

AUTOMOBILE NEAR PERFECT POINT

Manufacturers Have About Reached Limit in Luxury and Utility.

PROSPERITY RULES TRADE

F. W. Vogler Returns From East Optimistic Over Outlook—Demand for Cars at Present Far Exceeds Supply.

Science of automobile building has reached that stage where improvements made each year are few. This fact is noted in the announcement made this far of 1913 models and is confirmed by automobile dealers returning from Eastern visits.

In the moderate-priced field—cars selling below the \$1500 mark—but slight changes have been made in the latest models. Manufacturers in this division have entered into an agreement, according to a Portland dealer, not to equip their product with either the electric lighting system or self-starter.

In support of the contention that the present-day automobile has reached a stage of perfection is the announcement that the Reo, Stoddard-Dayton and other cars will not differ except in minor details from the 1912 line. Word of the Reo stand was brought here by F. W. Vogler, of the Northwest Auto Company, who returned to Portland recently after an extensive Eastern trip.

That prosperity is the rule in the motor-car industry today is the optimistic word given out by the Reo man. He visited several of the larger factories while in the East and on every side, he says, he noted an air of prosperity and optimism.

Faith is Well Founded. "There is good reason, too, for their faith in the future," said Mr. Vogler. "Riding across the country one is greatly impressed with the abundant evidence of the prosperity of the country in general."

The Northwest wholesale distributor declares that the factories are having considerable trouble with their district distributors. He cites his own case as typical of existing conditions.

"I firmly expected to come away from the Reo factory with a guarantee of 1909 cars for the 1913 season," he explained. "When I told them that I expected they politely laughed at me. They explained that it would be out of the question to do this, that their output would be too limited, even with the anticipated increase over the 1912 production."

"From what I gathered in interviews with leading automobile men in the manufacturing end and with dealers I met in Detroit, Indianapolis, Flint, Lansing and other sections of the country, virtually all are in the same fix. The market is glutted with hard time pacifying their agents, the majority of whom, it seems, want more cars than they have been allotted."

Asked if 1909 cars would not be too many for the Northwest territory, Mr. Vogler explained that Portland, Tacoma and Spokane dealers together want 200 cars. "And I have 68 agents besides them," said the Reo man.

"With a good season I would be able to dispose of 1000 Reos." There is considerable talk in the East about the possibility of doubling their output. This, according to Mr. Vogler, presents the case a little too strongly. He says that, while each manufacturer is figuring an increased schedule, but few will increase their output 100 per cent.

"The country would not stand it in the first place, and next, an producing the equipment to turn out that number of cars," he said. "One can appreciate this by recalling the total number of automobiles estimated for the 1912 trade. Conservative figures placed the total at 225,000. The market could not possibly dispose of 450,000 cars."

Regarding the report that a new company has been organized to make and market the Little and Chevrolet cars, Mr. Vogler confirmed the story that a \$5,000,000 corporation is now in the field to do this work, under the name of the Republic Motor Car Company. Present plans, he said, call for the erection of assembling plants in Portland and San Francisco, to take care of the increasing Western trade.

"No, I cannot say when operations will be started in Portland or San Francisco," said Mr. Vogler, who has been in the Northwest territory for both cars. "The men back of the company really intend building factories out here, but it will be several months yet before anything definite on the question can be learned. Only the Little cars will be assembled in the West."

Announced Plan Followed. "This simply is following out the announced plan of the Ford Trust to erect assembling plants in various districts. The question has been given serious thought by many manufacturers. It has been found that it would be good policy with the cheaper cars but would not work out very well with the medium or higher-priced machines."

While in Detroit Mr. Vogler witnessed the automobile parade and the water carnival, two features of the Cadillac carnival to commemorate the founding of Detroit by the explorer, Cadillac. In describing the automobile parade, Mr. Vogler declared it to be the most beautiful and gorgeous spectacle he had ever seen. "It was simply wonderful," he said. "Millions were represented in the parade, and the floats were the most artistic and beautiful one could imagine. The carnival was a pronounced success. The automobile interests predominated and were largely responsible for the magnificence and splendor of the carnival. The water sports were great. They had some fast boats for the races and one world's record fell before their onslaught. The boat decorations were in keeping with those in the automobile procession."

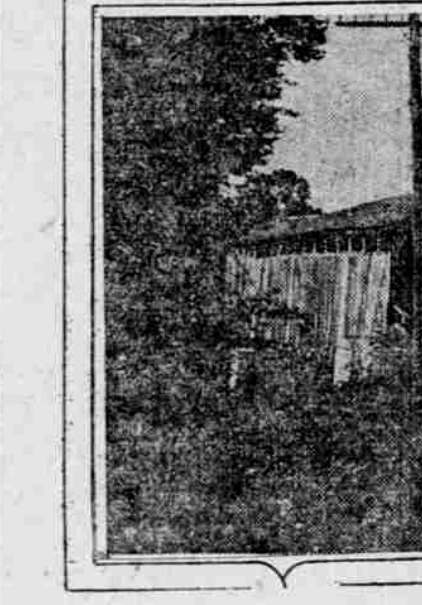
HUNTERS USE AUTO Dense Woods of Southern Oregon Invaded by Nimrods.

