

OFFICERS RETAIN PLACES FOR YEAR

Alden Sampson Manufacturing Company Re-Elects Men Who Guided It in 1910.

BRISCOE STILL AT HEAD

Office of Assistant Treasurer Added to Roster—Sampson Motor Trucks Bought Unseen—Old Dobbin Is Outclassed.

The same officers as headed the Alden Sampson Manufacturing Company for the past year, will remain in charge during 1911. They were named at elections held in New York. It was voted to add the title of assistant treasurer to the present officers.

The following were elected: President, Benjamin Briscoe; vice-president, Morris Grabowsky; treasurer, Frank Briscoe; secretary, G. E. Mitchell; assistant treasurer, Fred C. Winkler.

Benjamin Briscoe, in addition to being chief executive of the Alden Sampson Company, is president of the United States Motor Company. Morris Grabowsky, the vice-president, is general manager of the Sampson Company. Frank Briscoe, treasurer, is president of the Briscoe Manufacturing Company and the Brush Runabout Company. G. E. Mitchell, secretary, is manager of the Pittsfield factories of the Sampson Company.

The assistant treasurer, F. C. Winkler, has been auditor for the past six months. He was previously in charge of the savings department of the People's State Bank of Detroit, Mich.

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Motor Trucks Bought Unseen. More than 600 Sampson motor trucks have been purchased by men who never saw them. Some of the trucks, moreover, were in the early stages of manufacture. President Benjamin Briscoe, of the United States Motor Company, cited these facts in an interview a few days ago on the motor industry outlook.

Mr. Briscoe, who also heads the Alden Sampson Manufacturing Company, was in Detroit to make plans for the introduction abroad of the United States Motor Company products. The European market is known as the United International Motor. Ltd.

Sampson commercial vehicles will not be put on foreign markets for some time, according to Mr. Briscoe, on account of the demand in this country. However, the new Sampson "E" touring car will figure prominently in the European invasion.

The orders for the Sampson trucks in this country are as great as we can handle," said Mr. Briscoe. "We have orders for more than 400 trucks as fast as we can build them. The Detroit factories can build them. Department stores especially are awakening to the advantage of motor trucks for their delivery work. One car department store will use 12 Sampsons."

"All sizes from the 1000-pound to the five-ton are being sold. The day is past when people of this country pay exorbitant prices for motor cars. Automobiles are looked upon as a convenience for the many rather than the luxury of the few. They want to deal with companies that observe the motto: 'be right.' They want good automobiles of attractive appearance. In the commercial field the demand is especially insistent. Business men want motor trucks on business principles. They insist on durable trucks that are economical in their upkeep."

Dobbin Again Shelved.

Old Dobbin again has been outclassed by an automobile in an economy test in Danville, Ill., corroborating the result of a similar test in Greater New York last October. The horse and the automobile were pitted against each other on a fair basis to determine their relative maintenance cost under actual conditions of service. The result of the test showed that the Maxwell automobile incurred a passenger mile cost of 1.83-100 cents, while the cost of the horse and buggy was 2.4-10 cents per passenger mile. These figures do not vary from the New York figures more than one-tenth of a cent per passenger mile in either case. They showed that while the service was far different from that of the New York test, the Maxwell automobile was consistent in its reliability as well as in its unkept cost.

Two Well-Balanced Brothers.

It might be said that Dr. McNab, manager of the United Motor Chicago Company, the well-known physician, Dr. M. D. McNab, M. D. The McNab family determined to have a physician in the family and prefixed "M. D." to the good old Scotty name of McNab. Ten years of studious application on the doctor's part added the "M. D." to the family designation. But as the best-laid plans of mice and men often go wrong, just so Doctor McNab laid down his case of vials to pick up the tools of commerce. He has been signally successful in his new work.

Now peculiar as is this "M. D." McNab, M. D., it is not more peculiar than the case of Dr. McNab's younger brother. The family sought to make sure of his future at a tender age by prefixing the initials "A. B." to the proud name, and an obliging college added another brace of alphabet openers, and so this younger

FEMININE MOTORIST IS A LIVELY ENTHUSIAST

Miss Sadie Delovage Gets Enjoyment Out of Her Automobile and Spends Much Time in Car.



