

NEW CONDITIONS IN TRAFFIC ARE RIFE IN EUROPE

Seeing England by paddling a Canadian canoe, touring Holland in a canal boat, and, more recently, viewing the continent from the air afford new thrills—and so did the novel adventure of a Washington man who drove his own automobile through London and continental cities.

David Fairchild, famous plant explorer, writes to the National Geographic society of his experiences amid new traffic conditions, ranging from horse-drawn and pushcart obstructions to a congestion of bicycle riders, as follows:

"Well I should say the way to have experiences in Europe is to come over in your own hand-driven car, leaving every vestige of a professional chauffeur behind, and poke around through the narrow streets and the beautiful highways of these remarkable countries.

Forebodings of Friends

"It was something of an accident which landed us in Europe with the 140th automobile to cross the Atlantic this year. It was my stubborn disbelief in the information I got, which varied from the statement that it was just as expensive to travel in Europe as it is in America, to the discouraging one it would be difficult to drive in London because they drive to the left there and the streets are so congested that a man cannot drive for himself at all.

"The misinformation about motoring in Europe which exists on your side is colossal. If you can interview people and speak a little of the languages of the land you visit, motoring in Europe is the only way by which you can compare it with America on its own plane. If you have a car at home and run about everywhere and come here and depend on taxis you will not learn any more about the country than you would with taxis in America.

"I have found the garages small and dark affairs but they cost only from 25 cents to 50 cents a night. I have left tools in the car continually and nothing has disappeared. I have been arrested in London and have a letter from Scotland Yard excusing me—for really the reasons for the arrest were technical ones, pure and simple.

"System" For Driving

"I can find my way all over that town, and my 'system' is as simple as A. B. C. I get the best map possible and place my son on the front seat and he calls out the streets and unless we get started wrong we go right through the narrowest streets and alleys of that great jumbled up thing called London.

"This going around in London is the most time-robbing business for the traffic is simply chaotic because of so broad avenues and because into the Strand and Piccadilly and Oxford street the pushcart, and dray, and bus, and even the baby carriage traffic debouches from all the side streets until for miles the traffic moves, in the late afternoon, at a snail's pace. At first I thought it was like New York but it is very different, for the rate of travel is that of the small pushcart when the street is crowded. How on earth London can hold her own in commerce without doing something to speed up the exchange of information and the transfer of people is beyond my comprehension.

"In respect to this exchange of people, Paris is far ahead of London, for its avenues are broad and its traffic, instead of being so largely in the hands of the horse-drawn and the pushcart, is, so to say, on rubber tires. I felt in London all the time as if the general public which 'jar walked' all over the place rather resented the idea that I had a car and was taking up more room than they were on foot. There were not really any who scowled at me but I had an uncomfortable feeling of riding down people wherever I went.

"Bad Traffic Problems"

"I wandered in and out of the tiny little streets and got an idea of London which it is impossible to get without a car of your own. London has a terrible traffic problem to face. She must either give up the idea of speeding up her commerce and get it up on tires or broaden scores of streets and run through broad avenues somewhere.

"In Holland there are still so few automobiles that there is not yet any problem of traffic. You travel solitary and alone over roads which have cost more than the thoroughfares in

America and which were built centuries ago and come after a while to discount every derogatory remark of the inhabitant as regards to the bad roads of his country. There simply are no bad roads, in an American sense, in this part of Europe.

"Years ago a Dutch friend of mine who was in Johns Hopkins as professor predicted that the bicycle would disappear because it was only a fad. Imagine my surprise to find bicycles in his country in such quantities that, like locust swarms, they blocked the wheels of traffic. I never saw so many. Every family must have one for each member of it. And they never try to get out of your way at all but take up as much room as they want and crowd you off into the ditch, so to speak. But the streets are so narrow and so crooked that it is impossible to go fast and consequently it is quite as safe driving about as it is to run a machine through a crowded garage. You do it carefully and slowly. I once had to wait for several minutes while a policeman let a stream of bicycles pass by. Usually one is surrounded on all sides by pedestrians. They have never ceased to be curious but are not in the least afraid.

