CARRIED BY AUTO

B. O. Tilden's Trip Will Carry Him Twice Across North America.

PORTLAND TO BE VISITED

Canada and Hawaiian Islands Will Receive Calls From Hygiene Campaign-New Routes Will Be Laid Out in West.

Starting from New York last Wednesday on a trip that will take him twice across the American continent, with five side trips from each of 40 cities, B. O. Tilden, president of the American Sanitary Works, accompanied by three associates, will conduct a National educational campaign in the interest of sani-tation. The trip will be made in a So-horzepower Stoddard-Dayton car of speequipment, and will total a mileage greater than the circumference of

Portland is one of the cities included in the itinerary, and it is expected that the Tilden party will reach here on the return trip some time in August.
The trip will not only cover the United
States, but will go to the Hawalian
Islands, British Columbia and Eastern Canada, taking his auto with him. In addition, the Coast on the Atlantic and Pacific Oceans will be skirted for a considerable distance to take in the larger

New Routes to Be Mapped.

On each trip across the cominent, new routes will be mapped out. The outgoing trip will take a central course, while the return, via Vancouver, will necessitate the laying of a new trail over the Cascade range, the Blue Mountains of Oregon, the Cocur d'Alene Mountains and the Rockies, into Southern Montana. In this way, the sanitation experts will render an invaluable service to the cause of good roads by gathering road information and pathfinding. They will fly the pennant of the Automobile Club of America and make their data available to its touring bureau. On each trip across the continent, new

This will be the greatest demonstra-This will be the greatest demonstra-tion of utility which any automobile has been called upon to make. Accurate records of the cost of operation and maintenance will be kept. The chief pur-pose is to enable E. O. Tilden to address boards of health, sanitation commis-sions, civic bodies, plumbers' trade as-sociations and organizations of archi-tects. It will be purely a scientific and business trip, promising much toward

business trip, promising much toward the promotion of public health. Among the trunk cities from which side trips will be made are the capitals and principal cities of nearly every state in the Union.

Every Need Anticipated.

Plans for the trip required that every need be anticipated by carrying special equipment. In addition to the customary top, windshield, speedometers, etc., the car will carry one five-foot crowbar, all ax. a shovel, 400 feet of motor rope, block and tackle, a special presso gas tank a max emergency a roover in summer. stock and lackle, a special presto gas tank, a gas generator, a power air pump, chains, mud hooks, two extra tires, de-mountable rims, special lunch box to hold three days' rations for four people, five-gallon radiator tank, one-gallon tank for drinking water, tire trunk and com-partment for three suit cases, dry and storage batteries; bub windlass, to be used with motor rope and crowbar in pulling car up the banks of dry river beds or out of guiches; besides a great quantity of maps, road books, licenses, revolver, kodaks and supplies.

"H. O. T.," as President Tilden is brown in a practical mechanic backs.

known, is a practical mechanic, having risen from the ranks of journeymen plumbers to the head of one of the bestknown manufacturing organizations in the country. He is an authority on sani-tation, and the men who will assist him are known throughout the entire plum-

bling trade.
In the Eastern part of the country he will be accompanied by his brother, J. M. Tilden, secretary of the American Sani-tary Works, and John T. Seller, Eastern manager. In the Western territory be will be joined by W. A. Cawley, Coast

PROPER OILING IS ESSENTIAL

Lack of Oil in Auto Motors Causes Bearings to Burn Out.

The most important feature of the automobile motor is proper lubrication."
said William H. Stawart in a recent lecture. "If the ignition system falls completely, the motor will not run. Should the carburetor lose its adjustment, sup-plying no gas to the cylinders, the mo-ter will not run. In either case no damage to the motor is experienced. How-ever, with the oiling system out of order, supplying an insufficient amount of oil supplying an insufficient amount of our to the friction surfaces, the motor continues to run, and with very little warm fourths of the sales are influenced by the wife, sister, mother and perhaps the working parts to bearing or causes the working parts to milhere and score beyond repair. "Manufacturers, realizing this, have

designed the lubricating system as fool-proof as possible. Every friction surface is provided with a means of lubrication. The most indifferent operator has little more to do than keep the oil reservoir supplied and note the flow of oil through the sight gauge. Quite often it happens that the oil pump becomes clogged and the flow of oil stopped. In cars provided with a sight gauge this trouble can be detected when the motor is running.
The oil gauge is usually placed in plain view on the dash and is part of the oll circuit. In other words, the oil in flowing to its work must pass through the sight gauge and before the eye of the

"As different makers of cars employ different systems for forcing the oil about the engine, one should note in detail the instructions from the manufactail the instructions from the manufac-turer. A great many systems have no adjustment of the flow. In such instances there is a single sight feed on the dash and a constant level maintained in crank case. Other systems have several sight feeds with adjustments, and these lead to various parts of the motor.

