

AUTO STAGES TO CALIFORNIA POINTS NOW IN OPERATION

Pickwick Stage Line Starts Run Between Here and San Francisco.

Portland to San Francisco by automobile stage has become an actual fact. The first stage on the run left the Oregon Auto Stage terminal Wednesday morning and officials of the Pickwick company aver that while the schedule only calls for two trips a week, more will be made if the traffic demands. The run to the Bay City is made in approximately two and one-half days. Upon leaving Portland in the morning the stage makes Grants Pass at night. Here a stopover is made until the next morning. Redding, Cal., is the stopping place the second night, while some time shortly after noon the third day the stage rolls into San Francisco.

The Pickwick company is incorporated under the laws of California and has a franchise from that state for the run from San Francisco north to the state line. Other franchises to this company are effective in Southern California so eventually the traveler will be able to purchase transportation in Portland for Los Angeles or San Diego by the Pickwick line.

On the road between here and San Francisco the company uses eight passenger-twin six Packard touring cars. It has been found, so officials of the company say, that the most satisfactory results can be had by operating small units on such runs.

"The passengers and the firm both benefit by the use of small units," C. V. Akin of the line said. "It has always been the policy of the Pickwick lines to use small capacity cars on long hauls. True they will not accommodate as many passengers, but then we stand ready to put on a sufficient number of cars to take all wishing to make the trip."

CARAVANS COMMONLY USED
Caravans are common in California, Akin said. There a number of cars are sent out at one time in the same way railroads make up trains of two or more sections.

"On a long trip consideration for the passenger enters into the game," he went on. "Their comfort is of primary importance, for naturally they will not patronize the line again if they are not well taken care of. This is our aim, for we are an established firm and in the game to stay."

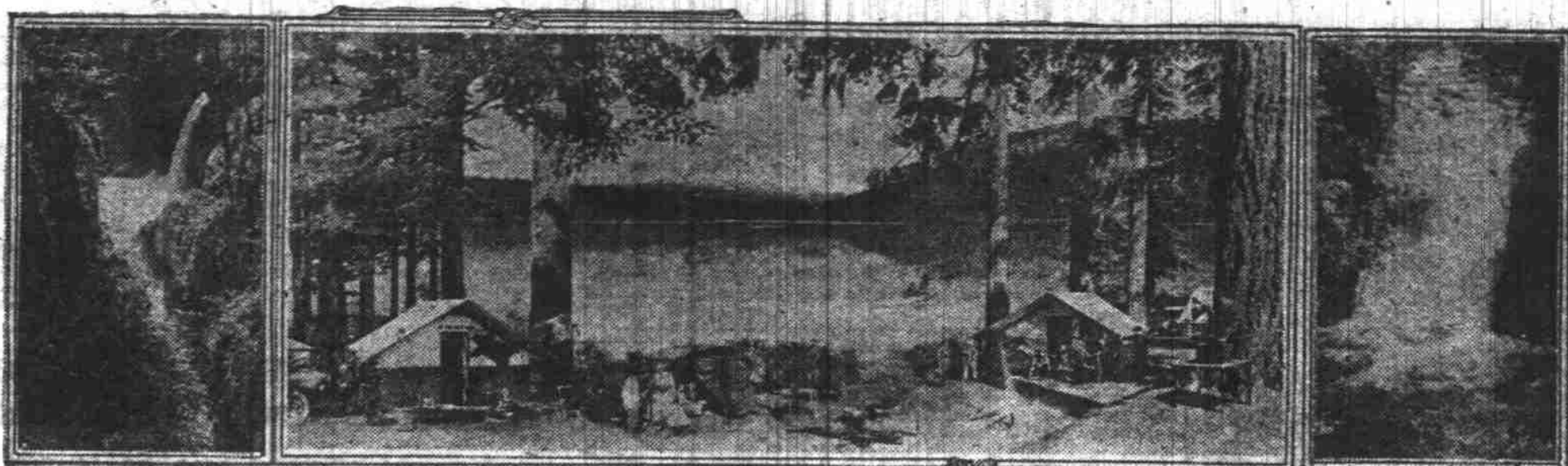
Through arrangements with hotels at Grants Pass and Redding lodging for the passengers can be secured. This is not included in the fare, which is \$17.50, but by the terms of the agreement the charge at each hotel is \$1.25 a night. Stops are also made for meals at various points on the road. According to figures prepared by Akin, the cost of passage in the buses, including transportation, meals and lodging, is \$23.50. Seven meals are taken en route.