Frontiers Easy

"Before I came I heard that at each boundary I would have difficulties of all sorts to go through with. This is a mistake. It is about as easy to pass a frontier now in a car as it is to back up to a gas tank and take in ten gallons of gas. You show your Carnet de Voyage, the officer writes out a leaflet and the stub and detaches it and bows you through. Not one ugly word or sign of impoliteness have I had shown me either by customs officials, immigration officials or policemen. Even when I was arrested on Piccadilly by two policemen because my car had a bumper and the bumper concealed the license tag and the policemen didn't understand what the bumper was for anyway, I parted with a laugh on their faces when I told them that we had in Washington 104,000 cars with bumpers and that if I had done what they directed me to do—viz. turn right around in a crowded street—in Washington they would have arrested me for that act. The only real quarrel I have with London is they they will not allow you to park cars on the deserted side streets unless you tip someone to watch the car. I think the idea comes down from the days of horse traffic when the horse might run away. There are a few widely separated parking places designated by the police but utterly useless to one who wants to do any business. And this, mind you, where there are not a small fraction of the cars which we have in our American cities."

Constable Is Nemes of Girl Who Would Be Boy



JOYCE WALE, NEMES

Life for a girl alone in the world is far from easy. Joyce Wale found this out when she masqueraded as a youth and fared forth to win a fortune. All went well until a constable with absolutely no sense of humor, according to Joyce, pulled off her cap and her tresses fell to her shoulders. She was ordered to indulge in further disguises.

Mexicans To Leave Travelers Bound For Divorce Alone

MEXICO CITY, Jan. 10.—(AP)—Foreign divorce seekers will encounter no obstacles from the federal government to disembarking at Progreso, scrambling marriages. These matrimonial misfits need only prove that they earn their living honestly, according to Assistant Secretary Benitez, of the department of the Interior, in order to take advantage of Yucatan's almost automatic legal machinery for breaking marriage bonds.

London Checking Traffic In Drugs

LONDON, Jan. 10.—(AP)—The London police campaign against the illicit sale of dangerous habit-forming drugs, coupled with the existing legislative provisions against such sale, has reduced the import of these drugs in some cases by about 80 per cent, according to statistics recently made public.

Taxes Limit Output Of Cars In Germany

BERLIN, Jan. 10.—(AP)—Berlin now counts 37,000 automobiles. This is an increase in the city of 20 per cent in six months, and means one car to every 100 inhabitants.

A New Coach

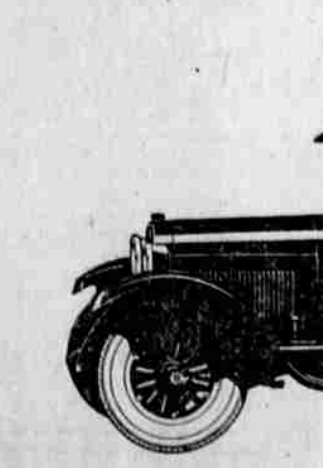
Recognizing the demand for a truly comfortable and economical car of the coach type, Dodge Brothers have provided it.

The new Coach reveals a characteristic maturity of design—in the arrangement of the interior for five-passenger comfort, and in the exceptional dimensions of the doors and windows.

The car is lacquer finished in Dodge Brothers blue with a body stripe of cartouche yellow. Fittings and fixtures are first quality throughout, and balloon tires are standard equipment.

So far as riding comfort and dependability are concerned, it is only necessary to add that the Coach is built on Dodge Brothers sturdy chassis and cushioned by Dodge Brothers underslung springs.

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POINTERS GIVEN ON DISMANTLING OF AUTOMOBILES

Clean all parts. This not only makes the work less disagreeable but also enables the worker to detect any loose parts which, when covered with dirt and grease, appear to be tight. Frequently, a wrench will not fit a bolt or nut because it is coated with grit, and screwdriver slots cannot be seen for the same reason. It also makes it easier to discover breaks or abrasions in the wiring, and last but not least, it prevents the grit from working into the threads of the screws.

