

Oregon Journal

AUTOMOTIVE SECTION

EDITORIAL COMMENT

Why Encourage Automobile Thefts?

There is a lack of stringency in dealing with automobile thieves that allows victims of this particular form of larceny to become somewhat discouraged. In spite of protective measures on the part of owners, cars are continually stolen and the thieves are dealt with far too gently. In the old days a horse thief was given an entry into the great beyond with considerable haste. A horse is a living thing, but nine times out of ten the horse thief treated the animal as well as did the regular owner. Such is not proportionately true with respect to the taker of an automobile. Far too frequently the machine is found in a condition requiring a considerable sum of money to be spent for its repair.

Between the years 1918 and 1919 there was an increase in the country of some 6000 motor cars stolen. There were 1528 cars stolen in Portland alone during 1919, with only 1088 recovered. What is true of Portland has been proportionately true of other cities.

This year bids fair to be a year wherein fewer automobiles will be missed. The Dyer law has become effective and will go far toward discouraging gentlemen of light fingered propensities. For an automobile theft to be considered correctly carried out, men in that line of endeavor think it necessary to take the car from the state where it was stolen to an adjoining commonwealth, or one farther away. The Dyer law now makes this a federal offense, and the courts are dealing with the plague with no uncertain hand. But for the man who takes a car and keeps it within the state where it was stolen there does not exist the weight of such a law. State and municipal courts are the media of justice in that case, and the only way to put an end to the practice for all time is for these intra-state courts to take their cue from the federal courts and give sentences that will not merely encourage the thief, but will be of sufficient duration to give him or her enough time to think it over. Light sentences as a practice have never been known to curb such a scourge. They serve merely as appetizers for more of the same sort of thing when the jail doors open and thief is free.

The courts should add to their own preventive measures those taken by automobile owners and consider that in this particular instance stone walls make an excellent prison and iron bars a cage capable of standing a good bit of wear and tear.

Parksites and Tourists

"Have you a park site in your town?" Thus may a tourist inquire. And Portland has but one answer: "We had one, but somebody bought it."

And the man on the streets of Portland who might have made that answer to a tourist in search of some place to camp might have regretted for the moment that a stranger had been inconvenienced, and no doubt he might have spent some time wondering where the poor fellow and his family, if he had one along, would spend the night. That Portland citizen probably did not realize that by his negative answer he had caused the city of Portland to lose a prospective citizen or at least the expenditure of \$12 per day that would have helped make the city prosperous. Multiply the instance by 1000, and there one has an idea of what the loss of a park site is meaning to the city every season. The figures for this city would probably double that estimate, however.

How many people in the city realize just what a tourist parksites means to a town or a municipality the size of Portland? Walla Walla last year made careful accounting of what each autoist spent while his car was parked there and discovered an expenditure of \$12 per car per day. Portland would draw tourists in larger numbers than would Pendleton, Walla Walla, Salem or other towns of that size, and that much more money would flow into the coffers of the business men of the city. But how many people realize this?

Are the civic organizations not aware of the importance of a site where tourists may park, where they can stay while they make use of the city's facilities for trade, or are they asleep?

The scenery about Portland has been widely advertised, but when a tired traveler by motor car finds that nothing has been done to make him comfortable or welcome, scenery or job, he generally develops a grrouch at the place and gets out as quickly as he can, moving on to a place where the welcome is warmer and accommodations are more adequate.

There has been too much the feeling that somebody else ought to take hold of the affair. The Chamber of Commerce, the Rotary club, the Ad club, the Realty board, and all the rest of them, should wake up and look the need for a park site squarely in the face. The "let George do it" spirit is all wrong. "George" may mean George Baker, who is not provided with the power to purchase and improve camp sites for tourists, or it may mean George Quayle of the state chamber, who is not more interested in Portland than he is in other towns of the state. Stop wishing it onto "George." We have to do it ourselves. It's high time, too. This season is gone and all its money lost.

The wheelbarrow has come into its own. We saw a man wheeling a case of gasoline in one the other day.

WALLA WALLA'S PICTURESQUE PARKSITE



Facilities provided for tourists have attracted a daily patronage of from 12 to 25 campers this season.

Demand for Bill in Auto Crash Shocks Sheriff's Deputies

School Director George B. Thomas threw a shock into the sheriff's office Tuesday from which the entire force has not yet fully recovered. He drove his new car to the courthouse and when he parked it attempted to move about two feet forward when it jumped ferociously upon a perfectly innocent motorcycle 10 feet away, knocking it against the curb and over the sidewalk. Thomas went in to notify the deputy sheriff to whom it belonged.

