

CHINESE PRINCE IS AFRAID TO RIDE IN AMERICAN CAR

Dispatch Says Naval Attache Was Able to Coax Two of Aged Manchu's Train, However.

An automobile party drove up in front of the royal palace in a Chinese province a few weeks ago and sent word to the ruling prince that they would like to take him out for a ride. But this particular prince, it seems, had never seen an automobile before and was so terrified at the prospect of riding in one that he did not even express his regrets in person. He did his inspecting from a safe distance and sent out his card.

The appearance of the car, according to a Chung Mei News Agency dispatch from Peking caused great excitement through the prince's home town.

Commander Thomas Hutchins, American naval attache, and E. C. McPherson, manager of E. W. Fraser & Co., says the dispatch, "have completed the round trip to Tungling, the Ming Eastern Tombs, by automobile, and it is believed that this is one of the first times that this trip has been successfully made."

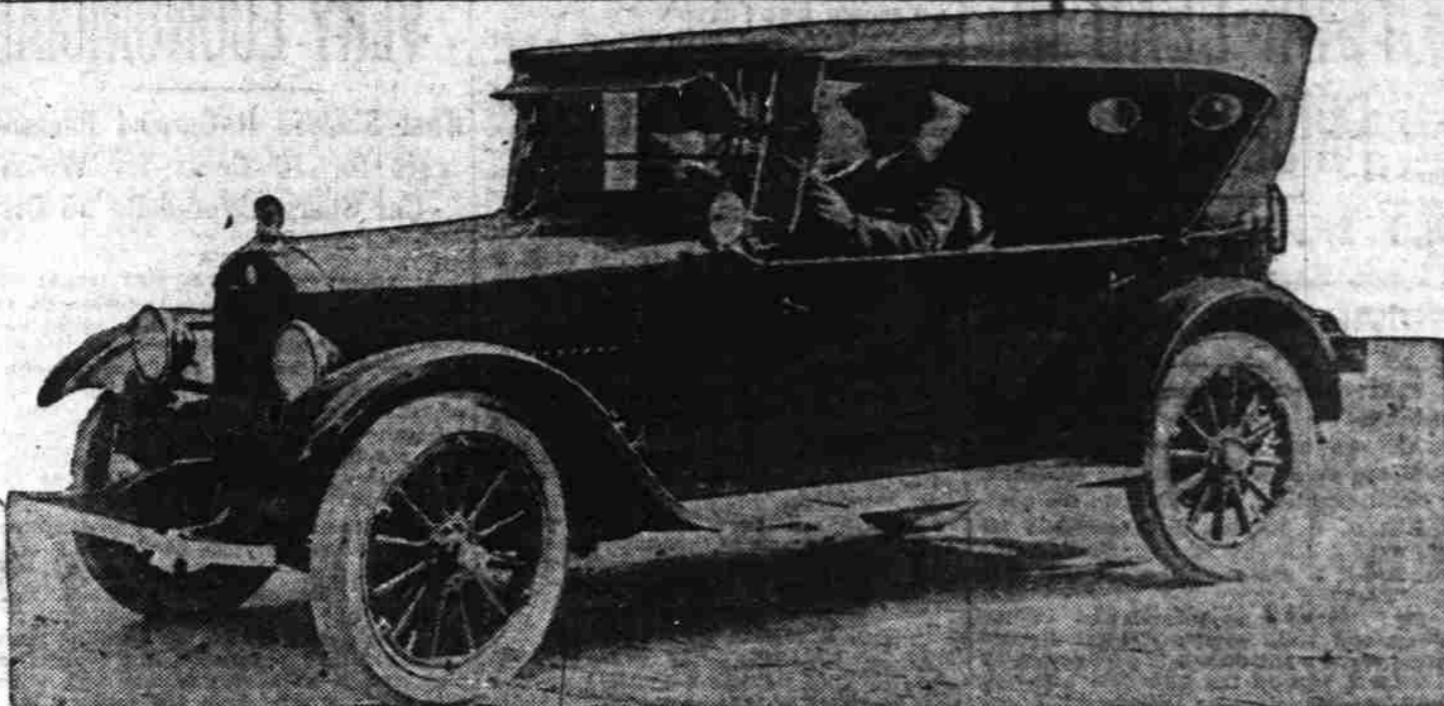
TOOK ONLY EIGHT HOURS
"In the old days, when it was the fashion to go out on horseback, the trip took some three days one way, at least two nights being spent on the road. By automobile, in spite of the sandy roads, the rivers that had to be crossed by ferry, and the many other difficulties encountered, the entire trip was done in eight hours and without any mishaps of any kind. A Dodge Brothers car was used.

