

OCEAN-TO-OCEAN TOUR ENDS, ROADS ARE NOT ALL BAD

Party of Forty Motorists Make Transcontinental Trip; Desert and "Rockies" Have No Terrors for Auto Tourists.

With the first ocean-to-ocean run by pleasure tourists at an end, at Frisco, August 6, the positive announcement can be made that a transcontinental highway for the gentleman motorist, driving his own car, already exists. That the highway needs vast improvements will be admitted by the most optimistic members of the 40 men and women in the transcontinental caravan of 10 cars that made its destination at Los Angeles after leaving Atlantic City, June 26. However, it has been demonstrated that the awful crags, peaks and chasms of the Rockies, the illimitable western plains, the bad lands of southern Colorado and Wyoming and the vastness of the great American desert in Nevada need hold no terrors for the bold motorist. There are no unsurmountable difficulties for the party that goes prepared.

When the tourists left Denver behind, July 18, two-thirds of the 4500-mile journey had been completed and the mechanical difficulties consisted of a broken rear spring and a broken front spring. On that day the entire caravan, caught on Medicine Bow range by a cloudburst, which made the roads impassable. The eight women, including the Countess de Calatrava, slept in a barn while the men made the best of conditions in their army tents outside.

Attain 8000 Feet.
The next night found them at Rock Springs, Wyo., after passing the Continental Divide at noon at an elevation of nearly 8000 feet. The cars at that excessive height showed no lack of power, indicating there is no altitude for motor cars. The party was then on the Pacific slope, with every member in perfect health and enthusiastic over the future and what had gone before. Not a minute of monotony had been reported while the cars were pronounced better than at the start. At first glance that has the sound of an extravagant statement, but it must be remembered that the cars had received careful daily attention from experienced motorists, notwithstanding there are no expert mechanics or chauffeurs in the party. The run from Rawlins to Rock Springs was over 150 miles of the worst roads of the tour. The enthusiastic motorists predicted that it will be a boulevard within a year.

Salt Lake City was the next control, the ocean-to-ocean tourists being escorted by the mayor and his official family, who traveled over into Wyoming 100 miles to meet them. The day's run was 147 miles through the Rocky mountains. Between Rock Springs and Salt Lake the speedometers on all the Premiers passed the 3000-mile mark, setting an unprecedented record in motoring. Not a car had been lost and the only mechanical difficulty consisted of two broken springs.

Mountain Ranges Crossed.
The party had been on the road 20 days, taking time out for receptions and stopovers along the route, and the average mileage was over 150 miles a day. Five mountain ranges had been crossed, including two great divides, 8000 feet at the Siding, Wyo., and 7500 feet at the Continental Divide. The plains of the central west and the bad lands of Wyoming and southern Colorado were behind, together with seven of America's greatest rivers.

For two days the tourists were feted by the people of Salt Lake City, the church of the Mormons arranged for special recitals on their great organ and otherwise entertained. The Commercial club gave a big banquet in honor of the guests, Governor Spry being of the party. The mayor abandoned business and personally looked after their welfare while the chief of the department of safety looked after their welfare. According to the telegraphic reports of the tourists, it would have been impossible to have arranged a greater welcome. Three days were spent in Salt Lake City, and Ogden was reached July 26, when the festivities of Salt Lake City were repeated. The following day the most difficult portion of the journey was started. Six hundred miles of desert and bad lands lay before the motorists, but they were without fear.

Women Sleep in Barn.
Montello, Nevada, was the night control, but the road conditions were such that they were unable to make it and camp was made at Lucin, Utah, the women again sleeping in a barn and the men in their cars. The day's run was 147 miles over the worst roads of the tour up to that time. That no cars could stand such a severe drubbing amazed the tourists to marvel. Nevada was entered the following day, leaving at one more state to cross. Elko was reached Friday night. The next morning the journey was renewed on a new route. They left the old route along the Southern Pacific railroad tracks and made a southern detour by the way of Eureka, Austin and Shiloh to Reno, where they again took up the running beside the railroad. By making this detour they avoided much of the bad lands of Nevada.

