

SAN FRANCISCO TRIP ARRANGED BY SHRINE

Points of Interest in City Are to Be Visited.

ROUTE ALREADY CHOSEN

William L. Hughson, Head of Company Dealing in Fords, Put in Charge of Arrangements.

Portland members of the Shrine who are planning to motor to San Francisco for the national gathering this month will be interested to learn that the San Francisco hosts are planning a 25-mile motor trip over the city...

William L. Hughson, head of the W. L. Hughson company, Ford dealers on the Pacific coast, is chairman of the transportation committee and is directing plans for the automobile drive.

New Interest Is Aroused. This fact lends further interest to the feature, as the Hughson company maintains a branch here and Mr. Hughson is well known along the local row, being a frequent visitor to Portland.

The following announcement of the line of travel, being about 25 miles, together with other recommendations, is made by Hughson as follows: Leave civic center out McAllister to Van Ness, out Van Ness to Lombard, down Lombard to the Presidio, through Presidio and enter the city at Sea Cliff, Sea Cliff to Lincoln park, through Lincoln park and out Thirty-ninth avenue exit to Geary, on Geary to Cliff house, on Cliff house to the beach to north drive into the park.

Crossing Is Dangerous.

Continue on same past buffalo paddock to conservatory, just beyond conservatory turn right past bear bolts, thence right to music stand, thence left to the main south drive and around Stow lake. (This one-way route around the lake is opposite to what the public now uses and it will be necessary for the park commissioners to make this an opposite routing during Shrine week.)

From park north on Twentieth avenue to Moraga street, past Shrine children's hospital, one block to Twentieth avenue, thence to Lincoln way on Twentieth avenue and enter the park south drive and continue past stadium to the beach. Along the beach on the upper drive to Sloat boulevard, out Sloat boulevard to St. Francis Wood, St. Francis Wood via Portola drive to Twin Peaks. Down from Twin Peaks to the corner of Larendon and Clayton to Corbett avenue, thence to Seventeenth street, down Seventeenth to Market and on Market to Civic center.

The Market crossing going out Sea Cliff to Lincoln park—as this is a very dangerous crossing—arrangements will be made for a watchman during this week. In leaving Lincoln park there is a very steep hill, and Thirty-sixth avenue should be used to Geary.

Shrine Auto Camp Planned.

SAN FRANCISCO, June 3.—Fort Mason will have a great outdoor camp from June 11 to 17, at which time 1500 autolists can be accommodated during the Shrine convention. The camp is now being equipped ready for the emergency, when San Francisco will be taxed to the limit to take care of the many thousands of visitors coming to the city next month when Shriners will be here from all over the world.

Under military regulation, the Fort Mason camp will be one of the most thoroughly equipped places of its kind ever provided for automobile parties. Captain David Grove of the quartermaster corps, utilities and property officers at Fort Mason, and a staff of noble and efficient members, is laying out the camp in cooperation with Roy N. Francis, chairman of the parking committee of the Shriners.

The camp which will be open to all visitors to San Francisco during convention week, is completely equipped with water, lighting and sanitary conveniences. It will be adequately guarded, not only by military authorities, but also by the parking committee of Shriners, who have arranged for two patrolmen to be on duty at all hours.

Cards will be issued to each camping party, and outsiders not possessing means of identification will not be allowed inside of the campgrounds. Personal belongings will be as safely protected in the camp as though the autolists were registered at any of the best hotels in the city.

The only restriction placed on the camp is that camping with either kerosene or charcoal fires as open fires will not be permitted.

Members of the Shrine committee are highly elated over the prospect of the auto camp because it not only alleviates the hotel and housing accommodations for which San Francisco will be severely pressed during the convention, but will afford an opportunity for many Shriners coming by auto and equipped with camping facilities to enjoy all the conveniences of a modern and well regulated auto camp.

The military authorities at Fort Mason will do everything within their power to provide every comfort for the campers, and the manner in which the camp is established will make it more attractive to the autolists than anything of its kind to be found in the usual public camping places.

VERHEAD CROSSING PLAN

Dangerous Point on Siuslaw River Road May Be Eliminated.

EUGENE, Or., June 3.—(Special.) An overhead crossing may be built over the Siuslaw river track on the Siuslaw river between Eugene and Florence, a portion of which will be built this year. Engineer Morse, county commissioner M. H. Hildow and R. S. Kelley, supervisor of the Siuslaw national forest, left Friday for that portion of the county to confer with engineers of the Southern Pacific company over the project.

