

# BICYCLE RACING PROVES POPULAR IN UNITED STATES

That amateur bicycle racing is increasing in popularity from year to year is shown from a tabulation made by the Cycle Trades of America, Inc., an organization of bicycle and accessories manufacturers, having its headquarters in New York city. The C. T. A. racing bureau presents prizes for road and track runs.

In 1916, for instance, prizes were given out for 77 races. In 1917, the number of races for which prizes were issued was 167. In 1918, 210 sets of prizes were awarded; in 1919, 365; in 1920, 371; in 1921, 429; in 1922, 503; in 1923, 563; while in 1924 the grand total was 493 races, which shows a healthy increase.

Individual entries during last year reached the record total of 14,785, as against 12,767 actual participants in 1924.

During National Bicycle week this year, April 26-May 2, more than a hundred official races will be run, it is said.

In the professional field, interest is constantly growing. Six-day races were put on in New York city and in Chicago during 1924, each city having two of the big grinds, and this year they will be repeated. Rarely in former years was more than one six-day event put on the boards. In addition to this, new bicycle events, velodromes, and bicycle racing tracks are being built in many cities, and it is believed the two-wheeled sport this year will far outstrip in interest that of any preceding year.

## School Boys act As Traffic Cops

WESTFIELD, Mass., April 27.—That school children can be used to excellent advantage to assist police officers in handling traffic in school districts is the belief of local bicycle and police officials as the result of a successful experiment conducted here.

Noting the limited number of officers available for traffic duty here, and which in a measure confronts every city and town, and having in mind the safety of children going to and from school, suggestion was made to the local superintendent of schools as to the feasibility of designating from each school a number of older pupils as emergency traffic officers, providing them with suitable insignia and placing them on duty at street crossings when pupils were leaving the schools.

Immediately impressed with the merits of the idea, the school official took the matter up with the chief of police. Pupils thus selected for traffic duty were educated with regard to signals and provided with arm-bands bearing the letters "T. O.", indicating that they were official traffic officers. Notice of the plan also was given the general public and they were requested to observe the signals of the special traffic directors with the same consideration accorded regular patrolmen.

The plan is working out very satisfactorily and has the hearty approval of the school superintendent and chief of police. Boys of the school traffic squad take their stations at designated crossings immediately after school is dismissed and are acquitting themselves very creditably in the responsibilities placed on them, taking particular pride in keeping their traffic moving smoothly.

## Highway Group Endorses bus Bill

SALEM, April 27.—(Special)—Members of the state highway commission, meeting here, went on record as heartily approving the attitude of the State Association of County Judges and Commissioners against the proposed referendum on the bus and truck bill, which was passed by the recent legislature. The resolution of the highway commission follows: Resolved that the State Highway commission desires to declare its hearty approval of the attitude of the State Association of County Judges and Commissioners in its recent declaration against the proposed referendum on the so-called Bus and Truck Bill recently passed by the legislature.

The highway system of Oregon is not constructed and maintained by general taxation, but by fees in the form of license and gas tax paid by the individual motorists of the state. The burden, therefore, should be equitably distributed. The initial heavy construction and heavy reconstruction costs are caused in the main by the users of heavy motor equipment. Many of our roads will have to be rebuilt and be constructed in a manner to withstand this equipment. In our opinion, this bill does not levy a satisfactory fee, but does attempt in a manner to distribute the burden equitably among those who use the highways.

## National Bicycle Week is Observed

National Bicycle Week this year is being celebrated April 26 to May 2, both inclusive. It is under the auspices of the Cycle Trades of America, Inc., an organization which includes practically all bicycle manufacturers and makers of parts, accessories and tires.

The purpose of the week is to mark the official opening of the bicycle riding season and to stimulate bicycle sports among riders and dealers in all parts of the country. In this period national and local organizations everywhere vie with one another in putting on races of every description, parades, hikes, and innumerable stunts and contests in which the bicycle plays the major role.