When once adjusted, these sight feeds seldom get out of order. However, it is quite often necessary to readjust them when another grade of oil is used. The number of drops per minute may readily be determined with the engine running normally and with the eld of the

CARE OF ELECTRICS URGED

Need Is Shown of Having Batteries Charged Repeatedly.

The care of electric automobiles."
said the manager of a garage where a large number of electric cars are charged every night," has become a source of trouble in no small quantity.

The care of electric cars are charged every night," has become a source of trouble in no small quantity.

to learn exactly how they should be cared for, I guess our troubles will continue to multiply. "Of course, the batteries of electric

of course, the batteries of electric cars form the point of contention, which is quite natural in view of the fact that it is on them where the greater portion of attention bestowed on these cars is concentrated, and this, in turn, is not unnatural since they are really the portion of the car which is most expensive after first cost.

"Almost every owner of an electric

"Almost every owner of an electric car seems to be of the opinion that the life of the battery is prolonged by having it charged only when it is absolutely necessary or at such a time when the previous charge is practically exhausted. Very often we have been compelled to practically shove cars into the garage that should easily run in on

This class of owners use their cars on an average of perhaps 19 to 15 miles a day, and, under the impression that they should get 50 to 60 miles out of their charge, do not have the battery recharged until after a period of perhaps these or four days.

haps three or four days.
"It is quite true that a car thus operated can be allowed to go for a couple of days on a single charge, but never over that, as, while the battery may have a capacity of 30 miles, it be-gins to lose efficiency immediately after being taken off charge, and this

stand without being recharged. "Continual practice of this habit

causes what is known as sulphating of the plates of the battery, and once this ascures a good foothold it takes a great deal of hard work and a long

time to get the battery back into its normal condition. Sometimes it results

in practical destruction of the plates, and the owners of electric cars who have purchased new batteries or had

old ones rebuilt know the expense that

is to have them charged every alter-nating night or day when they are not

in constant use, and when in constant

FAIR SEX DEMAND NICETIES

IN AUTOMOBILES.

Flower Vases, Dome Lights, Tollet

Cases and Other Conveniences

Are Essential.

Women and automobiles and styles

form a complex situation in these days of rapid transit ideas. Members of the

fair sex play an important part in the manufacture of automobiles. Then, if you are of a mind to switch the logic

a little, you can say with equal regard to the truth that the automobile has much to do with the styles of women's

apparel. Automobile creations in women's bonnets, coats and gowns, in fact, seem to have become decidedly

popular in Portland. In this connec-tion, it may be safely said that every

woman you see with an auto hat, does

not own an automobile, although she would like very much to have one.

Based on the assumption that every woman in the land is entitled to have

a car of her own, the automobile manufacturers are paying a great deal of at-tention to the comfort of women driv-

ers and tourists and seem anxious more

than ever before to please them. There may be a little speck of selfishness attached to the desires of the manufac-

turers in "primping up their cars," but it is a matter of business that can not

so much attention to the mechanical details as do the men, but there is no

doubt that they are learning rapidly the good and bad points about the va-

"Women recognize the little niceties of automobile design just as readily as they would discover the merits in

the design of a dwelling," said a Port-land dealer the other day. "If the

alightest cause for inconvenience exists.

he women are quick to raise the pro-lest. Current fashion dictates that

such details as electric dome lights, flower vases, tollet cases and other

handy contrivances are absolute essen-

same, but differ widely. Some are fitted up with every little device imaginable to suit the wiles and fancies of milady

Fastidious is the woman automobile shopper today. So, if our cars haven't these numerous little features so at-tractive to the women, we find it diffi-

cult to cinch our selling arguments. Styles are always changing, however, and it may be that next year we will

have entirely different features to at-

Victors' Pitcher Allows Only One

Hit-Score 6 to 0.

