

TOURISTS FINISH TOUR OF 32,000 MILES IN YEAR

Brooklyn Men Visit All Parts of the United States, Hawaii and Panama; Keep Expenses Low.

Two unkissed and husky men drove a mud-covered car into Brooklyn, N. Y., the other day bringing with them an unusual story of a motor tour covering the greater part of the United States, Hawaii and Panama. They were Walter A. McLaren and Thomas J. Hollingsworth of 373 Ninth street, Brooklyn, who had just returned from more than 32,000 miles of touring and outdoor life covering a year's time.

McLaren and Hollingsworth were jointly conducting an art studio in Brooklyn when the "wanderlust" struck them. They had been "buddies" in the great war and Mr. McLaren's health was impaired through a wound received "gassing" on the battle front. His physician had prescribed "air and lots of it." They bought a model 15 Dort touring car of the Brooklyn Dort dealer on May 4, 1920, and started on their journey May 8.

STOPPED IN PORTLAND

They first drove into Connecticut, thence through New York state, Ohio, Indiana, Illinois and to St. Louis, Missouri. From Missouri to Iowa, Kansas, Nebraska, Wyoming, Montana and on across the Rocky mountains to Seattle, Washington. From Seattle, they proceeded to Portland and thence south along the Pacific coast, crossing the Sierras and on to San Francisco, Los Angeles and return to San Francisco. There they took a boat for Hawaii, where two weeks were spent touring the island.

Returning to San Francisco they again shipped, this time to Panama. After "bitting the high spots" of the Canal Zone, they embarked for New Orleans, leaving New Orleans they took a side trip to Florida and then started north. Now through the southern and midwestern states they traveled their objective being Duluth, Minn. From Duluth they turned and started for home where they arrived on the anniversary of their departure.

EXPENSES UNDER \$4 A DAY

The young men kept careful account of their cost. Their expenditures for living, including food and an occasional night's lodging, amounted to less than \$4 a day for both. They purchased 1382 gallons of gasoline and 25 gallons of lubricating oil.

They carried a small tent which provided shelter at night, but very little other impedimenta. They started out to "rough it" and advanced to less resolution throughout, carrying no change of outer clothing. They wore khaki suits, leggings, sweaters and heavy boots.

Both McLaren and Hollingsworth were enthusiastic about their trip and said they would like to do it again.

"There were no real climatic or road bed that we did not encounter during the trip, yet never once were we helped," said McLaren. "Low and high altitudes—clay, mud, sand, mountain grades—they all looked alike." McLaren is now feeling great and both of us are hard on our feet," said Hollingsworth. "A trip of the kind we have taken may involve hardships but the benefits to body and mind are infinite. It was all distinctly worth while and I would like to do it again."

STUDENTS PRESENT MANAGER WITH CAR.



James J. Richardson receiving Olds Four presented by student body of Oregon Agricultural college

Underinflated Tire Works Harder Than Well Inflated One

Why do the tires on your neighbor's car run farther than yours? Suppose both of you have a heavy car of the same make with two five-inch cord tires of the same make on the rear wheels of each. If the weight of each car is 5300 pounds, without passengers, each of these rear tires must carry a weight of 1415 pounds with passenger weight added. To make all conditions equal suppose the inflation pressures are exactly the same and that the tires are shifted from one side to the other from time to time. In such a case, eliminating accidents, the tires should deliver exactly the same mileage.

If two of these tires are compared with a pair which must carry only 900 pounds, it is readily seen that the last tires carrying the smaller load are doing less work per mile. It is to be expected then that these two tires will deliver more mileage through an equal service. The service is properly judged not in terms of miles alone but in miles plus work done.

The same condition holds true when pressures vary. When pressure goes down in a tire, it flexes or bends to a greater extent than when the pressure is up, or, in other words, it does more work. The five-inch tire flexes or bends 1068 times per mile or over 1,000,000 times per 1000 miles. Any great movement of the tire carcass makes a tremendous difference. Miller tire officials say this difference in pressures also accounts for the fact that opposite tires carrying the same load and with the same operating conditions may not give the same mileage, though they give the same service.

It is easily proven in factory tests that an underinflated tire is several degrees hotter at the end of a run than a properly inflated tire, owing to the increased internal friction of the underinflated tire consuming more energy. This cuts down mileage but not the service life of the tire.

Plan Plane Patrol

Calgary, Alta., May 14.—Elaborate measures are being taken this year by the dominion forestry branch to deal with outbreaks of fire in the forest reserves of Western Canada. Six airplanes will be used in Southern Alberta, two main flights being made daily in ordinary weather, one north and the other south. Extra staff and equipment will be in readiness for more frequent flights when there is fire danger.

Big Rock Crusher Arrives at Eugene; To Pave McKenzie

Eugene, Or., April 14.—With the arrival Monday of the big rock crusher from the East, it is announced, the machinery needed in the surfacing of the McKenzie highway is complete and work will start as soon as the crusher can be hauled to the site above Blue River. It weighs 12 tons and has a capacity of 200 yards a day. Work will go on rapidly, according to Sims & Carlson, contractors, and everything else is in readiness for the arrival of the crusher.

