# SUPPLY DESCRIBED

Embargo by England Lifted Only Through Efforts of Club in London.

#### PREPARATION MODES VARY

Product Gathered From Uncultivated Trees, Found Mostly in Northern South America, Mexico, Central Africa and Borneo.

Crude rubber, its source of supply-and the conditions governing its progress from the source to American tire factories, have been subjects of especial interest in this country of late.

England's embargo, prohibiting crude rubber export from English colonies or dependencies to the United States, threatened for a time the whole automobile industry, because it is well known that without crude rubber there can be no rubber tires, and without rubber tires.

Luckliy through the energetic action of the Rubber Club of London, after Americans had given it up, the embargo was lifted, conditionally, and a pientiful supply of crude rubber now seems assured, barring complications always possible in a world war.

Industry Developed Rapidly. England's embargo, prohibiting crude

industry Developed Rapidly.

"Now go on with the story," as the penny-dreadfuls say.
Crude rubber is a vegetable product gathered from certain species of tropical trees, shrubs, vines and roots. It was first introduced into Europe in 1735. It was first used for pencil erasers and in waterproof cloth, and finally in solution in cement.

Vulcanizing, or curing rubber was

Vulcanizing, or curing rubber, was discovered in 1844, and thereafter the development of the industry was rapid—though the industry was but an infant in size, compared with now, up to the development of the automobile industry.

Industry.

There are many kinds and grades of rubber, and these can today be divided into two chief classes—wild and culti-

Wild rubber is collected from trees that have grown wild and where there has been no cultivation process. Such trees and shrubs are found mostly in Northern South America, Central America, Mexicq, Central Africa and Borneo.

neo. he finest rubber in the world until

The finest rubber in the world until recently has been obtained from the Amazon region of South America, and is known as fine para. For more than a century this rubber has been gathered in practically the same way.

The native goes into the forest, selects a free, cuts "V"-shaped grooves in the bark with a knife made for the purpose, the grooves being cut in herringbone fashion around the tree, with one main groove down the center like the main vein in a leaf. The latex of the tree (not the sap) flows from the smaller veins and down the center vein into a little cup placed to receive it.

Smoke Congulates Latex.

Smoke Consulates Latex.

Smoke Coagulates Latex.

When the little cups are full they are gathered and brought into the rubber camp and there the latex is coagulated by means of smoke. This is done by the use of a paddle which is alternately dipped into a bowl of the latex and then revolved in the smoke from a wood or palm-nut fire.

This smoke seems to have a preservattive effect on the rubber, as well as drying it out and causing it to harden on the paddle, each successive layer of the latex causing the size of the rubber ball or biscuit to increase. When a biscuit of sufficient size has been coagulated it is removed from the paddle and is ready for shipment to the various countries where rubber products are manufactured.

Another important grade of rubber

various countries where rubber prod-ucts are manufactured.

Another important grade of rubber coming from South America is caucho.

This tree grows similar to the para trees and the rubber is gathered in a similar manner, but is cured by adding to the latex some alkaline solution and allowing the whole to dry out, in almost any form, in the sun. The value of this rubber can be improved greatly by later methods of coagulation.

of late Far East rubber has been taking the place of South American product more and more, because plantation rubber is cleaner and containless foreign matter than the wild Para. As the plantations in the Far East are largely in British contains. largely in British countries, and the rubber comes to us by way of London this explains how the embargo was ains how the embargo was The cultivated rubbers grown

rubber comes to us by way of London, this explains how the embargo was possible. The cultivated rubbers grown in East India and the Malayan Peninsula are similar to the Ceylon product, and all come under the general head of Ceylon rubber.

From Southern Mexico, as heretofore mentioned, comes the cultivated Castilloa.

The price of crude rubber is not only of importance to the manufacturer, but also to the consumer, as the prices of the various rubber products are based on the cost of the crude article and the two vary alliae. As the crude rubber market is controlled by foreign speculators, the price depends on the supply and demand, and is always variable. Recently para was down to nearly 50 cents per pound, and in 1910 the price of the same went up to \$3.02 a pound.

