer Delano, chief of the First Aviation Corps, United States Army, has started a movement to organize motorcycle companies from all of the F. A. M. clubs for volunteer military service. If the enthusiasm with which the scheme has been received by the clubs to which it has so far been presented can be used as a guide, the movement will meet with unlimited success. For instance, in Milwaukee when Colonel Delano presented his plan, 25 riders immediately agreed to join the corps and it is anticipated that the majority of the remaining members of the Milwaukee Motorcycle Club will also enlist.

of automobiles passed both up and down the road, but with the thawing of the road it again was rendered impassable.

A departure in freight transportation has just been inaugurated at Cottage Grove. A truck has been placed on the line between Cottage Grove to the Bohemian mining district, 25 miles east, almost on the line between Lane and Douglas counties, and all supplies for the camp now will be taken in by motor transportation.

Three Wheels Used on Trip.

A. G. Herring and L. J. Amshoy have arrived in Pomona, Cal., on the last lap of their transcontinental motorcycle trip from New York to San Francisco.

The barometer was invented in 1642.

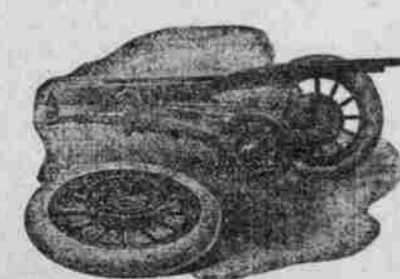
They are traveling on a motorcycle with sidecar and carry a message from the Mayor of New York City to the Mayor of San Francisco.

Fire Business Requires Many Hands.

To raise and manufacture the cotton required by the Goodyear Tire & Rubber Company for tire fabric and other factory work requires the labor of 4875 persons, distributed as follows: Raising cotton, 4600; manufacture of fabric in cotton mills, 1000. During 1914 the company used 7,500,000 pounds of fabric, which, if laid out in a strip a yard wide, would reach farther than from San Francisco to New York.

The barometer was invented in 1642.

JEFFERY COMFORT



A style carriage must ride comfortably. The Chesterfield Six is a car designed for long country driving as well as city use. That is why you will find cantilever springs used and upholstery

which is not only heavy and luxurious but so shaped as to give support to the passenger's body where it most needs support.

In other words, after endless experiments the front and rear seats have been tilted just enough to give a restful position, even after long hours of riding. Furthermore, the curve of the upholstery fits and supports the back in such a way as to remove the temptation to slide down in the seat in order to assume a comfortable position. The effect is much the same as that of a well-designed and upholstered rocking chair.

THE THOMAS B. JEFFERY COMPANY
Main Office and Works, Kenosha, Wis.

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