

TOURIST AWAITED BY 2000 CAMPS; COMFORTS READY

By ISRAEL KLEIN
NEA Service Writer

Motor tourists are both welcome and dreaded by the average community. Welcome for the increased business they bring to the towns where they stop. Dreaded for the amount of destruction they wreak and refuse they leave behind in their scramble to get on.

Since generally have been trying to arrange conditions for the traveler so as to minimize the chances of incurring losses and cleaning up after motorists every morning. With this preparation has come a more pleasant welcome.

It has been effected in the form of city camp sites for tourists, with such modern conveniences as any heavy traveler might expect. Rest houses, tables and benches, water, lighting, facilities, lights, playgrounds, amusement, police protection, outdoor ovens, even firewood for the cooking and a tent floor mats for the individual camp—these are ready in many of the city camps scattered throughout the country.

Some 2000 camping sites, public and private, await camping motorists this year with part or all of these comforts and advantages. Yet the roadside will be available along numerous highways, for individual camps put up by tourists on long drives.

Every facility toward comfort this year has been prepared for tourists' camp sites, especially with the expectation of a much larger tourist population in each camp than has ever been congregated.

Better highways, more and better road signs, more information for tourists will help toward this increase of auto traveling.

Preparation Needed
Yet the long-distance motorist will do well to prepare himself for unexpected conditions. The equipment he carries in his tool kit must be supplemented by such necessities as a new rope, a heavy board to help him out of a muddy rut, an emergency gas tank even though there may be a service station every mile of the way, an extra set of tires, a spare set of bolts, connections, bolts and nuts, and so on.

There is the probability that these things will not be touched during the entire trip. But then many a motorist in the midst of his own city has been caught without a spare tire, or a spare set of bolts, connections, bolts and nuts, and so on.

For the camping outfit, the first essential is a good tent. Many types of motorizing tents are available. Some are put up and knocked down by themselves. Some are attached to the side of the auto when put up. Some are part of a trailer equipment.

Convertible Autos
Whatever the kind, it should be strong enough to accommodate all in the party, and strong enough to withstand a heavy gale and hard rainfall. These are also important. For this purpose there are various forms of folding tops for tourists. Some automobiles are arranged so that the top seats can be folded back so as to make a comfortable bedding inside the car.

Most cars being out of this class, however, beds are essential equipment in touring. Lying on the ground is detrimental to health, even with a blanket underneath you. Even with use of a cot, a layer of newspaper or oilcloth should be placed beneath a heavy blanket, all of which makes a comfortable rest for the traveler.

Food and fuel are also necessary. Despite the fact that more and more camps are supplying these facilities without charge. But they are still needed because of the majority of camps without them.

In addition, the essential dishes for cooking and serving must be included in every equipment. These should be reduced to an absolute minimum. They should be unbreakable.

Add to this some changes of clothing, in accordance with the time you expect to be on the road, and your touring regalia is practically complete.

Busses in Denmark
Denmark now has 500 auto busses, over a combined route, exceeding the length of all Danish railroads. The bus routes may serve as a model in the future.

Women for Safety
Women of California will begin a statewide campaign to reduce street accidents. It will be competitive, as among the communities, and will last six months.

Illinois Leads Health Move for Tourists



Illinois has started a drive for pure water. An analysis of water supplied at all roadside places, which are available to the motoring public, is being made by the state health department and good wells are being conspicuously marked. Here is Governor Small at a well near Springfield, where the governor affixed the first "safety seal" which will be used to designate good wells.

CAR FOR EVERYONE ON BETTER ROUTES

LOS ANGELES, May 23.—Not until every person in the United States owns a car will the saturation point in automobile ownership be reached, declares E. C. Anthony, one of the leading figures in the auto world. He has just completed an exhaustive tabulation to determine the answer to this saturation question.

Anthony predicts amazing changes for the automobiles tomorrow. Because of our speed-like advancement, he believes that the car of the next few years will travel at a minimum of 60 miles per hour.

"Before the saturation point is reached in America there will be a radical change in our highway systems," Anthony says. "The automobile is essentially an instrument of speed."

"Any rules which hamper speed and the more rapid transportation of utilities and persons automatically hamper national development and national efficiency. I predict, great highway systems over, under and around cities for the use of self-propelled vehicles."

"The automobile of the future, on carefully guarded highways, most likely one-way roads, will travel at a minimum of 60 miles an hour. Naturally enough, there will be rules that will insure the utmost safety."