The road will be surfaced with crushed rock of a maximum size of two inches. The gravel is calculated to make a filler, and with three heavy rollings, a good hard surface is expected. The road to Balknap springs will not be closed while the work is going on, it is announced, but is certain to be in bad condition.

Motor freight terminals are now established in Cleveland, Cincinnati, Baltimore, Grand Rapids, Louisville, Minneapolis, New York and St. Louis.

KEATON NON-SKID

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Tires and Red Tubes REDUCED

MILEAGE GUARANTEE INCREASED TO 10,000 MILES

KEATON TIRE & RUBBER CO.

Sixth and Main Streets

RESTRICTION OF FOREIGN CREDITS HITS AUTO MEN

Starting Decline Is Shown in Export Business; Many Big Orders Lost to Manufacturers.

New York, May 14.—Big automobile manufacturers who are now endeavoring, after partial or total shut-down, to resume operations on a large scale, are facing a serious problem in the startling decline in American export business in the last few months due to the restriction of foreign credits.

The real seriousness of this difficulty may be seen from statistics just compiled by the National Automobile Chamber of Commerce for its 1921 issue of Facts and Figures, which show that, while all previous sales, production and registration figures were smashed by the automotive industry in 1920, exports not only kept pace, but increased from 4 per cent in 1919 to 7 1/4 per cent in 1920.

Out of a total of 2,206,197 vehicles produced in the United States last year, including both passenger cars and motor trucks, nearly 171,000 were exported, or twice the number sent to foreign buyers in the preceding year.

MANY BIG ORDERS LOST

But with the foreign credit stringency at the critical point to which it has come, buyers from other countries are no longer able to place orders in the same quantities. Instances can be found on every hand of losses of big orders because the American manufacturers cannot finance them. Especially in view of the fact that the big factories are working only to meet the daily demands of their dealers, the effect of a large curtailment in a branch of the business that meant more than 7 per cent of its total last year, is evident.

COMMITTEE MAKES SURVEY

A survey of the automotive field made by the committee on organization of the Foreign Trade Financing corporation, the largest of the corporations being formed under the Edgo law to foster foreign trade through the extension of long term credits, shows that the value of exports in this field in 1920 was \$383,676,437, an increase of more than \$175,000,000 over 1919. Included in this total are figures for passenger cars, trucks, motorcycles, parts, gas tractor engines and tires.

With such widespread markets having taken American motor products in such vast quantities, the export agents are emphasizing the necessity of helping foreign buyers through the extension of long term credits so that American cars may lose nothing in prestige during the period of readjustment in the next few years. American motor vehicle manufacturers fear nothing in their home markets from foreign makers, but they realize they must be wary of competition of foreign manufacturers in foreign fields.

Ah, Here We Are! Bartenders' Union, 'Alive 'n' Healthy'

(By Universal Service.)
New Haven, Conn., May 14.—The now rather antique gag: "What has become of the Bartenders' union?" received an answer here today. It is still alive and kicking—no, the kick has been taken out of it—but it is still alive.

New Haven's local of the Bartenders' union held a meeting today.

The health inspector disclosed the fact that the bartenders are much more healthy with prohibition than in the "good old days." He said the organization has only one member on the sick list.

Although the local union has lost many of its members through changes in business many still cling to the old organization for the sick and death benefits. Former bartenders who have become soda clerks still retain their union buttons and call themselves bartenders.

Foreign motorists are opposed to the American practice of constantly changing models of passenger automobiles.

GOVERNMENT MAIL PLANES ACHIEVE ENVIABLE RECORDS

Many Planes Have Piled Up Enormous Mileage in Transferring Uncle Sam's Letters.

More than a million and a half miles have been flown by government airplanes carrying United States mail, and 21 of the planes engaged in the work have traveled nearly 30,000 miles, over 5000 miles more than the distance around the earth at the equator, the postoffice department announces.

MAKES GREAT RECORD

The plane with the next best record was D. H. plane No. 74, which has flown 33,381 miles in 426 hours and is still making regular flights over the Sierra Nevada mountains from Reno, Nev., to San Francisco. Its average speed has been 82.1 miles an hour.

Next to these in the service come the two Curtiss 24-4 planes, of which one, No. 31, had a record at the end of 1920 of 35,644 miles in 378 1/2 hours in the air. This is an average speed of 88.8 miles an hour. Another, No. 85, has covered 30,948 miles in 397 hours, an average speed of 77.9 miles an hour. Both these planes are flying between New York and Washington at present.

MARTIN PLANES CITED

Two of the Cleveland built Glenn L. Martin twin motor mail planes put into service in the winter of 1919 have exceeded 25,000 miles of service. Plane No. 201 of this type has flown 27,757 miles at an average speed of 75.3 miles an hour. Plane No. 202 has seen 25,995 miles of service at an average speed of 89.3 miles an hour. Both of these two planes are being repaired and overhauled and give promise of getting into the 40,000 to 50,000-mile class, the postoffice department says.

