

AUTO CLUBS MERGE

Portland Association Is to
Extend Its Activities.

DANCE PLANNED DEC. 6

Outside Motorists Are to Be In-
vited to Become Members and
Highways Are to Be Marked.
Election Is Called.

The proposed Oregon Statewide Auto Association died a natural death last Wednesday when the directors of the Portland Automobile Club decided to alter their by-laws to permit them to branch out to embrace the statewide programme suggested by the organizers of the tentative association, virtually all of whom were already members of the Portland Automobile Club.

At last Wednesday's meeting a nominating committee composed of Emory Olmstead, chairman, W. B. Fechtelner, Phil Metschan, Jr., John E. Cronan and John E. Kelly, was appointed to report at a general meeting to be held at the clubhouse on the banks of the Sandy River on the evening of December 6. This meeting will be held at 8 o'clock following dinner, and dancing will in turn follow the election of directors and adoption of a new set of by-laws now being framed by a committee headed by Julius L. Meier, who was temporary chairman of the proposed new association.

Highways to Be Marked.
It is understood that 15 directors of the reorganized club, which will probably be known as the Oregon State Motor Association, will be elected from Portland and that a number of motorists living in various cities and towns of the state will also be added to the directorate.

A committee is to be appointed by the president to supervise the marking of all Oregon highways, the completion of strip maps and various other plans suggested recently by the proposed new association which passed out of existence by reason of its merger with the Portland Automobile Club. The statewide association will invite memberships among motorists in all parts of the state and will probably exert a strong influence in highway matters generally. The officers of the new association will be chosen soon after the election of directors at the meeting on December 6.

Cub to Give Dance.

Those present at the merger meeting last week were C. C. Overmire, president of the Portland Automobile Club; George M. Chambers, assistant secretary of the same organization; Julius L. Meier, W. B. Doan, Howard M. Covey, W. H. Fechtelner, A. J. Blitt, John E. Cronan, Phil Metschan, Jr., M. Smith, John E. Kelly, Emory Olmstead, C. F. Wright and W. J. Clemens.

The last social affair of the Portland Automobile Club before its reorganization and change of name will be held at the clubhouse on the night of December 2, when a dance is to be staged under the direction of Thomas Swivel, chairman of the entertainment committee.

AUTO REPLACES WAGON

WALT MASON RECALLS LONG AND
TEDIOUS TRIP TO MARKET.

Tasks That Once Were Burden Are
Made Easy by Motor, He Says,
and Speed Is Attained.

"When I was young the old farm wagon was all the chariot we had. The sides were bent, the seat was sagging, the wheels were always feeling bad, writes Walt Mason.

"On Saturday we'd hear dad saying, 'I guess we'll have to go to town and sell the eggs the hens are laying, and get yourma aingham gown. We'll have to travel mighty slowly, to save the horses for the field.' We climbed aboard the creaky unholly, and all its bolts and fixtures squealed.

"And then along the road we jolted—twas seven weary miles to town, and my sad soul in vain revolved at how dad held the horses down. 'We mustn't let them scratch the gravel,' he'd say, when I was showing pique. 'It hurts them more to town to travel than plowing hurts them in a week.'

"And so the snails went whizzing by us—the way they passed us was a shame; and what dad said was scarcely pious, when Jim, the sorrel horse, went lame. 'It took all day to go the distance, when we got home, with sigh and groan, I want to be tried, with dad's assistance—I was too sore to go alone.

"How times have changed! I now am homing the farm my father used to run, and now and then I see me tossing into the bank a roll of mon.

"And when I find it necessary to go to town to sell some chickens, the trip is brief and glad and merry; I travel in my big 'Light Six.' My time's too precious to be wasted; I rush and get my business through; when speed the modern man has tasted he knows the old way will not do.

"And when it comes to recreation, I take the wife and all the folks.

"And thus the motor car makes farming—which used to be a weary grind—an occupation glad and charming—the old slow methods left behind."