"It is recognized that the self-propelled vehicle offers the utmost in transportation facilities, and more and more the illegitimate fly-by-night motor car manufacturer is being eliminated."

"Competition is so keen that only manufacturers who have millions of dollars invested and a tremendous output can adjust their process to give value received."

"In the matter of every American citizen owning a motor car, we must first actually pave the way by now and complete highway systems built for the exclusive use of automobiles. If this is not done the saturation point in traffic will be reached before the saturation point in automobile ownership."

Heavy tax in Sale Of Dodge Concern
DETROIT, May 23.—Uncle Sam is going to take a good slice of the \$140,000,000 for which the Dodge interests were sold to a New York brokerage house.

According to Fred L. Woodworth, internal revenue collector here, the government's share is 12½ per cent of the net profit of the sale, as income tax. This is figured as the difference between the value of the Dodge plant at the time of incorporation and the sale price.

Dodge Brothers was incorporated in 1914 at \$5,000,000.

Tea With Your Gas
Motorists stopping for a supply of gasoline at any of several filling stations in England may also fill up on a serving of tea. Quick lunch tea rooms have been established in connection with these stations.

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Any metal work on lathes, saw, planer, vise, etc? Whatever it is in the metal or machine tool or machinery line, we are prepared to do it efficiently for you. Our shop equipment is of the best, and our machinists highly trained men. We make machine tools and parts to order, do repairing, build working models, etc.

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GIRLS DO RECORD RUN IN JEWETT CAR

Spokane to Los Angeles, a distance of 1549 miles, in 40 hours and forty minutes running time is the latest record reported to the Paige-Detroit Motor Car company for its new Jewett Six.

The information was about to be filed away with a mass of other records held by the Jewett when further down on the page was observed the information that the record was made by two girls, Misses Jeanne Robinson and Catherine Narup. The car is owned by Miss Robinson.

The two girls left Spokane with the avowed intention of breaking the overland record and succeeded by several hours, according to the report from Los Angeles. Miss Robinson was the two days previous to the start of the record-breaking run and it was only against the advice of her physician that she attempted the trip. Miss Narup was going to California anyway to recuperate from a strenuous winter devoted to music.

The start was made from Spokane at 8:30 a. m. Monday, April 6th. They had laid out a schedule and were considerably depressed when they found themselves five hours late in Portland, having been forced to make two long unexpected detours en route. Grimly determined to get back on schedule the girls stopped only an hour in Portland and at 2 a. m. Tuesday morning were away again. Eleven hours after entering the state of Oregon they were crossing its boundary line into California.

Reading, California, reached at 7:30 p. m. Tuesday. By this time both of the girls were so exhausted that they were driving only two hours at a stretch, then changing places, one sleeping and the other handling the Jewett.

Sacramento was reached at 2:30 a. m. Wednesday. Coffee helped them brace up a bit here and they were off again in a few minutes.

Bakersfield was reached at noon Wednesday. It took the girls from 1 o'clock that afternoon until 4:45 reaching the city limits of Los Angeles where they were met by a guide car which took them through the city to the Western Union office where the girls officially checked their time. The total elapsed time was 37 hours and 57 minutes. Twelve hours and 17 minutes were spent in changing tires, replacing fuel and grabbing a sandwich or two.

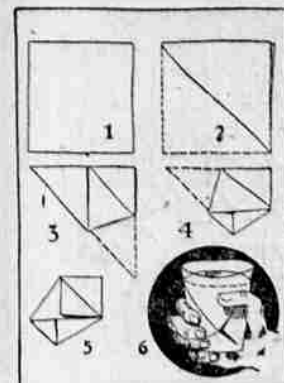
The girls reported that the Jewett Six touring car used gallons of gasoline on the trip, an average of better than 20 miles to the gallon. Six quarts of oil were placed in the crankcase prior to the start and no mechanical trouble of any kind developed.

"Our only trouble, in fact, was traffic cops," said Miss Robinson. "Most of them were kindly when we told them what we were up to, helped us along the way. One efficient policeman near Grants Pass did make us nervous though. Instead of calmly waiting for the roadside for speeders he took the center of the road and traveled along ahead of several automobiles which were stuck behind, at the legal rate of speed, holding us down for nearly ten miles."

