

SANITATION CRY 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 49 cities, B. O. Tilden, president of the American Sanitary Works, accompanied by three associates, will conduct a National Educational campaign in the interest of sanitation. The trip will be made in a 20-horsepower Stoddard-Dart car of special equipment, and will total a mile greater than the circumference of the earth.

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 Hawaiian 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 seaports.

New Routes to Be Mapped.
On each trip across the continent, new routes will be mapped. 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 Coast Range, the Sierra Nevada and the Rockies, into Southern California. In this way, the sanitation experts will render an invaluable service to the cause of good roads by gathering road information and path-finding. They will fly the pennant of the Automobile Club of America, and make their data available to its touring bureau.

This will be the greatest demonstration 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 purpose is to enable B. O. Tilden to address the boards of health, sanitation commissions, civic bodies, plumbers' trade associations and organizations of architects. It will be purely scientific and 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, speedometer, etc., the car will carry one pre-fort crowd, an ax, a shovel, 60 feet of motor rope, block and tackle, a special presto gas tank, a gas generator, a power saw, pump, chains, mud hoes, two sets of tire chains, mud hoes, special lunch box to hold three days' rations for four people, five-gallon radiator tank, one-gallon tank for drinking water, tire pump, tire chains, a portable toilet, a first aid kit, a storage battery, sub windlass, to be used with rope and crowbar in pulling car up the banks of dry river beds or out of gulches; besides a great quantity of maps, road books, license, revolver, kodak and supplies.

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. Stewart in a recent lecture. "If the lubrication system fails completely, the motor will not run. Should the carburetor lose its adjustment, supplying no gas to the cylinders, the motor will not run. In either case no damage to the motor is experienced. However, with the oiling system out of order, supplying an insufficient amount of oil to the friction surfaces, the motor continues to run, and with very little warning the excessive friction burns out a bearing or causes the working parts to adhere 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 oil circuit. In other words, the oil is flowing to its work most directly through the sight gauge and before the eye of the operator.

"As different makes of cars employ different systems for the mechanical details, one should note in detail the instructions from the manufacturer. A great many systems have no adjustment of the flow, and in such cases 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 aid of the watch."

CARE OF ELECTRICS URGED
Need Is Shown of Having Batteries Charged Repeatedly.

"The cars 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 to no small quantity lately, and until the owners of this

ROAD IS FEASIBLE

Engineer Urges Columbia 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 Columbia River gorge between Bridal Veil and Hood River is one of the most important highways in Oregon and that it should be constructed without delay is the opinion of J. P. Newell, a civil

engineer of Portland, who was the first to investigate the practicability of the road from an engineering standpoint.

Mr. Newell believes that the recommendations contained in the report, submitted to the County Court, are commendable and should be followed out in time. Instead of having a steep hill at Hudson 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 people 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 a mecca for tourists. Besides, it will be valuable as a business artery between Eastern and Western Oregon."

Undertaking Is Important.
The report of the views on the proposed highway was presented at a public hearing recently in The Oregonian, a descriptive of great importance. This is an undertaking of great importance, and it is hoped that nothing will be allowed to stand in the way of its progress. As an enthusiastic advocate of the project from its beginning, and the first to investigate its practicability from an engineering standpoint, Mr. Newell is permitted to make a few suggestions.

It is proposed that the road should cross the railroad track twice at Onocoma, run for about a quarter of a mile on the river side. This is the proper thing for the first construction, but a second tunnel should later be built on the other side of the track and the crossing eliminated, as one of them is not long enough to make the cost very high, and they would greatly improve the grades and add much to the interest of the trip.

Shell Rock Mountain itself, formerly the great baggage of road schemes along the river, has now been found to be feasible by the entire distance by extensive excavations made by the O. W. R. & N. Co., in setting out rock for slings and persons.

The views recommended 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 construction along steep hillsides where the slopes are from 20 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 wide filled with earth. Shallow cuttings, sufficient for a narrow road, can be made in them with the sides standing nearly vertical, such cuttings as would be necessary for a 20-foot road would require much higher and more carefully built walls.

Favorable Point of View.
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 factoring repairs. For this reason each of these roads should have occasional turn-outs, 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 at any point make a colorless highway, accessible to travelers and pleasure seekers, and the public demand will insure its being 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 expects to participate in several cross-country runs this summer. One of the first trips planned is a drive to Folsom Springs, near Eugene. Autoists who have visited that point say it is a most attractive place.

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bile with the exception of the body and fenders. Portions of the boxing were cut away and plate glass was substituted. 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, everything was explained.

The demonstrator took his hearers on an imaginary trip through the Cadillac 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 factory in the country that had been doing this. The Cadillac factory employs 4900 men.

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 machine for Seattle, later to visit Vancouver and Spokane. These exhibitions will end the 1911 season.

The Covey Motor Car Company's salesroom was crowded all week with attentive listeners and it is estimated that more than 1500 Portland people were made better automobile drivers or better acquainted with the workings of an automobile.

FEDERAL AID IS SOUGHT
AUTOISTS WANT HELP IN BUILDING BETTER ROADS.

American Association Prepares to Enlist Government in Work of Making Improvements.

Oregon automobile owners are interested 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 important topic of discussion at a recent meeting of the executive committee of the American Automobile Association, held in New York City.

In 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 conditions comes to them because of their intra-state and inter-state touring.

President Hoover presided at the meeting, and following the report of Chairman Batchelder, of the executive committee, who recently made a visit to Western states and the most important bodies, recommended that the Good Roads Board outline a plan looking forward to the advancement of the Federal aid in highway building.

His associates will give the subject immediate attention, so as to report at the next meeting of the general committee.

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 leading 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 Government must of necessity help, in states sparsely settled and having few large cities to carry the burden of the expenditure.

To the touring information board has been entrusted the laying out of the route of the coast-to-coast eighth National reliability tour for the Glidden and other trophies. The event will be in June, starting from Washington, D. C., and concluding at Ottawa, Canada.

Wrestling Articles Signed.
E. J. O'Connell, welterweight grappler, 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 weights. The referee will be selected by newspaper men.

Astoria Has Strong Team.
ASTORIA, Or., April 22.—(Special.)—With Rudie Kallio, Bill Stepp and other stars in the lineup, the Hammond Lumber Company team challenges any team in this section. The team includes Bud Graham, Harry Morgan, Mitchell, Peschke, Snyder, Oglin, Cellars, Jones, Enberg, Kallio and Stepp.

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