

AUTO CARAVAN TO CALIFORNIA WILL BE GREAT AFFAIR

Local Autoists Are Enthused Over Plans for Overland Trip to Stockton, Cal., on May 18.

The overland caravan, composed of automobiles from all over the Northwest, and fostered and managed by the Associated Ad clubs of the Pacific coast, which will leave for Stockton, Cal., May 18, is attracting wide attention throughout this part of the country, and already replies are coming in to queries scattered broadcast, intimating that the caravan will be some shakes as to size and enthusiasm.

The plan is rather extensive, and according to men of the local ad club looks better than any hop-dream they have had for some time. And from all accounts it is rapidly leaving the dream stage and taking fairly definite and real shape.

MANY TOWNS LISTED

Seattle, Tacoma, Spokane, Bellingham, Everett, Aberdeen, Pendleton, La Grande, Walla Walla, Astoria, Bend and Hood River are some of the cities who have sent in their assurances that they will be on the spot with bells ringing and flags waving. They will have their cars furnished forthwith with advertising matter, bunting and other gala decorations, and as many as possible of mere citizens will be at the starting post to take part in the jaunt.

Preparations are already being made along the line of march through the south to take care of the host, for many who are planning on cutting trips about that time of the year are beginning to feel that the caravan is where they will have the best time they could find. It is quite possible that over 100 cars will leave Portland and that like the proverbial snowball, the caravan will gather strength as it rolls down the valley and on toward the south. George M. Chambers, secretary of the Oregon State Motor association, is holding down the job of general chairman of the caravan and is directing most of the arrangements.

ELABORATE PROGRAM

California is responding in full force to the call of the invading army, and the chances are that a big delegation of southern clubs will meet the caravan

CAR PROVES CONUNDRUM TO ONLOOKERS



Here depicted is a scene at Pendleton during the recent automobile show held March 11-12-13, when a Chalmers car became a conundrum to the good citizens of the city. The local dealer, the firm of McLean & Snively, offered two prizes, \$10 and \$5 for the nearest guess as to how long the Chalmers would run on a quart of gas. There were hundreds of guesses and the first prize was won by a hazard within three seconds of the right time. The time made was 1 hour, 10 minutes and 3 seconds. Numerous side bets were laid by the onlookers. Ted Herthly, wholesale manager of the C. L. Boss Automobile company, Portland, conducted the demonstration.

LANE COUNTY ROAD BOOSTERS GET BUSY

As part of the campaign for good roads and incidentally the campaign in favor of the proposed \$2,000,000 bond issue in Lane county, to be decided by voters May 21, the Lane County Good Roads association is sending to each of the 188 school districts in the county, buttons, membership cards and a map showing the proposed roads. A good booster in each of the 188 districts has been named as local representative of the Lane County Good Roads association, and it will be his duty to not only circulate the petition calling for an election of good roads, but to also secure members for the association. For Lane county, it is either voting \$2,000,000 for good roads, 40% of which are to be built within five years, or no road building to amount to anything for several years. (Gazette are lining up on both sides of the question.)

in the northern part of the state. A daily schedule has been planned to govern the march per diem, and stands at present as follows:

- FIRST DAY**
Portland to Eugene—130 miles, six hours' drive.
In case there are more than can be accommodated at Eugene, the overflow can go on to Cottage Grove, a distance of 20 miles, for the night.
- SECOND DAY**
Eugene to Medford—182 miles, nine hours' drive.
If there are not sufficient accommodations at Medford, some may have to go on to Ashland, 13 miles.
- THIRD DAY**
Medford to Corning—207 miles, nine hours' drive.
- FOURTH DAY**
Corning to Sacramento—117 miles, five hours' drive.
- FIFTH DAY**
Sacramento to Stockton, 48 miles, two hours' drive.

FAST DRIVERS ARE RESPONSIBLE FOR BROKEN PAVEMENT

Speed, Rather Than Weight, Held Real Factor; Regulations Are Recommended to Stop Waste.

