

CHAMPION CYCLIST VANCOUVER VISITOR

Indiana Boy Pedals His
Way Across U. S.

LIFTS ALWAYS REFUSED

Over 3000 Miles Covered With
Bicycle at Average of 115
Miles Per Day.

VANCOUVER, Wash., Aug. 16.—(Special.)—Transcontinental touring by automobile is now being indulged in to such an extent as to be no longer remarkable. Such tours today are made without any great degree of discomfort. But probably few would be able to stand the strain, to say nothing of lack of comfort, in negotiating 5592 miles of good, bad and indifferent highways such as has just been accomplished by Clarence W. Wagner, transcontinental bicycle champion of North America, whose home is in Terre Haute, Ind., and who is visiting relatives in this city for a few days.

Young Wagner, for he is but 23 years of age, started from the city hall in New York at 12:15 P. M. June 15, being officially sent off by the president of the board of aldermen and piloted for 75 miles by two New York bicyclists.

Wagner was backed in this venture by the bicycle dealers of Terre Haute, Ind. The manager, Vernon M. MacMillan, arranged with the Cycle Trades of America to look after the start at New York and Charles Fuller, Ga., formerly of the C. T. A., welcomed the new breaker at the Pacific end in Los Angeles. Checking arrangements were supplied by the Century Road Club of America and the American Bicycle league.

Lifts Always Refused. Wagner states that he has complete verification of his record. He obtained affidavits and signed statements from mayors, governors, postmasters, as well as tourists, from place to place. In the desert country, where there were no hotels and grades prevailed, he would be overtaken by some tourist who would offer to give him a tow or space in his car. This was invariably refused, and a signed statement obtained, covering such refusal.

The run was made on a Pierce bicycle, fitted with high racing Goodrich tires. Arrangements were made for tires to be forwarded to logical points where most likely to be needed. Lunches, picked up at grocery stores along the way, comprised most of his meals. Wagner reports the worst road conditions were through the desert country of Arizona. The heavy motor car traffic had cut up the highway to such an extent that some miles were almost impossible to negotiate. Sharp rocks and heat throughout this section caused a great deal of tire trouble.

Wagner checked in at Los Angeles at 4:30 P. M. on July 13, turning in his letter from the president of New York's board of aldermen to the mayor of Los Angeles. He detached the cyclist from his bicycle, mounted wheel and ended his record-breaking trip of 5592 miles, with an average daily mileage of 115.42 miles.

via Japan-Vancouver Run Made. Nine days were spent touring Los Angeles and visiting Santa Ana and San Diego, adding 500 miles more to his tour. He then visited Tia Juana, Mexico, from which he had planned another run to Vancouver, B. C., passing through Portland and this city en route. This run of 1776 miles consumed 13 days, and brought the mileage to 5592 miles since leaving New York city. From Vancouver, B. C., Mr. Wagner took the train to Vancouver, Wash., where he is spending a few days with his uncle, Chester F. Bennett, county superintendent of schools. Wagner took part in the race meet at the Elks' picnic in Seattle in August, and plans to leave within a few days, by train, for Milwaukee, Wis., from which point he will ride his wheel to his home in Terre Haute, Ind.

Young Wagner is the son of a farmer and has been working since the world war, in which he served 27 months in the balloon section of the air service. He is a sturdy chap, ozoned to a deep color of tan, and states that it is his plan to repeat the tour next season, but with a companion and by tandem.

JAPAN HAS CAR LITERATURE

Island Inhabitants Interested in Motor Cars, Says Report.

The extent to which the Japanese are interested in motor vehicles is reflected in the automobile literature of the country. Examples which have been transmitted to the automotive division of the United States department of commerce by Automotive Trade Commissioner Irvine, besides three instruction manuals used by a Japanese automobile correspondence school, on the automobile, the motorcycle and electric ignition, help to break down ignorance in connection with the internal combustion engine.

The pupils of this automobile correspondence school, after acquiring the knowledge contained in the books furnished, have a course in a garage and then are promoted to the chauffeurs' class. Among the publications is also a copy of Motor, the best of the Japanese automotive trade papers, with an original circulation of 10,000. Reading this publication should result in valuable suggestions for American automobile manufacturers, says Mr. Irvine.

NEW SHOCK ABSORBER HERE

A. N. James Named Distributor for McDowell 'One-Piece' Device.

A. N. James, 88 North Broadway, has been named distributor for this territory for the McDowell shock absorber, a product for which the Progressive Sales Company, Inc., Tacoma, has the national distribution.

The device consists of a spring of heavy steel in the shape of U, which fastens at the ends of semi-elliptic and three-quarter-elliptic springs and is made, according to the description, to fit all cars using these kinds of springs. The shock absorbers can be installed within an hour, or slightly more than that for some makes of cars, according to the description, and does not necessitate any cutting or changing of springs or frame members. The entire device consists of but one piece of Sheffield English steel and is claimed to be the only shock absorber on the market of only one piece.