American Records Broken at English Motorcycle Track

London, May 14.—Two international motorcycle records, for machines of 20.60 cubic inches piston displacement, established by "Gene" Walker at Daytona Beach, Fla., on April 15, 1920, have been broken by J. N. Judd at the Brooklands track. His performance sets the kilometer world's record at 25.9 seconds, which is the average of trials in opposite directions in accordance with the rules.

The mile record now stands at 43.1 seconds. Judd's fastest kilometer was made in 24.2 seconds, a speed of 92.44 miles per hour, and his fastest mile in 41.2 seconds, a speed of 87.33 miles per hour. The machine used by Judd was a single cylinder Norton with side-by-side valves. American engineers are intensely interested in this performance by a diminutive machine.

Gasoline is now selling for 27 cents a gallon in Chicago.

Washington State Officials Inspect Highway System

Pomeroy, Wash., May 14.—The party of state officials inspecting highways visited Pomeroy Tuesday and was entertained at dinner by the Pomeroy Commercial club. The visitors were E. V. Kuykenhall, director of public works; James Allen, supervisor of highways; J. W. Hamilton, district engineer; Carl Shuff, private secretary to Governor Hart; C. W. Clouston, state auditor and member of the highway board, and State Senator P. H. Carlson.

Speeches were invited by W. F. Hull, chairman of the Commercial club, and all the visitors and a number of local road enthusiasts responded.

Early completion of the grading and graveling of the Pomeroy-Clarkston link of the inland Empire highway was predicted. Mr. Kuykendall spoke favorably of the projected new road to the Grande Ronde district in Garfield county.

Supervisor Allen declared Washington is building better roads than any other state in the Union and for less money.

Secretary Shuff defended the poll tax law, predicting that ultimately it would supply the money now raised by taxes on real property for state purposes.

Senator Carlson urged greater interest in road building and said another program probably would be presented to the voters.

SEAVIEW RUSHES WORK ON CAMP

New Automobile Grounds Will Be Up to Date in Every Department.

Seaview, May 14.—A splendid new automobile camp ground here is virtually finished. This is to be a free camp site for automobile tourists and is equipped with stoves, water, free wood, tables, swings, electric lights, washrooms—in fact, everything possible for the comfort of the tourist.

The grounds are nicely located and convenient to the highway, and it is a very pretty spot.

With the new \$35,000 ferry for carrying automobiles across from Astoria to the North Beaches and the new highway leading into North Beach from Chehalis and South Bend nearly completed, Seaview and all of North Beach are expected banner crowds this summer, and are making full preparation to handle the largest crowd North Beach has ever had.

The new ferry, which is expected to be in operation tomorrow, will run three trips a day. It has a capacity of 15 machines.

Now that the free automobile campsite is finished Seaview will start work on the children's playgrounds and tennis courts, and other improvements, all of which will be completed by the first of June or sooner.

Long Beach and Ocean Park have both completed their free automobile camp sites in addition to tennis courts. Ilwaco expects to start work on their free automobile campsite immediately and have just finished a first class ball grounds.

North Beach is one of the finest as well as the longest beaches in America, and beach visitors this year will find it greatly improved from the standpoint of amusements and general improved facilities and conveniences.

QUALITY TEST IN AUTO PURCHASES

"Buyers' Market" Rules, According to Official of the Haynes Automobile Company.

According to the Haynes people, change from a seller's to a buyer's market has resulted also in a change from a quantity to a quality market, and that in turn, has increased the Haynes production until the year bids fair to be the biggest in the company's history, states Alton G. Seiberling, vice president and general manager of the Haynes Automobile company, Kokomo, Ind.

"It is far exceeding last year and the year before, when production alone measured the volume of sales. That was a 'seller's' market."

"Today things are different. People

are scrutinizing their purchases. They insist that every dollar shall buy its full value.

So great is the demand that today in our big factories at Kokomo we are employing 16 per cent more men than ever before, even in the big rush days of last year and the previous one."

The total automobile revenue for 1921 in New York state is estimated at \$11,000,000.

Oldsmobile 4

—THE SENSATION—
—OF THE SEASON—
—SEE IT—
—THAT'S ALL—

Another FEDERAL For Economy

1 to 5 Tons

Owners of many Federals operating in and around Portland show total repair costs of less than \$2.00 for periods up to nearly three years.

Many earlier models—some 11 years old—are operated at a cost so low as to compare favorably with their 9th and 10th year brothers.

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Lexington's Double Victory at Pikes Peak

WHEN the two Lexington special cars made a clean sweep in the Pike's Peak hill climb against a field of fifteen. The race was run over the "world's highest highway" for a distance of over twelve miles, and an average grade of 10 per cent, there being over a mile's difference in altitude between the start and finish. Furthermore, there are 142 hairpin turns to be negotiated. Added to these natural hazards, a terrific snow storm was raging more than half the distance, but in spite of this, Loesche covered the course in 22 minutes and 25 2-5 seconds, while Cline was only 5 seconds slower. This means an average speed of nearly 35 miles.

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