Her praise for Jewett is unbounded. She said: "Half the time on the down trip I was so sleepy that if the Jewett had not held the road almost like an intelligent horse, we might have had an accident; I would half

CLEVER IDEAS FOR CAR DRIVERS

Motorists Will Find the Following Suggestions Will be of Benefit On Long-Distance Tours



If you're thirsting for a drink without a drinking vessel, any piece of paper will do for a cup. Start with a square piece of paper. If you haven't a square piece, fold the extra part back to make a square. Then follow the folding direction shown here, in the order specified. The dotted lines show the starting points before each operation.



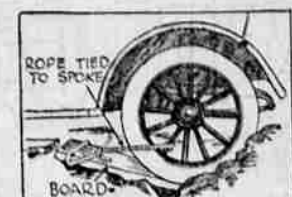
Dents in automobile bodies may be removed easily with the home-made "dinger" shown here. Fill a sheet of leather with sand, twist into a tight ball and tie. This is soft enough to avoid cracking the paint, and yet take out the dents.

doze off after making sure the car was straight with the road, and could that way catch 40 winks or so which helped to let Catherine get her full two hours sleep, and the Jewett would go straight ahead without a waver. I wouldn't recommend this as a pastime, but I was pretty sure that there were no cars on the road, nor any bends in it, before I tried it."

The Jewett is handled in Eugene by the H. J. Bringle Motor company.

FIVE FOREIGN ENTRIES
Five foreign cars are entered in the 500-mile Memorial Day race at the Indianapolis Speedway. Pietro Bordino will drive an Italian Fiat. Besides there will be three Guyot specials and a Schmidt special from France.

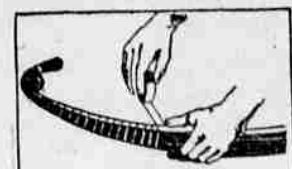
TWO MORE TRUCK ROADS
Two more railroads have adopted the motor truck for freight service. They are the Rock Island, for trucking between Chicago and Auburn Park, Ill., and the Michigan Central, for freight service between Toledo, O., and Monroe, Mich.



Wet weather and dirt roads should be no hindrance to the tourist who knows how to get out of a clay rut. All that is needed is a plank and stout rope. Set the plank lengthwise well under the front wheel and tie the rope from a wheel spoke to the far end of the board. By careful application of power, the car will pull itself out of the mire.



Long tours bring dust and grime into the car through the openings in the floor board. To avoid having dusty clothes after a long trip, cover the gear shift lever, as shown, with part of an old inner tube. Tie the tube cover well at the top.



Dry, dusty roads, which will be found especially in hot, arid country, are harmful to the springs. To keep this dust from entering between the leaves, wrap a puttee around each spring. Do not wrap too tightly, so that a little room may be left for resiliency.

EXPERTS TO STUDY TRAFFIC PROBLEMS

NEW YORK, May 23.—Construction and maintenance of highways will take second place in the considerations of the International Road Congress to be held in Milan, Italy, in the fall of next year.

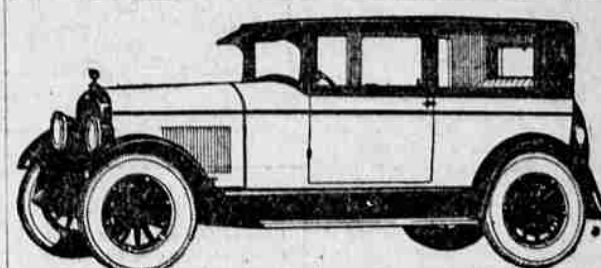
Already representatives of the various countries making up this body are planning to make the question of traffic paramount in its deliberations. A program has already been arranged for this congress, and steps have been taken to collect the world's

treasure of interesting and helpful information on the subject of traffic. In this work, up to the time of the meeting, a census of traffic conditions and problems will be made in every country. On this census, it is expected, a basic law will be approved by the congress for adoption in each participating country, so as to bring about a more uniform regulation of auto traffic, especially in neighboring countries.

Development and planning of towns will be another important consideration during the meeting. Reports will be received on the successes or failures in planning localities for the control of traffic, and on these some fundamental traffic code will be attempted.

Another important question under discussion will concern the maintenance of special roads for motor traffic alone. In this discussion will enter the matter of conditions that justify construction of such roads, what authorities would be needed for their initiation and construction, financial arrangements, contributions from public funds, the matter of tools, rules for traffic circulation and exploitation, relationship and connection between motor roads and other highways in the interests of safety and the continuity of traffic generally.

Highway construction and maintenance will be the other general subject considered by the congress.



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