

ONE-ARM MAN ON CONCEAL TOUR

Elderly Couple Motor From
Far Eastern City on Way
to See Expositions.

WOMAN CHEATS DEATH

Husband Assisted at Wheel—Quick
Turn Brings Car to Edge of
Precipice in Mountains, but
Trip Otherwise Pleasant.

If you were 62 years old and had but one arm would you be brave enough to drive an automobile across a continent?

A man of that age and with that much courage, Marion Gallup, was in Portland last week. Accompanied by Mrs. Gallup, he left his 250-acre farm near Pontiac, Ill., last April for a long tour over the country in his 1915 Reo. "We consider that for old folks we have made quite a remarkable trip," related Mrs. Gallup upon her arrival at the Northwest Auto Company, distributors for Reo pleasure cars in this territory.

"Mr. Gallup is past 62 and I am 58. Since April 25 we have made 4454 miles. Of course, we haven't hurried. We have driven when we felt inclined and stopped at towns along the way, when we needed rest.

Son in Texas Visited.

"On leaving Pontiac, which is 31 miles southwest of Chicago, we drove south through Missouri, Kansas and Oklahoma to Texas, where we remained five weeks with our son who is superintending our half-section of grazing land located just out of Plainview, Tex.

"From Plainview we retraced our route north as far as Amarillo, where we veered west to Denver by way of Trinidad and Pueblo, passing en route through Station Pass, in the Rockies, where we were 8700 feet above the sea. "From Denver we drove still north to Cheyenne, arriving there June 24. In passing through the little town of Glenrock, Wyo., we accidentally discovered a relative of mine who for many years had not been heard from.

Accident Happens in Mountains.

"It was in the Big Horn Mountains that we had our first accident. It, however, was but a minor one caused by running onto a sharp rock. But it necessitated our being towed back to North Wood, 12 miles, where a blacksmith repaired our crank case.

"While in Wyoming, we visited Yellowstone Park, leaving there July 14. From there we continued north through Montana, where we encountered some of the worst going in our entire trip. In Mineral County, Montana, we drove for miles up and down steep inclines, while the road curved in and out sharply at a height of 300 feet.

Woman Prevents Fall From Cliff.

"It was while making one of these sharp turns down a long, difficult grade that we were nearly thrown headlong into the valley below. Mr. Gallup, who has but one arm, was driving at a good rate of speed when suddenly the wheel veered to the left at an angle of perhaps 90 degrees. I saw he was straining every nerve to make this turn and was standing with both feet on the brakes. I also saw he was unable, with his one hand, to manage the wheel.

"With a quickness, which I have since marveled at, I grasped the wheel with my husband and our combined efforts, on the brink of the gulch, turned the car into the road, one rear wheel having started down the steep embankment.

Wonderful Scenery Enjoyed.

"The next morning I woke up with a nervous chill, but that was the only near accident we had on our entire journey and I soon recovered and enjoyed the remainder of the way greatly, as the scenery we passed through was simply gorgeous.

"We reached Walla Walla, Idaho, July 21. Coeur d'Alene July 22, and on Sunday, July 25, we crossed the beautiful Columbia River not far from Ephrata, Wash., from which place to the river, we descended a 600-foot grade in two miles. We arrived in Seattle July 27, where we remained a few days.

"We are on our way to the fair at San Francisco and from there it is our intention to continue south to Fresno, where we will visit our daughter, returning home from that point.

Reo Service Is Praised.

"This is the most wonderful trip we have ever taken with our Reo, although we had traveled 4000 miles with it previous to this tour, having made two trips to Plainview, Tex., from Pontiac, Ill., also shorter jaunts into Wisconsin, Minnesota and Iowa.

"Our trips have always been most economical. We had no trouble whatever with defective material and the mileage per gallon of gasoline was more than satisfactory. We have made no attempt to make a record-run but are simply out for the summer on a pleasure excursion, which we will never forget."

AUTO SHOW IS PLANNED

MORE THAN 50 CARS TO BE EXHIBITED AT STATE FAIR.

Makes Including Finest Pleasure Machines and Five-Ton Trucks to Be Shown at Salem.

Plans for the annual automobile show held in connection with the Oregon State Fair at Salem are being formulated and all indications are that more than 50 machines will be on display. The show will open September 27 and close October 2.

