

AUTOISTS TO MEET

State Association Members to Gather Next Month.

BETTER ROADS WANTED

Association Makes Healthy Growth With Members in All Parts of Oregon—White Company Delivers Two More Trucks.

Preparations are being made for the annual meeting of the Oregon State Automobile Association, which will be held some time next month. The exact date has not as yet been determined but will be decided upon within a few days.

The association is making a healthy growth and now has members living in nearly all parts of the state. Several county organizations have been recently formed and are increasing in membership. The county associations are joining in the work of the state association in spreading the doctrine of good roads. The state association is in receipt daily of letters from members in different counties telling of increasing interest in the movement for better highways.

The officers of the Oregon State Automobile Association are: President, J. H. Albert, of Salem; vice-president, W. O. Van Schuyver, of Portland; secretary, Lawrence Thelwell, of Portland.

L. H. Briggs, of the Lewiston Land & Water Company, returned Thursday from a week's trip through Western Washington to Seattle and Tacoma. The drive was made in a white torpedo gas car and 300 miles were covered without trouble of any kind. With Mr. Briggs were Mrs. Briggs and Dr. and Mrs. H. H. Olinger, of Salem.

Mr. Briggs said the roads from Centralia to Seattle were in excellent condition. The stretch of road between Vancouver and Centralia was rough and chopped up in places, and the different counties have forces of men at work making repairs. Mr. Briggs says this road will be ultimately a state aid road, and when more improvements are made he believes that it will be one of the best public highways in Washington. There are many points of interest along the route, the scenery on the whole is attractive.

The White Motor Car Company delivered two more five-ton trucks to the Shaw-Batcher Company, the concern which is installing the new pipe line at Gresham. The Shaw-Batcher Company has four of these trucks in operation. With their use, 22 three and a quarter-ton pipes are being delivered every day in two shifts of 16 hours each.

The White Motor Car Company received five carloads of 1911 pleasure and commercial cars last week and is now making deliveries. While no radical changes are to be found, the town touring cars are roomier and more symmetrical in general appearance. The engines with which the several types of gasoline vehicles are equipped are the characteristic features of the 1910 models.

The White commercial vehicle line for the coming season will consist of a three-ton gasoline truck, a one and a half-ton gasoline truck and a 1500-pound delivery wagon. While the running gears of these three types of commercial vehicles vary slightly corresponding with the various loads for which they are designed, much study was devoted to securing the interchangeability of as many as possible of the parts of these three power plants. Bodies for these trucks will be furnished to meet the special requirements of any business, or customers may furnish their own bodies.

With the conversion of hundreds of old-time horsemen to the usage and ownership of motor-propelled vehicles, agents and manufacturers of automobiles in all sections of the country have been called upon to consider the advisability of "trading-in" a conglomerate assortment of horseflesh and rigs and harness of every description either in part or whole payment of the said vehicles. George J. Dunham, president of the Royal Tourist Car Company of Cleveland, Ohio, who had occasion last week to visit Boston, had a sweeping offer made to him while there which has decidedly unique characteristics. A horse-lover of the old school, whose name was a power in the palmy days of fleet steppers and pacers in the Hub territory, had finally succumbed to the alluring call of the "chug-chug" wagon. Meeting Mr. Dunham, he offered him his whole stable, any of which would lend joy to a fancier's life; various types of vehicles, including sleighs, harness in stacks, saddles, whips—everything, in fact, pertaining to a gentleman's private equine equipment. The value of the whole was considerable, but the old horseman, putting aside all monetary considerations, the said gentleman, inasmuch as he intended making the change, he wanted the last vestige of the rule of the horse removed with the inauguration of the reign of the gasoline car, and that he was willing to sacrifice the lot rather than retain reminders of the road-driving days of happy memory.

GLIDDEN DECISION PROTESTED

Dr. Watts Declares Contest Board Violated Terms of Trust.