"The party left the Tshiyamen, or East Gate, at 6 on Thursday morning; 6:30 saw them at Poo Ho, and 8:15 at San Ho Hsien. This was the place that was selected in the days of pony travel as the stopping place on the first night, and by automobile was reached in about three hours and quarter. The second night's stopping place, Dichow, was reached at 11:45 and at 2:15 the party rolled into the Eastern Tombs and were met by the Manchu prince's bodyguard. The old fashioned troops, still carrying broadswords and some even bows and arrows, were half terrified, half fascinated by the appearance of the car.

OLD PRINCE LACKED COURAGE
"The old Manchu prince apparently could not screw up his courage to sufficient height to venture the trip in the machine, that was offered him. After preliminary courtesies he withdrew and thereafter sent in his card, excusing himself. The priest and his 'number two' went, however, and it was said that they were scared out of their wits throughout the entire trip.

"Little trouble was encountered on

SEA CAPTAIN HAS GLOBE-TROTTERING CAR



Studebaker light six, which Captain van Wyck Juresansse Jr. of the Tjilondari takes with him. The gas buggy boasts ownership licenses of Japan, Holland, Germany, England and "other corners of the world."

Even the deepest-sea sea-captains now recognize the value of the automobile as a transportation factor, as is demonstrated by Captain N. Van Wyck Juresansse Jr., skipper of the Dutch craft Tjilondari, which was in harbor last week.

The captain has a Studebaker six which he carries with him to every corner of the globe. He has a special box-car affair in which he loads the car and swings it into the hold by means of the ship's deck gear. When he gets to port he hooks the crane to the box-car and hists it to the dock, whence it is easy to star 'er up and bowl out on

the ship's business of the captain's pleasure. Captain Juresansse has collected 11-come plates from Japan, Holland, Germany, England, California, and other corners of the world, so he is usually fortified against any snooping traffic cop.

On roads where there are curves there is a disposition to be more careful." Sixty-seven accidents occurred on Maryland highways during the last two months, 14 persons being killed and 33 injured. Mr. Willard attributes the causes to faulty driving, violations of the law, failure to heed warnings, speeding, driving on the wrong side of the road and attempts to pass other cars or trucks. Mr. Willard's investigations, as have many others, refutes the oft-repeated contention that most accidents on smooth, hard-surfaced roads, are due to skidding.

MORE ACCIDENTS ON STRAIGHTAWAYS

Records Show Smashups Due to Failure to Give Right of Way and to Bad Driving.

Contrary to general belief, more accidents occur on straight highway stretches than at curves or road intersections, according to Harry D. Willard, assistant chief engineer of the Maryland state roads commission. During the last two months Mr. Willard has been keeping a record of highway accidents in his state and he says that a majority of the accidents are due to speeding, failing to give right of way and bad driving. Sixteen accidents occurred on the Baltimore-Fredrick highway, the straightest and perhaps the most widely used road in Maryland, and four of them were fatal. "It seems to be the weakness of a motorist," said Mr. Willard, "to 'hit her up' on a straight stretch of roadway.

ELMA HAS CLEAN-UP DAY
Chehalis, Wash., Aug. 20.—Much work toward cleaning up and improving the East End auto camp at Elma was accomplished by a faithful few who turned out for work and recreation on Community day. Two tractors and about 50 people took part.

MUST GIVE WAY
According to motor vehicle regulations in France, pedestrians are expected to give right of way when they hear the car signal. Failing to observe does not excuse a driver for running them down.

CIRCUMPLANETARY AERIAL TOURS TO BE ATTEMPTED

Preliminary Plans Incomplete, but There Is Little Doubt Trip Soon Be Made; Astoria May Be Base

Preliminary arrangements for the proposed prize competition flight round the planet are still incomplete, but there is little doubt that in the near future such a flight will be attempted," writes Major C. C. Turner in the London Daily Telegraph. Proposed by the Aero Club of America, it is being considered by the Federated Aeronautics Internationale and the various national aero clubs are making suggestions. A list of eight entrants, including two British, was recently published in America; but apparently these are not yet definite engagements to take part.

According to present plans the flight must be in a zone lying between 40 degrees north latitude and 20 degrees south latitude, and the period allotted for the journey will not be less than six months and may be more. Any type of aircraft may be used, and competitors may use different types at different stages. Very large sums of money have been mentioned in connection with the prize, but a definite list has not yet been drawn up.