CHAMPION CYCLIST STOPS FOR REST IN VANCOUVER



Clarence W. Wagner, visiting here after peddling his way from New York to Los Angeles, thence to Tia Juana, Mexico, and then up Pacific coast, a total distance of 5592 miles.

AUTOS SENT CAREFULLY

PEERLESS PLANT CAUTIOUS IN PACKING AND SHIPPING.

Frame Built Over Front of Car and Tent-Like Covering Keeps Off Dust and Dirt.

CLEVELAND, O., Aug. 19.—The care and pains which a motorcar manufacturer will employ in order that his product will reach the purchaser in the highest possible state of perfection, was illustrated the other day by R. H. Collins, president and general manager of the Peerless Motor Car company of Cleveland, in describing to a group of visitors the company's packing method for shipment.

"The layman," he said, "is far from correct when he assumes that after the car is assembled, properly fitted out and painted the manufacturer's task is ended.

"The fact is that the manufacturer's building job is never completed. It is that manufacturer has the best interests of his buyers in mind—until the motor car is safely on its way out of the railroad yards.

"In our own factory one of the most particular jobs that we encounter is the last act that takes place before the car starts for the distributor. I refer to the installation of the automobile in the freight car for shipment.

"The task may be handled in a very exacting, careful way or in a slipshod, haphazard manner. We prefer the careful way, and our distributors and dealers bless us for doing so. It's a job that we will not trust to inexperienced labor and some of the details which have to be carried out to the letter follow:

"First, the freight car itself is thoroughly cleaned and lined with paper on the roof, floor, sides and doors in order to make it as nearly dirt and dust proof as possible.

"Then the automobile is wheeled into the car and placed between blocks which prevent it from moving forward or backward, no matter how many jolts or bumps may take place while the train is en route.

"To further insure permanency of position a spoke on each of the four wheels is wrapped with waxed paper.

OLD-TIMER ON AUTO ROW NOW SALES MANAGER FOR DURANT HERE.



Frank J. Finger.

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around which a half-inch rope is slipped and then nailed firmly to the floor a few feet outside each wheel. The rope is taut and positively prevents the vehicle from side-slipping.

"We use rope for this operation instead of the customary strips of burlap because of its elasticity and additional strength. The waxed paper around the spoke eliminates any possibility of the rope marring or scratching the wheel.

"Then a frame is built over the front of the car, from the radiator to the windshield, over which a tentlike paper covering is placed to protect that highly-finished part of the automobile from dirt and dust. The frame is necessary to prevent the paper from coming in contact with and clinging to the newly-painted surface.

"After this has been done a muslin covering is placed over the entire vehicle, and over that goes a huge paper bag, the covering being fastened securely to the floor with strips of lath."

LOVEJOY AGENT IS NAMED

Hydraulic Shock Absorber to Be Introduced by W. F. McKenney.

The Lovejoy hydraulic shock absorber, manufactured at Boston, Mass., is the latest shock absorber introduced into the Portland market. W. F. McKenney, Eleventh and Stark streets, having been named distributor for this territory.

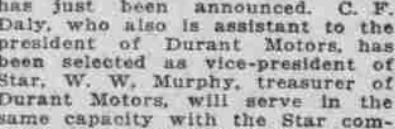
The Lovejoy, which is designed primarily for the cars of medium size and larger, operates on the principle of a piston filled with oil. On the rebound of the automobile spring the rebound is held in check until a certain pressure is reached, when a valve is forced open and the oil gradually flows from one piston to another until the spring has resumed normal position. When the spring is again compressed a valve is opened and the oil is forced back into the original cylinder, there to again serve as a buffer against the rebound. An automatic device for allowing the valve to open wider in cold weather has been worked out, thus taking care of the fact that in cold weather oil is thicker and flows less freely than in warm weather. It is not necessary to make any changes in the springs when installing the equipment, it is stated, the absorbers fastening between the springs.

Officials Named for Star Co.

NEW YORK, Aug. 19.—Carroll Downes, vice-president of Durant Motors, Inc., and president and general manager of the Durant Motor company of Michigan, has been named by W. C. Durant as president and general manager of Star Motors, Inc., the personnel of which has just been announced. C. F. Daly, who also is assistant to the president of Durant Motors, has been selected as vice-president of Star. W. W. Murphy, treasurer of Durant Motors, will serve in the same capacity with the Star company, while Secretary H. E. Herbermann of Durant Motors will have the same title with Star.

Glycerin Is Recommended.

A small amount of glycerin in the cooling system is recommended, not as an anti-freeze agent, but to keep the water from freezing. The proportions are a half pint to each five gallons of water.