Connections are made at San Francisco with the Pickwick lines operating to the south. Transportation by bus can be had to Los Angeles, San Diego and El Centro. These are the major points of distribution on the line, from which feeder lines are run.

Declares Eye Trouble Is Cause of Accidents

Eugene, May 20.—"Faulty vision is the cause of numerous auto accidents," declared Dr. Floyd B. Dayton of Portland, president of the state board of optometry, in a speech before the Ki-

IDEAL OUTING CAMP TO BE BUILT AT LOST LAKE



Plans of Samuel Lancaster are now being completed to provide an outing camp in the midst of the forest on the shore of Lost Lake. Center picture is a composite photograph of Lost Lake, Laurelhurst park and a wash drawing of ideal camp taken by Lancaster to show how the camp will look. The water falls on the left is Metlako Falls on the Eagle Creek trail, while that on the right is Rainbow Falls.

OLD RACE MEN HEAD SALEM MEET

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of the races was worked out last week by the Oregon Auto Racing association, which has charge of the event, and announced yesterday. All the men chosen have had an abundance of experience in handling races and several of them have smelled smoke on the track themselves.

The referee for the races will be Fred Dundee, head of the Dundee machine shops and auto repair concern. Dundee is considered an excellent choice, as he has had wide experience in helping to handle auto races in this section and is keenly interested in the sport. Dundee is an old racer himself, a dozen years or so ago having been on a race team for the old White steamer organization. Dundee had no small number of road records to his own credit before he gave up the work and settled down to a more quiet existence along Portland's automobile row.

THERKELSEN IS STARTER
For starter I. Therkelsen has been named and has accepted the position. Therkelsen is sales manager of the Braly Auto company and is one of the best-known men in the retail automobile field in the city. His appointment also recalls early racing days, as Therkelsen was one of the favorite amateur dirt track drivers back in the days when stock car road races in and around Portland were in vogue, and he captured a goodly supply of cups and trophies for fast time in dashes over the Base Line road and other roads before the days of hard surface outside the city of Portland.

Official timers for the occasion have been named as Ben Benson, Ben Trekmann and De Waide are Portland men, while Hofer is a resident of Salem

and has been recognized as one of the leading fans of that city and the owner of a number of race cars. De Waide is a builder of racing and sport car bodies, having a plant in this city.

Vic Unden of the Factory Motor Car company of this city has been named as chairman of the technical committee and will have a group of men not yet named to assist him. Unden has had wide experience in repairing cars and in handling stock parts and is in a particularly good position to pass on all cars entered to see that they are up to the technical requirements, particularly in regard to the cars entered in the dealers' stock car races. For judge of the race James Linn of Salem, head of the state fair board, is the unanimous choice and he has been asked to serve. To date Mr. Linn has not signified if he will accept, but those in charge are anxious that he do so. Linn has had wide experience in racing events, particularly in the old days of horse racing, and it is believed his services would prove of great value.

UNIQUE ADVERTISING
Work of advertising the races throughout the Willamette valley was begun last week in a unique way, when Pilot Holt left Portland to visit the various towns, driving a midsize racing car known as the Stephens special. This car is declared to be the smallest race car in the country, and in fact is no larger than the average push car which Portland youngsters pedal around the streets. The car has a high-powered little motor, however, and has a record of a mile on a dirt track in 51 seconds.