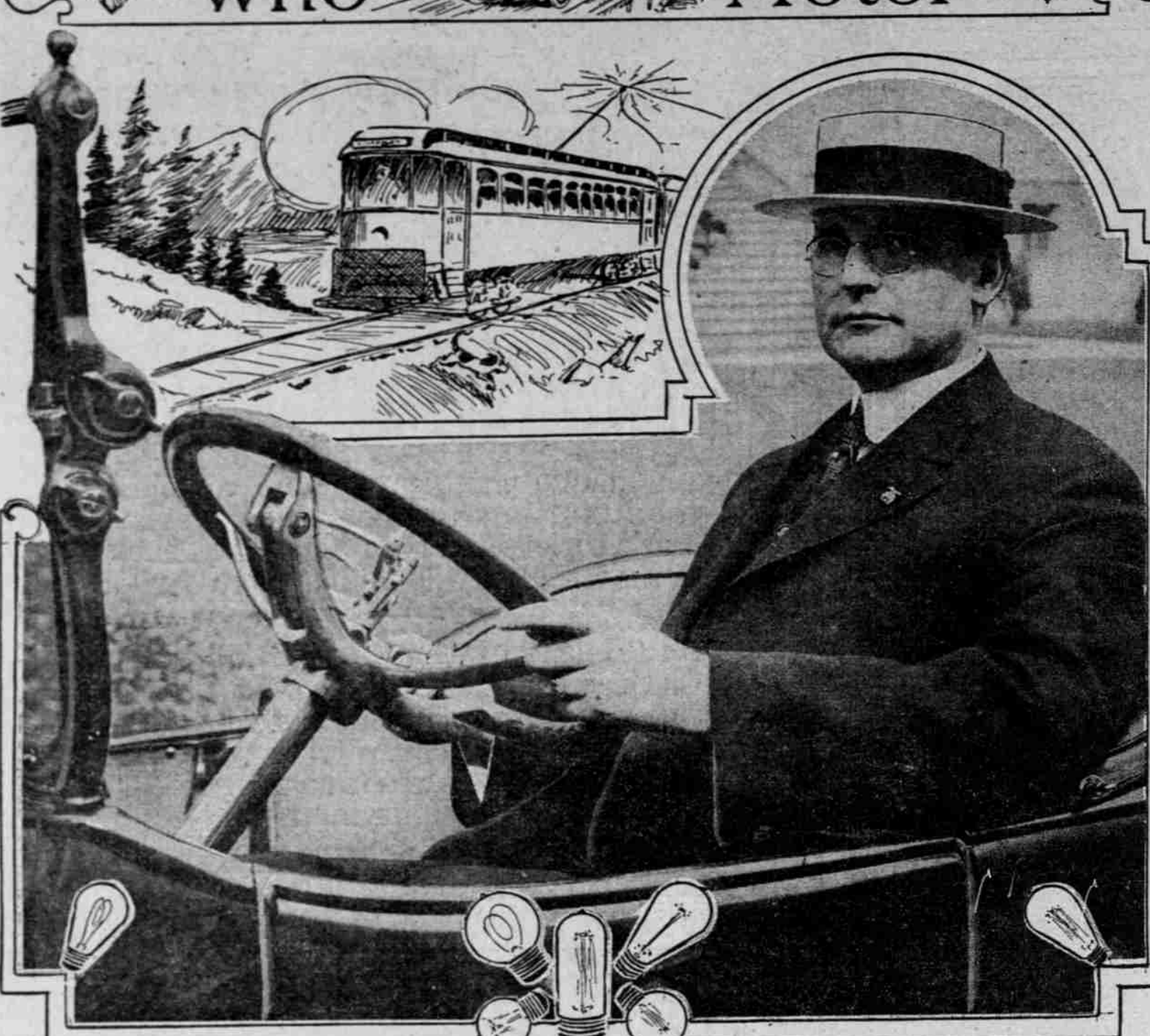
Last season more than 20 cars were exhibited and because of the success attained more distributors of Portland have consented to procure places for the display. The show will be held in the machinery hall as it was during the 1914 performances.

Makes from the smallest pleasure cars to the five-ton trucks will be on exhibit according to those who are in charge of the affair. More interest is shown in the coming show by Portlanders because many of the farmers and merchants of the Upper Willamette Valley are unable to come to the annual automobile show here on account of business reasons.

Prineville Road in Good Condition.

