

ARRANGEMENTS TO HANDLE SPEEDWAY CROWD PERFECTED

Tacoma Race Officials Provide for Comfort and Convenience of Visitors at Big Races July 5.

Improvements completed the last 15 days make the Tacoma speedway one of the most complete motor car racing plants in the United States. The new grandstand will seat 15,000 people in comfort and there will be room for 10,000 automobiles in the fields where parking privileges are free. Only 100 parking spaces have been reserved. There are three automobile entrances to the speedway this year where cars may enter two abreast.

Two of the entrances will be closed at 1:30 p. m., since the cars entering these must cross the track. From the main entrance gates to the field is an overhead bridge. This entrance will be used by most of the cars from points outside Tacoma and by Tacoma people living in the north end of the city. Traffic of officials will be present to direct cars from the southwest to the Lake View entrance. GET TICKETS EARLY.

The field has been entirely cleared of fences and posts and will present a fine appearance this year. Automobile parties may purchase their general admission tickets and enter in their cars to the field. After parking their cars it will be possible to reach the grandstand by a tunnel from the field to the stand. Three ticket windows at the tunnel entrance will handle the crowds. There are 18 outside ticket windows.

From Seattle steamers will leave at 9, 10, 11 and 11:30 a. m. for Tacoma, where the passengers will transfer to trains, busses or streetcars. Steam trains will meet several of the boats landing passengers at the main entrance. Auditors will be on the boats to sell round trip tickets to avoid confusion on the trains during the trip to the speedway.

PAGEANT BY LEGIONERS

Patrons of the races are urged to be at the track not later than noon if possible. The early arrivals not only have an opportunity to witness the drivers at practice, but avoid the great rush of the last hour.

Seats are already selling rapidly, according to President Baldwin, and indications are that the grandstand will be sold out before July 1. Boxes and parking spaces are going rapidly. Early arrivals in Tacoma on Monday, July 5, for the races, will not look for amusement since the American Legion will stage a pageant during the morning. The races will be the afternoon feature and in the evening will be a program in the famous Tacoma Stadium.

DE PALMA COMING

Traffic arrangements to handle the crowds July 5 are complete. Every roadway leading from Tacoma to the track will be marked by signs and policed. The entrance gates to the speedway for automobiles will be plainly marked, as will all entrance gates. Three entrances to the big stand will enable the crowds to be handled in a fast manner. New score boards have been erected since the stand is so long one board will not serve to keep the grandstand patrons advised as to the standing of the drivers.

New pits have been built and safety zone fences constructed around the entire track. The track has been fenced in and the whole plant has never presented such an attractive appearance as it does at this time.

The field of drivers will include Gaston Chevrolet, Ralph Mulford, Eddie Hearne, Eddie O'Donnell, Cliff Durant, Roscoe Sailer, Joe Boyer, Joe Thomas, Jimmy Murphy, Ralph De Palma and Tommy Milton.

U. of O. Students to Serve in Airplanes

The lawn mower, long the symbol of "working one's way through college," is being forced from its position by such innovations as the airplane. This summer Jacob Jacobson of Junction City, Don D. Davis of the University of Oregon, and Benjamen of Portland, students at the University of Oregon, will make their attendance at the institution next year possible by serving as observers in the airplane forest patrol. Elmer Cook of Salem, a U. of O. freshman, who a year ago was flying in France, will spend the summer piloting a commercial plane with headquarters in his home city.



A BUSE and neglect will give any battery the "K. O." in short order, but it takes care and attention to keep it O. K. Charge must be kept up as near as possible to 1.260 mark—water must be put in to make up for loss by evaporation—connections must be kept tight and clean. If you want to keep your battery in the O. K. class all the time be sure to drive in every two weeks for inspection and test.