According to the latest compilation, there are approximately 3,000,000 bicycles in the United States with an annual production reaching almost to the half million mark.

More than fifteen thousand dealers in bicycles and accessories take an active part in the annual week, with the Cycle Trades of America augmenting their efforts to make the celebration an impressive one by advertising in a list comprising nearly 700 newspapers throughout the country.

# AMPHIBIAN PLANE WILL SEEK 'ARCTICA'

Two Planes in Command of Lieut. Com. R. E. Byrd Will be Directed in Their Northern Flight by Donald F. MacMillan, Noted as an Arctic Explorer



Above is a picture of an amphibian plane which will be used by the MacMillan party in the arctic

WASHINGTON, April 27.—Amphibian airplanes are to search for "Arctica," that undiscovered continent believed to be in the Arctic Circle. The planes, two in number, will carry Donald F. MacMillan, Arctic explorer, on his next Polar expedition, scheduled to start in June.

They will be piloted by navy aviators in command of Lieut. Com. R. E. Byrd of the Navy Bureau of Aeronautics.

The amphibians are so called because they are able to alight on and start from both land and water.

Shaped Like Flying Boats

They are of metal construction, much stronger than ordinary planes. Their bodies are shaped like the hulls of flying boats, for alighting on water. To alight on land the pilot turns a switch which unfolds a wheeled landing gear.

The wheels of this gear may be replaced by aluminum alloy runners to land on snow or ice.

The amphibian seats a crew of three. It is equipped with an inverted Liberty motor. Under normal conditions it carries 140 gallons of gasoline, sufficient for a 700-mile non-stop flight, but an increased gas capacity may be installed in the deep body.

Flight Endorsed

Though his expedition is to be under the auspices of the National Geographic Society, President Coolidge has endorsed the proposal to allow navy flyers to pilot the planes, and arrangements have been completed between MacMillan and Secretary of the Navy Wilbur.

Present plans are for the expedition to start from either Boston, Mass., or Wiscasset, Me., and proceed by ship to Etah, in northern Greenland. There MacMillan will abandon his vessel and fly with Byrd and his navy aviators to Axel Heiberg Land, where an air base will be established.

MacMillan Confident

MacMillan is confident they will find land.

"Tidal observations, ice phenomena and sights of land masses all point to it," he said.

"On my last expedition I made tidal observations from Axel Heiberg. If there were no obstructions,



Donald F. MacMillan



R. E. Byrd

the tides should have flowed directly over to Point Barrow, Alaska, following the moon.

"But the tides were six hours late. This indicated some obstruction. And it could not have been ice, as ice has no effect on tides."

Land is Elusive

"Peary reported sighting land which appeared about 120 miles northwest of Axel Heiberg Land. In an effort to reach this sighted land I drove 150 miles toward it by dog sledge, but it always appeared the same distance away.

"It was evidently a permanent mirage—the sight of land actually much farther away than it appeared, and probably too far away to reach by dog sledge.

"If there is land there—and we have every reason to believe there is—it the amphibians should soon find it."

Besides MacMillan and Byrd, the exploration party will include Lieut.

Com. E. F. McDonald Jr., Commander George C. Isherard and Lieutenant U. J. Herrmann, all U. S. N. R. F.; Ralph H. Robinson and John M. Jaynes, scientists, and a navy flying personnel of six, now being selected by Byrd from a host of volunteers.

Jap Airplane Carrier

TOKIO, April 27.—Japan has started work on converting the cruiser Akagi into an airplane carrier in accordance with the Washington arms conference treaties. It will not be ready for service before 1927.

Dr. Ashton for Chiropractic and Electrotherapy, Opposite Heilig theater. Phone 800.



## Building A Strong Constitution

Lads who ride wheels along the country roads and constantly inhale the splendid fresh air are the ones who build strong constitutions and get the greatest joy out of life.

We'd like to show you our line of bicycles.

Hendershott's Heavy Service Wheels a Brand New Bicycle

Let us do your bicycle repairing.