PRINEVILLE, Or., Aug. 28.—(Special.)—Automobiles of the Northwest who are contemplating a trip to the Pan-American Exposition, will find the team Hill route through Silver Lake and Lakeview in good shape. This road runs from Antelope through Haystack, Lamona and Prineville.

Prominent Portlanders Who Motor



Franklin T. Griffith

"SAFETY FIRST" is the slogan of Franklin T. Griffith. It permeates the Portland Railway Light & Power Company, of which he is president, and it permeates everything else with which he has anything to do. Mr. Griffith takes great pleasure in touring in his Cadillac Eight, and there isn't a more careful automobile enthusiast anywhere when it comes to considering the "other fellow."

Since 1910, when he purchased his first machine, he has traveled between

50,000 and 60,000 miles. His "first love" was a Franklin, and for the next few years he possessed nothing but Franklins. However, he had to make more room for his growing family and as a result last March he obtained a Cadillac Eight.

His longest run for any one day was made early this summer while on his tour of Southern Oregon. He went from Shanks to Crater Lake, covering a distance of 234 miles before he put up for the night. So far this year with his new machine he has gone a little more than 10,000 miles. He takes great

delight in making tours of inspection of his company in his automobile. So far he has been fortunate in not having any serious accident. Outside of a few punctures and blowouts, he hasn't been worried much about the condition of his machine since 1910.

"Pedestrians should be given more consideration by the motorist," said Mr. Griffith regarding his attitude toward "Safety First." "For little damage can result from a person running into a machine compared to what can and does happen when an automobile runs down a person on foot. It is not necessary for a driver to honk his horn and

frighten a pedestrian, and it only tends to create animosity between the automobile owner and the pedestrian.

"Another thing which should be impressed on the driver is the need of having the machine under control all the time. By that I mean when crossing the intersection of streets. More accidents are reported from intersections than any other place, in most cases.

"I would fire a chauffeur who exceeded a controllable rate of speed and honked the horn at pedestrians in without due cause," he added, as a parting "shot."

CAR NOW IS UTILITY

Development of Industry Is Reviewed by F. W. Vogler.

SALES INCREASE EXPECTED

Value of Auto to Farmer in Bringing Him Near Trade Centers, Reducing Work and Providing Pleasure Is Mentioned.

Three weeks ago The Oregonian printed an interview with F. W. Vogler, president of the Northwestern Auto Company, who had just returned from an Eastern trip. At that time he was most optimistic as to business conditions throughout the East and expressed a firm belief that the West would share with the East in the increased prosperity caused by abundant crops and the extraordinary demand for many Western products.

Mr. Vogler was particularly impressed by the favorable attitude of Eastern bankers toward the automobile business, now considered one of the leading, permanent industries. A leading bank in New York City has

been running a series of advertisements in the New York papers calling attention to the fact that the automobile has become a great public utility.

Sales Expected to Increase.

It predicts that with good crops this fall every expectation of the automobile manufacturers as to increased sales will be fulfilled, and expresses the desire to see every farmer and merchant in possession of a car, first for his use in his industry, and second, for his pleasure.

Mr. Vogler in commenting upon this says:

"It has been humorously suggested that a large percentage of automobiles is sold to the farmer, who, while previously a good savings bank customer, now becomes a customer of the man who sells gasoline and makes repairs. The real truth is that the automobile has long since ceased to be merely an expensive luxury and is now an economic necessity as well to the farmer as to the department store or in any occupation where expedition or economy can make it use valuable."

Distance Shortened by Car.

"By means of the automobile the outlying country is being brought closer to the big cities and the values thus created more than offset any ordinary expense which the owners of automobiles may incur either by daily upkeep, depreciation or wear and tear.

"What is gathered from the ground and capitalized certainly reflects the general prosperity of the entire community and money obtained from crops and thrift, even though it goes into automobiles, graphophones or pianos, really puts into circulation new wealth, and the country benefits in consequence.

Bigger Contract Signed.

"The production of automobiles in 1914, amounting to 435,000 cars, will

compare with probably 525,000 cars in 1915 and the prospect of increase for 1916 over 1915 is even still larger. The anticipated reduction in profits per car will unquestionably be more than compensated for by the increased volume of business."

Mr. Vogler, whose company handles the Reo and Cole cars, has already demonstrated his faith in the future by contracting for a largely increased output of cars to be disposed of in this territory during the coming year.