"MECO" RING COMBINATION AND DALL - PISTONS

The best regardless of price "BETTER PISTONS ARE NOT MADE"

Motor Equipment Co.

72 Broadway at Oak Portland, Or. Phone Bdwy. 3327

MECO PISTON PINS

SEIBERLING CORD TIRES

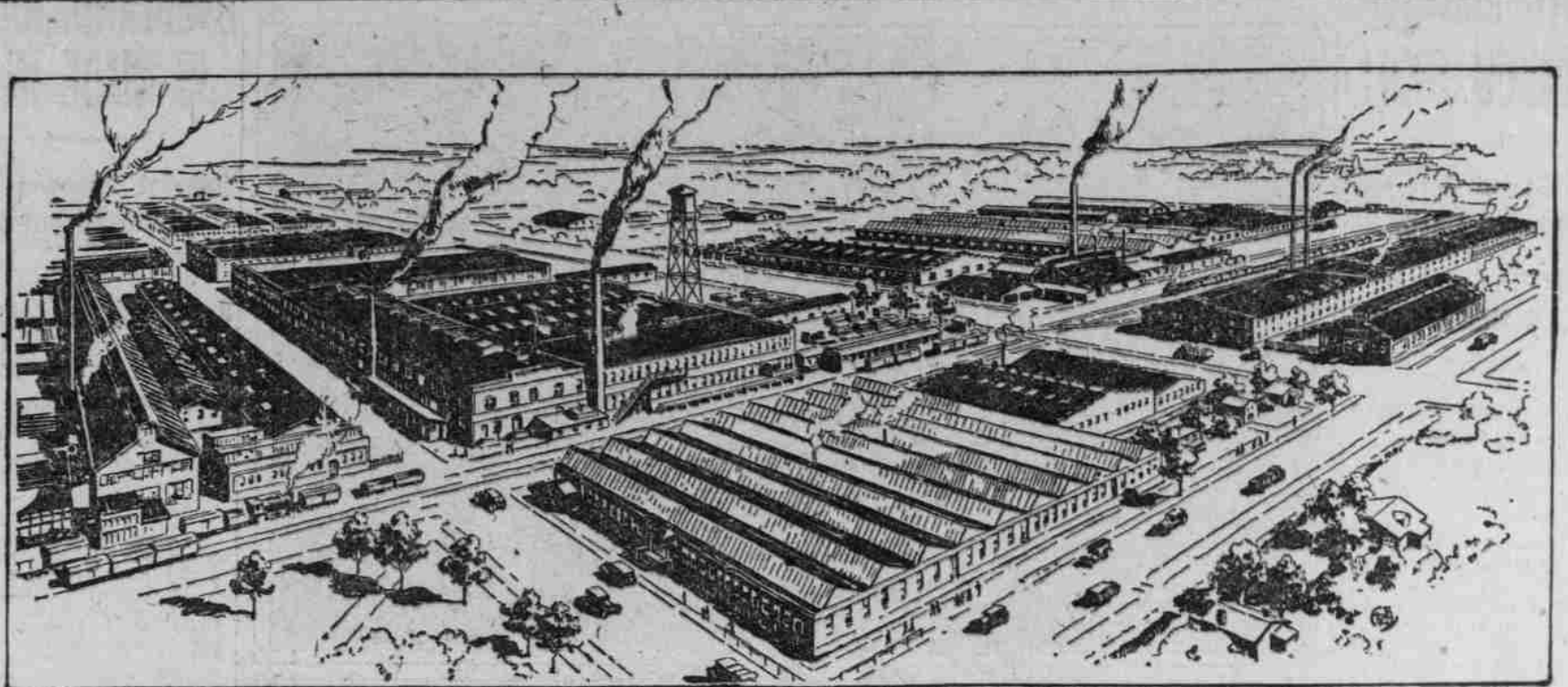
at prices as low or lower than charged for ordinary tires. Come and see these sensationally GOOD tires.

30x3 1/2 32x4

\$12.50 \$28.40

Peerless Tire and Rubber Company

12th at Stark and Burnside



Main group of Earl factories; Jackson, Michigan. Two other plants in Jackson.

Forty Acres of Faith and Works

If I could have my wish, every man and woman who is thinking of buying a motor car would spend a day in Jackson seeing how the Earl is manufactured in our three great plants.

The more you know about high-grade materials and production methods, the more clearly you would see where the Earl gets the endurance, economy, beauty and flexible power which put it in a quality class apart from its price range.

From the huge hammers forging crank shafts and forty other units out of five-kinds of white-hot steel—through acres of automatic machines—to the paint shop with its sixteen finishing operations—your factory tour would impress Earl quality and craftsmanship on you at every step.