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MOTORCYCLE NEGOTIATES STEEP INCLINE



Looks steep, doesn't it? And it was. Ted Gilbert had the time of his life getting up the side of Rocky Butte, but he made it, and the Harley-Davidson, handled here by the Motorcycle & Supply company, came out of the struggle unscathed. The grade was estimated to be 85 per cent in some places and the Harley, equipped with rear tractor wheel, had a tendency to dig itself in like an ostrich. A three-speed Harley was used for the feat.

INVISIBLE SCENERY OF COLUMBIA RIVER HIGHWAY DEPICTED BY WESTERNER

(Continued From Page One, This Section)

Between Rocky butte and what is now the suburb of Milwaukie, in which the nimrods of Portland village found a remarkable number of deer, cougar and native pheasants. Rocky Butte is the first big landmark on the right as the Portland tourist, with his tourist guests, speeds eastward on the smooth pavement of the Columbia river highway.

All the smoothly tiled fields which are to be seen between the highway and the river were in earlier times covered with a growth of cottonwood, ash and a few fir trees. In these bottom lands, not far from Fairview, Indian John lived long years. His prominence was not due to the fact that he was the lone survivor of a vanished race whose braves once roamed free up and down the river and built their signal fires on Council Crest. He owned a skillet that he had gotten in trade from Lewis and Clark.

As far back as 1847 the highway which leads to Troutdale and over the first foothill of the Cascade range was known as a settlers' road. All the bumps, the twists and turns and dust are gone from this road now. The automobile bows smoothly over the pavement at 40 miles an hour where the pioneers urged their slow-moving teams and counted 30 miles a long day's journey.

The moving pictures of the past gather as the cinema of memory unrolls the life of other days before the eyes of a fascinated imagination. The invisible scenery of the Columbia's titanic gorge becomes real again. One sees, as the startled Indians saw, those heroic personages that led the winding procession of civilization treading strongly along the trail of time down the first pathway to the Pacific.

Thus nature's great book of creation, whose covers were forced asunder by the river, the Columbia's ceaseless ages, is made to bear a human imprint—the inscribed names of those who won and held the last West.

Let us go more slowly. There is so much to see. Let reverence mingle with delight. Here is beauty, and here, too, are the scenic masterpieces of God. Are there not ashes of dead campfires that will again glow into heat and flame and mast their ruddy light upon the gorge's last visible turn? Lewis, William Clark, and upon the less rugged contours of the girl guide, Sacajawea, who led the explorers sent by Jefferson to the shining mountains to everywhere-salt-water?

PAST AND PRESENT LINKED
We, too, need a guide. At the wish we have him. George H. Himes is a link between the past and the present. With patient hands and devoted purpose he has spent many of his nearly four-score years building monuments to mark the affairs of the past. So he went with us. Where once it was enough for him to trudge his way over the silent road or ride horseback, he leaned comfortably back in the swift-moving car. His pointing finger showed our "Journal family" group scenery that the Columbia had made that in half a hundred preceding trips we had never seen.

We swept up the sylvan stretch that borders the Sandy river, where never-falling waters draw from the glaciers of towering Mount Hood. We climbed without strain of motor on the gentle grade to the elevation that reaches nearly a thousand feet above the river before one realizes that any considerable ascent has been made. We came out upon the point where Vista House is built as a memorial to the pioneers of Oregon. To the east the mountains descend to the river. To the west the river flows to the sea. The river is the majestic River of Kings sought by the explorers of many nations when even its existence was deemed by the incredulous to be mere legends. The river, uplifted against the western horizon, is a final gleam where the Columbia makes its last visible turn in stately course toward the Pacific. The trees and the islands and the waves seem to be applied and to garland the river as victorious warriors once were honored. Its struggle and its dashings against the resistant mountains are over. The only transverse cleft in more than a thousand miles of Cascade-Sierra ranges is carved complete.

"Just below you, there do you see that green point?" asked Historian Himes. "That is the point where Lewis

tenant W. R. Broughton camped. It is called Point Vancouver. Captain Robert Gray had sailed into the mouth of the Columbia in the Columbia. He divined, but Broughton of Vancouver's command, ascended the river to this higher point, and thus created no question as to whether this territory belonged to England or the United States."