"DEER PARADISE" IS FOUND

W. E. Dyer and C. H. Eaton Probably First to Drive Machine Into Isolated Parts of Little Wolf Creek District.

W. E. Dyer and C. H. Eaton, pathfinders and hunters, returned to Portland from Southern Oregon last week boasting of the limit bag of deer and into the wooded recesses of that section of Little Wolf Creek, Umpqua River district, which they style the "deer's paradise."

GLIDDEN TOUR PATHFINDER SNAPPED WHILE ON KENTUCKY DIVISION OF LONG MOTOR TRIP



ON KENTUCKY PIKE SHOWING COVERED BRIDGE.

forded by the significant fact that 30 weeks ago, making the 235-mile trip to Little Wolf Creek in two days. They spent 10 days hunting, averaging a deer a day, and returned to Portland last Sunday with their trophies.

"Powell's ranch, about 20 miles west of Oakland, was our automobile destination, where we discovered that we were the first motorists ever to reach that far from the traveled roads," says Mr. Dyer.

"We had no reason to doubt the statements of the astounded natives that the American Traveler was the first for numerous occasions we were compelled to chop stumps from the roadbed, while at one spot we had to cut a narrow trail through a dense growth of brush and vines, which was 150 feet high and over the top."

"One mile stretch of road along the Umpqua River was the most dangerous I ever tackled and I have run across some pretty tough roads in the more isolated portions of the state. They were cutting new grades at this place and so narrow that the road that a deviation of a foot from the center of the road would have precipitated us down a 200-foot embankment."

"We were not so bold as to attempt the return trip, when the rain had been falling for several days, it was necessary to rope the front three to the car along at a snail's pace."

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Since the pathfinding trip of the Studebaker Flanders "30" from Newport to Siletz Bay, the Portland Studebaker automobile branch has been flooded with so many requests for photographs and full account of the expedition that the event has assumed even more significance than its original local interest.

Incidental to this, the Studebaker Corporation has numerous requests from other parts of Oregon and Washington at this time to assist in the construction of a good road conditions to perform the same feat in their sections with a view to arousing interest in other localities in the good roads movement.

Convinced by the broad and keen interest displayed that there was almost unlimited opportunity in Western Oregon and Washington at this time to assist in the construction of a good road conditions to perform the same feat in their sections with a view to arousing interest in other localities in the good roads movement.

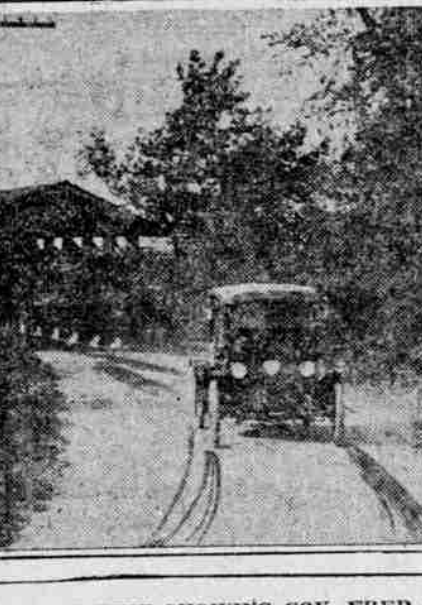
SOCIALIST HEARS ADVICE German Farmer Gives Some Pointers to Kilkittat Countrymen.

NEW PACKARD DESIGNED

Left Hand Drive and Control and Electric Control Board Are Features of "38" Model.

In response to the popular demand for a smaller six-cylinder Packard, a 16-horsepower, five-passenger car to be known as the "38," has been developed by step by step with the other six-cylinder Packards, but its manufacture has been postponed until the present season because of the pressing market for its larger prototypes.

MONTGOMERY HAS HEARING



Man Who Shot Court Commissioner Is Under Bonds of \$1000.

PASCO, Wash., Aug. 24.—(Special.)—W. R. Montgomery, who several weeks ago shot Court Commissioner T. J. Clark, wounding him in the left hand and right side, was given a preliminary hearing before Justice of the Peace J. H. Sylvester, and was bound over to the Superior Court in the sum of \$1000.

Prior to the shooting the Court Commissioner had his office in the front of the building in which Montgomery had been living. Montgomery had an adopted daughter and Mr. Clark had several times remonstrated with the latter working the girl too hard, and had also complained to the prosecuting attorney. This, together with some trouble regarding the settling for some articles of furniture which Clark had bought from Montgomery, led to the shooting.