One of the common beliefs that has been held by shippers, and by the average citizen who has given the matter any thought, is that the weight of the load placed on a truck is detrimental to the good condition of the roads. When discussing the relation of shipments by truck to the cost of road maintenance, some have declared that the load should be regulated, if there was to be any regulation at all, and have lost sight of the fact that speed is the thing to be considered.

That it is the speed of heavy loads, rather than the weight of the load itself, that ruins pavements is the conclusion reached by government authorities who are investigating various phases of the automobile transportation problem.

FORCE SLOW DRIVING
Experiments begun by government experts to determine the destructive effect of impact on pavements and to find a remedy show some striking results. Conclusions now announced reveal that a weight of 7750 pounds on the wheel of a truck, moving at a speed of 15 miles per hour, becomes 43,000 pounds in its destructive effect if the wheel has a drop of one inch. Such a drop is readily caused by any small obstruction or crack in the pavement.

A cushion pavement of asphalt construction is expected by engineers to solve the impact problem. The cushion will absorb the shock and reduce the shattering effect of impact on the foundation. Expenditure for construction and maintenance of highways outside of cities is now averaging some \$500,000,000 a year.

ROADS ARE RUINED
J. N. Mackall, chief engineer of the Maryland state roads commission, is now facing the problem of restoring pavements shattered by the impact of heavy truck traffic on concrete roads leading out of Baltimore and constructed as recently as 1913 and 1914. Mackall says of these roads:

"Both of these cement-concrete roads have reached the end of their lives. They show many cracks and are disintegrating. We have tried patching them without success and are now covering them with one and one half inch binder course and one and one half inch top-ping course of asphalt."

As the ship-by-truck idea gains momentum, and the mileage of hard surface roads increase, engineers say that it is well to bear in mind that in order to save the expenditure of millions of dollars annually in road repair, concern making use of trucks will find it necessary to pay some attention to the rate of speed at which their drivers push their trucks, as well as having certain rules of load for their shipping departments.

Cadillac Motor Car company was granted a permit two weeks ago for the erection of a temporary one story frame foundry building, to cost about \$22,000.

EASTERN OREGON AUTOISTS FAVOR HIGHWAY BRANCH

Pendleton to Have Members of Tri-State Club to Boost Proposed Roadway to Salt Lake.

Following his visit to the Pendleton auto show, Secretary W. S. Parks of the Tri-State Automobile club of Walla Walla announced that an office of the club will be established soon in the roundup city. Secretary Parks states that already over 40 members have been signed up in Pendleton and that inasmuch as the Pendleton office will serve all Umatilla county auto owners as well as those west as far as Wasco, there is an outlook for between 200 and 300 more members in that section.

The big idea, states Parks, which the motorists of Southeastern Washington and Northeastern Oregon are boosting for is to get a connecting link from the great transcontinental Lincoln highway between Salt Lake city and Pendleton and there to strike the Columbia highway. In connection with this the Tri-State Auto club is planning a big booster convention of all good roads and auto enthusiasts to be held at Pendleton either late this spring or early in the summer at which delegates from all sections of Idaho, Oregon and Southeastern Washington along this route will be invited.

This route, as proposed by the autoists and good roads men of this section, would strike the towns of Pocatello and Boise in Idaho and thus perform the desired purpose of bringing tourist traffic to Southern Idaho direct from the East as well as to the extreme points of the Northwest.

COMPLETE HIGHWAY WORK IN UNION CO.

Contracts to Finish Roads Will Be Let Soon So That Job Will Be Finished This Summer.

Under the Union county bonding plan, money was raised to carry on the highway work which is ordered by the state, when Union county must build the grade and put in the drainage for her share of the Columbia highway, after which the state will finish the road with crushed rock and hard surface. The county court has now made all of their arrangements, and if the proper contracts can be made, the work will be started this summer. The road from Hilgard to La Grande will be opened to bids soon and work is expected to begin on that section in early spring.