ASTORIA ROUTE SHORTEST
Flying across the Pacific will be the greatest difficulty. It has so far never been attempted; and when the distances and climatic conditions of this section are taken into account, and an attempt is made to fit in the season of the year when it might be possible with the seasons for the Trans-Atlantic and London-India sections, it will be seen that any six months would be almost impossible, and that to accomplish the complete round in any one year would call for a nice adjustment of time, to say nothing of separate flights in disconnected lengths. Taking the Pacific section it is true that the shortest distance between the American and Asiatic continents is more than 25 miles. This, of course, is in the great north, which the weather and the impossible terrain rule out. From Astoria, Or., to Yokohama the distance is 4200 nautical miles, which is far beyond the capacity of any existing airplane in one flight, except with a hurricane of wind blowing in the same direction all the way across. This is the likeliest craft first to achieve success, but no airplane could undertake a circuit of the earth without provision of sheds or mooring masts at various points.

South of the direct line between Astoria and Yokohama lie a large number of islands, such as Honolulu, Jaluit, Guam, and many smaller islands between and north and south of them. Very few of these, however, provide suitable landing ground; and the small islands of the Pacific are, as a rule, only coral reefs, whilst those of volcanic origin are mountainous and rugged. At Guam, Manila, and Honolulu, there are suitable landing places.

GREATEST DISTANCE BEFORE
Apart from the crossing in the extreme north, there is a route south of the Behring sea where the greatest separate stage would be between Unalakleet and Petropavlovsk, a distance of 1260 miles, and thence to Yokohama, 1380 miles. It is, however, impracticable for climatic reasons. Taking the San Francisco-Honolulu-Jaluit-Guam-Manila line, the greatest distances are 2090, 1140, 1050 and 1200 nautical miles. The greatest separate distance hitherto covered by a land aircraft was the 1830 nautical miles by Alcock and Brown in the Trans-Atlantic crossing; and, by a flying boat, the 1200 miles by the NC-4 on a Trans-Atlantic voyage. It will be seen, therefore, that to cross the Pacific would call for the accomplishment (and more than once) of a far greater distance than any yet made; and the best hitherto done were extremely lucky and very exceptional. The question of providing mid-ocean halts must therefore be raised, and in that event either amphibians or flying boats would have to be used in the Pacific section, if no other else.

For the trans-Atlantic flights westerly winds were necessary, and favorable conditions for the west to east crossing of the Atlantic occur chiefly in April, May and June. But if the round the world flight be from west to east it will involve the passage of the Pacific at the wide crossing of 4200 miles, or else by a shorter way, but in the teeth of the northeast trades, which continue practically throughout the year, extending from the United States almost to the Philippines. In winter and spring they merge into the monsoon along the South Asiatic. Below the equator the southeast trades are met, and between the northeast and southeast trades is a narrow zone around 10 degree north latitude, where the winds are variable and usually light. But even if the air navigator selected this region he would still be faced by the long flight from Honolulu to San Francisco, the alternative being an even longer one from Honolulu and San Francisco the northeast trades prevail.

STORMS OFTEN VIOLENT
The winter monsoons along the Asiatic coast are often violent storms, and the period in which these are prevalent must be ruled out. The airman would almost certainly have to choose May, June, July and August for this part of the circuit, when the summer monsoons prevail, during which advantage could be taken of fair weather. The south Asiatic coast and the Philippines are subject to typhoons, which are most frequent in July, August and September, and least frequent in February.

The most northerly crossings of the Pacific are too commonly fog bound to be considered, besides being almost hopeless for other reasons. But the fog diminishes towards the Midway Islands; and between 28 degrees north latitude and the equator there is scarcely any fog except near the American coast. So far as the present writer can ascertain, these coast fogs are the rule rather than the exception; but it must not be imagined that comparatively narrow bands of fog would be a serious deterrent. It will be seen from these general considerations that the extreme northern routes are impossible and that the routes taking in San Francisco and Honolulu would, if flown by aeroplanes or flying boats, call for mid-ocean refueling depots. On the route Guam-Manila-Hong Kong, February would probably be the most favorable month. But how would the successful accomplishment of the Pacific section from east to west in February fit in with the other parts of a round the world flight? The answer is extremely difficult to find, but it is very rarely that an airplane could cross the Atlantic about 40 degrees north latitude from east to west; that is, until we get machines that will carry heavy loads at

a speed of 150 miles per hour for upwards of 20 hours at a stretch. Speaking generally, the first half of the year is the most favorable for a flight from England to the east; and if one began in January, and reached Hong Kong or the Philippines about May, with luck the American continent and the Atlantic might be crossed by the end of July! But this would involve flying against the trade wind from Honolulu to San Francisco, and, as already said, would almost certainly demand a mid-ocean depot.