From Reno to San Francisco, a run of two days, the roads were fairly good, although they are used daily by motorists. Altogether the roads of Nevada, Utah, Wyoming and Colorado were not nearly as bad as the motorists were led to expect, and it would not be surprising if several of them do not return to their Philadelphia and New York homes in the same manner, instead of shipping their cars back, as originally planned. At every control between Salt Lake and Reno the tourists have been met in their army tents, while that was also the program between Omaha and Denver. The two expert photographers on the trip, one of whom is operating a moving picture camera, have supplied the motorists with hundreds of souvenir postcards of the transcontinental run in which they are the central figures, and altogether there have been hundreds of pleasant features and diversions.

Santa Rosa Officers Fight.
(United Press Leased Wire.)
San Francisco, Aug. 12.—Captain J. O. Faria and Third Mate E. J. Thomas of the wrecked steamer Santa Rosa, are preparing today to make vigorous defense against the charges of negligence and incompetency preferred by Federal inspectors Boiles and Bulger, who conducted an exhaustive preliminary examination following the disaster. The officers have engaged Captain Henry Taylor, marine expert, to assist their attorney at the trial, which is set for today.

Campaign Too Much for Him.
(United Press Leased Wire.)
Camden, N. J., Aug. 12.—Congressman Louis L. Brandeis died today at Paulsboro, following a general breakdown, due to his exertion during the last campaign.

MOTORISTS FINISH 4000 MILE TRIP OVER CONTINENT

Remarkable Ocean-to-Ocean Run Made With But Three Mishaps En Route; Thousands Greet Party at End.

Los Angeles, Aug. 12.—To the accompaniment of the music of several brass bands and the honking of hundreds of automobile horns the transcontinental caravan of 10 Premier touring cars, the prairie schooner baggage car and the pilot machine driven by Ray McNamara, arrived in this city today from San Francisco. The occasion was made a holiday by Los Angeles motorists, hundreds of whom met the tourists at the city limits and several miles out.

The ocean-to-ocean tourists, fresh after their rest in San Francisco, say they never expect to receive a greater welcome than that of today. Local motorists are thoroughly alive to the importance of this first transcontinental trip of pleasure motorists, and they believe it is the forerunner of many similar tours in which this city and other coast points will be the chief beneficiaries. No guests of the city were ever more welcome. They will be winced and dined royally, and the biggest feature of the entire tour, the dipping of the transcontinental cars in the surf at the City of Venice park will be held. Accommodations have been made for 100,000 to witness this event, which will mark the finish of the great trip. The tourists were piloted to this city from San Francisco, by the Pacific Coast Premier pathfinder, in which A. L. Westguard of the Automobile Club of America and the United States government made his great ocean to ocean run more than a year ago.

Now that the cars are at the end of their journey the remarkable showing they have made can be appreciated. That the mechanical trouble consisted of only three broken springs for the entire trip of 4000 miles is regarded as good proof of the existence of a transcontinental automobile highway suitable for the use of the amateur owner driver. Every member of the party that started, including eight women, two children, and 30 men was present at the end of the journey today, and every car that started is today in Los Angeles in good going condition. Every member of the party is enthusiastic over the great run, and they are unanimous in the assertion that such an experience comes only once in a life time.

It is the intention immediately to begin to raise millions for the improvement of the transcontinental automobile highway, and if that is done it is the belief of the Premier pathfinders that ocean to ocean touring will soon be so common as to attract little or no attention. At present it said there are no unsurmountable difficulties, although there are miles and miles of roads that are about as bad as they possibly could be and remain passable.

