

AUTOMOTIVE NEWS

BORDER CHECKING ANNOYANCE IS HIT BY AAA PRESIDENT

WASHINGTON, D. C., June 27.—Recent action by several "port of entry" states to reduce annoyance and delay occasioned motorists crossing state borders was characterized by the American Automobile association today as a reversal of a trend which had been serious threatening the future of motor transport.

"Following a barrage of criticism," the national motoring body reported, "some of the states whose boundaries had been patrolled by tax collectors, investigators and bug-hunters have seen the error of their ways and now are taking steps to expedite passage of bona fide tourists."

"The situation is far from cleared up but the prospect of a loss in tourist patronage, which is an important source of revenue for all of the offending states, has brought a reversal of the trend toward increased barriers and today states are thinking in terms of making highway travel easier, rather than more difficult."

The entire policy of setting up punitive restrictions at state borders was assailed by Thos. P. Henry of Detroit, Mich., president of the A.A.A., as contrary to the principles of the constitution.

"While the easing of border restrictions at some places is to be commended," he said, "we cannot be satisfied until all highway transport moves with a maximum of freedom. Some 12 states now have barriers of one sort or another at their state lines to interfere with the flow of interstate travel. Highway traffic must run a gauntlet of ports of entry, caravan laws, inspection stations, touring permit requirements, license-fee regulations and plant quarantine stations."

"There is, perhaps, a plausible excuse for each of these restrictions and annoyances, but the threat of ham-stringing interstate motor travel is a paramount consideration. In the early days, the collection of money for erecting tax and tariff barriers against one another, but the need for free flow of commerce was more important and constituted one of the principal reasons for drawing up the United States constitution. The basic principles of that document are nullified and thwarted when states war against their neighbors in the matter of motor transport."

LEGION ELECTION, PARTY ON JULY 6

One of its largest meetings of the year is anticipated for July 6 when Medford post of the American Legion will hold its annual election and stag party.

Walter Olmscheid, past commander, is chairman of the committee in charge and is arranging a program of entertainment which will be followed by a Dutch lunch. Others on the committee are Capt. O. O. Overmyer, Fred Fry, F. S. Humphries and Horace Bromley.

HOOVER FAVORED TO REVIVE G.O.P.

SPRINGFIELD, Mo., June 26.—(AP)—Arthur M. Hyde, former secretary of agriculture, said in an interview today the hope of the Republican party lies in "drafting" Herbert Hoover for the special task of revitalizing and strengthening it for 1940.

Hyde told the Leader and Press that he is not proposing Hoover as a presidential candidate again nor even thinking of such a thing.

Hoover's job, Hyde said, would be to make the party more militant now, to build it up for 1940, probably for some other man. It would be a purely patriotic public service, such as few men would be capable of, he said.

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Motor Cruising for Fun

The Motorlog Party Takes a Trip to the 'Jumpin' Off Place'—Otherwise Known as the Hart Mountain Area

This newspaper is co-operating with the Oregon State Motor association and The Oregonian in presenting a series of motor cruises under the title, "Motor Cruising for Fun." It is hoped thereby to stimulate travel in the Pacific northwest. The following articles have been condensed from a full-page article appearing in The Oregonian on June 27.

BY FRANK BARTON
Staff Writer, The Oregonian

The tall, angular resident of Frenchglen spat fervently and looked members of our party over. I rather expected the tobacco juice to bounce. He looked that hard, at any rate.

He had just heard Jean F. Branson, superintendent of the Hart mountain antelope refuge, talking to the storekeeper at Frenchglen. The town of Blitzen had been mentioned.

"That's next to the jumpin' off place," chimed in the tall individual.

When told we were headed for the Hart mountain district the tall resident was even more vehement.

"That is the jumpin' off place," he declared.

The remark did not faze members of our travel party, sponsored by The Oregonian and the Oregon State Motor association, although we had reason to remember it later on.

Members of our party included Ben Liflin, publisher of The Dalles Chronicle; Charles A. Sprague, publisher of the Salem Statesman; Vinton Hall, public relations man for the Oregon State Motor association, and myself. We had been met by Branson and Muriel Jacobs, hunter for the United States biological survey, who were to be our guides on the trip.