Larch mountain was to the right, and Silver Star, still snow-covered, on the left, across the Columbia, as we descended by the "figure eight," where licorice fern grows in the moss that attaches to the ancient fir trees, and a perpendicular descent of some 400 feet within an area of 40 acres is regarded as possible by remarkable engineering. "Speel" was the head god of this country, according to the Indians. He was constantly referring to the goddess for salmon and hunting. Once the salmon god became a little too greedy and Speel blew upon him from Wind mountain, which you see deeper in the gorge and to the east. The breath of Speel is still felt by those who pass this mountain.

GREATER THAN PALISADES
"Across the river is Cape Horn. I once came up the river in a steamer with a party from the East and one of the women was constantly referring to the Palisades of the Hudson. There was nothing else so grand, if one would believe her. When she saw the palisades of the Columbia she was sure the walls of columnar basalt were not so high. It was when she climbed up a trail part way, that she changed her mind. Those columns of perpendicular basalt cristaes are 1500 feet high; the Palisades of the Hudson are 700 feet high."

When we saw Lone Rock standing in the current of the Columbia it was a reminder of the legend concerning the giants that one day hurled rocks across the river between Fort Rock on the Oregon side and Cape Horn in Washington. This massive boulder was hurled by the greatest of the giants at the close of the day's battle. But he was tired and the missile fell short of its mark.

The pinnacles or needles near Benson park and Mist falls, completely transformed into feathery spray by its tremendous descent of a thousand feet, were the suggestion of another legend. Speel came to catch the chinook salmon from over in the Yakima country. He brought with him his wife and sons. The was enamored of the beauty of the gorge and she refused to return. Speel turned her into rock and what seems to be Mist falls are in reality her streaming tresses. The sons, too, rebelled and Speel with a wave of the hand, left them standing as pinnacles of rock.

HAS TRAGIC HISTORY
Rooster rock, directly below Crown Point, was once an object of Indian worship. Beacon rock, farther east on the Washington side, is nearly a thousand feet high. Before the Bliddle trail was built up its precipitous sides it had been surmounted by whites only twice. But a more or less authentic Indian legend is that the daughter of an Indian chief, with her baby, climbed to its summit and disappeared, never to be seen again, after her father had slaughtered the brave to whom she had given her love. There is, however, a more certain interest attaching to this splendid monolith. Lewis and Clark made one of their camping grounds at its base.

Wahkennah falls, just within Benson park, in the Indian tongue means "Most beautiful." Fifteen hundred feet or more above the highway it bursts full born from the side of the mountain. Multnomah falls, queen of the cascades of the Columbia's gorge, is half a mile farther on. The cliff from which it leaps has a sheer descent of more than 600 feet. Indian legend gives it quaint charm. A maiden besieged by suitors climbed to the crest of the falls and vowed she would leap to her death. Then she chose the brave who said that he would give her up if she would desert from her mad purpose.

What must have been the sensations of Lewis and Clark and their party of explorers as they descended the river more than a century ago, when they looked upon Multnomah, Wahkennah and other of the almost unnumbered waterfalls that are flung from the dizzy heights of the mountains to the depths of the gorge? Yet they saw no more of inspiring beauty than we who today follow their trail.

We passed St. Peters dome, Cathedral rock and the five other monoliths, towering 2000 feet or more above the highway, and wondered if the failure to name the unchristened pinnacles was not due to sheer human incapacity to find appellations worthy such splendid monuments.

"There," said the historian, pointing, "is the first fish wheel built on the Columbia. It was built by W. R. McCord in 1875. We came to a much protected frag-



J. A. DAWSON

Used Cars of Almost Every Make From \$400 to \$1500

George Sammis New General Manager of Sunset Company Here

George Sammis, formerly with the Seattle branch of the Sunset Electric company, has been appointed manager of the electrical department of the local Sunset company, according to an announcement recently made by W. J. Albritton, manager of the company.