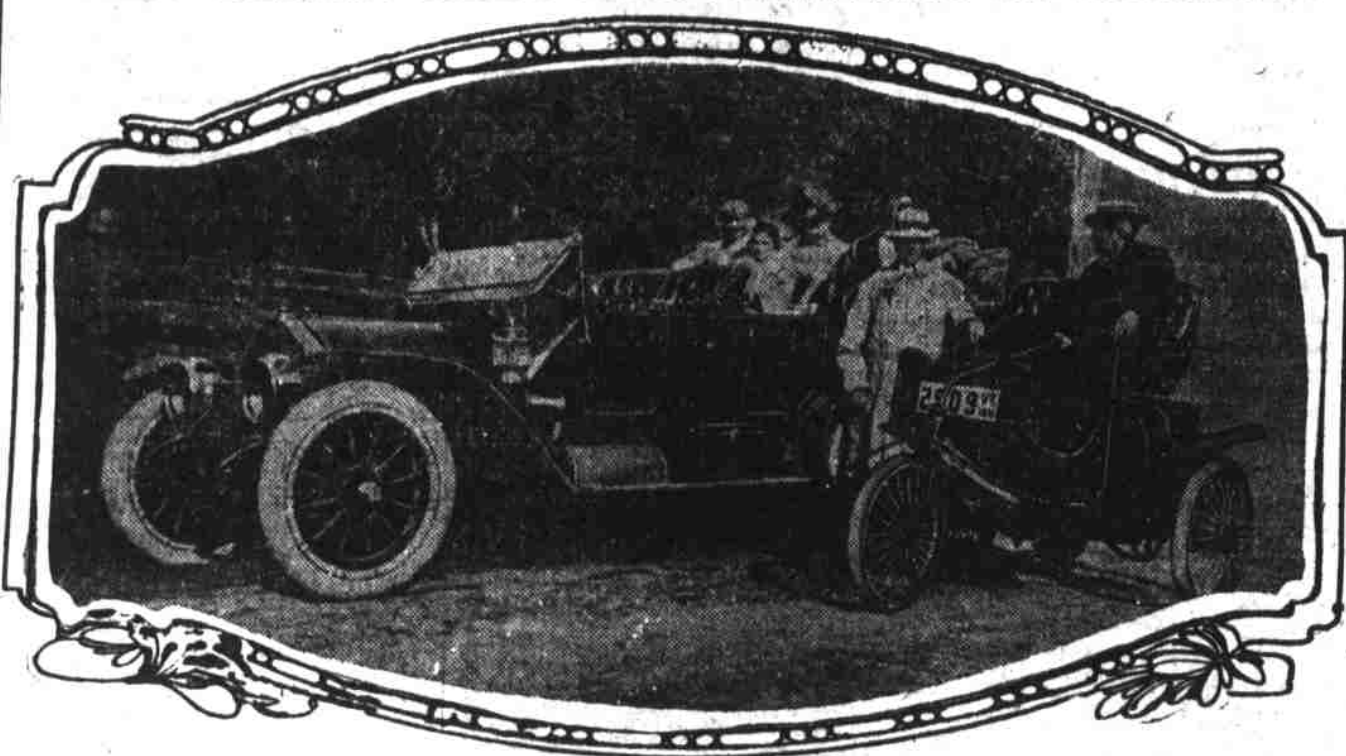
Investigating High Cost of Living.
(United Press Leased Wire.)
Washington, Aug. 12.—Investigation of the high cost of living was begun today by the United States department of commerce and labor. The facts developed will be sent to congress for action.

Minister Strikes Pickpocket.
(United Press Leased Wire.)
Union Hill, N. J., Aug. 12.—Feeling a pickpocket's hand reaching for his wallet while riding on a street car, Rev. H. J. Garland promptly seized the dip with one hand and smashed him in the face with the other.

Jealous Rivals in Sky-Kissing Flights in Aero-Planes
Above—Miss Matilda Molant. Below—Miss Blanche Stuart Scott (on the left) and Mrs. Harriet Quimby. Miss Molant is the latest of the trio to take up the art of flying at the Mineola, L. I., aviation field. First Miss Quimby had the field to herself, then Miss Scott appeared in greater deeds than the three fair aviatresses have gone one another "one better" in their feats of daring, so that now it is hard to say which one is the premier. No two of them are "on speaking terms."