Before disassembling parts which are exposed to the elements, such as brake rod clevis pins, it is a good plan to give such part a generous application of rust remover. It is surprising what a lot of time can be saved by this simple precaution; in addition, it prevents the breaking of parts which would otherwise require hammering for removal.

When removing nuts, immediately replace them on their respective bolts. Though they may be of the same general size, there is sometimes a difference, which makes it impossible to screw a nut on another bolt.

When a small part such as a nut has been dropped, do not assume that it dropped onto the floor and rolled away. It may have dropped into the cylinder or the transmission case, or some other equally important part. Account for every part which is removed, even though it does take a little more time.

Do not depend entirely on your memory to replace the parts correctly. Either make a rough sketch when there is the slightest chance for a doubt, or tag each part separately.

Do not loosen any part until some provision is made to keep it from falling. Block the heavier parts and wire the smaller parts in position if they cannot be held with one hand while using the wrench with the other.—American Automobile Digest.

SAHARA EXPRESS SUPPLIES VARIETY IN ITS SCHEDULE

PARIS, Jan. 10.—(AP)—The Sahara Express, a bi-weekly service which will be inaugurated next month, will take the traveler from Paris to Timbuctoo in 12 days.

The trip from Paris to Colomb-Bechar, via rail to Marseilles, boat to Algiers and rail to Colomb-Bechar will occupy three days.

The first stage of the trek through the desert from Colomb-Bechar to Beni-Abbas, is over a distance of 200 kilometers, 50 of which will be covered in catpillar automobiles and 150 in cars with wheels. The second day of the desert end to Timoudi, 170 kilometers from Beni-Abbas, the entire distance being covered in catpillar cars. Adrar, with its 4,000,000 trees and fortified town looking like a medieval fortress, 250 kilometers away from Timoudi, is the terminus of the third day in the desert.

Regular automobiles with wheels will be used on the third day as well as on the fourth, which provides for a jump of 450 kilometers from Adrar to Oullen, through the Tanezrouft, the native name "for land of thirst and fear." On the fifth day 510 kilometers will be negotiated in cars with wheels through the same desolate country, ending at Tessalit. The sixth day will be devoted to resting at

REAL ESTATE TRANSFERS

Chas. J. Hills et al to H. M. Harkins et al—Lots 3, 4, 5, blk. 67, Hill's add. to Oakridge, \$10.

Carl Steinmetz et ux to Lewis Clark et ux—Part of lot 7, blk. 2, Lizzie Luckey's add. Eugene, \$10.

Dewitt M. Mayes et ux to L. Eugene Hunt et ux—Tract in blk. 7, Gross add. Eugene, \$250.

Florence Electric Co. et al to West Coast Power Co.—Tract in Florence, \$10.

Fred S. Small to Juanita Miller—Tract in 17 S R 10 W, \$1.

Ben Martin et ux to Lane Martin et ux—Tract in blk. 2, Mapleton, \$10.

Fast Driving Fails To Save Much Time

LOS ANGELES, Jan. 10.—(AP)—A series of tests made here by the Automobile club of southern California has demonstrated that the two proverbs, "More haste, less speed," and "Haste makes waste," might well be given serious consideration by the modern motorist.

In making the tests scouting cars were operated on three different routes in the city of Los Angeles. Each route was first traversed at the highest speed possible and yet escaped arrest, and advantage was taken of every opportunity to make time. The same driver went over the same route a second time, ob-

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Chicagoan Sought By Russian Builders

CHICAGO, Jan. 10.—(AP)—Indications that soviet Russia is considering plans to turn to industrial activity and an adoption, in part at least, of American commercial methods were seen here in the announce-

ment that Assonova, a Russian architectural society in Moscow, had written Frank Lloyd Wright, architect and engineer of this city, asking him to come to Russia and assist in the new work.

The society invited Mr. Wright to join it first of all in the designing of the "Temple of Work," which it is understood the soviet government has planned to build in Moscow as something of a monument to the end of Czarism and the birth of toilers' freedom.

Harrisburg M. W. A. hall every Friday night. Good music. Public invited.

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SHELL ADVERTISEMENTS PUBLISHED IN 1920

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