Clark was badly frightened at the shooting. He also expressed the fear that if Montgomery was released on bonds he would return and kill him. The prosecuting attorney stated today that Montgomery had been arrested on an insanity charge on a warrant sworn out before Mr. Clark. Mr. Clark has also asked to have Montgomery placed under bonds to keep the peace, as he fears more trouble.

WEST ACTS ON COMPLAINT Officers May Arrest Drunks Who Wander Into Dry Territory.

SALEM, Or., Aug. 24.—(Special.)—The Sheriff of Yamhill County and the City Marshal of Newberg have been named special agents of the state by Governor West to act without salary. Some time ago a complaint was lodged with the Governor that a saloon directly across the river from Newberg, but on the Marion County side, was responsible for many drunks coming back into Yamhill County, which is dry territory.

With the Sheriff of Yamhill County and the City Marshal of Newberg acting as special agents of the state, they will be empowered to make arrests in Marion County as well as Yamhill County in bringing the offenders to Salem for trial.

This same course will be pursued in other counties, declares the Governor, as fast as the necessity arises.

PILOT'S REPORT MADE PUBLIC. The report of the State Board of Pilot Commissioners for the Columbia and Willamette rivers for the year was filed with Governor West today and shows that the total net output for the year would amount to \$39,363, but that this amount was not collected and that the Board has no method of ascertaining what amount of pilot service throughout the year has been efficient and that the pilots as a whole are a competent and industrious class, attentive to their duties. No complaints have been made by the Board against any pilot during the year.

HUNTINGTON SUSPECT WRONG MAN. HUNTINGTON, Or., Aug. 24.—(Special.)—Jasper Carter, who is the fifth man arrested for the assault on Mrs. William Barclay, of Huntington, on Sunday, August 11, has proved to be the wrong man upon investigation. Sheriff Baird was in Pocatello yesterday, where the suspect was under arrest, and found that Carter had been in Carter arrested perfectly by the descriptions sent out by the Huntington authorities. Others arrested were two negroes and a white man in Huntington arrested for the crime, and Alex Stephens, arrested at Haines last week.

GRANTS PASS PEOPLE HAVE THEORIES OF NEW LINES CONTEMPLATED.

RAILWAY RUMORS IN AIR

GRANTS PASS, Or., Aug. 24.—(Special.)—A party of Southern Pacific Railroad officials visited Grants Pass today, among whom were G. W. Lucas, freight traffic manager, of San Francisco; H. A. Hinchey and J. M. Scott. The guests were taken in automobiles by Samuel Baker, cashiers of the First National Bank and Josephine County Bank, respectively. Secretary Quintilian of the Commercial Club and A. B. Voorhies accompanied the party.

The coming of the officers of the railroad is looked upon by those who claim to have an insight into what a railroad will be built from Grants Pass to the Illinois Valley and from thence to the coast.

MULKEY TELLS DOCTRINE



Umatilla Progressives Hear Policies Expounded.

PENDLETON, Or., Aug. 24.—(Special.)—F. W. Mulkey, in his address before the gathering of the Roosevelt Progressive party in Umatilla County, at the City Hall tonight, made some radical statements concerning constitutional limitation of judicial power.

"I am dissatisfied with the Republican platform as announced by the National convention at Chicago," said he. "I could not take the oath of allegiance to it and I could not accept the tenets of the Democratic platform, especially because of its attitude on the tariff."

"I don't believe in the confiscation of private property or of wealth in any form, but I do believe that the welfare of man should not be subordinated to wealth. What the people of the United States are in need of today is a Constitution which will enable Congress to solve the twentieth century problems. This can only be done by making the Constitution itself more easy of amendment. In the great question of commerce alone Congress has but small power."

"While I have no objection to the recall of judicial decisions or the recall of judges, and I believe that no honest judge need fear either, and while I think both should be resorted to, I regard each as only a temporary remedy."

"I think the ultimate remedy for judicial abuses is a complete limitation of judicial power. By that I mean that it should be constitutionally provided that the courts cannot declare an act of the Legislature or Congress unconstitutional."

"At the time that the courts claimed the power to hold an act of the Legislature unconstitutional, it was argued by many able men that it was a usurpation of power and a number of legis-

lative committees in various states took that position."

able future with an uncertain destiny. In other words, your plans have the alibi that the Socialist farmer should receive \$2.50 per sack for potatoes, while the Socialist workman residing in town should only receive \$1.00 for his labor. Do you ever know a well-to-do Socialist double the pay of a hired man, who made his employer money? Socialism is a menace to each and every citizen, and the same amusement in a way to some of the unemployed and unemployable."

DUFUR "DRYS" ARE ACTIVE Move Now on Foot to Hold Local Option Election This Fall.

DUFUR, Or., Aug. 24.—(Special.)—Petitioners have circulated in this city to have the liquor license question submitted to the voters at the November election. At the previous election the city voted "wet" by a very small majority, and the "dry" element hopes to reverse the situation this fall.

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