OREGON CITY BUSY ON CAMPING PARK

Caretaker's Office Placed on Grounds at Canemah.

BIG PARADE IS PLANNED

Improvements Are to Be Made That Are Expected to Prove Lure to Visiting Motorists.

OREGON CITY, Or., June 4.—(Special.)—The publicity building of the Oregon City commercial club, opposite the courthouse, and recently occupied by the county agent, has been removed to Caneman park to be used as an office and information room for the new automobile park which Oregon City is establishing for the benefit of motor tourists.

It is the intention of the city to erect a building for the headquarters of the caretaker and his family, to be in readiness at the time of the opening of the park.

Many improvements are to be made in the auto park for the comfort of the motorists. Drinking fountains, telephones, gas and wood stoves are to be provided, as well as lavatories. The big dance pavilion will be improved, and a lighting system is to be installed. All buildings are to be repainted.

Fund Being Raised.

The committee having charge of the establishment of the park, composed of Dr. H. S. Mount, chairman; M. D. Latourette, secretary; Richard Petzold, Linn E. Jones, Fred Metzner, C. G. Miller and Ralph C. Parker, has sent out 4000 notices to automobile owners and requested donations of $2.50 from each owner. The amount will go into the fund to make necessary improvements and equip the park. Those desiring to assist, whether owners of automobiles or not, are to have a chance to help the city establish a park that will be an inducement for the travelers to visit Oregon City while on their motoring trips during the summer.

Canemah park grounds are beautifully located, allowing the visitor to have an excellent view of the mills, falls, Willamette river and the surrounding country for miles around.

The caretaker will be on the grounds from morning until night, giving necessary information and looking after the wants of the motorists.

Parade to Open Park.

The automobile park is to be opened with a big parade. There will be several bands in the procession, and many automobile owners in the county are expected to be here to take part. An invitation is to be extended Governor Olcott to address the assembly. Others to appear in the parade will be members of the Oregon City Commercial club, mayor and city council, and the county court and other officials of the county will take part in the big demonstration.

Following the parade a programme will be given in the park to dedicate it as one of the finest automobile parks in the northwest.

MANY ENTRIES ASSURED

FIELD FOR TACOMA RACE TO BE ANNOUNCED SOON.

President Baldwin Now on Way Back After Memorial Day Classic at Indianapolis.

TACOMA, June 4.—The field for the 1921 race at the Tacoma speedway July 4 will be announced soon by W. C. Baldwin, president of the association. President Baldwin is now en route to Tacoma from Indianapolis, where he witnessed the Memorial Day classic and had an opportunity to meet the various drivers and inspect the new cars.

In a wire to the Tacoma offices President Baldwin said that the motor car racing drivers were all headed for the western tracks and that Tacoma would have an opportunity to pick a field of fast drivers.

"The mammoth crowd at Indianapolis this year indicates a greater interest in automobile racing than ever before," said Baldwin in his message, "and I believe the Tacoma speedway will witness the greatest crowd in its history this year."

Tommy Milton, who won first place, was also the winner of the 1920 race at Tacoma and is well known and popular in the northwest. Milton some time ago announced he would race in France this year in August and if he does not change his plans he will not be a contender for the 1921 purse of $25,000 at Tacoma.

Roscoe Sarles, winner of second place, was in the 1920 field at Tacoma and Jimmy Murphy, in seventh place, is popular with racing fans in Tacoma and Los Angeles.

The first of the racing cars are expected in Tacoma not later than June 15.

AUTO THIEVES ARE BLOCKED

San Francisco Police Report Shows Fewer Motor Cars Stolen.

SAN FRANCISCO, June 4.—The auto thief has a tough time in San Francisco and makes a very precarious living.

At least this would seem to be the case when a study is made of the records prepared by Sergeant Arthur T. McQuaide of the automobile detail of the San Francisco police department and Elliot M. Epsteen, prosecutor for the Motor Car Dealers' association.

The fact that the theft percentage of registration was at the lowest point it had ever reached in 1920 seems to indicate first that the police department is on the job and that many thieves are giving San Francisco the go-by, and second, that the severe prosecuting methods of the motorcar dealers as conducted by Prosecutor Epsteen are making such severe examples of those criminals who are arrested that the game is considered hardly worth the risk.

Table of motor vehicle registrations in California and percentage of thefts in San Francisco for years as given:

Figures and tables compiled by Arthur T. McQuaide, sergeant, in charge of automobile detail of San Francisco police department; Howard Walsh, statistician of the detail, and Elliot M. Epsteen, prosecutor for Motor Car Dealers' association:

Total California registration: 1917, 306,816; 1918, 364,800; 1919, 447,450; 1920, 541,934.

