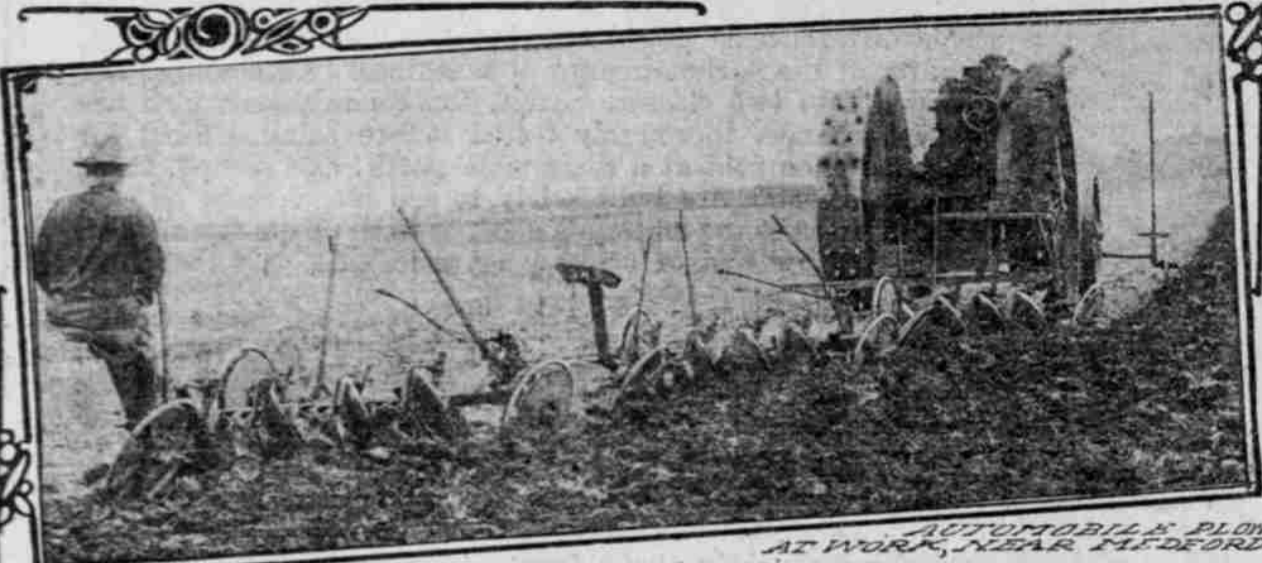


MEDFORD CLAIMS LEADERSHIP IN PER CAPITA OWNERSHIP OF AUTOS

Town Has One Car to Every 25 Persons—All Are Good Roads Boosters—Fine Boulevards, Including Crater Lake Highway, Now Being Built—Tourist Travel Is Heavy.



AUTOMOBILE BLOW AT WORK, NEAR MEDFORD



AUTOMOBILES WAITING FOR THE TRAIN AT MEDFORD

Medford, Or., Sept. 17.—(Spl.)—Medford is automobile crazy. The residents of this town were inundated with this mania three years ago and have been in the throes of it ever since. Poor persons, rich people, all must have a machine, as to be without one is to acknowledge that you are down and out. Persons with no homes of their own have bought machines rather than a house. Families have been known to mortgage their property in order to have a car for a few fleeting months ere it is thrown on the rubbish heap.

It is estimated that the number of automobiles in the immediate vicinity of Medford totals 400. This gives an automobile to every 25 persons, which is claimed to be the largest percentage of automobiles per capita in any city in the world. Medford has 25 auto-

mobiles doing livery service, which is a large number for a town of 9000 inhabitants. The large livery business is due to the great number of tourists who come each summer and fall to see the orchards and to go over the road from Medford to Crater Lake.

There is no automobile club in Medford to make an organized effort for good roads. Several attempts have been made to call the automobile owners together, but all have been futile. There is little need, however, of such a stimulating influence among Medford people, as they have been enthusiastic good road boosters from the beginning of the movement in the state and have made wonderful advance along this line of improvement. There is a 12-mile auto driveway up Bear Creek to Ashland and there is a fair road running down the Rogue River 30 miles to Grants Pass. Jackson County has just completed a fine macadamized auto-

mobile boulevard to Jacksonville, five miles from Medford, which is equal to any road in the state.

Medford people have begun the building of an automobile highway to Crater Lake from Medford. Disgusted, but not deterred by the nullification of the Crater Lake road bill by the State Supreme Court, the Medford Commercial Club undertook the construction of the road by private means. Twenty-seven thousand dollars has been raised in Medford and three additional thousand has been subscribed to the undertaking by Portland people. This sum is insufficient to complete the proposed road, but construction work has been begun with \$7000 of the \$30,000 promised. The Commercial Club will leave no stone unturned until the road is completed. Even over the present road a weekly automobile stage runs to Crater Lake and private automobiles continually make trips.

ALBANY HAS NOW 150 CARS

Popularity of Machines Increasing Rapidly All Over Linn County—Roads Are in Excellent Shape and Still Being Bettered.



CAR OWNED BY P. A. YOUNG, OF ALBANY, IN WHICH HE MADE RUN TO PORTLAND IN THREE HOURS AND FIFTEEN MINUTES.

ALBANY, Or., Sept. 12.—(Special.)—With a record of an increase of 40 per cent in the past year, the number of automobiles in use in Linn County is still increasing rapidly. There are now about 150 machines owned in this county and of this number more than 50 were sold in the past 12 months. Local agents are authority for the statement that scores of people who do not own automobiles are now considering the purchase of cars and that the sales in the next season will probably double the number of automobiles in this county.