State to Protect Pedestrians.

The Massachusetts legislature is going to establish a law to prohibit operators of motor vehicles from approaching within six feet of any pedestrian who has alighted from or is about to board a street car or who is crossing the roadway between the running board of the car and the nearest point of safety.

SIGHTSEEING MOTOR TRIP TO BE FEATURE OF ENTERTAINMENT OF SHRINERS AT CONVENTION AT SAN FRANCISCO IN JUNE.



LANE WORK UNDER WAY

EUGENE AND VICINITY NOW IS SCENE OF ACTIVITY.

Paving of Short Gaps on Pacific Highway Between Goshen and Creswell Begun.

EUGENE, Or., June 3.—(Special.) Several hundred men are at work on 20 miles of new construction on Lane county roads being done by county crews, according to J. R. McKy, county roadmaster. This is in addition to the several miles of new road being built by private contractors for the county and state.

Besides these operations and those of the private contractors for the county and state, the forest service has a number of crews at work this year in the Cascade and coast mountains.

A Lane county crew has started to surface the eight miles of grading on the Elmer-Noti highway, and the grading of the Alivadora-Long Tom stretch has been completed. Grading is progressing rapidly on the Cloverdale highway and rock crushers are being set up for the surfacing. A crew has been started on the market road between Lowell and Fall Creek and good progress is being made on the Eugene-Lorane and Cottage Grove-Lorane highways. Mercer & Igoe, who have the contract to surface the Eugene-Hadleyville road, started last year, have set up two crushers and are making good headway.

The work of paving the short stretches on the Pacific highway between Goshen and Creswell that were left unpaved last year because of soft ground along low sections has been started by the Independent Asphalt company. The county has established two short detours around these operations.

Work has been started on the highway bridge at the north entrance to Cottage Grove.

UPPER HIGHWAY SCENIC

ARNOLD COHEN ADVISES MOTORISTS TO TAKE DRIVE.

Trip to Pendleton Easy to Make in Day's Travel Now by Auto. With All Roads Paved or Rocked.

The Columbia River highway route to Pendleton and eastern Oregon is now in splendid condition and is highly recommended by Arnold Cohen of the Oldsmobile company of Oregon to motorists who have never seen that part of their state. Mr. Cohen returned last week from a trip to that section in the course of which he visited Pendleton, Hermiston, Athena, Stanfield and other towns.

"The only place where the highway is closed at present is between Mosier and The Dalles, where paving crews are at work along the Rowena section," he said, "and even that stretch is open at different times during the day. East from The Dalles, the Columbia River highway is macadamized, not paved, but the macadam is in excellent condition all the way. In a few places there is fresh crushed rock, but not enough of it to interfere much with driving.

"To the motorist who has never driven to Pendleton the trip will be a revelation. It can be made easily now in a day's driving. The scenery is wonderful, especially that part along the upper Columbia river east of The Dalles. While little known as yet, because the new highway has been open so short a time, it is destined to rival the better advertised parts of the highway in scenic attractiveness.

"The crop situation in eastern Oregon is very good. There was rain a couple of weeks ago, not a heavy downpour but sufficient to do the trick.

Weak Starting.

When the starting motor for any reason lacks power to turn over the crankshaft it may be strengthened by coupling on another storage battery, connecting it in multiple so as not to increase the voltage. If the conducting wires are of sufficient size from the battery to the motor there will be a considerable gain in power output.

Advertisement for International Motor Trucks, featuring the text 'INTERNATIONAL HARVESTER CO. of America, CORNER BELMONT AND EAST WATER STREETS.' and a logo with a truck.

DEALER SESSION CALLED

OFFICER OF NATIONAL ASSOCIATION TO VISIT PORTLAND.

Noon Luncheon for L. M. Shaw Announced for Thursday, June 29, at Benson Hotel.

Portland automobile dealers received last week invitations to attend a meeting called by the National Automobile Dealers' association through W. J. Brace, president, to take place Thursday, June 29, at the Benson hotel. In his letter of invitation to this meeting, President Brace says:

"Saving money is just as important as making money. Successful business this year is the business that cuts overhead to the bone."

It is presumed that the meeting will deal with the new endeavors of the National Automobile Dealers' association which have brought about some distinct advantages to dealers in the east.