	1917	1918	1919	1920
Stolen (San Fran.)	1305	1112	1354	1186
Recovered	1212	1091	1306	1156
Unrecovered	93	21	49	30

BEAUTIFUL CANEMAH PARK AT OREGON CITY WILL BE IMPROVED AND OPENED TO AUTO TOURISTS.

PATHWAY IN PARK SHOWING NATURAL BEAUTIES OF PLACE AND ADVANTAGES AS MOTORIST CAMP SITE.

OLDS MAKES LOOP TRIP

ARNOLD COHEN FINDS ROADS GOOD ON JAUNT.

Some Roughness on Portland-Tillamook-Seaside Loop Tour, but Most of Way Fine Going.

Arnold Cohen of the Oldsmobile company of Oregon piloted an Oldsmobile eight from Portland to Seaside by way of Tillamook last Saturday and Sunday and found the going very fair. He recommends the trip to those who like variety of scenery, for there is plenty of it on the loop trip from Portland to Portland.

The worst part of the ride at present, he says, is between Sheridan and the Grand Ronde Indian reservation, though nowhere can the going be termed bad. There are a good many ruts in the road, due apparently to heavy truck traffic in previous wet weather, and plenty of bumps. But the road is good and dry and easy enough to drive over at all points. In the Grand Ronde reservation, he reports, there still are a few patches of corduroy, though for the most part the new government highway is open and in good shape.

From Portland to McMinnville is mostly pavement, but it still is necessary to detour over some rough road between McMinnville and Sheridan, for the pavement so long under construction over this 16-mile distance isn't completed even yet. Then from Sheridan to the Grand Ronde comes more medium rough going.

Many cars made the run from Portland to Tillamook and the Tillamook beaches for the Saturday-to-Tuesday holiday, so many that it was almost a procession. The weather at the beaches was perfect.

From Tillamook to Seaside, according to Mr. Cohen, is really the easiest and pleasantest part of the whole loop trip, except, of course, the pavement on the lower Columbia river highway. This Tillamook-Seaside road is not passable in winter, but it has been dragged this spring and is smooth and at its best. It runs through much heavy timber where the motorist may enjoy the shade of the beautiful big trees and revel in the scenery of the deep forests.

Arriving on the Seaside-Cannon beach road about four miles out of Seaside, Mr. Cohen and his party swung left and drove over to Cannon beach. He says the Cannon beach road is being widened, which will be welcome news to motorists who have shivered apprehensively at the thought of meeting and passing cars on the hairpin turns and steep grades of the mountain pike.

So many persons had gone to Cannon beach for the week end that Mr. Cohen and his party, which included his wife and Mr. and Mrs. Harry Meyer and two children, couldn't get quarters at the hotel. They were lucky in being able to get a cottage, however, though many visitors had to sleep on the beach.

They returned to Portland Monday night on the paved Columbia river highway after a pleasant three-day outing not marred by even a puncture.

ECONOMY IN EARLY REPAIRS

Fred W. Vogler Urges That Car Be Given "Once-Over" Often.

"There's economy, also satisfaction, in giving your car the once-over before any long trip, then if it needs replacements or anything else to bring it back to perfect form, have it done as quickly as possible," advises Fred W. Vogler, president of the Northwest Auto company, distributors of the Dort.

"Naturally the toll of a year's driving is most severe and generally there is a reminder or two. Right here the old stitch in time principle works out. When the car is restored to its best shape, almost as good as the day it was bought, riding in its is far more enjoyable, also it will bring a much better price if you care to sell or expect to trade it in on a new car.

"Letting your motor car run down is false economy. Eventually it costs you more and in the interim you are not happiest when rolling along the highways.

"Even little things which you may think are of no special consequence develop into big items in repair bills if allowed to run on without interruption. Don't overlook the smallest item. Busy as repair men now are, they will be over their heads in work in a few weeks."

TOURIST TO GET GUIDANCE

AID WILL BE GIVEN PARK-TO-PARK TRAVELER.

Literature to Be Sent Free to Persons Contemplating Trips This Summer to Various Points.

DENVER, Colo., June 4.—All cranked up and ready to start, but where are they going?

Helping the road traveler and his family plan their vacation trip this summer is an important detail that the National Park-to-Park Highway association is furnishing, without cost, from its general offices, 1608 Broadway, Denver, Colo.