The great majority of the automobiles in Linn County now are owned by people residing in the cities and towns. Until a few months ago practically none were owned by farmers, but several farmers have purchased machines recently and it is predicted that in the future as many sales will be made to farmers as to residents of towns.

A year ago there were no automobiles for regular hire in Albany. Now there are several and all enjoy a generous patronage. This fact attests the growing popularity of the machine here for use both

as an instrument of pleasure and as a vehicle for necessary transportation.

The increasing popularity of the automobile in Albany and the surrounding country is shown by the fact that the largest garage between Portland and Sacramento is now in process of construction here. It is being built by Barrett Bros., at the southwest corner of Water and Ellis streets. This garage has a floor space of 104 by 136 feet. The building is constructed almost entirely of cement and is now nearing completion.

This will give Albany two large garages. The other has been operated successfully for several months by J. L. Irvin. This garage has a floor space of 50 by 90 feet, with a machine shop 22 by 35 feet attached. The only other public garage in Linn County is at Brownsville and is conducted by H. B. Moyer.

There is no automobile club in Linn County. W. W. Crawford, of this city, is vice-president for Linn County of the state organization and co-operates on behalf of the local owners of cars with those of other parts of the state in movements affecting automobile travel and traffic.

LONG TOURS ARE POPULAR

Autoists Journey for Thousands of Miles in Every Direction From Portland—Several Notable Trips Are Made.

NEVER before in the history of Portland has so many extended tours been taken by automobile drivers as in the present season. When the automobile first became popular in Portland a few years ago very few drivers ventured farther than the nearby country towns in the vicinity of Portland, but, like the sailors of the middle ages, they gradually widened the scope of their tours until at the present time Portland people have made trips over the entire American continent, embracing a territory extending from the snow-covered hills of

Northern Canada to the desert plains of Old Mexico.

One of the most extensive tours ever taken by a Portland man is the present trip being taken by A. J. Gray, a Portland contractor. Early in the summer Mr. Gray, accompanied by his wife, his daughter and his two sons, made an extended trip into Northwestern Canada in a "Chalmers" "Thirty" car. He was equipped with a complete camping outfit, and spent several weeks in touring gradually northward. Stops were made at the various hunting and fishing grounds along the route, and by the time the hot weather had set in he had

now and then a sprinkling of aspen and mesquite.

From El Paso to Mexico City, a distance of 1500 miles, the road is said to be one of the worst of the American continent. Sand stretches of desert, rolling now and then by steep barren and rocky mountains, mark the route across the Mexican republic, and many drivers in times past have been compelled to abandon the trip after motoring several hundred miles south from El Paso. After returning to Southern California, Mr. Gray will ship his car back to Portland.

Another notable trip during the present season was the run from The Dalles to Salt Lake made by George H. Watson. Mr. Watson encountered many difficulties on this run, and after enduring many hardships on the plains of Eastern Oregon and through the steep mountainous passes of Idaho, finally succeeded in reaching Salt Lake.

The trip taken by Councilman Gay Lombard with a party of friends through Eastern Oregon into Nevada and California is another notable achievement in the touring line accomplished this season. Mr. Lombard departed from the usual route, and after crossing the southern boundary of Oregon, drove to Reno, Nev. After spending a few days there, the party drove to San Francisco and thence into Southern California.

The trip across the continent from Boston to Portland was accomplished by Joseph C. Fuller and A. H. Hagart, who made the run in a 1905 model Oldsmobile. After covering a distance of over 5000 miles in 22 days, the two men arrived in Portland Thursday, September 4. This trip is all the more remarkable in that a number of snowstorms and blizzards were encountered while crossing the Bitter Root Mountains in Montana and Idaho. Some rough roads were also encountered in the Dakotas, although the machines did not appear to be greatly damaged when it arrived in Portland.

Dealers Work in Harmony to Better Auto Trade

Association, Now Three Years Old, Is Prosperous.

SINCE its organization, about three years ago, the Portland Automobile Dealers' Association has prospered. This is testified to by nearly all the members and all the officers of the organization. The scope of the association is to benefit the automobile trade in Portland and to promote the good roads cause throughout the state. It also gives the dealers protection.

A meeting of the association is held the first Monday in each month. These meetings are largely attended, and plans for the bettering of automobilizing business are discussed. For some time the club has been inactive in the getting of new members. Soon, however, a decided effort will be made to get the new automobile agents established in Portland to become members of the association.

The annual election of officers will be held the first Monday in November. At that time a full turnout of the membership of the association will be on hand. The present officers of the association are: Charles E. Wright, president; P. A. Combs, vice-president; R. E. Hlodgett, secretary, and George S. Brackett, treasurer.

That the club is progressive, is shown by the fact that it does not favor the holding of the road races. The automobile business has got down to a good sound, all-the-year-around commercial basis, and it is not required to hold races to promote the interest of the automobile, according to the officers.

The dealers' association is divided as to the holding of the annual automobile show. Some are willing and some are unwilling. The members argue that it costs them too much money for the little benefit they derive from it.

It is an educator to the public, they admit, but, on the other hand, that does not pay rents and high freight rates. If the association itself would manage the show, most of the local automobile companies would be willing to have the show. As it is, though, with other interests in control, they seem altogether opposed to it. The next show, if there is to be a next, will probably be held by the dealers' association.

Car Runs Despite Break

H. B. Black drove a Brush runabout from Portland to Medford last week and considering the fact that the last half of the journey was made with a broken fly-wheel this run is considered remarkable. The car was sold to the Medford branch of the Sherman Clay Company and will be used by their salesmen in visiting the nearby country towns. It was near Oakland that the machine broke with a stump in the middle of the road, breaking the fly-wheel.

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