MISS SADIE DELOVAGE IN HER AUTOMOBILE.

MISS SADIE L. DELOVAGE, of 185 1/2 Sixteenth street, is one of the most expert of Portland's numerous feminine motorists. Miss Delovage drives a trim, smooth-going Chalmers "Thirty," in which she says she can go anywhere that a professional chauffeur goes.

"I have had this little car since April," said Miss Delovage to a reporter for The Oregonian, "and I have kept it going pretty steadily. I get so much delightful enjoyment out of motoring that I spend nearly all my leisure time in the car, doing my errands, shopping and marketing incidentally. It seems sometimes that I almost live in my motor. I may be even a little too enthusiastic, but I have excellent health and buoyant spirits, direct results, I am sure, of the exhilarating sport, the good, fresh air, and the wholesome out-of-door living. If I were to spend my leisure hours penned up in the house, cuddled beside the grate, or drowsing over magazines and novels, I am sure the world would not seem half so big and splendid and delightful."

Miss Delovage has spent a great deal of time abroad, and has motored in every country of Europe, one of her brother is privileged to sign himself "A. B. MacNab, A. B."

Many a man has won a "plug hat" in a wager of one sort or another, but it has not been recorded heretofore that municipalities have indulged in a flirtation with Dame Fortune; yet the returns from the south were the subject of an interesting bet between the cities of Richmond, Va., and Atlanta, Ga.

The Virginians bet the Georgians that Atlanta would be built in the census figures. When Richmond lost its bet, that community "made good" by sending on a 4000-pound "move-pipe" to be made out of cast iron. To transport this two-ton headpiece, a Sampson truck was pressed into service and this truck carried the hat through Atlanta in the presence of thousands of people. Among the public officials who rode on the truck were United States Census Supervisor L. F. McClelland, of the Fifth District of Georgia; Colonel F. J. Paxson, chief of

memorable experiences being her motoring along the beautiful Rhine.

"We avoided the railroads and steamboats as much as possible," said Miss Delovage, "and traveled by motor instead, wherever it was possible to do so. In this way we saw all the interesting corners of the Old World, covering everything thoroughly, and enjoying every minute. I have motored in nearly every city of Europe, and I wish to say that my home city, Portland, has just as many attractions for the motorist as any. Her large number of smooth, hard-surfaced streets, and her driveways of such striking beauty should give Portland high rank as a city attractive to motorists. And this is doubly true when one considers the beauties of forest and river and mountain that invite one, on every hand, to the longer tours into the surrounding country."

Since April Miss Delovage has driven her Chalmers more than 4280 miles. During the coming summer she intends motoring from Portland to Los Angeles, driving her car the whole distance herself. She confesses to a love for speeding, on a fine bit of road, and owns to a 48-mile-an-hour clip out on the Slough Road one morning recently. In the accompanying picture Miss Delovage is shown at the wheel of her car.

The Governor's staff and president of the Atlanta Chamber of Commerce, as well as Major John S. Cohen, the man who made the bet on behalf of the city of Atlanta and won the hat.

Lodges Unite on New Home.

GOLDENDALE, Wash., Jan. 7.—(Special.)—The local Masonic and Knights of Pythias lodges are to unite in the construction of a new home. Some time ago the Knights of Pythias passed a resolution for the incorporation of a building association. The Masonic lodge made a proposition that they unite in this and build a substantial brick on the corner of Broadway and Columbus.

This building will be a two-story brick with lodge rooms and banquet hall on the second floor and spacious office rooms on the ground floor. Work will be commenced early in the spring.

'Tis But a Puny League.

"It is nearly eight years since the Northwesterners' outfit of Dun-dale, invaded California, and that league is still in existence, but it is but a puny league and never will be anything else until Portland is strongly aligned with it. Mr. Lucas is no longer connected with the league, but I do not think that will make any material difference as far as its success or failure is concerned. In my opinion there is only one logical league in this part of the country, and that is an all-Pacific Coast organization. The Pacific Coast League will always dominate the baseball organization.