While on his trip Holt will take every opportunity to tune the little car up and on the day of the races he will drive an exhibition mile against time in the effort to lower the dirt track record at Salem.
Steps were taken last week by the Oregon Auto Racing association to put the Salem track in shape for the event on June 3, and those in charge claim that the track will be in the best shape for auto racing that it has been for years. A man to work the track has been employed and will be on hand continually from now until the event, smoothing the track and watering it down. Special efforts will be made to prevent dust, and it has been announced that not only will the track be put in good shape before the races, but between every event it will be watered down. Holding the dust down will make the races much more pleasant to watch, it is declared, and will also make the track safer for the drivers.

HAYNES AWARD IS PASSED TO BUYERS

Purchaser of the "75" Blue Ribbon Speedster Will Get Facsimile of Trophy With Car.

Every one of the famous Haynes 75 blue ribbon speedsters that leaves the factories of the Haynes Automobile company at Kokomo, Indiana, has attached to the steering wheel an exact duplicate of the blue ribbon that was awarded the Haynes 75 speedster as a result of its remarkable performance test on the Indianapolis motor speedway when "Howdy" Wilcox, the internationally-known race driver, drove the 75 speedster over the course at an average speed of 75 miles an hour. A. C. Stevens, local distributor announces.

The handsome blue ribbon, which carries the picture of Mr. Wilcox and his statement in gold lettering, is the buyer's proof that the speedster he purchases is exactly the same, in regard to specifications, as the 75 speedster that was piloted by Wilcox in the official test. Stevens said.

"The blue ribbon was awarded the Haynes 75 speedster for speed, stamina, reliability, endurance, power and get-away."
"In my opinion, the Haynes-built 75 motor is a remarkable stock motor. It has the necessary speed, stamina and get-away to meet the requirements of the most exacting motorist, and at top speed showed a decided lack of motor vibration. The Haynes 75 speedster is the sturdiest and fastest stock car I have ever driven to date."

MANY PLACES ARE FOUND FOR PICNICS

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road to Gales creek. The road to Forest Grove is paved, and reports are that the Gales creek road is in excellent condition.
Gordon Creek—24 miles; shady nooks, flowers and moss along the mountain stream that makes it a place of beauty. From Portland east on Columbia river highway to Springdale, then turn to the right and follow signs marked "Gordon Creek."
Battle Ground Lake—25 miles; dancing, boating on lake, nominal fee charged for admission to grounds. From Portland to Vancouver, Wash., and thence to lake.
Washtoual River—24 miles; many picnic places are to be found on the way to this spot, which is a favorite for week-end campers. From Portland to Vancouver, thence east on North Bank road through Camas to Washtoual.
Molalla River—30 miles; an "off trail" road away from the usual heavy traffic of pleasure seekers; many picnic places are to be found along the river. From Portland south to Oregon City, turn left at Tenth street and climb bluff, then east on highway. The road is well marked. Without Springs are 8 miles beyond Molalla.

Wahkeena Falls—33 miles; owned by city; camp ground equipped with ovens and tables; a fine view of Larch mountain trail. From Portland east on Columbia river highway.
Multnomah Falls—34 miles; owned by city; this is the beauty spot of the Columbia river highway.
Oneonta Gorge—35.5 miles; delightful place for a noonday spot for lunch. The picnic can be reached only by low water, and then only by wading. From Portland east on Columbia river highway.
Oswego Lake—5 miles; boating, restaurant accommodations; many picnic places along lake shore. Two main picnic places are at Oswego, east end of lake, and at Lake Drive, near end of lake. From Portland south by Pacific highway (west side road).

Columbia City—30 miles, located on Columbia river; attractive for picnic. From Portland north on Lower Columbia river highway.

VANCOUVER POST ATTRACTS MANY

(Continued From Page One)

rapids in the Willamette with cargoes needed some point as a marine depot. Portland was founded to fulfill that need.
Records at the post show the evacuation of the Hudson Bay company to have occurred in 1847. In 1848 Major Hathaway with a detachment of American troops occupied the old fort.
Then followed a period of years when the regular army was not stationed there; regulars came only when the army was busy with the Indians the post was manned by an organization known as the Clarke County Rangers.