One of the subjects that will be attacked at the Portland meeting is automobile insurance. It is stated that the national automobile dealers have made arrangements with one of the largest stock companies whereby decided advantages have resulted to the dealers. St. Louis dealers alone have saved over \$25,000,000 annually in rates, declares Brace.

The representative of the National Automobile Dealers' association to come to Portland will be Lynn M. Shaw, assistant general manager, who has been active in the new work of the association.

The Portland meeting will be a noon luncheon, presided over by J. H. Brown, manager of the Northwest Oakland company, and president of the Automobile Dealers' association of Oregon. Brown is the vice-president for Oregon of the national association.

Production in U. S. Jumps Up.

The American production of motor vehicles last month is reported to be 25 per cent larger than for the same period in 1921. There were 213,000 passenger cars and trucks produced by all the factories during the period.

Advertisement for Bright Filtered high viscosity genuine Pennsylvania motor oil, featuring a logo with a star and the text 'Bright Filtered high viscosity genuine Pennsylvania MOTOR OIL'.

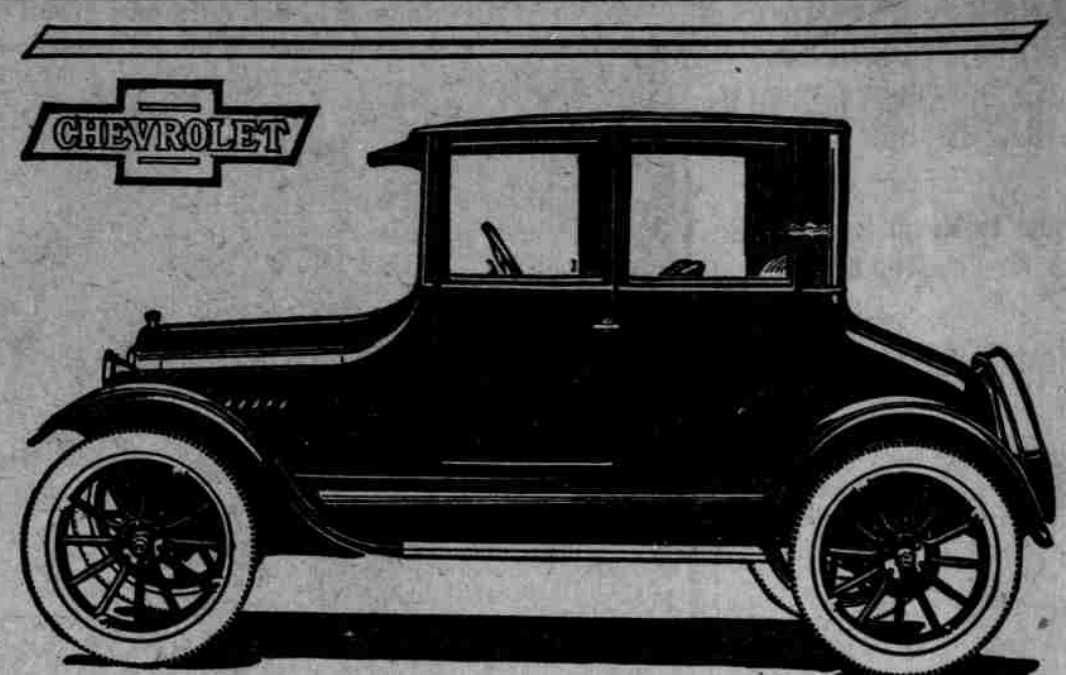
MOLINE CO. IS REORGANIZED Firm Making Stephens Is Put in Unusually Strong Position. MOBILE, Ill., June 3.—Announcement of the completion of reorganization of the Moline Plow company was made here today. New plans for the company and its subsidiaries, chief of which will be the Stephens Motor Car company, were ratified.

The new company was launched with \$18,000,000 of current assets and with all current indebtedness cleared from its books except accrued and current expenses and \$70,000 of current accounts.

The most striking feature of the reorganization is the conversion of \$28,000,000 of indebtedness into \$12,500,000 of twenty-year debentures and \$12,500,000 of first preferred stock—\$7,500,000 of old first preferred stock was converted into \$7,500,000 of new second preferred stock.