Hendershott's Gun Store  
770 Willamette St.

# VENERATION HELD BY FIELD MARSHAL

(Continued from page one)

lakes in the world war raised him again as a popular hero, with rapid promotion to a field marshal's baton.

Post Held During Revolution

Perhaps one of the greatest services to his country was his refusal to desert his post when the revolution came. After the world war he personally led the armies back in an orderly, disciplined manner to their home base. He again retired from active service in 1919. When there was talk of prosecuting William II, he offered himself as a substitute for his emperor.

Field Marshal Von Hindenburg, lifelong soldier, war-time military hero of Germany, by training and temperament alien to political campaigning, was drawn reluctantly in his old age into an arena unknown to him when he consented to become a candidate for the presidency of the republic of Germany for the parties of the right, known as the nationalist-conservative or agrarian bloc.

The martial figure of the imperial Germany that has passed seemed to fit awkwardly into his new role. His speeches were few and brief; he did not travel from his home town of Hanover. His press agents found him unskilled in the ways of publicity and not adept in the ways of self-seeking.

Von Hindenburg declared in resisting the attempt to make him a candidate that he was too old, that he could not understand the new generation.

His entire campaign activities consisted in receiving delegations that came to Hanover, making several short addresses at his home, and, toward the last, giving interviews. The outstanding points of his speeches were an appeal for unity of the German people, a declaration of his aversion to war, his insistence that Germany must regain her independence and not be dependent upon other nations.

## Portland Planning For her Rose Show

PORTLAND, April 27.—(Special)—A tentative program for Portland's 1925 rose festival, which is to be nearly four times as large and comprehensive as any previous rose carnival, is announced this week by G. W. Mielke, president.

Monday will see the arrival of the

Only the future, he informed the Associated Press, could show whether the Doves reparations plan was capable of fulfillment and asserted the field marshal, "Germany will not be able to fulfill the conditions unless the foreign powers participating in the most severe political and economic loyalty."

In his first and most important campaign speech, delivered before a great nationalist gathering at Hanover, Von Hindenburg denied that his candidacy represented reaction or was inimical to the republic. He spoke, however, for "a place in the sun" again for Germany and avoided any references to such international issues as the security pact, the league of nations and reparations in general.

After the first presidential election on March 29 Dr. Karl Jarres, nationalist leader, and Dr. Wilhelm Marx, ex-chancellor and nominee of the republican bloc, emerged as the apparent candidates for the second and decisive test ballot.

But the nationalists, fearing that Marx would defeat Jarres, appealed to Von Hindenburg to replace Jarres, which, under the German system, was possible.

The field marshal, after several

days' delay, yielded, declaring that he did so because of a "feeling of duty alone, and not by personal inclination." He asked God to grant the prayer that, if elected, "I may at the end of my life be still of some use to the beloved fatherland."

# Governor for day



James Doonan, 13, of New York City, who ruled the Empire State for one day as governor, in connection with Boys' Week. Doonan is a non-student in school.

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# Earth Tremors SHAKE 4 STATES

CHICAGO, April 27.—Earth tremors of sufficient intensity to shake houses and upset small articles were felt over a territory about 400 miles in extent in four mid-western states last night. No damage of consequence was caused and no injuries reported.

The disturbance appeared to center in the Ohio river valley areas of Ohio, Indiana and Kentucky, although reports also came from central Illinois and Missouri.

Three shocks were recorded, ranging in duration from six to 30 seconds. In addition to shaking houses throughout the territory and breaking dishes and bric-a-brac, wire services were interrupted in some places.