PURCHASING AGENT PROMOTED

A. B. Willemis Becomes Assistant General Manager of Hupp.

A. B. Willemis, who for three years has been director of purchases for the Hupp Motor Car Company, has been promoted to the position of assistant general manager. Mr. Willemis is one of the pioneers and best-known men in the automobile industry.

He first came into motorcar prominence as purchasing agent for the Brush Runabout Company, with which general manager he was connected from 1908 until the Brush model was discontinued by the United States Motor Car Company. He then became assistant general manager for the Lion Motor Car Company, of Adrian. He next took charge of the Elmore, at Clyde, O., and closed out the concern. Having finished his work at the Elmore, he took charge of purchasing at the Hupp Motor Company, a position he has held until his present promotion.

There is another new club in the Hoosier City—it's a Federated American Motorcyclists Club. It is styled Consolidated Motorcyclists Club and has 27 members.

MAXWELL SCALES HILL

STOCK CAR BEATS MOUNT HOOD RECORD BY MILE AND HALF.

W. J. La Casse Drives Over Difficult Grade, Strews With Rocks and Trees, Without Mishap.

Battling its way up the sides of Mount Hood until a point 7500 feet above sea level and two miles and a half above Government Camp Hotel had been reached, a 1915 Maxwell "31" touring car early this week established a new record for climbing; the previous record for scaling Oregon's famous peak was beaten by more than a mile and a half.

The trip was under the direction of W. J. La Casse, Maxwell manager for the Northwest territory, who handled the wheel over the strenuous trail. Not a single stop for mechanical adjustments was recorded, and this in spite of the fact that the car was fresh from the factory and had not gone through the "limbering up" process.

The run from Portland to Government Camp Hotel was made in three hours and a quarter. At this point the real climb began, and until a spot two miles and a half up the trail beyond the hotel had been reached Mr. La Casse pressed his machine to the limit.

According to the official observers who accompanied the Maxwell on its tour, the conditions seemed almost impossible to overcome. For the entire distance from Government Camp Hotel to the place where a halt was called the trail was strewn with fallen trees and rocks, and the road was of soft volcanic ash that allowed the Maxwell to plunge in clear to its rear axle. In spite of these handicaps the car surmounted grades as steep as 30 per cent in pitch, and at the end the radiator was as cool as though it had been coasting on the Columbia Highway.

PARCEL INSURANCE IS OUT

Government's New Schedule Goes Into Effect September 1.

A new schedule of parcel post insurance will become effective September 1, by which the volume of matter that can be insured at a 3-cent rate will be enormously increased.

Under the existing schedule parcels not exceeding \$5 value could be insured in parcel post for 5 cents, and not exceeding \$50 for 10 cents.

The new schedule makes a rate of 3 cents for insuring parcels valued not to exceed \$5 and 25 cents on parcels between the \$50 and \$100 valuation, thus creating two new classifications of rates.

Seventy-five per cent of the parcels carried in the United States mails are in the class valued less than \$5 and the reduced rate on this class will represent a great amount in the course of a year.

On September 1 also a ruling will go into effect which will allow for a fee of 1 cent the issuance of receipts on ordinary parcels, not as insurance, but as evidence of mailing.

DETROIT PLANT EXTENDING

Packard Factory Floor Space Area Being Increased to 48 Acres.

With \$200 employees at work, making up the largest payroll in its history, and orders for its product coming in greater volume than ever before, the Packard Motor Car Company has found

A FAIR WARNING

WE ARE SOLE DISTRIBUTORS FOR OREGON OF SPLIT-DORF MAGNETOS, COILS, STARTING AND LIGHTING SYSTEMS, MAGNETO PARTS, ETC. ALL MAKES OF COILS AND MAGNETS REPAIRED BY A COMPETENT MAN.

FORD SPLITDORF STARTER AND LIGHTING SYSTEM \$75.

ARCHER AND WIGGINS

OAK STREET, CORNER SIXTH.
Everything Good for Automobiles.

Gates Folding Stove

Just the Thing for Picnicking
Burns Gasoline—Perfectly Safe

BALLOU & WRIGHT
Broadway at Oak

BOWSER GASOLINE and OIL TANKS

STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES. R. D. Stoddard, District Sup't. Sales, 415 Corbett Bldg. Main 1474.