In addition to a road guide which gives the distances between towns on the 6000-mile master circle route connecting the 12 national playgrounds, the association, through its managing secretary, Gus Holms, has arranged with the chambers of commerce and automobile clubs in 75 cities on the highway to mail prospective travelers free literature concerning automobile camps, side trips and points of interest in their communities.

Government officials and promoters of transcontinental highways recognize in this movement one of the biggest educational and recreational programmes ever launched, giving the tourist a knowledge beforehand of the things worth considering in making his vacation itinerary, and enabling him to get the "most out of the outing" through the absence of fresh worries daily as to what to do next.

The road guide and other literature can be had by dropping a line to the association headquarters in Denver. And to give the man of moderate means traveling overland with his family the proper start, the association will act as silent guide over any one of a dozen transcontinental highways, leading to the giant scenic loop and to national parks that contain such unrivaled wonders as geysers, granite hills, glaciers, ruins or prehistoric cliff dwellers, petrified forests, active volcanoes, deserts below the level of the sea, and mountains of perpetual snow.

BILLINGS, Mont., June 4.—A constitution and by-laws for a state automobile association will be drafted at a committee meeting here June 5. The committee will also adopt a working programme and will consider questions pertaining to affiliation with the American Automobile association.

AUTO DEALERS TO TOUR

CALIFORNIANS MAKING PLANS FOR SOCIABILITY TRIP.

Forty Cars Assured on Run to Be Made From San Francisco to the Sierra.

SAN FRANCISCO, June 4.—With the roads mapped to Feather River inn and entries closed for the big Bay Cities Motor Car Dealers' sociability tour, plans are rapidly nearing completion for the annual trip to the Sierra.

Committees have been working for some time to complete the arrangements, and they are now well in hand.

Otto Walfish, well-known comedian, has charge of this feature and his plans include all that is necessary to make the event a huge success.

Forty cars will toe the mark at noon Friday, June 10, when the tour starts. The first night's stop will be in Grass Valley and Nevada City, cities a few miles apart. There is plenty of room there and entertainment features will be provided.

F. Walter Crinnion, B. J. Rosenthal, Harry Lamster and Jim Houlihan are compiling the rules, which will govern the run. There will be motorcycle riders to keep the cars in line and prevent speeding. It has been decided that there must be no violation of the speed laws.

Maps will be printed and each driver provided with full instructions governing the tour. The cars will be numbered and required to stay in place during the entire run.

The first night will be spent in Nevada City and Grass Valley, and the next day, Saturday, the motorists will go on to Feather River inn, through the Sierra. The scenery in this part of the country is wonderful and there is no more pleasant place in the west.

Road crews are now hard at work putting the finishing touches on the route so that it will be smooth going for the tourists.

Sunday will be spent at the inn, and Monday the start back will be made. There will be no attempt made to keep the party together on the return. It has been decided to end the tour at Feather, because so many of the drivers want to continue through the high Sierra country and make their vacation trips.

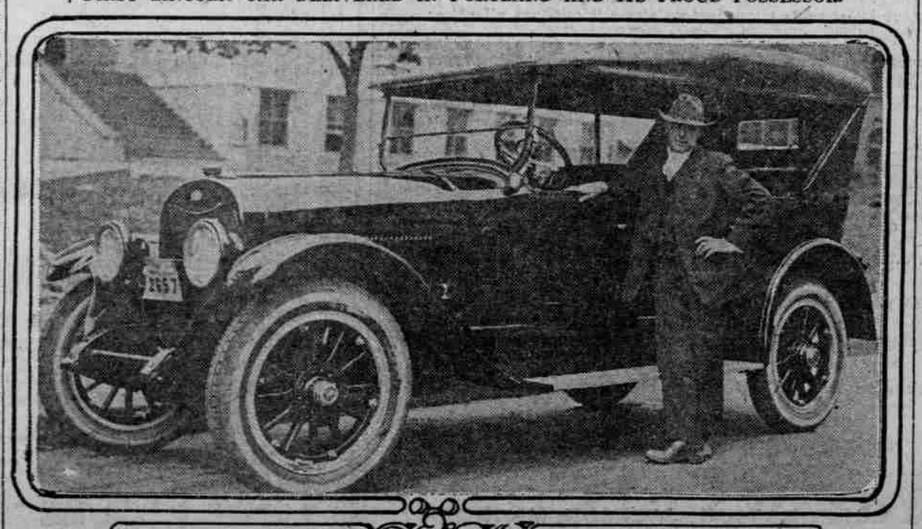
Speed Limit to Be Raised.