LET CONTRACTS
The paving is already completed between Lone Pine and La Grande, and the contract has been let for the rock work between Lone Pine and Hot Lake. Grading contracts will be let between Hot Lake and Union. From Union to Telocasset it is hoped some hard surface pavement will be laid, and it is believed that the highway commission will favor that this year. From Telocasset to North Powder, surveying and grading will be done during the summer. This will complete what is known as the Columbia highway through the county.

While this will be the main artery of travel, attention will also be paid to work in the northern end of the valley. Contracts for work on the Willow creek district near Elgin are being formulated ready to consider bids, also on road work from La Grande to the Sandridge.

WORK TO BE FINISHED
From Elgin to the Wallows hill summit, much work must be done, and this is expected to be completed the coming summer. The old Wallows hill, which has been an eyesore to everyone, at the same time being a most dangerous piece of road since the first freight team went into Wallows county, is to be done away with and in its place there is to be built a road down the canyon on a 5 per cent grade.

People of Wallows county are joining with Union county in a request to the state highway commission, to have this work done as soon as the weather conditions permit. Wallows will start her road work at the mouth of the canyon.

Will Make Vigorous Campaign
For appropriating \$2,000,000 by the county to build 400 miles of highway during the coming four years, an active campaign will soon be made in every one of the 188 school districts in Lane county. The Lane County Good Roads association has appointed a representative in each school district to distribute membership buttons and cards and information.

AUTO INDUSTRY NEWS

The Revere Motor Car corporation of Logansport, Ind., has placed on the market \$1,500,000 of its capital stock, with the proceeds of the sale of which it is proposed to erect large plant additions.

Reports from local companies show that there has become effective during the past month an appreciable increase in rim costs owing to the shortness of steel caused by the recent steel strike.

Providing that the users of farm equipment in Latin America can be shown that the American tractor is the best, advices from the South indicate that there is an excellent market throughout the lower continent for all sorts of American equipment.

The New Orleans Truck Manufacturing company has been organized by a group of capitalists in that city for the purpose of manufacturing a truck bearing the name of the city. Work has already been started on the new project.

Officials of rubber companies in Akron predict a total export business of \$20,000,000 during 1920, a great portion of the rubber products being destined to be sold in Germany. Agents are now abroad making market arrangements. The two story buildings at 1716-1717 Broadway, near Fifty-fourth street, New York city, have been purchased by the Haynes Automobile company from the estate of the late Cardinal Farley. The Haynes company has occupied these buildings for some time, the present lease expiring in October. The purchase price is said to have been in the neighborhood of \$200,000.

Building permits in January for the erection of new structures in Detroit aggregated a total of \$5,658,830, as against \$1,965,735 in January, 1919. New buildings erected totaled 536 and permits for alterations and additions to 150 were granted last month, against 224 new buildings and 119 alterations and additions for the same month last year.

STREET RAILWAYS LOSE PATRONAGE

California State Commission Is Convinced Automobiles Are Taking Their Profits.

Jitneys, motor trucks, nickel fares and soaring prices. All these threaten to bring about the financial collapse of electric railways in California.

In its annual report, submitted to Governor Stephens, the state railroad commission tells the story:

"The electric railways have met in the recent past a most formidable and determined competitor—the automobile. Both the private automobile and the jitney have made enormous inroads on the passenger traffic that was formerly dependent upon electric railways."

"The automobile truck is an even more serious competitor in the freight traffic field, for the electric interurban railways almost without exception are depending for their freight revenue on short haul business."

"And yet it is clear that both the passenger automobile and the freight auto truck are even now only in the first stages of their development. "Electric railway utilities" find it more and more difficult to obtain necessary new capital and for many companies the only escape from financial collapse is through drastic reorganization. "The high cost of living has borne heavier on the electric railway business than on any other industry for the reason that for street railways the standard fare has been a nickel. Not only have franchise provisions fixed on this unit, but the 5 cent fare has become an institution for American cities."