Get Early Start
It seemed that we had scarcely hit the mattresses at the Frenchglen hotel, 58 miles south of Burns at the head of the Blitzen valley, when the breakfast call sounded. Branson had ordered the morning meal for 8 o'clock, for we had a long trip ahead of us.

Twenty minutes later we were headed southeast over the hill and into Catlow valley. The valley, a large basin filled with dry lake beds, we found to be largely a place of ghost towns and deserted homesteaders' cabins.

Before we reached Blitzen members of our party had begun to see faint shapes skimming over the sagebrush in the distance.

"Antelope," declared Jacobs, waving his hand.

We stared until they seemed almost to blend with the sage on the horizon.

At Blitzen we turned westward toward Hart mountain and the antelope refuge. From there on the road was just a couple of tracks through the sage and rocks, which had to be dodged. It was not a road which could be recommended for anyone who did not enjoy roughing it.

We stopped at intervals to look at the antelope. Jacobs let us peer at them through the five-power telescope on his 30-06 rifle. A good idea of the extreme grace of the animals could be obtained through the glass. They would run until they almost reached the horizon and then stop and look curiously at us.

The road led up over the rim of Catlow valley, and after some winding headed westward toward Hart mountain. Somewhere along the route we crossed the line into the antelope reserves. Those animals began getting more and more numerous.

We headed south here along the base of the mountain on the promise of Branson and Jacobs that we hadn't seen anything yet. We hadn't.

We discovered that the melting snow from the mountain had formed numerous creeks and rills which poured down across the road. Sometimes these impromptu rivulets decided to use the road for their stream bed for considerable distances.

We approached a wooded cove in the side of the mountain where Guano creek finds its source in the melting snows. Here among the pines and aspens stands a cabin made famous as the annual meeting place of the Order of the Antelope.



The motorloggers pause to remove sage ticks accumulated during a hike through the desert area.

ing place of the Order of the Antelope.

Just below the cabin is the site of old Camp Warner headquarters of General George Crooks during his famous campaign with the Indians back in 1866 and 1867. We left the automobiles in the road and started over toward the ruins of the old "post." To do so we mounted a slight eminence. I was hurrying to catch up with the leader when Branson held up his hand for silence and pointed toward the creek a hundred feet away. There among the aspens a herd of four mule deer were feeding.

The wind was blowing from them toward us, and they did not become conscious of our presence for probably a half minute. Then suddenly one of them raised its head and they were off across an open glade which gave us a splendid view of them. There were two does and two half-grown fawns.

After hiking around through the sagebrush on the site of the old fort we repaired to the cabin, and there went through a most personal rite. The uninitiated might have thought a nudist camp was going into action, but he would have been all wrong. We were merely looking for ticks.

"I could go for a steak in a big way," someone remarked about this time.

Cooked Own Food
However, it wasn't as simple as that. We were a long way from restaurants and bills of fare where you walked in and ordered anything that pleased your fancy. Instead, if you didn't want to go hungry out there, you built a fire and cooked up a mess of cats.

After the meal we drove on southward several miles, crossing Guano creek a number of times. We were in the heart of the antelope district here, and the herds were larger and more numerous. During the day members of our party counted a total of 130 of the graceful animals from the highway.

After arriving at the Guano creek reservoir we turned back and swung over eastward to Spanish lake. The lake is partially dry, and the dry portion of its bed is occasionally used as a landing field for airplanes by persons visiting the district. A number of members of the Order of the Antelope have used the "official landing field" in going to the annual meeting.

A Spanish lake we met A. V. Meyers, government biologist, who is making a study of the antelope. He rides about on a horse day after day, learning what he can about the elusive animals. A count of the number of animals in the district will be made by him.

They are believed to number about 4000 in the Hart mountain refuge and probably 10,000 in that section of Oregon and the adjoining district in Nevada. Only a few years ago fears were expressed that they would become extinct. However, protection and the killing off of coyotes in the district have resulted in their multiplying rapidly.