MOSCOW, Idaho, April 22—(Special.)

The University of Oregon defeated
the University of Idaho baseball team

DEFEATS

IDAHO

tract the women buyers."

ere this afternoon, 6 to 0.

OREGON

source of trouble in no small quantity Batteries-U. of O. Houck and Taylor; lately, and until the owners of this Idaho, Robinson and Williams.

"In many ways limousines look the

rious makes.

use have them charged every day."

Urges Columbia Engineer River Gorge Highway.

SCENIC VALUE IS GREAT

J. P. Newell, of Portland, Says Hood River County Would Have Expense of \$40,000 to Put Its Part in Shape.

That the proposed road along the Cohumbia River gorge between Bridal Vell and Heod River is one of the most important highways in Oregon and that it should be constructed without delay

ROUTE OF 25,000-MILE TRIP OF NEW YORK PARTY.

PORTLAND INCLUDED IN TOUR OF B.

poses.

Newell says:

put in operation and then allowed to engineer of Portland, who was the first any previous high school meet held at

mendations contained in the reviewers' report, submitted to the County Court, are commendable and should be followed out in time. Instead of having a

20-foot road all the way, however, he believes it would be practicable at first to build 10-foot or 15-foot roads at points where it is necessary to cut through the hillsides. At those places the road could be widened later when more money was available for such puf-

Hill Work Costly.

It will not be necessary for Hood

River County to spend over \$40,000 to put that end of the road in shape, ac-

cording to Mr. Newell's estimates. He says that the most costly work in Hood River County would be to cut down the steep hills at Ruthton and at Mitchell's Point. The other parts of the road between Hood River and the Multnomah County line could be constructed at a nominal cost.

"It is of great importance to the peo-ple of Hood River County and other counties east of the Cascade Mountains as well to the people on this side to have this road built and opened as soon as possible," said Mr. Newell. "It will make one of the most scenic highways in the world and it will become the mecca for tourists. Besides, it will be valuable as a business artery between

Eastern and Western Oregon."

In a communication to The Oregonian

relative to the proposed road, Mr.

Undertaking Is Important.

Undertaking Is Imperiant.

The report of the viewers on the proposed highway up the Columbia River, as published recently in The Oregontan, is deserving of high commendation. This is an undertaking of great importance, and it is to be hoped that nothing will be allowed to stand in the way of its progress. As an enthusiastic advocate of this enterprise from 'ts beginning, and the first to investigate its practicability from an engineering standpoint, the writer may be permitted to make a few suggestions.

It is proposed that the road should cross the railroad track twice at Oneonta, running for about a quarter of a mile on the river side. This is the proper thing for the first construction, but two short funnels should later be built on the other side of the track and the crossing eliminated, as one of them

and the crossing eliminated, as one of them will necessarily be in a dangerous location. Another tunnel should be constructed through the rock point just east of the Shell Bock Mountain, in Hood River County,

thus avoiding a long and expensive climb over the mountain side. These tunnels would not be long enough to make the cost very high, and they would greatly improve the grades and add much to the interest of the

Road is Passable,

Road is Passable,

Shell Rock Mountain itself, formerly the great bugaboo of road schemes along the river, has now heen made passable for mearly the entire distance by extensive excavations made by the O.-W. R. & N. Co. In getting out rock for filling and riprapping. The viewers recommend a 20-foot road for the entire distance. Apart from the bridges required and a few rock points the most expensive part of the road will be the censtruction along steep hillsides where the slopes are from 30 to 35 degrees. These exist for the larger part of the distance. In such places two roads 10 feet wide, at different elevations could be constructed much more cheaply than one 20-foot one. These slopes are composed of loose rock, with the volds filled with earth. Shallow cuttings, sufficient for a narrow road, can be made in them with the sides standing nearly vertical, but such cuttings as would be necessary for a 20-foot road would require much higher and more carefully built walls.

Favorable Point Cited.

Another point in favor of the double road system is that slides or falling trees would only block one road, leaving the other open for facilitating repairs. For this reason each of these roads should have occasional turnousts, and they should be connected as often as convenient. For economy's sake it might be best to build a single track clear through and add the second one later. It is better to have a narrow road clear to your destination than a wide one half way. Once let a road of any kind make the Columbia River accessible to travelers and pleasure seekers, and the public demand will insure its being made a good road in a very short time.

made a good road in a very short time

MANY RUNS ARE PLANNED

Automobile Club Will Make Trip to

Crater Lake This Year.