NEWS CAMERA ROUTS DARING EX-TAR, OLDEST TAXI-DRIVER

Thomas George Benjamin Mitchell, Who Has Piloted Fares Over Portland
Streets for Nearly 40 Years, Submits Only When Made Captive.



George Mitchell

BY CHESTER A. MOORES.

BECAUSE Thomas George Benjamin Mitchell is modest and bashful above all else it will not be possible to tell his complete life-history here, but one thing is certain, whether he confirms it or not, Mr. Mitchell is by long odds the oldest taxicab driver in Portland, and this would probably apply even if the drivers of the so-called "dimey taxis" were included under the general appellation.

"Uncle George," as he is called by his fellow watchers of the taxi meters, will be 67 years old his next birthday. He first took his position at the wheel of a taxi when William H. Warren established the Oregon Taxicab Company, nearly a decade back, and he has spent most of his time during all the intervening years at the helm of his brown cab.

Cab Driven 27 Years.
But "Uncle George" Mitchell was driving the fashionable lads and ladies off to the church to be married and here and there to parties and dances long before the motor carriage was dreamed of. On the sly the other day when he didn't know there was a reporter about, he remarked that he had driven horse cabs and carriages 27 years, giving him one year of service for almost every one of the 28 letters in his four-barreled name.

Along about 40 years ago Mr. Mitchell came to Portland as first mate on the English ship "Neversink," and he took such a liking to this port that he tossed off his bundle of clothes and became a Portlander, never again to follow the seas as he had done for many years.

Eventually though his career has been on sea and street the activities of "Uncle" George have not been confined to the helm of a ship and the business end of an automobile. He served as deputy constable under "Johnny" Betz, and as master of the

County Jail under Sheriffs William Frazer and Robert Stevens, and was once Deputy Sheriff for a time.

Camera Causes Foul.
After his experiences with tough sailors, jail inhabitants and taxi users of all sizes and dispositions, you would think Mr. Mitchell wouldn't be afraid of anything short of a British "tank" on the firing line. But he isn't such a daring fellow after all because he is afraid of all cameras aimed in his direction.

Time after time Photographer McMonagle, of The Oregonian staff, tried to persuade "Uncle George" to pose, but every time the jolly old veteran would run. The other afternoon when Mr. McMonagle chanced to be in the vicinity of the Portland Hotel, where Uncle George makes his stand, he caught sight of the camera-dodger before Uncle George was aware of the impending predicament. He did, however, manage to duck away from the camera on its first click, but later, after hiding for a few moments behind a big touring car to bide his time, the veteran was finally caught unaware. Even then, however, he was snatched only with the aid of two other taxi pilots, who held his arms.

Son's Plendings Are in Vain.
Later this photo was displayed to Uncle George with the request that he pose for a more natural picture in view of the fact that his photograph was to be run anyhow, but his answer to this request had not been favorable up to the time this report was written.

Mr. Mitchell's son, George A. Mitchell, known to all patrons of the Imperial Hotel cigar store, has tried without success to convert his father from his dread of the camera and when The Oregonian arrives at the Mitchell household this morning Thomas George Benjamin Mitchell is due for a line of "joshing" that will embarrass him more than could a carload of cameras.

fairly, that fully 40 per cent of car buyers have owned cars previously. "The man who has driven an old-fashioned, heavy car wants a lighter one. He who has driven a small, low-priced car wants something bigger and better as soon as he becomes accustomed to the 'feel' of the road. Wives and daughters insist upon keeping abreast of the styles in cars as well as clothes.