The peculiar fact that the contest board of the American Automobile Association awarded the Glidden trophy to a company which did not enter the contest has been brought out recently in connection with the controversy now pending, and the following statement of Dr. G. E. Watts, local dealer in Premier cars, is of interest. Dr. Watts says:

"I am quite unable to understand upon what theory the contest board expects to justify its action in awarding the Glidden trophy to the Chalmers Motor Company's Entry No. 5, in view of the express terms of the deed of gift of the trophy from Mr. Glidden. In this it is provided that the trophy shall be competed for annually by members of the American Automobile Association, and the fact is indisputable that the Chalmers Motor Company is not a member of the association, and could not be under the by-laws of that organization become a member. These cars were entered by George W. Durham.

"It is also true that the Chalmers Motor Company did not attempt to enter a car, doubtless because of the fact that it recognized that its test board must force a disinterested person to the conclusion that it either did not understand its own rules, or entirely disregarded them. In either case public confidence in the rulings of this board has been so shaken that its future usefulness will be extremely doubtful.

"The deed of gift further provides that its terms and conditions shall constitute a contract respecting the ownership and custody of the trophy, and upon breach thereof the ownership and possession revert forthwith to the

MONTANA GIRL BECOMES ENTHUSIAST OVER AUTO

Miss Metta Siedler Decides Driving Electric Runabout Is Even Better Sport Than Horseback Riding.



MISS METTA SIEDLER.

JUST by way of a change from horseback riding, Miss Metta Siedler, of Missoula, Mont., decided to try motoring while enjoying her summer vacation in Portland, and as a result she is now numbered among the enthusiasts on Portland's long lists of human motorists.

Like most Montana women, Miss Siedler is an accomplished equestrienne and had previously believed no other sport could have equal appeal for her, but the first day at the wheel of the Babcock Electric belonging to her friend, Mrs. J. Mathieson, was sufficient to cause her to change this opinion. Miss Siedler is the guest of Mrs. Mathieson at 504 Madison street, and is now growing quite proficient at manipulating Mrs. Mathieson's

donor, his heirs and assigns, and it remains to be seen what action Mr. Siedler will take to assert his rights and compel the American Automobile Association to act in accordance with the terms of the deed of gift. It is a serious offense to violate a trust.

Auto Chug-Chugs

THE Covey Motor Car Company received a carload of 1911 Cadillac cars last Tuesday. The consignment was shipped direct from the factory at Detroit, Mich., to Portland by express. A number of the cars in the shipment have already been sold to touring car enthusiasts.

L. E. Crowe, of the Covey Automobile Company, left last week for an Eastern trip and will be gone about a month. It is announced that he is sending adding a new line of autos to his business. Dr. Sanford Whiting left with his family in his Marmon touring car last Tuesday for Tillamook Bay to remain on a short cruise. The Auto Top Company has removed its headquarters to 587 Alder street. Clem Cisane is a recent purchaser of a 49-horsepower Knox touring car. Dr. C. W. Cornelius, with his family, made a trip to Mount Hood the first of last week in his six-cylinder Premier car.

Barney Oldfield, the veteran speed king, and his wife will make a triumphal tour of the world. They will start the latter part of November, making their first stop at Honolulu, and will visit Japan, China, Australia, India, Egypt and various European points. Barney will take along his 200-horsepower Buick and clean up whatever foreign records look good enough along the route. He has long coveted the honor of lowering the speed records made by the Britfishers on their world-famous banked oval at Brooklands, England, and has promised his closest friends to achieve that honor for America before he returns home in the Spring. F. J. Stanley, of the Stanley-Smith Lumber Company, accompanied by his family, left Friday night on a 10-day trip through Central Oregon. The tour will be made in a high-powered Pierce-Arrow roadster. The party began its across-the-state trip at The Dalles and, after an exploration of the country tributary to the lower Deschutes River, stops will be made at Madras, Prineville, Redmond, Bend and Crescent. Its objective point will be Crater Lake, where the party will remain a few days hunting and fishing. Coming out of the Cascade Mountains, the tourists will head for Medford and continue their homeward trip down the Willamette Valley to Portland.

"TOUR OF MYSTERY" NEW IDEA

Automobile Parties Enjoy Keeping Destination Secret.

Something novel in the way of motoring diversions being talked of by Portland automobilists is the "tour of mystery," which the auto club members hope to inaugurate some time this season. These runs have been made in the East for the first time this year, and have proved to be among the most enjoyable performances yet indulged in by the motoring world.