The Portland Automobile Club ex-

pects to participate in several cross-country runs this Summer. One of the first trips planned is a drive to Foley

Springs, near Eugene. Autoists who have virited that point say it is a most attractive place.

Later in the season the club has planned a run to Crater Lake, one of the natural wonders of Oregon. On account of the distance and mountain-

rding to Mr. Newell's estimates.

to investigate the practicability of the road from an engineering standpoint.

Mr. Newell believes that the recomthe annual ord

O. TILDEN.

and cities:

schools. Seattle.

impossible.

He

ous roads, it is not expected that many will make this trip. The club officials are going to interest as many mem-bers as possible in this trip, however.

bers as possible in this trip, however, and hope to have at least a score of cars take part in the run.

Other trips will be made to Bay Ocean and Astoria. It is planned to have over 100 cars join the party to astoria, as the run will be made during the centennial celebration there. It is not probable that any trip will be taken to Scattle under the auspices of the club this season. While one of the objects of these trips is pleasure, another purpose is to try out the road conditions in various parts of the state. For that reason the club will devote its ratire attention to Oregon trips this season.

PLANS MADE FOR FIELD MEET

Washington Divided Into Districts to Care for Athletes.

UNIVERSITY OF WASHINGTON, Se attle, April 22 .- (Special.) -The plans for the annual interscholastic track and field meet, to be held on Denny Field under the auspices of the Associate Students of the University of Wash ington, are rapidly nearing completion. Managers Zednick and Sieler, who have charge of the events, state that it will is the opinion of J. P. Newell, a civil be the largest and most successful of

In conjunction with the field events, he annual oratorical contest will be

held in the auditorium on the last day.

In every particular efforts are being made and inducements are being extended to schools of Eastern Washing-

ton to join with the university on this

For the purpose of being better able to handle the athletes and orators, the state has been districted into 13 sec-

tions, comprising the following towns

and cities:
District 1, Spokane; district 2, Colville, Davenport, Sprague, Tekoa, Oakesdale, Palouse, Colfax, Garfield; district 3, Walisburg, Dayton, Pomeroy, Walla Walia; district 4, Kennewick,

Prosser, Sunnyside, Ellensburg, North Yakima; district 5, Chelan, Watterville,

Wenatchee, Cashmere; district 6, Blaine,

Lynden, Anacortes, Mount Vernon, Sed-

district 7, Port Angeles, Port Townsend,

merton, Burton, Kent, Auburn, Buckley, Sumner, Puyallup; district 11, Tacoma;

district 12, Vancouver, Wash., Castle Rock, Chehalls, Hoquiam, Aberdeen, Elma, Olympis, Centralia; district 13, Queen Anne and West Seattle High

In all probabilities keen competition

will be noticed from now on between the University of Washington and the Washington State College, as both in-stitutions hold track meets on the same

date. Washington would have pulled off her meet at some other date, but conditions were such that to do so was

be centered about the high schools of Spokane, both institutions desiring to

bring men from the metropolis of the

CUT-OPEN CHASSIS IS INTER-

ESTING EXHIBIT.

Factory Expert Explains Principles

of Operation, Using Specially

Equipped Machine.

Owners of automobiles, prospective

There a stripped chassis with all

the case under its own power.

The keenest feeling will

Arlington, Marysville, snohomish, Everett; district 8, Lincoln High, Ballard High, Scattle; district 9, Broadway, Franklin High, Scattle; district 10, Bre-



skimped quality gives skimped service.

Because we pay well for the best-rubber, fabric, workmanship-it costs the user least to run on

bile with the exception of the body and bile with the exception of the body and fenders. Portions of the boxing were cut away and plate glass was substi-tuted. Even one of the cylinders was cut away, that the operation of the pistons could be seen. The gear box was covered with glass to permit the operation of the different speed gears. In his lecture Mr. Dean described every movement of the machine as governed by the man at the steering wheel. Operations of the brakes, gear shift levers, throttle, spark, in fact,

Mr. Dean is Western demonstrator of his company and has been showing the cut-open chassis at various points on the Pacific Coast. He left with his

that more than 1500 Portland people were made better automobile drivers or better acquainted with the workings

occasion. The high school orators will compete for a \$100 prize, which an-nually is offered to schools entering the contest by Alden J. Biethen, of the Se-attle Times, in addition to medals which will be awarded competitors.