Many of the junior officers doing duty at the old post afterwards became famous in American military annals. Some of them were Grant, Sheridan, McClellan, Pleasanton, Ord, Miles, Howard, Canby, Gibbons, Kautz, Funston and Greeley.
The regular routine of the post provided many days of interest for the civilian. Every morning between sunrise and noon is drill period. At 11:15 each day the formal guard mount is held. Battalion parades are held at 1:30 Tuesday and Wednesday while

the regimental parade is at the same hour Friday afternoons.

One of the chief attractions is the concerts given by the Fifty-ninth infantry band every Tuesday and Friday from 3:30 to 4:30. The band, which is rated by the war department as the best military band on the Pacific coast, also plays for the battalion and regimental parades.

Particularly impressive is the ceremony of colors held each evening at 5 o'clock. The evening gun is fired, a corps of buglers sound off and the band plays the "Star Spangled Banner" as the colors are slowly lowered.

While the ceremony is being performed all military men in the post, no matter where they may be, face toward the colors and stand at salute until the last note of the national anthem is done. Civilians do the same except that they merely uncover.
Motorists find the post an easy drive. Out Union avenue the Interstate bridge is crossed to the Washington side. By going up Washington street to Tenth the main entrance to the post is found. The only poor roads are found in the reservation. Some of the roads are badly rutted but as one wishes to drive slowly through the grounds it doesn't matter much. Still some of the military regulations offenders might well be put to work improving them.

Eastern Lewis County Road Plan Provides For Highway Paving

Eatonville, Wash., May 20.—The 2200 feet of paving on the mountain road west of Eatonville has been completed, filling in the gap between the Torger Peterson place and La Grande. This leaves the Clay City school pupils to Eatonville with less danger and more comfort. The desire is to have this road improved all the way to the northern line of this school district just as soon as possible. The Clay City stretch is the first to be asked for.

County Commissioner Easterday has said that he has included funds in his budget for next year to improve the road leading from Eatonville to the north, to enable the school bus to transport the Clay City school pupils to Eatonville with less danger and more comfort. The desire is to have this road improved all the way to the northern line of this school district just as soon as possible. The Clay City stretch is the first to be asked for.

Estimated That U. S. Will Use Many Tires

Tire production in 1914 appropriated five tires per car. In 1922 it will appropriate three and one-half tires. This means that a production of 33,000,000 tires in 1922 will be sufficient to take care of the present 10,000,000 car registration in the United States. In 1914, 8,000,000 tires were required for a million and a quarter cars.

METAL COOKING AT AUTOMOBILE PLANT IS OF INTEREST

Nash Plant Heat Treatment is of Interest to Women Visitors, Local Agent Says.

"Women visitors at the Nash plant frequently marvel at the similarity of the heat-treating department to their own kitchens at home," S. V. W. Peters, vice president of the Portland Motor Car company, local Nash distributors, said. "Metals for use in automobiles are, as a matter of fact, heat-treated in electric ovens, much the same as bread or biscuits are baked."
"The housewife knows, for instance, that her dough mixture being perfectly blended, only half the job of making bread is done," Peters continued. "So the dough is put into containers and placed in an oven. There the heat must