LANSING, Mich., May 21.—Governor Groesbeck has announced that he will sign the bill passed by the legislature raising the speed limit for automobiles from 25 to 35 miles an hour just as soon as it reaches him. For the accommodation of the thousands of summer tourists who drive through Michigan each year, letters will be sent to every sheriff, constable and chief of police in the state requesting that they permit the new speed limit. Numerous complaints have reached the governor that many of the smaller resort towns are taking advantage of the 25-mile limit to arrest and fine tourists. The governor feels that tourists should be encouraged to visit the state and that all reasonable support should be extended to the resort business in Michigan.

Records Operating Cost.

For motor truck owners there has been designed a compact device to record the cost of operating a truck in terms of material, time and distance.

FIRST LINCOLN CAR DELIVERED IN PORTLAND AND ITS PROUD POSSESSOR.



Handsome new car sold to J. McClelland of the contracting firm of Bingham & McClelland by Fred Prasp, Lincoln distributor for Oregon. Mr. McClelland is standing beside the car.

CALIFORNIA BEGINS PAVING EXPERIMENT

Eight Types of Highway Construction to Be Tried.

BAD WEAKNESSES CITED

Results of Tests to Have Important Bearing on Future Hard-Surface Programme in State

Important experimental work in connection with hard surface pavement has been begun in California and may have bearing on the type of road to be built in that state in the future. In connection with the work eight different sections of concrete highway are to be constructed at Pittsburg, Cal., all sections to be subject virtually to the same traffic. Lloyd Aldrich, consulting highway engineer of California, writes in the San Francisco Examiner regarding the test highway work, as follows:

"Much thought has been given the design of hard surfaced highways by our highway engineers, but the idea any individual engineer may have had in experimenting on different types has been held in check for lack of funds. This condition has prevailed for some time, but every ambitious and thinking engineer has really wanted to see something done along the lines of highway research, so that he would be in position to know what design would be satisfactory under given known conditions. A general feeling among highway engineers has been that perhaps full value for money expended for highways has not always been obtained. This condition can be assigned only to the lack of experimentation, and not to the lack of ability of the highway engineers. This opinion is expressed freely from one end of the country to the other.

Weaknesses Pointed Out.

"Steps were taken, early this year, toward solving some of the problems which confront our engineers. All could plainly see where our highways had failed, here and there, but all were not united in opinion as to the several causes of failure. However, three prime factors, as causes of early failure of some of the highways were agreed upon as being poor sub-grade, lack of drainage and heavy traffic. Keeping these three factors in mind, several conferences were had with highway engineers, and it was thought that (a) The preparation of the subgrade, by overcoming the destroying action of the various soils, should be given elaborate experimentation to develop the proper treatment for the same, and since the United States department of public roads was conducting such experiments at Washington, D. C., and their final results would be given us, we would be relieved of that research for the present; (b) The drainage of a highway being of such great importance, it was thought best to simply encourage each engineer into more thorough study of his particular drainage problems, before his plans were completed for the construction; (c) When it came to traffic on our highways, several cases were cited where the concrete slabs were badly broken up, on, apparently, a good, well drained, sub-grade, leaving the cause of destruction to heavy traffic.

"Looking at the design of a concrete pavement from the viewpoint of the personal element, it seems almost impossible to expect each and every man to treat each soil condition as it should be treated, and thereby securing the full strength of the pavement slab, so, as an alternative, it was thought that more study on the design of the slab itself should be made.

"This thought soon led to a reinforced concrete slab, but the extra cost of the proper reinforcing staggered us. Not only that, but it soon developed that to design a pavement slab, which theoretically, would withstand our present day heavy traffic, we must resort to a much heavier type of construction. In other words, the uses to which our present pavements have been subjected were greatly in excess of what they should be called upon to stand, theoretically speaking, and it is little wonder that some pavements have failed, even under the most favorable conditions, barring traffic.

Reinforcing Steel Expensive.

"After preliminary studies of design were made it was found that by using a reinforcing steel of the commercial grade the cost of proper design was entirely prohibitive. Then an idea presented itself—the possibility of the manufacture of a high tensile steel for highway construction, which would greatly reduce the amount of steel necessary to obtain the same result as if the commercial grade were used and make the cost within practical limits. The Columbia Steel company of Pittsburg, Cal., was approached with that idea. After several conferences with the officials of that company they informed us that they would be willing to experiment along these lines. They immediately began their experiments and have continued the same until they believe they have the proper reinforcing bar for highway construction.

"However, they went a step further by proposing that a programme for conducting highway research be established and that many tests should be made to determine the relative merits of different types of concrete pavement.