Walked the entire three miles with the car over the tracks, the feat was accomplished by 2 o'clock Thursday afternoon, and the non-stop Chandier was sent merrily on its way to Canada still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous performances of true non-still with a perfect record that betters all previous perfect record that betters all

#### SOURCES OF RUBBER MEXICO-TO-CANADA NON-STOP AUTO RUN IS BREAKING MOTOR RECORDS

Chandler Six Covers 1506 Miles From Tia Juana to Portland, Carrying Five Men, Without Engine or Wheels Once Stopping-Crossing of Three-mile Railroad Bridge to Vancouver Is Feat of Skill.





Bridge Crossing Difficult. Thanks to the kindness of Mr. Davidson, who spent many hours preparing for the revolutionary events, and who walked the entire three miles with the car over the tracks, the foat was accomplished by 2 o'clock Thursday afternoon and the car over the tracks.

The chief and best among these is the Ceylon rubber, which has been grown mostly from sprouts taken from the wild Para rubber trees of South America. These cultivated rubber trees have been carefully reared and scientific methods used in tapping them, so as not to in any way hurt the bearing qualities of the tree.

The Ceylon product is uniform, as scientific methods are used in congulating. Grying and otherwise treating the rubber before it leaves the plantation, so that there is a minimum deterioration due to exidation and other actions, during the time the rubber is en route from the plantation to the rubber manufacturer.

Of late Far East rubber has been taking the place of South American product more and more, because plantation rubber is cleaner and contains less foreign matter than the wild Para.

Been working continuously during the was of such. So thise of travel.

But withal, the Vancouver span wasn't the only tough nut to crack. In Southern Oregon, near Roseburg, a farm wason wouldn't get out of the way on a narrow grade, and Ben Knopf, would be compelled to stop the move ment of the car. There is even a strict Government regulation that no of the car. There is even a strict Government regulation that no was then at the wheel, had to dive into a ditch some 10 feet below the grade of the road and wallow the grade of the road and wallow the grade of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a farm yard without space of the road at night and wound up in a

#### NON-STOP CAR ARRIVES AT VANCOUVER, B. C., WITH PERFECT SCORE.

As announced originally in The Oregonian yesterday, the non-stop Chandler arrived in Van-couver, B. C., Friday afternoon, after covering 1898 miles from Tia Juana, Mexico, in six days and five nights of continuous driving. The two character is driving. The two observers, Al Waddell and Jack Griffin, attest

Waddell and Jack Griffin, attest that the wheels did not once stop forward movement, and assert that the perfect score gives the car and party a world's record for endurance.

The car has been shipped back to Los Angeles to be exhibited at the San Diego Exposition and at the coming Los Angeles automobile show. Seeral members of the Chandler party will stop off in Portland en route home.

The fisor of that tonneau was a miniature kitchen with coffee cans, thermos bottles, crackers, beans and general what-not that had been grabbed on the run while the car was passing through towns. In some places the car was run around in a circle while provisions were gathered. For instance, it was necessary to kill three hours in Salem early Thursday morning while waiting for the gasoline station to open for business.

During the four days and nights consumed from Mexico to Portland, Hunt-first and the constant of the willys-Overland Company, dent of the Willys-Overland Company, dent of the Willys-Overland Company demand for motor transportation and demand for motor transportation and the fact that the motor car has become a practical necessity as well as a vehicle of pleasure.

morning while waiting for the gasoline station to open for business.

During the four days and nights consumed from Mexico to Portland, Hunter, the star pilot, got only about four or five hours' sleep all told, and the night before he left there was so much work to do in getting things ready that he got only an hour's sleep. Yet Jack Griffin admitted in Portland that Hunter was the only man in the bunch

when they got to Portland the men greater part of the front seat.

"However, it was not long before the

To make the run it was necessary, of course, to get along without changing tires, for a mere puncture or blowout would naturally call a hait to the car, unless they were close enough to their destination to run in on a flat rim. When the car reached Portland all of the Goodyear cord tires were filled with Mexican air, and they looked good for the rest of the trip. When gasoline or oll was needed the warring nations of Europe.



# Quality Not Limited

Every maker who advertises his wonderful low price acknowledges that his car is in the class where price counts more than anything else-that he is in competition on a price basis.

You know what that means. In all such cars, every dollar's worth of value that can be put into them is figured out in advance, and is LIMITED by that low selling price. Hence, low price means low quality.