OLYMPIC CLUB FOLLOWS LEAD OF MULTNOMAH IN MIDWINTER SWIM.



SAN FRANCISCO, Jan. 7.—(Special.)—The annual hike through Golden Gate Park and the dip in the surf of the Olympic Club, was the opening feature of the year's sport. The outfit took place on Monday, January 2, and was a decided success. Fully 300 members of the club participated in the walk and more than 200 of them took the plunge in the surf. It was a pleasant day and none of the clubmen suffered any discomforts from the cold water.

After the plunge, the athletes and their friends repaired to the Seal Rock House, made famous as the training quarters for Jack Johnson, and an elaborate breakfast, together with a programme of speeches and musical features that had been arranged.

BASEBALL RISE ON COAST IS RELATED

Buzz-fest Follows Tinker's Visit and Game's Evolution Comes Out.

VETERAN TELLS HISTORY

Dubious Glances Greeted Portland's First Team in Spring of 1901, Says J. P. Marshall, Former Secretary-Treasurer of Club.

The visit of Joe Tinker to Portland resulted in numerous fanning fees on the part of old-time fans and baseball enthusiasts, and during one of these dissertations on baseball, past and present, J. P. Marshall, secretary-treasurer of the Portland Baseball Club from 1901 to 1903, in which latter year he was also president of the club, gave the following as his impression of the evolution of baseball in the Northwest:

"When we organized the Portland team in the Spring of 1901, scarcely any one believed it would be a go. Nearly all predicted financial disaster for the team as well as for the magnates who put up the money. W. H. Lucas was instrumental in organizing the league, and after his visit to Portland, Frank Spencer, Max Felschner, Cal Zilly, Chester Whitmore, myself and several others decided we would take a chance and back the Portland team. Jack Grim was secured as manager and we managed to scrape together a team of 12 players and won the pennant without changing the complexion of the team with the exception of adding Pitcher Glendon to the roll early in June of July.

Tinker's Loss Was Handicap.

"Anyway, we won the pennant and, not only that, but we put the grousches and knockers to route by making money. The following year, fairly successful financially, but disastrous as far as baseball was concerned, for our team, handicapped by the loss of Tinker and the inability to replace him with a good man, put us out of the running.

"We also had a 'run-in' with President Lucas, which caused much dissatisfaction in Portland. In the Fall of 1902 I went to San Francisco to confer with Henry Harris, Jim Morley and others, of the then outflow California League, relative to the possibility of that circuit to take in Portland and Seattle, which was done.

"The expanded Pacific Coast League was a success from the start, and the poor old Pacific National League, the organization backed by President Lucas; the National Association and several California Angels, especially the latter, struggled along for a time, and after having been forced out of Portland, Dugdale put a climax on the league by refusing to take his Seattle team to California as originally scheduled. Here Hart, John McCloskey's San Francisco 'Angel' had coughed up about all the money he had, and the refusal of Dugdale to send his team to California robbed him of the last chance he saw of recouping some of his losses, and he threw up the 'sponge.'

Fans Like Term 'Outlaw.'

"The one reason why the Pacific National League failed so dismally was not because it did not have good teams, nor because it possessed an unwieldy circuit, but simply because the baseball fans love independence, and the term 'outlaw' in baseball is synonymous with independence. The fans of the Pacific Coast preferred the independent organization to that dominated by the 'baseball trust.'