Some of the features of a "tour of mystery" are that usually only two or three of the party know the destination and what direction to take. The Pathfinder car starts a few minutes in advance of the party, giving the only direction "follow the confetti." Before the cars leave each passenger receives

a handsome car. The accompanying picture shows her at the wheel of the machine.

"Motoring is a truly delightful sport," said Miss Siedler for The Oregonian, "and I am staying in Portland right up to the last possible minute before the Fall term opens at the university, so that I can revel to my heart's content in enjoying the car and learning how to handle it. I am afraid there will never more be peace in our Missoula home until I get a car of my own!"

Miss Siedler is a "co-ed" at the University of Montana, and expects to return to her studies on September 1. She is a Portland girl, however, this city having been her girlhood home, and while she enjoys the beauties and picturesque attractions of her adopted state, she is still very loyal to Oregon, which she says is her real home.

of a card on which to guess the destination, the distance and the schedule time which is to be followed. Prizes are awarded to persons who come nearest to the correct answer.

When the objective point is reached and the party is assembled, the most fun of the day is had in enjoying an old-fashioned picnic in a modern way. Thermos bottles, ice-cream coolers, changing dishes, coffee percolators and similar equipment, which were never thought of a few years ago when out-of-door lunches and drives were popular, are brought into requisition. There are several drives out of Portland and any one of them would furnish quantities of joy to parties making a "tour of mystery."

Scotch Banking Credit.

London Daily News. A farmer or small trader in any part of Scotland, with one or two of his neighbors as guarantee, can establish a banking credit for a fixed sum. The bank honors his drafts for any amount within this limit, and the customer pays interest only upon the sums actually drawn.

AUTOISTS GOING NORTH

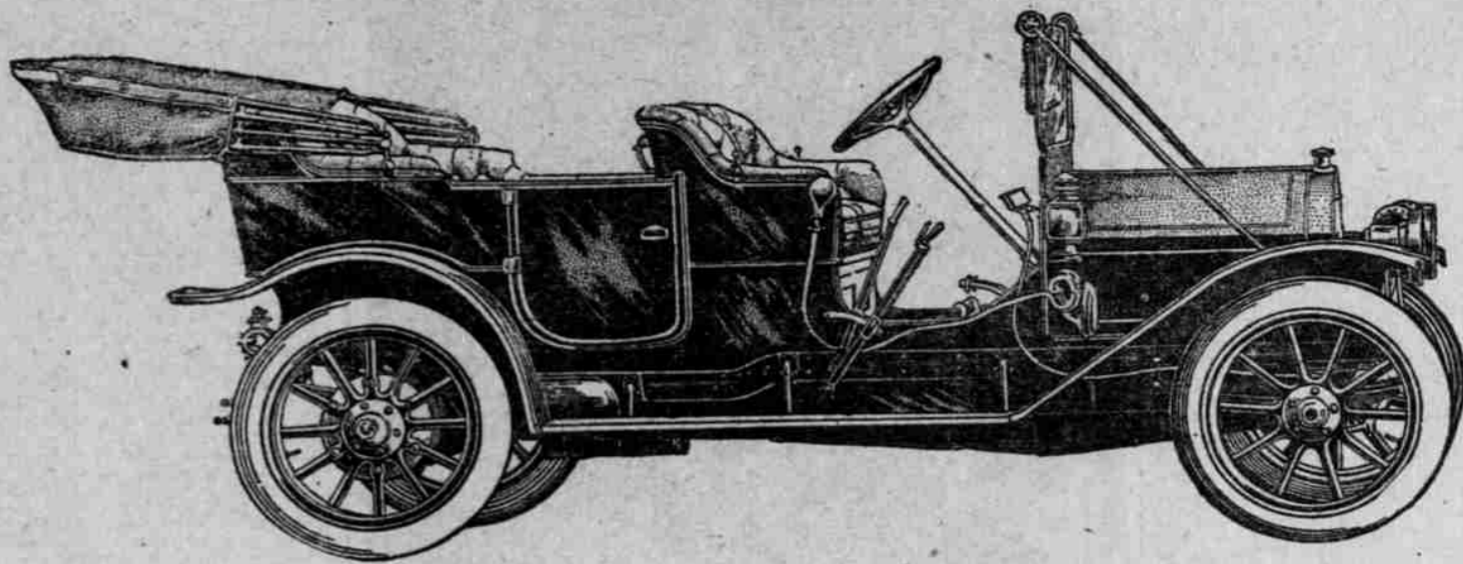
PORTLAND TO BE WELL REPRESENTED AT SEATTLE.