Method of Taping Hose Connections

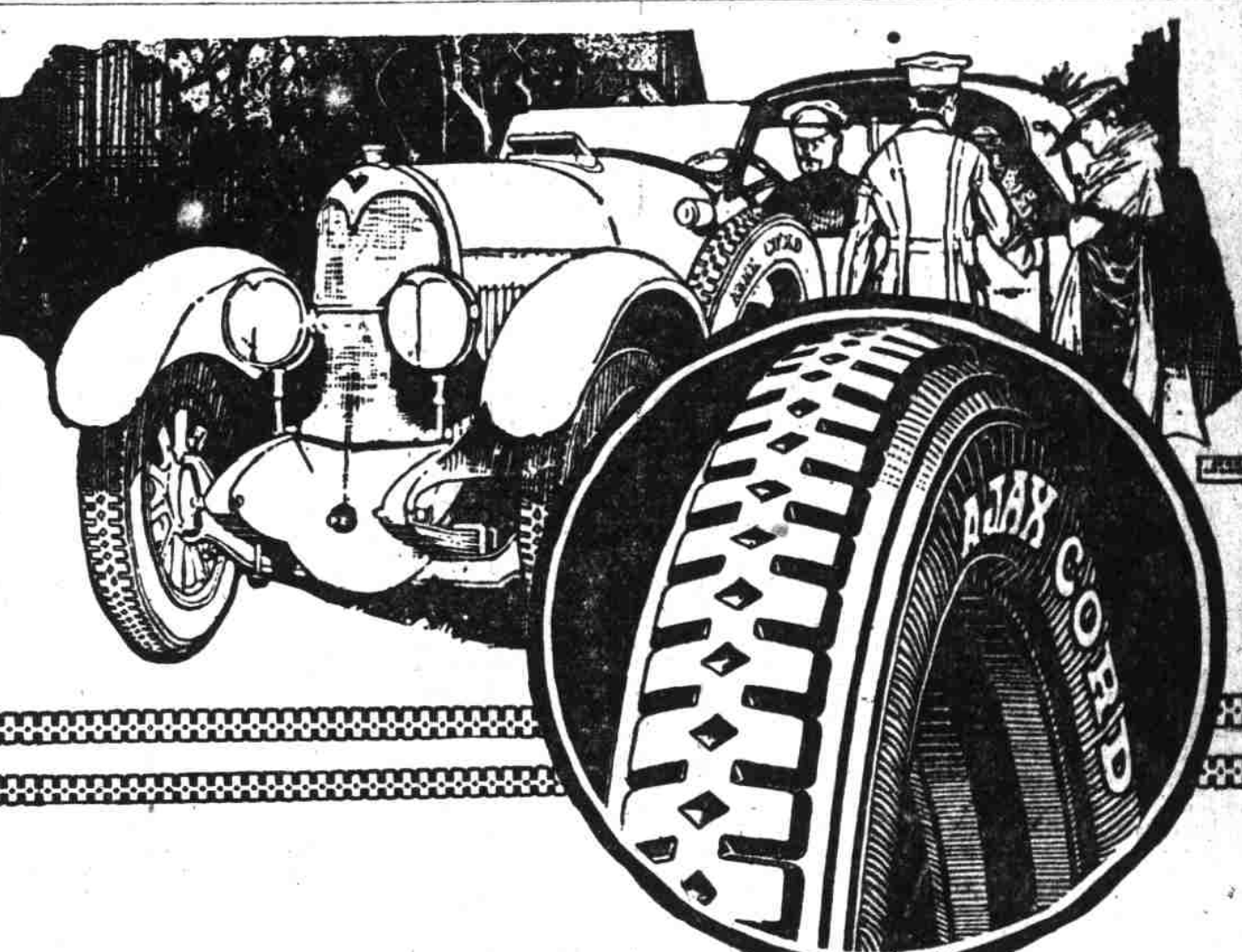
If there is water leakage around the joint between the rubber hose and the outlet header from the cylinder jackets and also where the hose joins the radiator pipe, the easiest way to stop it is to tape the joints with regular insulation or adhesive tape. First remove the clamp, tape the joints and then put shellec over the tape. After this is dry replace the hose clamps, being sure they are not sprung out of shape. If they will draw up into a true circle they are in good condition, but a clamp which is out of shape will not draw up properly, and will tend to bunch the rubber hose, with the result that even the taping repair will have difficulty in being effective.