"It was then decided that a 'test highway' be constructed, which should receive actual traffic to complete destruction of each type, as a means of showing which is the best. All of this was agreed upon and the Columbia Steel company volunteered to stand this expense. Their chief interest lay in the hope of creating a new market for a special reinforcing bar, but also there was the satisfaction of knowing that they will have contributed something of practical value to our road builders in this state.

Eight Types Submitted.

"The eight types represent the various phases of design as submitted by the highway engineers of this state. Questionnaires were sent to the various engineers, and replies were received showing, in detail, the ideas of each regarding the design of a concrete pavement. Although all of their ideas are not represented in this test, yet it has been the aim to embody the more important ideas as presented, considering the limited tests. As it now stands there are six sections of 250 feet in length each and two sections of 235 feet in length each, comprising five to eight inches.

"The contractors, Bates & Borland, of Oakland, have started the construction work and are contributing their share to these investigations. The construction work will be advanced as fast as is possible, with the idea of starting the traffic tests by the middle of July.

"Material men, highway construction equipment concerns, testing laboratories are all voluntarily contributing to these experiments.

"The truck dealers have also volunteered to put the necessary heavy traffic on this test road and totally destroy each section.

"Due to the fact that all tests will be conducted under the direction of all highway engineers of this state, the co-operation of every one interested is solicited.

"The test road, for its entire length, will be constructed on black adobe, and provision is being made to flood each section with water during the traffic tests and then dry them out. This should give us one condition, at least, of soil action, which almost every one engaged in highway construction is familiar with.

Tunnels to Be Built.

"In addition there will be constructed several tunnels, underneath the pavement, for conducting many kinds of observations from the under side of the pavement, to find out, if possible, just what happens to the under side of the slab and the subgrade.

"It is the earnest desire that particularly the supervisors and highway commissioners co-operate in these investigations and be present during the tests. They are also urged to send their engineers, so that they may profit by the experiments and put the results into practice."

SHELLAC GOOD IN EMERGENCY

Handy for Carburetor Floater and for Defective Connections.

A small bottle of shellac should always be carried in the car, as it is invaluable for many purposes in an emergency. Because gasoline will not dissolve shellac, the fluid may be used for mending a carburetor or gasoline system float while on the road. If the float has become waterlogged, first remove the gasoline from it by puncturing a very small hole in the top side. Then warm the float, insert a pointed match in the hole and cut off flush.

While the float is still warm smear with shellac the plugged hole and other parts where leaks are suspected. Upon cooling the contracting air within the float will draw the shellac into the openings and seal them, and after allowing only a few minutes for the shellac to set the float may be replaced.

Shellac will also seal a defective connection in the gasoline piping, if the connection is unscrewed, the threads coated and then screwed up again. Its use on the gaskets of manifolds and cylinder heads is common.—Motor.

The WENZEL POLELESS TENT
A Wall Tent Without A Ridgepole

You'll Really Enjoy
"Your Vacation Home"
In a Large, Roomy
Wenzel Poleless Wall Tent

It is not an experiment. It has been on the market for the past fifteen years and is made to suit every requirement of the tourist and camper.

The Long, Bulky Ridge Pole —a Thing of the Past
The Lever Does the Work

A manila rope runs from the ridge of the tent to the adjustable lever on top of each upright. It can be adjusted to draw up the ridge of the tent as tight as a drum.

Made of the highest grade waterproof tent material.

Just the Thing for Automobilists, Hunters, Campers or Fishermen

The entire tent packed complete, including all equipment, ready to place on the running board of automobile or to be checked through as baggage.

On exhibit and for sale by following Oregon dealers in sporting goods:

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1 to 5 Tons

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Today, when the traditions and accomplishments of a decade are revealing their true value in the motor truck field—a business man's alignment of his motor transportation with an institution of known stability, absolute responsibility and greatest financial strength is his one biggest asset.

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$16.00

NATURALLY, the first equipment you will want on your Ford is a reliable speedometer.

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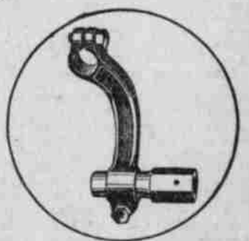
—You can check up accurately on fuel consumption.

—It makes it possible to get accurate tire adjustments—an essential item.

—Indispensable in following road guides when making country trips.

The installation of a Stewart Speedometer on your Ford is a patented Stewart feature. Requires no perfect round hole. No special tools for cutting. Simply cut a piece out of the board. The flange covers the rough edge completely. The instrument harmonizes perfectly with the Ford switch-plate.



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Any accessory dealer, garage or the authorized Stewart Products Service Station in this town can supply you.

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