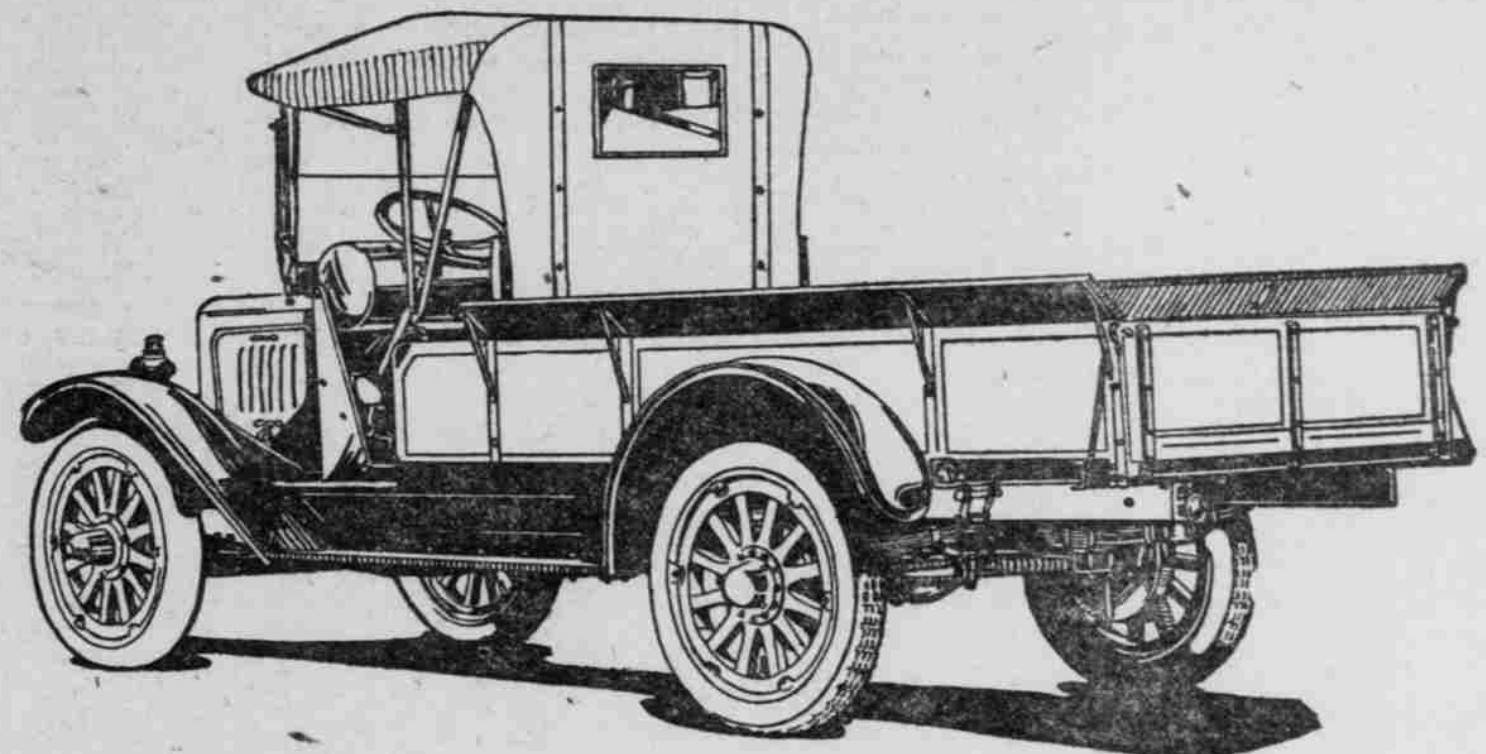
"As perfect as we believe the car of today, there is no barrier to American invention and ingenuity. Who can say that the car of 10 years from now will not show improvements as great as those developed in the last 10 years?

"Kissel's invention, the all-year car, came out a little more than two years ago. The idea of motoring in all seasons is spreading fast and it will not be long before a car without a Winter top will be in the 'has-been' class.

"The same is true of other radical and practical improvements. Buyers will have the up-to-date thing, and that is why so many purchasers are 'repeaters.'

A miniature automobile horn blown by pressing an electric button has been invented to replace doorbells.