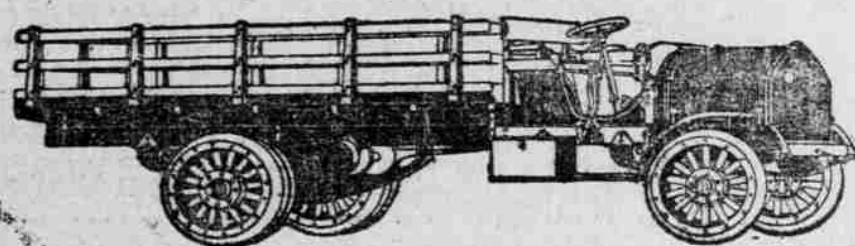
"That same year the National Association pledged its support and its players to the poor 'outlaw' who backed the Pacific National League in California, yet the men who wasted their good money in the effort to preserve the integrity of Mr. Lucas' organization, never received a penny of remuneration, and, as far as the players pledged are concerned, the association knew beforehand that it would be impossible to force the new clubs any players worth while, for the different Eastern clubs would never consent to such a proposition.

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DIFFERENTIAL AND JACK SHAFT: Differential of large size and made of chrome vanadium steel. Pinion shaft supplied with two Timken bearings, also Timken bearings on differential. Differential is equipped with our special patented lock, giving positive drive at all times. Special alloy steel gears are connected to solid rear axle with extra heavy chains, giving final chain drive.

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PHONE MARSHALL 1915.

PORTLAND.

In this country for the reason that it has to be pacified because of its remoteness from the center of baseball markets. There are no leagues in our immediate vicinity from which playing talent may be drawn, and whenever a Coast club drafts a man it does so on a gamble.

Coast Doesn't Have Pick.

"The American Association, the Eastern League and Southern and Western leagues, have not only the major leagues in close proximity to be ready for possible castoffs, but also may draw from the many little circuits in the Central

and Middle Western states. Of course, the Pacific Coast League is privileged to draft from these smaller leagues, but the pick of the players have been sold to the Eastern class A and major leagues long before the Coast has a chance at the draft.

"I think it will be but a short time

until an organization is formed on the Coast that will be in a position to demand recognition as a third major league, for the growth of the cities on this Slope will soon make such a league possible."

In five years the Government has undertaken 30 reclamation projects representing an expenditure of \$90,000,000.

At the New York Palace Show there were 57 per cent more pneumatic tired cars equipped with Goodyear's than nearest competing make.

No-Rim-Cut Tires

Motor car owners have long and willingly paid 20 per cent extra for Goodyear No-Rim-Cut tires. Now they cost nothing extra, because of our enormous production.

We have sold half a million Goodyear No-Rim-Cut tires, and last year our tire sales tripled. Yet, until lately, these premier tires cost 20 per cent more than the ordinary.

All because the tires can't rim-cut, and because Goodyear tires are 10 per cent oversize.

Now these same tires—No-Rim-Cut tires—cost 10 per cent less. A tire may be run beyond repair in a single block, if you run it flat.

The difference is this: Goodyear No-Rim-Cut tires don't need to be hooked to the rim. Through the base on each side we run 63 braided wires—a feature which we control.

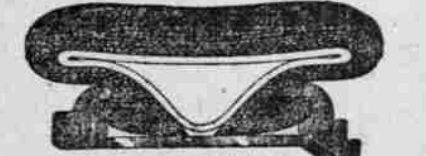
These wires make the base unstretchable. When the tire is inflated the wires contract. A pressure of 134 pounds to the inch then holds the tire to the rim.

Other makers, to get rid of this hook, use a single wire or a hard rubber base. But both are impracticable. The braided wires, which contract under air pressure, are absolutely essential to a safe hook-less tire.

In addition to this, Goodyear No-Rim-Cut tires are 10 percent over the rated size. That means 10 per cent more tire at no extra cost. With the average car that adds 25 per cent to the tire mileage, because it avoids overloading. You get these advantages without extra cost when you specify Goodyear No-Rim-Cut tires. May we send it to you?

The next picture shows how other tires—clinchers—fit this same rim. The rim flanges are turned to hook outward with No-Rim-Cut tires. There are no hooks on the base to hook into the rim, as there are on other tires. The rounded flange comes next to the tire casing, and rim-cutting is made impossible.

Note how that thin edge of the rim



The Cause of Rim-Cutting

flange digs into the tire. That is what causes rim-cutting. A tire may be run beyond repair in a single block, if you run it flat.

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