Next Race in Sight

The next important race of the 1920 season is the big 500 mile event at Indianapolis on May 21, but it is expected that the A. A. A., which is the official body whose regulations govern automobile racing, will sanction a race to be held on the Los Angeles track in April.

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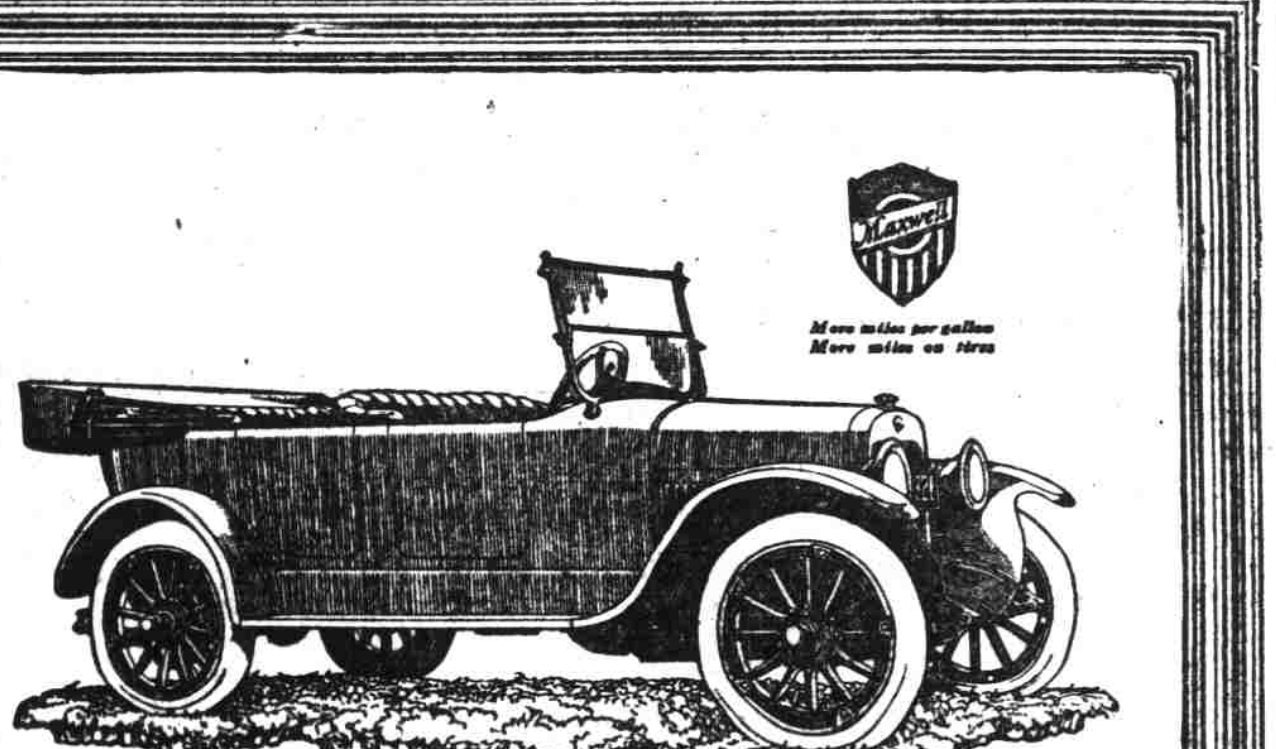
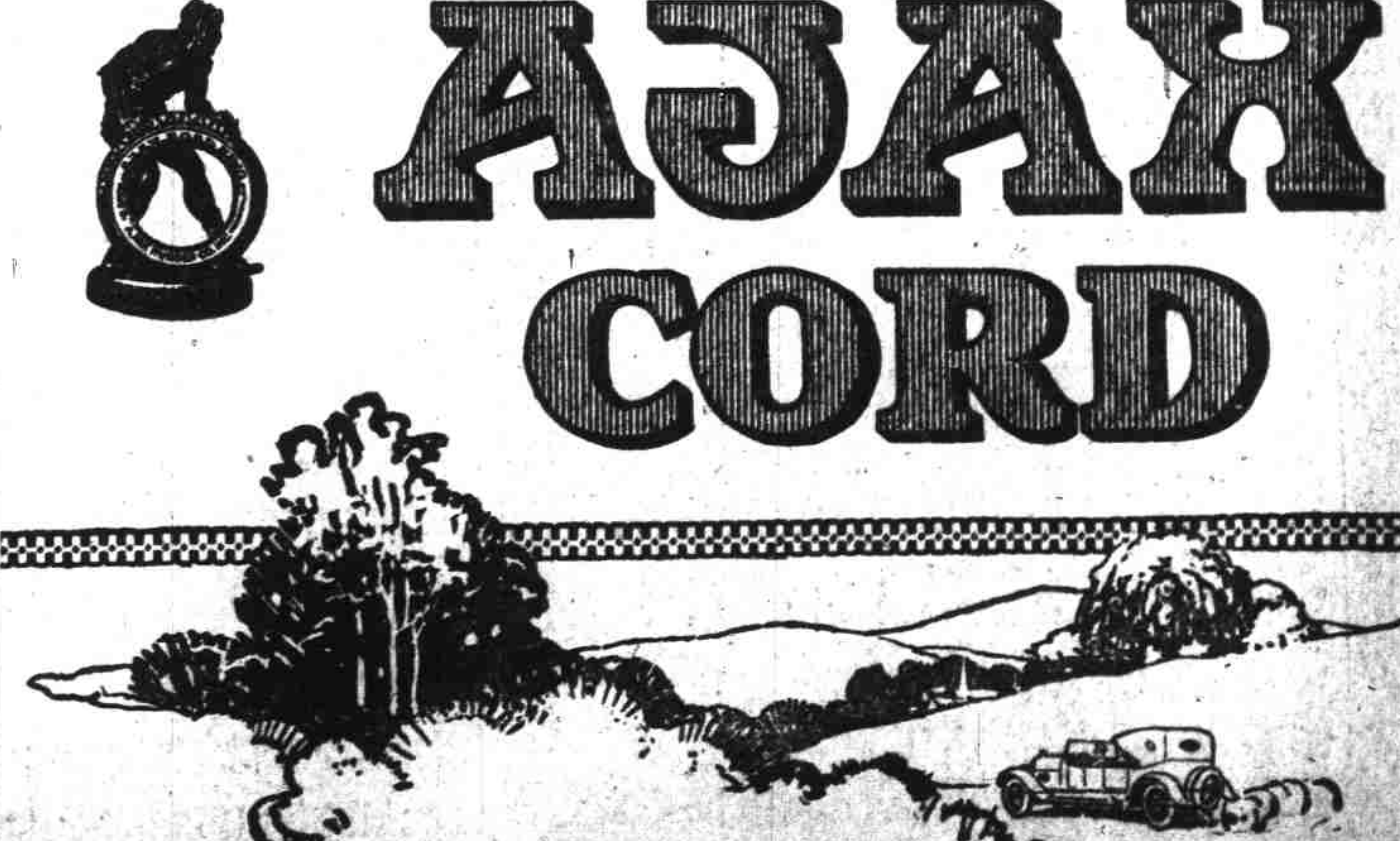
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