

### MANY CAMPERS USE ASHLAND AUTO PARK

25 to 30 Cars Average There for Each Night.

### CAMPERS WELL CARED FOR

So Attractive Is Site That Many Motorists Stay Several Days and Take in Side Trips.

ASHLAND, Or., July 26.—(Special)—Ashland's Lithia park automobile camp, the "original" auto camp of the Pacific coast, has come into its own this summer. The fame of the spacious and comfortable camp under the shady timber, along Ashland creek, has spread by every visitor until now the tourist begins to hear of Ashland's camp and park as soon as he reaches California or Oregon, and often much further away.

To maintain the reputation of the park, that of "the best on the coast," the park commission eagerly seeks suggestions from tourists and is making improvements constantly. Within the next two weeks the camp will be considerably enlarged to prevent crowding at the height of the season, which is expected.

An average of from 25 to 50 cars are now at the camp nightly. During the Ashland Hiya Hebe celebration, 200 auto campers were cared for in the park.

#### Take Good Care of 'Em.

Among the features of the auto camp are: A gas kitchenette with separate gas-plates and lockers for each camper (this is the only feature of Ashland's parks which is not free, a charge of 25 cents daily being made to those who use gas); small shelters with sets of four gas plates in distant parts of the grounds; bountiful illumination, hundreds of lights concealed in the daytime by the foliage, lighting the park at night; fine drinking water from springs and a system; shade everywhere; Ashland creek, a sizeable mountain stream which runs through the camp; a jitney service to the sulphur baths and plunge pools; the best sanitary arrangements; and a road information and hospitality service maintained by the Ashland Commercial club.

The auto camp is so attractive that fully two-thirds of the campers, most of whom intend to stay only over night, lengthen their stay into one, two days and many for as long as two weeks. Ashland is fast becoming headquarters for scores of side trips, such as to Mount Ashland, Lake of the Woods, Marble Caves of Oregon, many fine fishing streams and lakes, good hunting, and dozens of valleys and mountain drives within three hours' drive of the auto camp.

#### Three Routes to Crater Lake.

Crater Lake may be reached from Ashland by any one of three routes through Medford and up the Rogue river, over the Greenspring road to Klamath Falls and around Klamath lake to Crater lake, and over the new Dead Indian roadway past Lake of the Woods, Polican bay and Upper Klamath lake to Crater.

The third route is the shortest from the Pacific highway to Crater lake and is being put into shape for the National Editorial association trip in August.

Ashland itself has held many tourists who find irresistible the combination of park, three kinds of mineral waters within 400 yards of the auto camp, the sulphur baths, the general beauty of the city. Sixty acres of municipally owned parks surround the auto camp. Last week many parties stayed over for the annual Southern Oregon Chautauqua assembly.

Not only is the auto camp filled nightly but the hotels are doing a booming business and a furnished house is almost impossible to find.

#### PRACTICE SHIFTING OF GEARS

Clashing Usually Due to Lack of Experience by the Driver.

When a car is new and the owner is not accustomed to driving it there is often difficulty in shifting into intermediate gears, either from low or high. This may be due to a slight dragging of the clutch, or, more often, to the fact that the driver is not familiar with the speed of the motor at which the shifts should be made.

A little practice is all that is needed. If the rumping of the second gear cannot be avoided and it is thought that damage will be done to the gears, avoid shifting from first to second.

Accelerate a little more and shift from first to high, and then, at the first opportunity, consult the manager at the service station, who will give you a little instruction in correct shifting.

#### To Fill Vacuum Tank.

In cases where the vacuum tank has become empty for some reason it is a simple matter to fill it again by turning over the engine a few times with the throttle closed and the spark off. This takes only a moment and creates vacuum enough to fill the tank.