It is fairly safe to forecast, therefore, that the first round the world flight will be from east to west, and that the most

Francisco and Lisbon, there being no northerly points touched will be San reason for calling at the British Isles.

GREAT SUM OF MONIES
Since 1890 there have been \$10,000,000 miles of surfaced thoroughfares constructed in the United States and Canada, and \$1,000,000,000 has been spent for highway improvements.

LICENSE TOTAL LARGE
In the first six months of this year fees from motor vehicle licenses and registrations in Massachusetts amounted to \$11,342,025.25. There have been registered 300,027 cars and trucks.

Auto Camp Planned For Bend Next Year

Bend, Aug. 20.—Shevlin park, donated to the city of Bend by the Shevlin-Hixon company, may be fitted up as a tourist auto camp for next year. It is three miles from Bend on Tumalo fork and comprises 385 acres. A prettier spot could hardly be found. But some local people object to the distance from the city. A Commercial club committee reported in favor of this site at Wednesday's luncheon, held at the park.

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- F. W. AUSTIN SERVICE STATION..... Union and Mason
- BOULEVARD GARAGE..... 3rd and Sandy
- BRICKLEY MILLER AUTO CO..... 718 Williams Ave.
- BROADWAY AUTO INN..... E. 34 and Broadway
- F. C. BROWN SERVICE STATION..... 774 Mississippi
- BROADWAY GARAGE..... E. 34th and Broadway
- BROADWAY TIRE SHOP..... Broadway and Williams
- BUNGALOW GARAGE..... 683 Williams Blvd.
- CAP'S FILLING STATION..... E. 18th and Burnside
- DUNNING MOTOR CO..... E. 34 and Broadway
- Ford and Fordson Distributors
- EXCHANGE GARAGE..... North Portland
- GATES FILLING STATION..... E. 15th and Fremont
- GRAYBEAL'S GARAGE..... 692 Union Ave. N.
- HAINES' GARAGE..... 523 E. Davis
- A. L. HARVEY & SONS..... 1100 Union Ave. N.
- INTERSTATE GARAGE..... E. 2d and Oregon
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- RAYMOND'S SERVICE STATION..... 37th and Alberta
- ROSE CITY GARAGE..... 8th and Sacramento
- RUSSELL ST. GARAGE..... Russell and Vancouver
- TALBOT & CASEY..... I Grand Ave.
- Ford and Fordson Distributors
- U. S. GARAGE..... 317 Williams
- WEBSTER'S GARAGE..... E. 11th and Flanders
- WILLIAMS AVE. TIRE SHOP..... 547 Williams Ave.

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- BROOKLYN GARAGE..... 635 1/2 Milwaukee
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- FLOYD HOLIDAY GARAGE..... 171 E. 7th
- JIMMY TIRE SHOP..... 122 Division
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- M. MOLL SERVICE STATION..... Buckley and Powell Valley Road
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- MCMAHAN BROS. SERVICE STATION..... 1544 Division
- PIONER GARAGE..... 1601 E. 17th
- SELLWOOD VULCANIZING CO..... 1701 E. 17th
- SEVEN CORNERS SERVICE STATION..... E. 21st and Division
- R. S. SHIPLEY SERVICE STATION..... 84 and Powell Valley Road
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- SABLE & ARMSTRONG GARAGE..... 1255 Hawthorne
- WAYSIDE GARAGE..... E. 31st and Clay
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- WOODSTOCK GARAGE..... 47th St. and 60th Ave. S. E.

- BRALY AUTO CO..... 14th and Burnside
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- COMMERCIAL AUTO REPAIR..... 364 Davis
- GEREDY'S GARAGE..... 688 Kearney
- P. J. CROVIN CO..... E. 11th and Flanders
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- FABORY MOTOR CAR CO..... 51st and Kearney
- CHAS. C. FAGAN CO..... 5th and Burnside
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- FLETCHER & JAMES..... 6th and Ankeny
- HARRY HALL SERVICE STATION..... 4th and Madison
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- MULTNOMAH HOTEL GARAGE..... 12 Second St.
- NORTHWESTERN HARDWARE & STEEL CO..... 94 N. 14th
- OREGON AUTO REPAIR CO..... 16th and Gilsan
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