Italian Vessels Quarantined.
(United Press Leased Wire.)
New York, Aug. 12.—The Italian liners Calabria and Venezia, from Naples and Palermo, respectively, are held in quarantine here for further observation today. The passengers on both steamers apparently are in the best of health, but the death of Giovanni Nicolai, a steerage passenger on the Venezia, from cholera on August 7, has caused the quarantine officers to take unusual precautions.

TEN YEARS SEES BIG CHANGES IN DESIGNS



The marvelous growth of the automobile industry is well illustrated by the accompanying photograph, which shows the difference ten years has made in the design and comfort of motor travel.

WHITE STRIPE TO IDENTIFY AUTOS

Also Racing Cars and Drivers to Have Toggery of Original Design.

The Alcoa racing cars, which make their motor bow at the Elgin National races, will be dressed up in odd, new garments. Each car will be painted black with a white stripe running along the side members of the frame from the front spring connection to the rear spring connection.

This white stripe will be used to identify the cars and to emphasize a new idea in motor car decoration and painting which is original.

On all 1912 cars there will be a white stripe about two inches wide running around the top of the body. The stripe will continue in an unbroken line across the doors on either side and the rear and front ends of the body.

The idea of the white stripe will be carried even further. It will be adopted in the design of the racing garments of the racing drivers and mechanicians.

The racing toggery will consist of black sweaters and jerseys, with a two inch white stripe around the right arm, black leather knee breeches and black stockings with a two inch white stripe woven into each stocking.

Harry S. Hout, manager of sales department, is responsible for the idea of the white stripe. Harry Grant, who has driven the Alcoa cars across the line twice as the winner of the race for the Vanderbilt cup, states that the Alcoa racing cars and racing team are the keenest looking racing squad he has ever seen.

Taft Writing Veto Messages.
(United Press Leased Wire.)
Beverly, Mass., Aug. 12.—President Taft expects that the drafts of his veto messages on the Arizona and New Mexican statehood and wool revision measures will be completed before his departure from here for Washington tomorrow night. He is busily occupied today on both.

NATIONAL STOCK CHASSIS CONTEST RECORD BREAKER

That Is Prediction Made for the Races to Be Held at Elgin August 25 and 26; Entries.

The eye of the automobile industry and automobile enthusiasts generally is now turned toward the Elgin national stock chassis road races, to be held at Elgin, August 25 and 26, under the joint auspices of the Chicago Motor Club and the Elgin Road Racing association.

Reports from the "front" indicate that the inspection of the course by officials of the Chicago Motor club last Sunday was most gratifying. The course is eight miles and 2492 feet in length, but the improvements which have been made since the races of last year cannot help but result in the making of much faster time than the 1910 record of 65.56 miles per hour. Many hundreds of dollars have been spent in widening the road and in straightening out curves. The home stretch has been widened from 16 to 54 feet; Britten's Hill has been entirely remodeled and widened to 100 feet, and telegraph poles set back from the road.

The west leg, which a year ago was a country lane, is now one of the fastest portions of the route and the McQueen turn at the northwest corner has been carried farther outside.

Course 24 Feet Wide.
The average width of the course for the entire distance is 24 feet, as against 16 feet in 1910. In other words, for the coming races a strip 8 feet wide and 8 1/2 miles long has been specially prepared. Last year 44,000 gallons of oil were sufficient to properly lay the dust, but this quantity has already been sprinkled this year and there are 30,000 gallons more to be used. The early start of the preparations will set the oil permanently before the circuit is opened for practice.

Competing cars and their crews are beginning to report and the Simplex team of two cars, driven by DePalma and Wishart, and the three Alcos, with Grant, Hartman and Lee, are leaving for Elgin today.

The demand for tickets and parking spaces has been unprecedented and more sales have been made down to date than the totals of a year ago.

The timing and prize arrangements have been fully completed and the demands of the farmers along the route for additional and larger score boards have been met.

Officials Are Named.