AUTOISTS WANT HELP IN BUILDING BETTER ROADS.

Enlist Government in Work of Making Improvements.

Oregon automobile owners are inter-

Never before has there seemed to be such unanimity for Federal aid, and this has undoubtedly been brought about by the astonishing increase in interstate and transcontinental touring. Reference was made to the fact that of the guests who visited one of the lead-ing White Mountain resorts last year, over 93 per cent arrived in motor-driven vehicles. The Southern, Western and Pacific States believe that their scenic advantages deserve a similar patronage, but this can only become possible by roadbuilding, in which the Govern-ment must of necessity help, in states sparsely settled and having few large cities to carry the burden of the expen

Owners of automobiles, prospective purchasers of motor cars and persons merely interested in machinery were entertained by T. E. Dean, of the Cadillac Motor Company, Detroit. Mr. Dean, an automobile expert, was in charge of a Cadillac chassis exhibition at the Covey Motor Car Company's diture.
To the touring information board has been intrusted the laying out of the route of the association's eighth Na-tional reliability tour for the Glidden and other trophies. The event will be in June, starting from Washington, D. C., and concluding at Ottawa, Canada.

mechanism exposed was shown in op-eration. Each part, no matter how intricate or trivial, was seen at work. The machine was driven by electric power but the working of the machin-ery was the same as would have been the case under its own power. E. J. O'Connell, welterweight grap-pler, yesterday signed articles binding his match with Buzukos at Roseburg on May 4. The agreement calls for a side bet of \$500, O'Connell to weigh 145 at 5 P. M. on May 4, Buzukos at catch A more complete explanation of the working of an automobile could not have been had than the one made by Mr. Dean with his cut-open chassis. weights. The referee will be selected by newspaper men.

Astoria Has Strong Team.

Pope-Hartford

Each Pre-eminent in Its Class



Our tires give liberal service because we're liberal in the making of them...We know that

The B. F. Goodrich Co., Akron, Ohio. Portland Branch 325-327 Burnside St.

everything was explained.

The demonstrator took his hearers on an imaginary trip through the Cad-illac factory explaining as he went the method of manufacture of every part. Mr. Dean said the Cadillac plant had been in steady operation night and day since July 18, 1910. During this time the plant has been completing cars at the rate of 45 finished machines a day. He also said that this was the one fac-tory in the country that had been doing this. The Cadillac factory employs 4000 men.

machine for Scattle, later to visit Van-couver and Spokane. These exhibi-tions will end the 1911 season.

The Covey Motor Car Company's salesroom was crowded all week with attentive listeners and it is estimated of an automobile.

American Association Prepares to

ested in the movement started some time ago to enlist the assistance of the Government in general roadbuilding throughout the country. The subject of Federal aid formed the most impor-tant topic of discussion at a recent meeting of the executive committee of the American Automobile Association, held in New York. Throughout the country highway improvement is commanding greater attention than ever before, and the motorists have learned that much of the work connected with the betterment of road traveling con-ditions comes to them because of their intra-state and inter-state touring. President Hooper presided at the meeting, and, following the report of Chairman Batcheider, of the executive committee, who recently made a visit to Western, Facific and Southern state bodies, recommended that the Good Roads Board outline a plan looking forward to the advancement of the Federal ald idea. Chairman George C. Diehl and his associates will give the subject immediate attention, so as to report at the next meeting of the general com-

Wrestling Articles Signed.

ASTORIA, Or., April 21 .- (Special.)-

Portland people have had the same op-portunity for seeing the mysteries of automobile operations as those who at-tended the National Automobile Show With Rudie Kallio, Bill Stepp and other stars in the lineup, the Hammond Lum-ber Company team challenges any team at Madison Square Garden, New York, This same exhibit was shown in Chiin this section. The team includes Bud cago and London.

The type of chassis used is that of the 1911 car. It is a complete automoberg, Kallio and Stepp.

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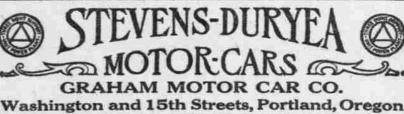
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