"I did it. There was no excuse. The motorcycle didn't do a thing. Charge me up with the damages," declared Thomas.

The deputies assembled gasped.

"You are the first man who ever acted

that way since the new courthouse was built," assured the deputies. "Call around tomorrow and we will tell you the damages."

The innocent motorcycle was taken to the basement repair shop. Its twisted handle bars were straightened. Its tail light was put in place and the saddle screwed back at the right angle.

The next day Thomas appeared and demanded the bill.

"Well, we will be honest, too," said Sheriff Hurlburt. "There are no damages. It might have been worse."

Thomas set up the cuffs and left.

To Eliminate Squeaks

Ordinary cotton braid makes an admirable silencer wherever sheet metal comes in contact with sheet metal. Heavy cotton tape is better where there is heavy wear—as, for instance, under the hood. In the case of squeaking fenders, a length of cotton braid is bunched under the fastening nuts, which are then drawn up.

Davis Gets New Speed Record at Dodge City

While over 18,000 people from all over the middle western states and other parts of the country looked on in breathless excitement, Jim Davis of Columbus, Ohio, won the famous 300 mile classic on the two mile speedway at Dodge City, July 5. The heat was intense while 15 riders in the race circled the track, which is situated on a piece of prairie land four miles from the city, and the course was very rough, yet Davis succeeded in establishing a new record of 3 hours 46 minutes 4.4 seconds, an average speed of 81 miles an hour. Maldwyn Jones, riding the same make machine Davis rode to victory, won the sweepstakes prize for leading at 100 miles and also at 200 miles. The race this year was the first held since 1916 and was a complete success.

AUTO CAMP BRINGS BIG RETURNS, SAYS WALLA WALLA MAN

City Will Gain \$28,000 From the Tourist Travel, Is Estimate of Two Walla Walla Men.

Walla Walla's auto camping park is getting splendid results for the city, according to Secretary W. S. Parks of the Tri-State Automobile club, and the business men of the city are getting returns on their investment. An average of 40 cars per night are stopping at the camping park. It is figured that on the average of \$12, which the occupants of each car spend a day while en route, there will be within a period of two months approximately \$28,000 spent by tourists.

Secretary Parks points to this fact as one of the reasons why every city can well afford to invest liberally in this feature of its attractions. He points out that Walla Walla spent \$1000 on this auto camping park this year and now has outdoor accommodations for tourists which are an inducement to travelers to stop.

The auto camping park here has a caretaker, who takes for his salary the privilege of selling fresh eggs, butter and milk and such other articles as cannot be carried by tourists while en route. The man looks after the wants of the tourists and sees that the park is kept in shape.

The park contains eight acres and is located on the banks of Mill creek, in the heart of the residence section of the city. The \$1000 spent this year went for the purpose of installing electric lights, a sanitary building, tables and other features. Mr. Parks states: "We intend to spend \$1000 more and make it as fine a camp as there is in the entire Northwest."

List for Motorist Given; May Save a Heap of Trouble

Motorists who start on trips usually look into their supplies of tools and incidentals to see whether or not they have everything needful to fight off "Lady Hard Luck" when she sits on the running board, at some stage of the game.

Here are some things incident to tire repair it is well to have along in an emergency:

Two or more extra inner tubes properly wrapped to protect from oil and prevent chafing.

One tire sleeve.

One set applying levers.

One box self-vulcanizing patches and box of permanent puncture plugs for smaller punctures.

Six valve insides, six valve caps, and three dust caps.

One box powdered soapstone or mica to be used between casing and tube to prevent chafing.

Air pump and jack.

Camp Site Selected

The draw lying adjacent to the Union Oil company's plant at Raymond, Wash., has been selected by that city as a

camping ground for tourists and visiting motorists. Camp tables, benches, cook stoves and lavatories have been erected near the Ocean Beach highway and signs describing the camp have been placed along the roadway.

Accepts Agency Of Rotary Brushes

C. G. Hansen, a Portland automobile man of some years' standing, has taken the distribution of Smith rotary brushes for the Willamette valley and will make his headquarters at 193 Broadway. The brush is manufactured by the Smith Rotary Brush corporation of Seattle. The brush is especially designed for use in garages and owners of automobiles for cleaning purposes. The construction of the instrument is such that the water passing through the brush gives the bristles a rotary motion and then flows onto the object being cleaned. One of the features of the brush is the ease with which it may be taken apart and reassembled, allowing cleaning and the replacing of worn parts.

Will Use Tractor Power

Wallace Huntington, a farmer residing south of Kelso, has purchased a combine harvester, which he will operate with tractor power.

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