Includes 276,000 Acres
The Hart mountain refuge is part of the range for big game animals established in 1836 in connection with the western grazing district under the Taylor grazing act. The refuge comprises 276,000 acres in the heart of the native range of the antelope in Lake county.

From Spanish lake we turned back northward to the Lyon ranch where the road swung westward through a mountain pass. As we went over the hump we suddenly found ourselves looking down at almost sheer escarpment into Warner valley some 2000 feet below.

"The jumpin' off place is right," admitted "somebody" in the party, recalling the words of the tall resident of Frenchglen.

Hart mountain, it was evident, had been created by a huge fault in the earth's crust. On the east side of the mountain the slope had been fairly gentle, but here it was almost straight up and down.

Our road gradually carried us down along the precipitous side of the mountain until we found ourselves in Warner valley. We pressed on to Plush, where we respectfully parted with Branson and Jacobs.

From Plush we sped on into Lakeview. We arrived at Hunters' Hot Springs hotel on the outskirts of Lakeview shortly afterward, and washed off the dust and ticks of the desert country with warm sulphur water. Then we sat down to a dinner of thick, luscious steaks and all that goes with them.

The next day we drove the 378 miles back to Portland from Lakeview. Our adventure was over.

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Map indicates route of Oregonian-Oregon State Motor association party.

ORDER MIS-TRIAL IN MILLER CASE

After waiting more than an hour last night for the defendant and his counsel to appear, after the jury had reached a verdict in the trial of Elton Miller, Klamath Indian, charged with contributing to the delinquency of a minor, Circuit Judge H. D. Norton declared a mistrial, rebuked a tardy lawyer from the bench, ordered a bench warrant issued for the arrest of Miller, and instructed the sheriff to keep him in the county jail without trusty privileges heretofore accorded. Miller was arrested

in the courthouse by Sheriff Brown, as the jury was leaving.

The verdict of the jury, reached after two hours' deliberation, was not revealed.

Attorney Victor A. Tengwald, after extensive telephoning, was finally located in a movie. Defendant Miller was found riding with friends. No date has been set for a re-trial.

Installment sales in the United States increased to \$4,500,000,000 last year as compared with \$3,600,000,000 in 1935.

John L. Koyser of Toledo, Ohio, whose hobby is flower gardening, has 160 varieties of blooming iris in his yard.

The British government is spending \$10,000,000 in a 3-year campaign to improve the nation's physical fitness.

Supreme Court On Vacation In July

SALEM, June 25.—(AP)—All of the cases at issue in the state supreme court here have been argued and are under consideration, Arthur S. Benson, clerk, announced today. The court will recess July 13 for its summer vacation, and will reconvene following Labor day.

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OREGONIANS BET OVER 3 MILLIONS ON DOGS, HORSES

SALEM, June 26.—(AP)—Oregon turf and kennel fans, dissatisfied with racing relatively sure bets on straight, place or show, take long chances of earning small fortunes on

quinella bets, the state racing commission showed today.

Odds on a quinella, in which the bettor must pick the first two horses or dogs to finish, have ranged up to 150 to 1. But if the bettor "clicks" he is in the money.

Last year \$3,450,078 was bet on nine tracks, including \$3,307,783 at the dog races run by the Multnomah Kennel club in Portland.

Of the total, \$1,385,431 was placed in quinella bets; \$1,131,205 in show bets, in which one must pick a horse to dog to finish first, second or third; \$514,637 in place bets, in which the bettor must pick a first or second place winner; and \$410,784 straight bets, in which the winner

must be chosen.
At the nine tracks last year \$3,014,309 was distributed to bettors after cuts of 10 per cent, or \$345,005, were distributed to operators and two and a half per cent, or \$85,252, to the state.
If getting is a sign of the times, prosperity has returned.

American films are popular with the king and queen of England as well as their two princess daughters.
The island of Guam in mid-Pacific was ceded to the United States by Spain in 1898.
Tea and coffee plants flourish best in the higher altitudes of the tropics.

50,000 Willys in 6 months

Sales, far beyond predictions 6 months ago, prove America enthusiastically wants the high economy and low price of this sturdily constructed, smartly designed car. Ask for a ride.



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