DENBY TRUCKS FOR TRAIL OR PAVEMENT



The Best "Truck Buy" in Portland— And We Can Prove It!

We want everyone in Portland and the surrounding territory who is at all interested in motor trucks to visit our showrooms this week and see the Denby. Let us put it to the hardest tests you can think of—judge for yourself what wonderful efficiency and economy, what remarkable value it offers you.

Four Denby Models— Each a Leader in Its Class

Denby Trucks have achieved country-wide success because Denby engineers have led the march of truck development, not followed it.

In no other truck, for example, can you find such plentiful power on so small an expenditure of fuel. You won't believe, until you've actually tried it out, how far a Denby Truck will haul its full rated load—and more—on a gallon of gas.

Denby Trucks are noted, too, for an extra strength that means maximum service and minimum upkeep. Yet it is achieved without the addition of a pound of excess weight. And because of this fact the Denby does your work with less than normal tire wear—for the tires are not used up by the weight of the truck itself.

Denby has set new standard of price as well as quality. Never before have you been able to get a real 1-ton truck with all the inbuilt sturdiness that has made Denby Trucks famous, at near the Denby price.

And the prices of the heavier-duty Denby Trucks are equally unprecedented for Denby quality.

**Body and Chassis Modification
Makes the Denby Fit Any Business**

One of the four Denby models, thanks to Denby engineering skill, can be made to fit exactly the needs of any business. Bulk loads or heavy loads or both—the Denby carries them with the same steady day-in and day-out sureness.

And the Denby development of the internal-gear drive shows to its best advantage where hills or bad roads offer a real test of efficiency.

We have looked over the field thoroughly; we have satisfied ourselves that the Denby today stands in a class of its own in the motor-truck world; and we are glad to add to the Denby guaranty our own complete assurance of your satisfaction and service.

Come in and examine the Denby. Let us prove to you that motor haulage will be efficient and economical in your own business—and Denby haulage most economical and efficient of all.

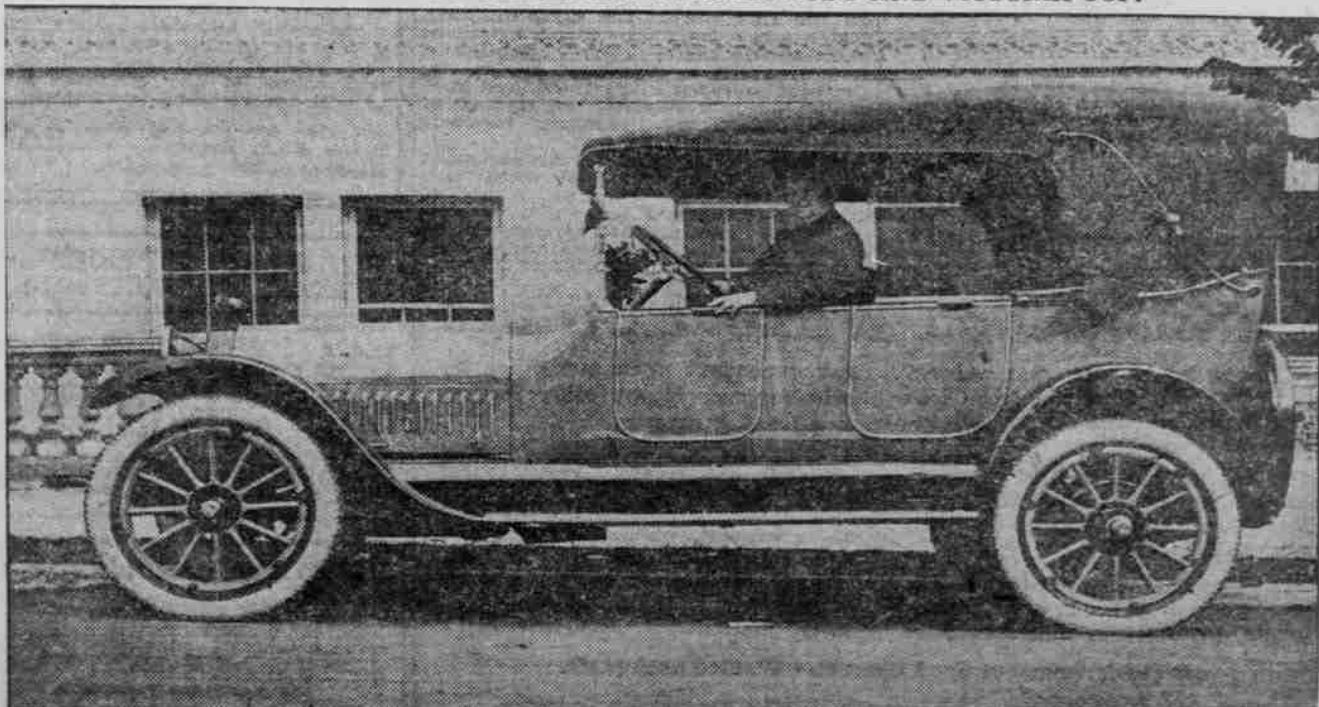
"Oregon Motor Car Company Policy."