Formal announcement has been made of the officials, among whom are Governor Deneen of Illinois, who will review the National Guard in camp at Elgin at that time; honorary referee, George E. Hunter of the Elgin Watch company; referee, David Beerscott; judges, President Hooper, Mayor A. L. Mayor Harrison of Chicago, Mayor Tiedeman and President Granger of the Automobile club from Savannah, President Metzger and General Manager Miles of the N. A. A. M., President Clifton of the automobile board of trade and Messrs. Fisher and Candier, presidents, respectively, of the Indianapolis and Atlanta speedways, with Hugh Chalmers of Detroit and President Everett C. Brown of the A. A. U. The Warner electrical timing apparatus will be in use, Fred Warner will handle the pistol and F. E. Edwards, chairman of the A. A. A. technical committee, will look after the technical details.

In recognition of the generosity of the Aurora Automobile club in donating the cup for the 161 to 230 division on August 26, this event will be run for the Aurora cup instead of the Tox River.

The complete list of entries to August 1 is:

List of Entries.
Lozier, Mulford; National, not named; National, not named; Alco, Grant; Alco, Hartman; Alco, Lee; Simplex, DePalma; Simplex, Wishart; Pope-Hartford, Buick.
Illinois trophy, stock chassis, 451 to 600 cubic inches—National, not named; National, not named; Velle, Jeffkins; Velle, Stickney.
Kos county trophy, stock chassis, 231 to 300 cubic inches—F. A. L., Grindner; F. A. L., Gelnaw; F. A. L., Pearce; Staver-Chicago, Monckmeier; Staver-Chicago, not named; Staver-Chicago, not named; Cole, Jenkins; Cole, not named; Corbin, Madisonville; Colby, Peares; Colby, Armstrong; Colby, not named.
Aurora cup, stock chassis, 161 to 230 cubic inches—Abbott-Detholt, Roberts.

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(United Press Leased Wire.)
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GLIDDEN TROPHY TOUR IN OCTOBER

Contest Will Be Conducted Under Grade IV of A. A. A. Rules.

The Glidden tour of 1911 will take place in October, to be run over the route of the national highway, extending from New York to Jacksonville via Atlanta.

Returning to the original idea of the donor of the trophy, the tour, appealing particularly to owners, will be conducted under regulations demanding reliability and regularity, without reference to rigid technical restrictions.

It having been made plainly apparent that an endurance tour for the Glidden trophy promoted primarily for owners was generally wanted, and, it likewise having been made clear that the makers of automobiles were no longer interested in an exceedingly technical contest, the contest board of the American Automobile association announces the new plan for the national tour, which is sure to be a pronounced success, the decision having been preceded by a conference with a delegation from the south which brought assurances of generous support.

From the Atlanta chamber of commerce and the Jacksonville board of trade came representatives who were prepared to negotiate a definite proposition. The A. A. A. conference were President Robert P. Hooper, Chairman Butler of the contest board and Chairman Batchelder of the executive committee. Atlanta was represented by Edwin P. Ansel and Major John S. Cohen, who are two of the most energetic exponents of highway improvement in the entire south. H. B. Race spoke for Jacksonville and he is another good roads advocate. In fact, it was the impetus which would be given to good roads progress in the south that caused the change to a southern route. New England has been the scene of several Glidden tours, though postponement to a date which would be given to the necessity of proceeding southward rather than northward.

The 1911 tour will be conducted under grade VI of the A. A. A. reliability rules, with practicable daily running schedules, possible of accomplishment by any tourist.

The cars will be stamped in their essential parts, there will be no observers

ENTERS FOR DALLES- HOOD RIVER CONTEST

W. A. Morgan, a very enthusiastic owner of Michigan, decided last Saturday, with the owners of other cars, to try for the record run between The Dalles and Hood River, Or., a distance of 29.8 miles, according to the speedometer. The machines checked out from the drug store of Charles N. Clark of Hood River, each carrying a letter to be signed at The Dalles by one of the leading jewelers.