Meeting Called for September 4 to Form Western Association of Owners and Dealers.

It is now definitely certain that the Portland Automobile Club will be well represented at the convention of Pacific Coast autoists to be held in Seattle, September 4. While the meeting has been called for the purpose of having a good time generally, the primary object is to effect a permanent organization of auto owners and dealers of the Pacific Coast States, to be known as the Western Automobile Association.

The idea is meeting with favor of local auto fans and it is pointed out that such an association will prove of great assistance in accomplishing matters pertaining to the uplift of the automobile public.

Besides the local contingent there will be present at the Seattle meeting a large delegation from Tacoma, Spokane, and Vancouver, B. C. The visiting motorists will be the guests of the Seattle Automobile Club, for whom great plans of entertainment are being made. The out-of-town visitors and delegates will be banqueted, drives will be taken over the principal boulevards, and there will be a monster



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automobile parade. It is promised that there will be plenty to do on Labor Day. Sunday the excursionists for the most part will be left to their own devices as it is expected that most of them will want to rest and visit friends.

Automobile Club of Seattle motorists have made three very successful club runs this summer and are anxious that other organizations should enjoy the same kind of outing and are glad to think that they will be able to serve as hosts this time. Each run has helped the Good Roads' cause along, and that is something dear to the heart of all motorists.

The club members in Portland and Vancouver, B. C., may take two days to the run, although the Seattle motorists when going to the Rose Festival, in Portland, easily made the run in one day. The dust should not be any great handicap as there is no necessity for the cars to keep very close together.

sculls. She was taken out of the lumber room, where she has lain for four years, and got upon the river Thursday. At sight of the venerable stranger there was a howl.

The races for the ladies' crews on regatta day will be over a half-mile course, starting above the Rowing Club and finishing opposite the floats.

A similar trip is planned for Labor day, September 5. Starting on the 2d, the canoeists will make a trip up the river Saturday night, camp over Sunday

and return Monday night. The destination will probably be further than Sucker Lake. Dan Murphy, the old Rowing Club coach, is sick in hospital at East London, so Art Allen has been informed in a letter. Dan was unable to coach the Pennsylvania Barge Club, for which he was under contract this season. Allen has communicated with the members and a number of them intend to write and cheer up the old man. The next club dance will be August 28.

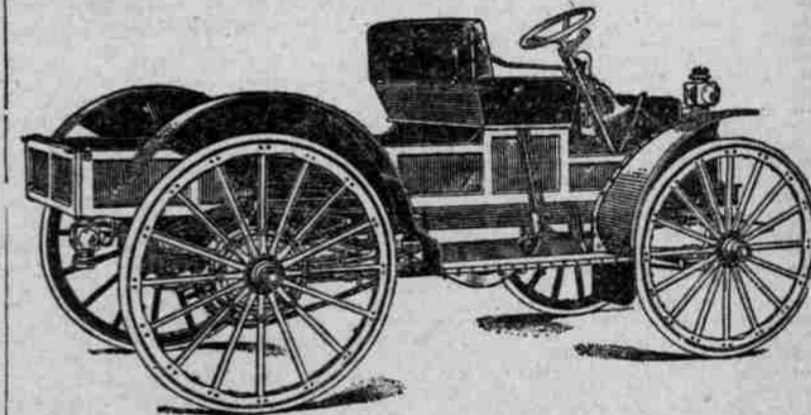
Portland Rowing Club Notes

SATURDAY, September 10, is the date set for the club regatta.

Two new crews have been working out for the regatta but there are no indications at present of the shape in which they will be.

Regatta day races will be devoted to four-oar races. The Centipede will probably be resurrected and set to win new laurels.

The Centipede is a boat for four double



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