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Advertisement for Wiggins Company, Inc., Refinery Distributors, featuring the text 'WIGGINS COMPANY, INC. Refinery Distributors Portland Oregon' and a large logo for 'HYVIS MOTOR OIL'.



OAKLAND IS FIRST IN CURRY CONTEST Annual Economy Race Into Yosemite Big Success. EARL IS CLOSE SECOND Average of 30 Miles to Gallon of Gas Made Over 360 Miles of Difficult Road. LOS ANGELES, Cal., June 3.—Each succeeding Camp Curry economy run goes down in the history of California automobile competition as the greatest of these events yet held, but despite the prestige surrounding former runs the 1922 event caps the platinum medal without a dissenting vote.

Over roads that resembled nothing so much as mud bogs on rain-filled shell pits on the field of Flanders from the time the real climb up the mountains above the valley began every one of the 16 contestants and nine press and official cars wound up at Camp Curry none the worse for the wear save for mud-bespattered surfaces.

Never has there been a better example afforded of the ability of the automotive creation of today to "get there." True, some of the cars got stuck in the goo, but almost invariably the skill of the drivers enabled them to get out under their own power. Other cars were driven so carefully they navigated the uncertain roads without difficulty of any sort.

Price Winners Announced. Here are the prize winners for this big 1922 event: Grand sweepstakes—Oakland six, 49.00 ton miles; class 1B, Chevrolet, 41.85 ton miles; class 2E, Earl, 49.05 ton miles; class 3E, Templar, 46.23 ton miles; class 4E, Oakland, 49.20 ton miles; class 5E, Dorris, 48.4 ton miles.

The gasoline mileage made by the winning cars was remarkable and considering the condition of the roads will go down as among the greatest records of the kind ever hung up. The gasoline mileage records were: Chevrolet, 28.5 miles per gallon; Earl, 39 miles per gallon; Oakland, 29.30 miles per gallon; Templar, 25.71 miles per gallon; Dorris, 17.67 miles per gallon. The Earl in the final average exceeded the sweepstakes winning Oakland in gasoline mileage, and, in fact, ran the Oakland a mighty close race for the grand prize. A better record with water and lubricating oil made by the Oakland, however, enabled that car to nose out ahead of the Earl in the final average.

Everything was against the successful completion of the run this year, and because it prospered in the face of adversity is sufficient cause for adding another diamond to its diadem of jewels. Extraordinary rain and snowfall in the Yosemite this year postponed the run for one week in the first place, and in the second place, "Calamity Joe" Stephenson, the official A. A. A. representative, had over wear of the cars managed to get stuck just beyond the lodge on a bad grade.

Everybody came prepared for the worst, but, unfortunately, several of the boys forgot to take soundings with their skid chains when they left home, and discovered them anywhere from two inches to two feet short. However, the men who found themselves in such shape fixed up their chains one way or another and all the cars wound up at Camp Curry for the finish.

Automobile stealing is comparatively little in Mexico.



Drawings made from actual photographs of rubber magnified 200 times. Ordinary tire rubber. The white areas are "lumps" of unevenly mixed substances. Every "lump" is a weak spot that reduces mileage.

"It's a really big step forward in tire-making" What one dealer told a customer. Tell you why I'm selling you this tire. It's because I consider it a really big step forward in tire-making. "It's just this way. If you look at an ordinary tire, you'd say the rubber was one solid, even mass. But it isn't. It's full of millions of 'lumps'—'lumps' so small you can't see them with the naked eye. These 'lumps' are formed when the rubber is 'compounded,' that is, when the strengthening materials are mixed in with the pure rubber gum. Every 'lump' is of course a weak spot in the tire.

"This was discovered only recently by the Thermoid Rubber Company experts. Knowing what was the trouble with ordinary tire rubber, these men went ahead and developed a new rubber compound. This new compound is Croilide. It almost entirely does away with 'lump' formations. Croilide Compound is to-day used exclusively in the manufacture of Thermoid Tires, Cord and Fabric. We have compared the Thermoid Tire carefully, point by point, with other tires on the market to-day, and we confidently believe that no other tire compares with it for service and durability. You are invited to call and see these new tires for yourself—also the famous Croilide Compound Tubes.

Advertisement for Allen & Hebard Company, featuring the text 'ALLEN & HEBARD COMPANY DISTRIBUTORS—64-66 BROADWAY, PORTLAND' and a large logo for 'Thermoid TIRES Cord and Fabric'.