

SENATOR LANGGUTH URGES GOOD ROADS

Auto Tour to California Is Described in Letter to Governor Withycombe.

NEEDS OF OREGON TOLD

Advantages of Cement Base for Highways Demonstrated; Trip Is Advocated for Legislative Committees.

SALEM, Or., Sep. 4.—(Special).—Governor James Withycombe is in receipt of a letter from Arthur Langguth, State Senator, relative to the condition of the roads both in California and Oregon. Mr. Langguth, in company with Mrs. Langguth, Miss Helen Langguth Smith (Mrs. Langguth's 13-year-old niece), of Jackson, Mich., and Henry M. Lambert, started from Portland, August 1, in the Langguth Cole automobile. The letter received by Governor Withycombe from Mr. Langguth was dated 73 days, Mexico, August 24, and is as follows:

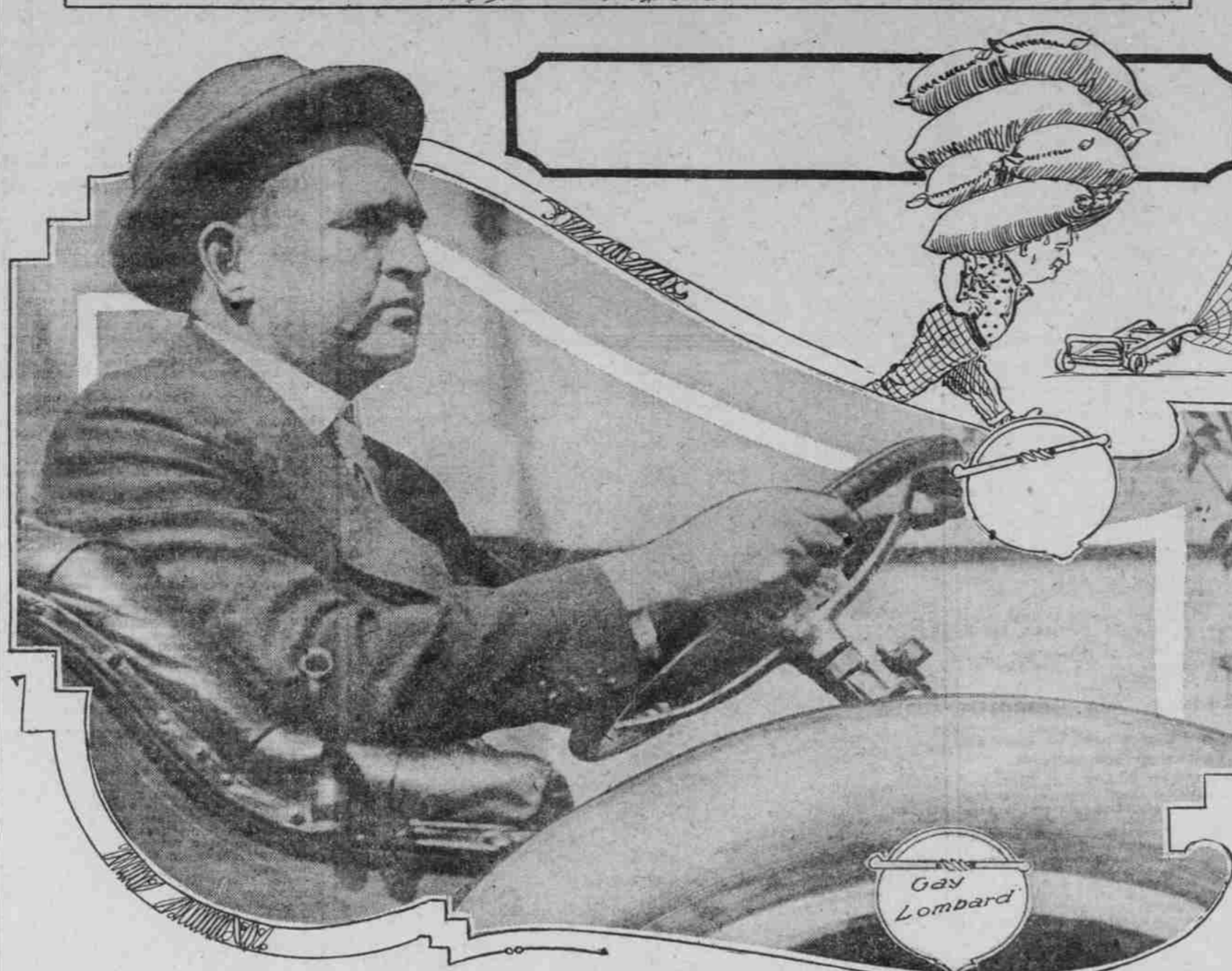
Since August 1 our party has been on the road. We have covered more than 20,000 miles and have seen many things. If each member of the Senate could make this trip he would learn much first hand that would be useful during the next session of the Legislature.