## No tax Charged on Winnings at Races

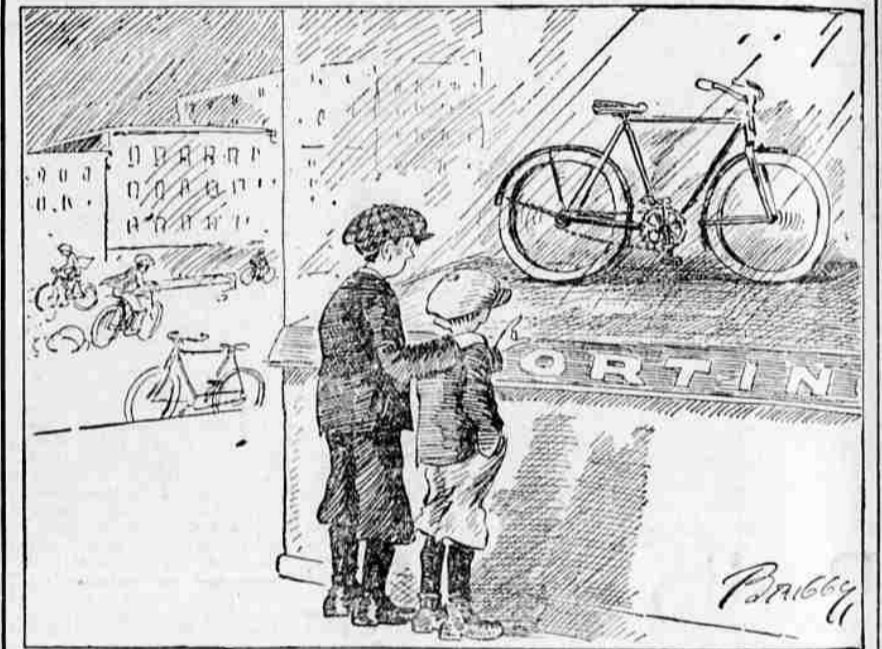
LONDON, April 27.—(Special)—Winnings from bets on horse racing, if the winner is not a professional bookmaker and places his bets at starting prices only, are not subject to the British income tax, the king's bench division of the law courts ruled in a recent case.

The income tax commissioners had sought in the case to recover a tax of \$1500 from a man whose livelihood was alleged to depend upon his winnings from bets, apart from a certain amount of interest on his bank deposit. The defendant denied that he was a professional bettor, although he admitted he lived largely upon his winnings.

## Match and gas mix To Spoil Fishing

ANACORTES, Wash., April 27.—John Bailey got up before daylight Sunday to go fishing. He struck a match and peered into the glowing tank of his automobile. He spent the day in a hospital, suffering from burns on his hands and face. He has no garage today and his car is in ruins, with no insurance.

THE BUTTON SHOP  
Pressing, Buttons and Sewing  
80 7th Ave. East, Phone 1715-J.



**When a Feller Needs a Friend!**

There isn't a youngster anywhere who hasn't a bicycle who doesn't need a friend!

Your boy—has he a bicycle to keep him outdoors getting a healthy tan, growing stronger day by day, developing into the very picture of perfect health and clean-living boyhood?

The initial cost of a bicycle is very moderate—the upkeep is practically nothing. Your dealer will be pleased to show you the latest models—for your boy, your daughter, your wife, yourself. You ought to see them today.

Everybody, from six to sixty—to enjoy the benefits of outdoor life, get plenty of exercise, and keep in the pink of condition—should

**Ride a Bicycle**

**Let Them Go Wheeling Together**

Your kiddies will build health, sturdiness and develop into strong, graceful children—if you get them wheels—then, too—much will be added to child happiness.

SEE OUR NEW **Indian WHEELS**

**SMITH CYCLE CO.**  
971 Oak St.

**NOTHING FINER**

The greatest joys of life come to most of us through outdoor exercise. What could be finer—more healthful—than long bicycle rides where the air is pure and fresh. See us about a wheel today.

**DANNER SPORTING GOODS**

77 9th Ave. E.

**RIDE A BICYCLE FOR:**

**Pleasure Economy Convenience MEN!**

You may have pleasure, convenience and exercise combined at small cost by using one of our bicycles as your transportation to and from your business.

If you already have a bicycle see our stock of accessories and replacements. It will pay.

**HARRY GARRETT**

154 8th W. Phone 1519R

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