The Oregon Motor Car Co.

Park and Davis Streets

Broadway 616

STUDEBAKER OF 1917 SERIES HAS SPECIAL BODY AND VICTORIA TOP.



A. M. JOHNSON AT WHEEL OF HIS NEW CAR.

NEW MODELS OFFERED

TWO SPECIALTIES PUT OUT BY
OVERLAND COMPANY.

Four-Cylinder Car for \$795 and Six-
Cylinder Car for \$925 Have
Many Fine Features.

The attention of motorists has been directed recently to the two latest developments of the Overland product—a four-cylinder car at \$795 and a six-cylinder car at \$925, both of which are known as Model 85.

"The two new cars contain everything which goes to make up the modern high-class automobile," says H. H.

Elling, manager of the Portland branch of the Overland Pacific Company. "Every practical improvement that the ever-alert automobile genius has devised has been included in their construction.

"Numbered among these is the placing of the gasoline tank with gauge in the rear. By means of a vacuum system an even flow of gas is delivered to the carburetor at all times, this supply being steady and uniform regardless of whether the car is traveling down grade or up the steepest incline. The Tillotson carburetor, with hot-air attachment is located high up on the motor.

"Another improvement that adds greatly to the riding comfort of these cars is the cantilever rear springs with which they are equipped. The advantage of the cantilever type lies in the fact that it is joined to the axle at the rear end of the spring instead of in the middle, and the shock is practically

all absorbed in the spring before it reaches the body of the car. The front springs are semi-elliptic.

"Both cars were designed and built for riding comfort. An exceptionally long wheelbase of 112 inches for the Four and 116 inches for the Six provides for large, comfortable bodies with ample room for seating five people without cramping or crowding. The length of the wheelbase also adds greatly to the appearance and character of the models."

ALFRED REEVES TO OPEN SHOW

General Manager of National Chamber to Be at San Francisco.

SAN FRANCISCO, Nov. 25.—Alfred Reeves, general manager of the National Automobile Chamber of Commerce, probably will formally open the Pacific Automobile Show at the Expo-

sition Auditorium February 10 to 18, last week. Mr. Reeves has been invited to perform this ceremony, and has tentatively accepted. In his letter to Manager Wahlgreen he said he would come West directly after the Chicago show, and will be one of the party aboard the Chicago-San Francisco Show Special.

Interest in the show is keen throughout the East, according to Pacific Coast motorcar men who have recently returned from visits to the Eastern factories. It is the first time in the history of the industry that the Pacific Coast has offered a representative show, and the fact that a special train will be run from Chicago to Los Angeles is adding to the expectancy of big things among the Eastern dealers.

A floral show can be restored by being held in steam.