Sammis has had some 12 years' experience with electrical work, and has developed an intimate knowledge of the myriad parts that go to make up the electrical appliances now considered essential to the proper functioning of the modern automobile.

Coincident with the announcement regarding Sammis, Albritton made it public that D. W. Welch would assume the management of the battery department and Carl Zenger of the electrical service. Both are men with considerable experience along these lines.

up he showed us Hamilton and Table mountains, legendary north abutments of the Bridge of the Gods. He called attention to Bradford island, opposite the mouth of Eagle creek, and the smashing rapids of the Columbia where Cascade locks have been built to render navigation possible, then he made us forget that this is the twentieth century. He told us the story of the Indians' last stand against the invading whites in the abysmal gorge of the Columbia.

On a night in March, 1852, the Hamilton family slept in a boat which was tied to the shore in such a way that the rope could be cut and the craft instantly set adrift in the swift current. There had been muttering hints of Indian trouble. The year before a blockade had been built on Cascade rocks, and at this time it was defended by a corporal and seven men.

THE PHIL SHERIDAN
The Indians gathered in overpowering numbers. They opened attack upon the devoted little group. Not one tribe but many were represented among the combatants. They had determined to seal the gateway to the Pacific forever against white men. Perhaps it was a messenger from the Hamilton family, escaping in the boat, that brought the news; perhaps some other runner. But Phil Sheridan—yes, the Phil Sheridan—came hurrying from Fort Vancouver with 40 men. Colonel Steptoe hastened down from The Dalles with reinforcements and a howitzer. Bits of the shells from that howitzer may still be picked up in the vicinity of the historic battle. The Indians were out-manuevered. The American soldiers closed in on them from east and west. They were forced to surrender. They were to be "good Indians." Sheridan and Steptoe evidently took them at their word. Nine Indians were hanged on Bradford island. And one of them was Tumah, who was executed unjustly. He had not joined in the battle, and he had been a friend to the white man.

There is an art gallery in the Gorge of the Columbia. Its pictures were painted and hung by the Master Artist. The sun, the clouds, the waterfalls, the magic colors of rocks and trees, the light of moon and stars, are all parts of its composition, and no view ever looks twice the same.

But it is when one has seen this gallery of grandeur in the shaded light of other days, as other eyes, long since closed, looked upon it, that the real fascination of the Gorge of the Columbia lays its eternal spell upon a silenced spirit.

A Way by Which You Can Be Sure

There is now no longer any need for used-car purchasers to run the risk of buying a car that is in any way mechanically defective.

Mr. J. A. Dawson, a mechanic of eight years' experience, five of which he has spent in our employ, has been placed in charge of our used-car department.

He thoroughly inspects and overhauls every used car that we offer for sale. Consequently, when you buy a used car here you have the assurance that it is in good condition.

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34x4 1/2 Non-skid Cord. \$50.40	34x4 1/2 Non-skid Cord. \$49.50
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Elma to M'Cleary Road Is Discussed

Captain J. B. Kirkaldie, with the other members of the Cowitts board of county commissioners, was in Olympia last

week threshing out the matter of the new route for the road between Elma and M'Cleary. The work on the new route will not be done at present. Captain Kirkaldie stated that there was \$30,000 available for the road work between here and the county line this year. If the new road were to be graded it would take all of this and

the public would still be compelled to use the old road. He also said that the contract for paving from Elma to Kech's hill would soon be let and that work would be done this summer.

Spain has a greater proportion of sunshine every year than any other civilized nation.

ANNOUNCEMENT

We beg to announce that we have moved into our New Building on the corner of Grand avenue and East Yamhill street

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The interest of A. J. Winters in the firm of A. J. Winters Co., Inc., has been purchased by L. D. Winters and Roy T. Brookings and the firm will be known hereafter as

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We will stock only the highest quality of merchandise and will endeavor to render personal service to our friends and customers.

Winters & Brookings

L. D. Winters, Pres. and Mgr. Roy T. Brookings, Secy.-Treas.

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