be uniform so that the making is thorough. In the heat-treating department of the Nash Motors company is a big battery of electric furnaces, manned by experts in the art of "baking" metals, so that each part will attain the exact degree of hardness necessary for its proper functioning in its subsequent use as a part of the finished automobile.
"Each furnace is equipped with a pyrometer, a heat gauge, capable of registering degrees of heat far in excess of that which is possible by use of mercury. Parts that are sent into this department for heat-treating are scrutinized carefully at frequent intervals by the metal 'cooker' in charge of the ovens. The factory metallurgical department, acting as a sort of master chef, provides the formula and makes microscopic tests constantly to determine the uniformity of the grain structure of the metal under treatment.
"While the average housewife may not be entirely familiar with the effect of heat in various degrees upon dough, expert metal 'cookers' must of necessity know exactly the status of their material at all times while it is undergoing heat treatment. They know, for instance, that when a given piece of steel has attained a heat of so many degrees, its critical temperature, it is dipped in water or oil and thus quenched. This fixes the exact degree of hardness desired in the metal."
"Heat-treating is merely one phase of the complete facilities provided by the Nash Motors company for the manu-

facture of its cars, which facilities mean that the quality of the car is governed absolutely by the factory itself."

BANFIELD TO SELL DODGES
After 12 years' service with the Studebaker people E. E. Banfield has cast his lot with Braloy, Graham & Childs, local distributors of the Dodge car. Banfield was with the Studebaker corporation for five years and then with W. C. Garbe until he went to his new position.

WEEK-END TRAVEL STARTED
Sandy, May 20.—Week-end travel up the mountains started in earnest Saturday and Sunday. More cars than at any time this spring passed through town.

1919 Cole, 7-Pass.
Starting price.....\$975
Today's price.....\$500
THIS CAR BEING REDUCED
\$25.00 a Day Until Sold
Covey Motor Car Co.
21st and Washington

LIGHT-SIX
Five-passenger, 40 H.P., 112 inch wheel-base. Cord tires standard equipment.
\$1045
f. o. b. factory

Thief-proof transmission lock reduces rate of insurance to LIGHT-SIX owners 15 to 20%.

Cowl ventilator controlled from wheel hub. Reduces wind resistance and cowl lights.

Your satisfaction with a car depends upon your satisfaction with its performance, appearance, economy, comfort and price.

These are the vital points. And you must get satisfaction in each one if you are to be satisfied with your car as a whole.

Consider the LIGHT-SIX from this angle.

It is essentially the same car as it was when introduced. It was right before it was offered. And it has made good in the service of thousands and thousands of owners. It is dependable. Its L-head motor is powerful, flexible and freer from vibration than any car at anywhere near its price.

Its graceful lines are enhanced by a lasting finish. Cowl parking lights and the cowl ventilator not only add to its good looks but are necessary for complete satisfaction.

The LIGHT-SIX stands up in service with a minimum of repair expense. This, with low fuel consumption, means satisfactory economy.

We never heard of a LIGHT-SIX that was not comfortable to ride in.

And the price, \$1045 f. o. b. factory, is out of proportion to its value. This price includes the thief-proof transmission lock which reduces the rate of theft insurance to owner 15 to 20 per cent; large plate glass window in one-piece rear curtain, inside and outside door handles and other refinements.

And you get the priceless ingredient—prestige and high standing of the maker—who for seventy years has been building quality vehicles and selling them at fair prices.

Touring, \$1045; 3-Passenger Roadster, \$1045; Coupe-Roadster, \$1375; Sedan, \$1750. All prices f. o. b. factory.

Studebaker Corporation of America
Service Station STUDEBAKER BLDG. Tenth and Glisan Bdw. 1895 Retail Salesroom

THIS IS A STUDEBAKER YEAR

Studebaker
World's Largest Builder of Six-Cylinder Cars

One trip at the wheel of the Good Maxwell proves the sterling qualities it possesses.

Cord tires, non-skid front and rear disc steel wheels, demountable at rim and at hub; drum cup lamps; Aluminite lubrication; motor driven axle nuts; unusually long springs.

Prices F. O. B. Portland: Touring, \$1060; Roadster, \$1060; Sedan, \$1225; Coupe, \$1625

Covey Motor Car Co.
THE AUTOMOBILE DEPARTMENT STORE
EVEN TO THE BARGAIN BASEMENT
EMPLOYING OVER 100 PEOPLE
21st at Washington St. Broadway 6244

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The Good

\$1060

GUARANTEED

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