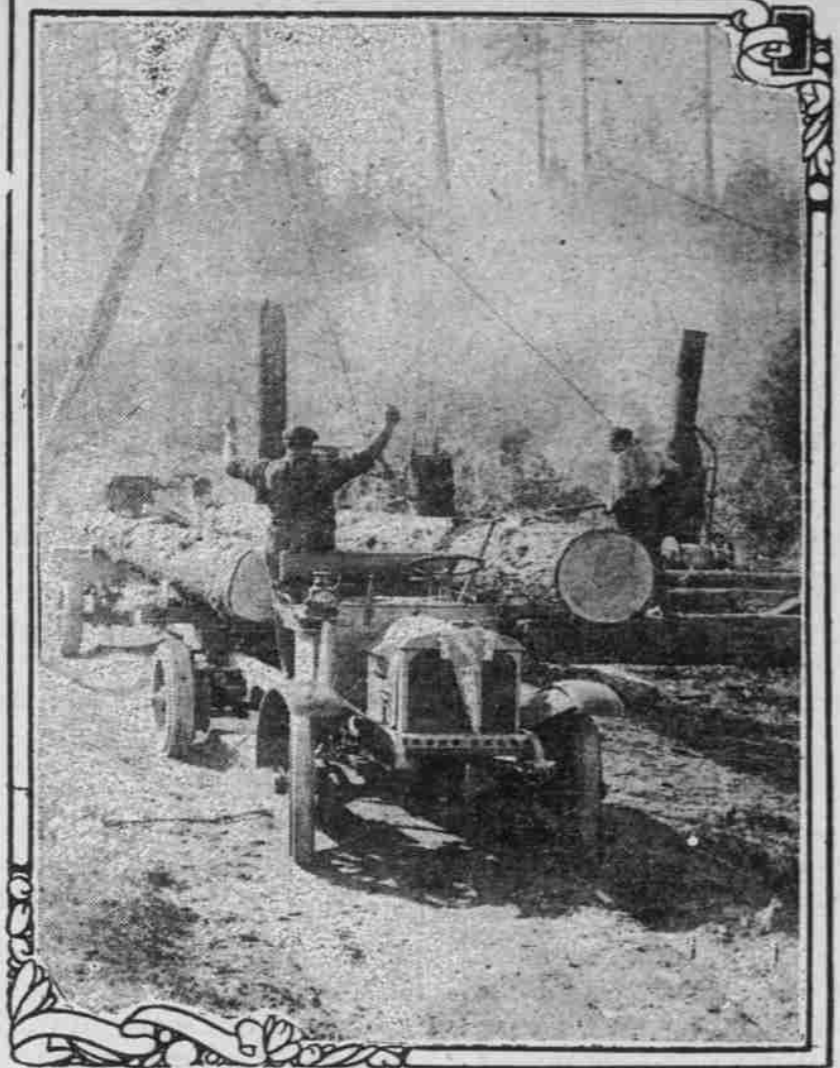
#### FORMER STATE HIGHWAY COMMISSIONER DRIVES ACROSS CONTINENT IN CHALMERS HOTSPOT SIX.



MR. AND MRS. E. J. ADAMS OF EUGENE ON THEIR ARRIVAL IN PORTLAND LAST WEEK, FOLLOWING 4500-MILE TOUR FROM DETROIT.

Of course Detroit isn't 4500 miles from Portland, but Mr. and Mrs. Adams in the course of their tour took some side trips, including one to Yellowstone National park. Mr. Adams has the Chalmers agency at Eugene. As he couldn't get enough cars, he went to the factory and obtained there a seven-passenger Chalmers, which he drove across the continent. He made an average of 16 miles per gallon of gasoline for 17 days of driving and reached Portland with the Detroit still in three of his tires.

### WORKING IN THE TILLAMOOK WOODS.



Federal 7-ton tractor and trailer getting out logs from the timber near Tillamook, Or. This is the standard Federal logging equipment.

### CORDS AFFECT MILEAGE

#### SPEEDOMETER REGISTERS LESS THAN WITH FABRICS.

Interesting Point Is Explained by Martin F. Swift, of Pacific Tire & Rubber Co.

How many motorists are aware of the fact that when they replace fabric tires with cord tires, the change may have a decided effect upon the mileage registered by the speedometer. A large proportion of automobile drivers have never given the matter a thought.

"This may not seem a very important matter," says Martin F. Swift, of the Pacific Tire & Rubber company, distributor for Canton & Blackstone tires, "but a consideration of the troubles that may arise from ignorance of the fact that in some cases cord tires change the mileage record of the speedometer, will show that injustice is frequently done to tires and speedometers alike."

"Recently we had occasion to answer the following question: How is the speedometer affected by replacing 32x4 cord tires with 32x4 fabric tires with the speedometer working off the differential?"