EARL MOTORS, INC., JACKSON, MICHIGAN

EARL MOTOR CARS

A. C. STEVENS, Distributor

529 WASHINGTON AT SIXTEENTH

DEALERS Cherry City Garage, Salem Case & Alford, Pendleton

Open Sundays

Broadway 1614

To Salesmen: Real opportunities now with Earl distributors and dealers. Write the factory

To Dealers: Your territory may be open. Wire or phone if you are interested

INVENTOR IS HONORED

AUTOMOBILE DESIGNER GETS JOHN SCOTT MEDAL.

Award Made for Discoveries in Stainless Steel, Stellite and Chrome Iron.

KOKOMO, Ind., Aug. 19.—Elwood Haynes, reputed inventor, designer and builder of America's first mechanically successful automobile, and president of the Haynes Automobile company, has been awarded the John Scott medal, certificate and premium for his "discoveries in stainless steel, stellite and chrome iron."

Announcement of this high honor accorded to Mr. Haynes was made recently by the faculty of Worcester Polytechnic Institute, from which school Mr. Haynes was graduated in 1891.

The fund yielding the income from which these awards are made was left to the corporation of Philadelphia by the will, dated April 2, 1916, of John Scott, chemist, of Edinburgh. The testator mentioned in his will as the obvious inspiration of his own request the legacy which Dr. Franklin had left to Philadelphia. He provided that the income from the fund should be "paid out in premiums to be distributed among ingenious men and women who make useful inventions" and that with

the premium there should go a medal bearing the inscription "To the most deserving," conformably to the tenor of the will.

During the century since that will was drawn the fund has made substantial growth, so that under the readjustment brought about in 1919 by court decree the premium, instead of the modest \$20 which John Scott fixed as a limit, is now \$800. Under that revised relation the premiums are to be awarded for inventions "useful to mankind in the advancement of chemical, medical or any other science, or in the development of industry in any form," the test being that the invention shall "add to the comfort, welfare and happiness of mankind."

The advisory committee, representing the National Academy of Sciences, under whose nomination the award is made, consists of the following: Henry H. Donaldson, chairman, professor of neurology, Wistar Institute of Anatomy and Biology; William B. Scott, professor of geology, Princeton; Theodore Smith, director department of animal pathology, Rockefeller Institute for Medical Research; representing the University of Pennsylvania, Arthur W. Goodspeed, professor of physics; representing the American Philosophical society, Samuel M. Van Cleave, president of the Baldwin Locomotive works.

Sexton Mountain Work Rushed. GRANTS PASS, Or., Aug. 19.—

TIRES

Standard Warranty

Cords	Size	Fabrics
.....	28x3	\$ 7.95
.....	30x3	6.90
\$10.95	30x3 1/2	7.75
16.75	32x3 1/2	10.25
20.85	31x4	11.85
19.50	32x4	12.95
19.75	33x4	13.75
19.95	34x4	14.75
25.75	32x4 1/2	19.50
26.75	33x4 1/2	20.00
27.75	34x4 1/2	
32.85	35x4 1/2	20.50
34.50	36x4 1/2	21.50
37.50	38x5	
40.00	36x5	24.50
42.50	37x5	

We carry the largest stock and assortment in Portland See us before you buy.

MALCOM TIRE CO.

Broadway and Everett Sts. PORTLAND, OR. Established 1917

Traffic will be routed over the new pavement on the north side of Sexton mountain in 30 days, according to J. G. Bromley, resident engineer. Fifty trucks will be put on the work in an effort to get it down before the bad weather starts. By October 1, it is said, the pavement on the south side of the hill will be ready to throw open to traffic and this will throw open the entire

road over Sexton mountain, regarded as the bugaboo of the tourists for years.

Therkelsen Leaves Braly Co.

L. Therkelsen, who for over five years past has been sales manager of the Braly Auto company, Franklin distributors, has resigned from that organization and will sever his

connections with it in a couple of weeks, it has been announced. In regard to his future activity Mr. Therkelsen said he was not yet prepared to make an announcement, although he has several propositions under consideration.

Only 17 states in the union register passenger automobiles and trucks separately.

IMPORTANT ANNOUNCEMENT

to all tire users

PRICE REDUCTION on Coast Cord Tires

Effective August 10, 1922

This is a reduction in price but not in quality
Coast Quality Always Remains the Same

Size	Non-Skid	Size	Non-Skid
32 x 3 1/2	\$23.30	35 x 4 1/2	\$41.50
31 x 4	26.80	36 x 4 1/2	42.40
32 x 4	29.50	33 x 5	48.00
33 x 4	30.40	34 x 5	48.95
34 x 4	31.45	35 x 5	50.30
32 x 4 1/2	38.15	37 x 5	52.90
33 x 4 1/2	39.60	36 x 6	80.90
34 x 4 1/2	39.90		

(These prices include Federal Excise Tax)

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