How hopeless it is, then, to expect in a low-priced car that thorough and continuing satisfaction that the owner of the high-grade Winton Six enjoys! For the Winton Six is designed and built-not to meet a low price, but to satisfy high expectations, to possess every merit that contributes to an owner's delight. Its quality is not lim-

ited by price restrictions, nor by other makers' standards. Yet the Winton Six costs very little more than cars of ordinary worth. And when you buy a Winton Six, you enjoy the additional advantage of having it finished to meet your own taste, thereby giving your personal car a touch of distinction. Winton Sixes are never mistaken on the street for commonplace cars.

### The Winton Company

Winton Building.

23d and Washington Sts.

Phone Main 4244

car was run slowly while one or two
of the fellows got busy with a big
funnel and poured the liquids into
their depositories.

Since leaving Mexico, Al Waddell
said the car has added only one pint
of water, four quarts of oil and 156
gallons of gasoline. This record seems
almost impossible so far as the water
and oil consumption is concerned,
Without giving the car credit for the
large percentage of waste involved
during the filling, an average of 10
miles of travel to the gallon of "gas"
was shown. Despite the lack of water
the "non-stoppers" declared that the
water in the radiator did not reach the
boiling point once on the trip.

water in the radiator did not reach the boiling point once on the trip.

In the way of repairs Jack Griffin reported that the brake adjustments had been tightened once and the generator cleaned. Otherwise repairs were nil, he said.

When the Chandler party left Mexico several of the newspapers printed stories to the effect that the test could not possibly be carried out. So

when the Chandler party left Mexico several of the newspapers printed stories to the effect that the test could not possibly be carried out. So far as known the only authentic long made on the new Chicago speedway is a state of the state o

"In the early days of the industry, said Mr. Willys, "motor cars were nothing more or less than big me chanical toys. They would break down for no apparent reason and the few people who could afford to own them soon tired of the sport. The greatest problem of the pioneer manufacturers Jack Griffin admitted in Portland that Hunter was the only man in the bunch who hadn't been guilty of a cross word on the whole trip. The other fellows managed to get a little bit more sleep than Hunter by stealing cat naps here and there. At Marysville, Cal., Hunter dropped asleep from exhaustion, and Griffin did the same thing as the party crossed the line into Oregon.

When they got to Portland the men

When they got to Portland the men had gone entirely without shaves or baths, and they certainly looked the part. "What if wifle and the little ones could see me now?" remarked the gritty little Al Waddell. "It isn't the lack of sleep that gets me but the strain on my eyes," remarked his brother, of the Universal Film Company.

\*\*Typided.\*\*

greater part of the was not long before the manufacturers realized that the public would soon demand more than the actual running of the machine. They began to figure out a means of improving the riding and driving qualities of the car. The result has been that each year has seen many new and wonderful improvements in motor car construction."

## ACCESSIBILITY IS

STRESS LAID ON NEW FEATURES HIGHWAY WILL BE GRUBBED OF MITCHELL 1916 MODEL.

Effort Made to Please Man Who Takes Pleasure in Caring for His Own Machine.

"Progress in automobile construc-tion for the past few years has been accelerated by the demands of the supercritical buying public—by those who own and drive their own cars, and by those owners who derive as much pleasure and recreation from caring for their cars as they do from driving them," says H. W. Mitchell, of the Mitchell, Lewis & Staver Company, Mitchell dealers for this territory.

to run the car in the garage.

"There is plenty of room for improvement by the manufacturers in respect to accessibility as will be noted by the accessibility features of the scales. The pictures are produce and form one of the most interesting parts of the book.

In making up the numbers for their lotterles, the Italians always leave out 13.

new Mitchell model, "The Six of '16," wherein a tremendous stride towards affording accessibility for the owner has already been made."

Washington Commission to Expend \$45,175 on Olympic Route.

OLYMPIA, Wash. Oct 2.—(Special.)
—Clearing and grubbing will be done along the route of the west wing of the Olympic highway from Lake Quiniault the entire distance to the north end of the entire distance to the north end of the peninsula, instead of using the \$48, 175 available to build a completed road of a few miles which would lead no-where, is the decision of the State Highway Commission. This work will put the route in condition to be used by settlers, who will do some work on their own account during the next 13 months. It is hoped that sufficient money then can be obtained from

#### Pyrene Fire Extinguishers FURNISH ABSOLUTE FIRE PROTECTION FOR AUTOS

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Put on your car-\$7.50 and \$8.50

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