"That the speedometer is affected will be, I believe, a matter of news to a great many motorcar drivers. The cord tire, the speedometer registers about three miles per hundred slower than it does with fabric tires of the same dimensions. In other words, the cord is really an oversize tire, in this case, and allowance for the difference in the speedometer register must be made in computing the mileage accurately."

"The adjustment of the speedometer involves an adjustment of the gear ratio, a highly technical process which need not be entered into here; it is sufficient to explain that the speedometer registers three miles per hundred slower with 32-4 cord tires than with the fabric tires of the same dimensions, so that the motorists can make this allowance in computing his mileage, or can have an adjustment made to account for it."

"The importance of knowing that this condition of affairs exists is great, from the standpoint of the motorists, the tire dealer and the speedometer dealer. The motorist who does not know it is more than likely to believe that he is not getting the mileage he should get from his tires; or, he may believe that his speedometer does not work properly. It is obvious that this may cause a great deal of trouble for the motorist, the dealer who sells him his equipment, and the speedometer on his mileage instrument. Whenever a motorist changes from fabric to cord tires, he should find out what difference it will make in the speedometer register, either from the tire dealer or from the speedometer service station."

#### Enlarging Bushing.

It is possible to enlarge a bushing without the help of a reamer, by cutting down a stick to fit the bushing, putting some grinding compound in and rolling the bushing back and forth.

#### Clogged Oil Pipe.

It is possible to clear out a Ford oil pipe which has become clogged by taking off the front gear plate, which discloses the cam gear, and this is re-

moved with a puller. Now the end of the pipe is exposed, and to this an air hose is connected, the air is turned on and the obstruction is blown out. Without this little trick it is necessary to tear down the engine to get at an obstruction of this kind.

#### DON'T FORGET TO OIL CLUTCH

Lubrication by Hand Should Not Be Neglected.

One of the most commonly neglected parts of the car, so far as lubrication goes, is the clutch-operating mechanism. In the case of disk clutches running in oil the lubrication of the thrust collar and the lever operating it is automatic. But with clutches that do not operate in a bath of oil the thrust collar and lever require oiling by hand. The service of these parts is exacting, and frequent lubrication of the ball thrust bearing and of the end of the lever which actuates it is necessary. Furthermore, the bearing of the clutch pedal and the pins which secure the clutch operating linkage should be frequently lubricated.

#### Brazil Drops Far Behind in Rubber-Growing Race.

Far East Produces Now Five Times as Much as One-Time Holder of Rubber Monopoly.

THE romance of rubber, an industry which in a generation has risen to the highest importance in American business affairs, shows no more startling fact than the completeness with which the far east has vanquished Brazil in the race for supremacy in crude rubber production.

Fifteen years ago Brazil was in possession of the crude rubber field with none to dispute her. The chief concern of each rubber manufacturer was to get his share of Brazil's crop before it was gobbled up.

Brazil came to be synonymous with rubber and today the average man still regards the great South American country as the chief source of the crude rubber supply.

But in a decade and a half the situation has changed completely. Last year the plantations of the orient produced more than five times as much rubber as Brazil. Brazil's production has been almost stationary for years, but the eastern crop is increasing by a large percentage every year.

The story of the development of the plantation in the far east reads almost like a tragedy for Brazil, in whose dense forest marshes are still millions of magnificent rubber trees waiting to be tapped.

Numerous causes have contributed to Brazil's failure, among them being a failure to break away from primitive methods of handling the crop, insufficient labor supply, high cost of living in the rubber section and lack of intelligent leadership.



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### NORWALK TUBES and CASINGS

on the bench, bearing down on the stick and keeping it from turning. The resulting hole is practically as true as if gone with a reamer.

#### ENGINE MUST BE ALIGNED

Any Strain on Crankcase Likely to End Seriously.

The engine must always be properly aligned with the other units in the chassis, and rest squarely on the brackets intended to carry it. No unnecessary strain should be put upon any part of the crankcase when the engine is bolted down.

All bolts should be kept tight, as any looseness in these bolts permits a hammering and pounding of the engine upon its brackets, which in time crystallizes the metal and breakage results.

#### Leak Detector.

An effective method of detecting a suspected leak is to dust a piece of fine wire gauze with chalk or even fine dust.

### NEW DEPARTURE BEARINGS

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