The Michigan checked out at 3:37 p. m. and started over the hills, reaching Mosier in 37 minutes. In checking in at Mosier it was found that the Michigan was four minutes behind the first car, which left Hood River 14 minutes ahead of the Michigan. Just four miles the other side of Mosier the Michigan passed its rival and came into The Dalles at 8:08, making the distance over the mountains in 1 hour and 31 minutes, previous record, 2 hours, and ahead of its nearest rival 16 minutes.

The roads traveled are in very good shape and this makes a very beautiful trip for motorists, as the scenery along the route is unsurpassed.

The next day after the record run several cars, among them the Michigan, traveled up into the Deschutes country via Dufur, coming back by Boyd, and via the roads out from The Dalles in excellent condition for motoring.

Finds Wife Drunk; Chops Her.
Stockton, Cal., Aug. 12.—Returning from work and finding his wife in an all-gate intoxicated condition, Charles G. Tyner last night seized an ax and struck his wife on the head. She is now in the hospital with a fractured skull and Tyner, who is a car foreman for the Southern Pacific company, is awaiting the result of her injuries.

Peat is utilized as fuel in a new way in Sweden, whereby it is pulverized and blown into a combustion chamber in the form of fine powder by an electric fan.

RUBBER PAVEMENT LONDON NOVELTY

Yankee Idea of Rubber Tires Said to Beat English Plan.

With a view of converting the great metropolis into a veritable "city of silence," a number of samples of rubber pavement were shown at the recent international rubber trades exhibition at the Royal Agricultural hall in London recently. Sections of pavement were submitted by various manufacturers each claiming to have a secret process for making this article, and laid side by side, they made over 1220 square feet of paving.

While such an invention might doubtless do much to relieve the aggravation caused by din of a dray load of iron or the clatter of delivery wagons over the cobblestones the same result is being brought to pass in the cities of America with a hard rubber base motor truck tire.

The practical application of the idea of the Londoners would insure silence only in that part of a city where the rubber pavements are actually laid and the heavier traffic the sooner would the expensive street covering wear out. But with all commercial vehicles traveling on rubber tires the noise nuisance would entirely disappear from every part of the city simultaneously. Already the larger manufacturers, shippers and other users of heavy vehicles have learned the economy of using trucks equipped with hard rubber tires, so that while rubber pavements might do much to stop noise, they would be a great expense to municipalities, whereas rubber tires are more efficient and actually save money for the user.

To perfect a tire which would withstand hard service over curbs and cobblestones and which was easy to put on and would not come off required years of experiment and development.

A CARLOAD OF FORDS

Will arrive next week. We can make reasonable deliveries from now on.

FORD MOTOR CAR AGENCY

Tel. East 648. Eighth and Hawthorne Ave. PORTLAND, OREGON

This New Model Is Now Here

The new model Chalmers "30," the big bargain of the 1912 season, has arrived and is now in our salesroom for your inspection.

The Chalmers "30" was the first real automobile offered to the public at a medium price. It set a standard in automobile value four years ago, and is still a leader. It has always been a standard by which other cars were judged.

It is the car of the most advanced design; a car that has been more widely copied than any other. It has a grace of line and finish not excelled in the costliest cars; it has given satisfactory service to 15,000 owners; it is backed by an absolute guarantee for one year.

Each season the Chalmers "30" has been greatly increased in value without increasing the price. This season we have more to offer, both in quality and price, than ever before.

Last year this car sold for \$1750, equipped with magneto, gas lamps, top and windshield. Think of it this year—improved in every possible way with thoroughly ventilated foredoor bodies, inside control, magneto, gas lamps, Prest-O-Lite tank, and including also Chalmers mohair top and automatic windshield—for \$1500!

We ask you to inspect this new 1912 model.

Comparison has sold more Chalmers cars than all of our advertising. We think you will agree that claims are unnecessary in view of such value at such a price.

We can begin deliveries of this model at once.

H. L. Keats Auto Company

BURNSIDE, SEVENTH AND COUCH STS.



This monogram on the radiator stands for all you can ask in a motor car