DIAMOND TIRES

Vulcanizing and Retreading R. E. BLODGETT, 29-31 North 14th, Near Couch. Phone Main 7995

Pierce Arrow Bldg. For Lease

CORNER EAST THIRD AND OREGON STS.

We offer this modern building, containing two floors, each 100x100, divided into salerooms, offices, garage and upstairs repair shop, with stock room. Most up-to-date automobile building in Portland—six-ton elevator, steam heating, private phone exchange throughout, employed wash rooms, lockers, etc. Beautiful tiled floor showrooms, partitioned offices, electric light fixtures. Absolutely complete to the smallest detail. For full particulars see exclusive agents.

STANLEY
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THOMPSON CO.

287½ WASHINGTON ST. MAIN 3644. ROTHCHILD BUILDING.

ing the tour through the three countries by way of the Pacific Highway.

MACADAM SURFACE BEING LAID

Work on Pacific Highway Near

Salmon Creek Progressing.

RIDGEFIELD, Wash., Aug. 28.—(Special.)—Crushed rock for the macadam surface is now being placed on the newly graded portion of the Pacific Highway beyond Salmon Creek, east of this place. The rock crusher has been installed at Whipple Creek, close to the highway, and about a half mile of the new grade has been covered with crushed rock. A steam roller is being used to smooth the surface.

Thirty teams are engaged in hauling the material. It is possible that another crusher will be installed near Whipple Creek to facilitate the work. Five of the seven and one-half miles of the contract have been graded and the remainder will be completed about September 15.

MOTORISTS LIABLE TWICE

City and County in Washington Can Punish Traffic Violators.

OLYMPIA, Wash., Aug. 28.—(Special.)—Assistant Attorney-General Edward W. Allen, in an opinion just rendered, has brought out the fact that the Supreme Court of Washington has never passed on the point of whether prosecutions under a city ordinance and under a state law covering the same subject matter constitute putting an offender twice in jeopardy.

As a result, motorists are liable to prosecution twice and to double fines when traffic laws are disobeyed in cities.

OLDSMOBILE MANAGER TO CONDUCT DISTRIBUTING BRANCH

Deciding that Portland is the logical place in the Northwest for a distributing branch, the Oldsmobile Company, with W. W. Stillson as manager, will open an establishment in Portland soon after September 1. At present the building at 37-39 North Broadway, corner Couch, is being remodeled and as soon as work has been completed Mr. Stillson will take active charge. The local Northwest branch of the Oldsmobile will be connected with the Pacific Coast Oldsmobile Company, whose headquarters are in San Francisco. All Oldsmobiles sold in Oregon, Washington and Northern Idaho will have to come through the Portland concern.

Both four and eight-cylinder machines will be on exhibit soon after September 1.

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WALTER'S FREE TIRE SERVICE

Anywhere within a 10-mile radius of our store, day and night, we furnish ALL BRANDS OF TIRES All you pay is regular retail price—No service charges.

DO NOT FEE SERVICE MAN Tube Vulcanizing Our Specialty

John A. Walter Co., Inc.

Broadway at Ankeny Broadway 2490

Notice to Private Car Owners, Garages, Rubber Companies, Supply Houses, Vulcanizers:

We can pay you the following prices for one week for scrap rubber: No. 1 auto tires, all standard guaranteed makes, free from bolted-on type steel studs, leather road-worn or unguaranteed tires, 1/4¢ per lb. We don't buy unguaranteed auto tires.

No. 2 and bolted-on type auto tires free from steel studs, leather or unguaranteed tires, 1/4¢ per lb. No. 3 guaranteed tires, 1/4¢ per lb. No. 4 compound live inner tubes, clean, 3¢ per lb. Small pieces and tread, 1/4¢ per lb. A phone call will bring prices paid for all grades scrap metals. We don't buy from junk dealers or junk peddlers. A phone call will bring our representative. Nothing too small nor too large to handle.

J. LEVE

WHOLESALE DEALERS IN SCRAP RUBBER AND METALS.

Office, metal and rubber place, 188 Columbia st., between Front and Water.

Phone Main 518.

NEW LIGHT TRUCK MODEL IS INTRODUCED TO PORTLAND FIELD.



AT LEFT, JAMES McCRACKEN AND PETER McCRACKEN AT WHEEL OF DENBY TRUCK, FOR WHICH THEY ARE AGENTS IN OREGON; STANDING, C. W. DANFIE, FIELD MANAGER OF DENBY MOTOR TRUCK COMPANY.