The bitumen material you say you thought cement should be the foundation for our road surfacing that should go on the roads. I think you are right. At this point and we will realize it sooner or later in Oregon.

California has some splendidly constructed roads and has also the worst I ever saw, excepting that in Cass Creek Canyon, in Douglas County, Oregon. California has given up the crushed rock and gravel road method and we have not found anything but cement roadways being laid. The bitumen material that you mention a few years ago as "rolling up" and becoming lumpy. The old road is a thing of the past. It seems that in California they put a thin coat of asphalt on the cement roadway and then spread a layer of screenings on it and that makes a softer surface and very satisfactory road for team and wagon as well as automobile traffic.

The chance of wearing off or crumbling off of the cement in the bitumen, since the real and direct wear and tear is on the asphalt coating and screening surface, which surface can be renewed as often as they see fit, and the foundation is sure to stay.

Prominent Portlanders Who Motor



FEW motorists have a mileage record that will come anywhere near that of Gay M. Lombard, a prominent clubman and capitalist of Portland. More than 200,000 miles have been traveled by him in his various machines since 1906.

His longest tour was in 1912, when his speedometer recorded 4408 miles, after having covered New England, the South, the Middle West and the Northwest. Mr. Lombard had with him Du-

vid T. Honeyman and Jordan Zan, and exactly 30 days were consumed in making the run. The year previous Mr. Lombard drove from Boston to Cheyenne, Wyo., a distance of 2200 miles, in 10 days.

The first automobile he ever owned was a Thomas Flyer, in 1906. The next season he purchased another machine of the same make, but in 1908 he tried his luck with a Pope-Hartford. When it came time to obtain a new car in 1909 he went back to the Thomas Flyer,

and after a year's service he secured a Renault to do duty in 1910. Another Renault was his the next year, and then came the Peerless in 1912.

aid Mr. Lombard yesterday, "is the one between Portland and San Francisco, taken via Central Oregon, Reno, Nev., and Sacramento, Cal. The roads in the Willamette Valley are far from satisfactory for good touring, to my way of thinking."

The most beautiful tour in America."

Archer and even John H. Hart seemed to expect to study roads and highways some more going north.

RIVER TRIP NOW PROPOSED

Garage Men Expect to Duplicate Picnic Success Saturday.

So successful was the recent picnic staged at Gladstone Park and the officers of the Portland Garage and Repairmen's Association have decided to hold another social affair, and have chartered the steamer Joseph Kellogg for a moonlight excursion down the Columbia River next Saturday evening.

AUTO MOTOR RUNS PRESS

Galveston News Resorts to Big Truck After Flood.

An unusual incident occurred the other day which might aptly be termed "Texas Pluck Plus Texas Truck."

SALES RECORD IS MADE

HIGHEST MARK COMES ON AUGUST 23

Among the leading athletes of the United States who drive motor cars is Mike Gibbons, claimant of the mid-dleweight title.

Take Long Drives in Cars.

A. A. Crumley Is Distributor.

Bird's Speed Is Natural.

NEW TIRE FIRM IS HERE

HERCULES SALES COMPANY IS ESTABLISHED IN PORTLAND.

Among the new additions to the automobile fraternity of Portland are Noah Frederick and H. J. Nielson, who have formed the Hercules Tire Sales Company and have established themselves as distributors of the Hercules tire for the entire state.

For 11 years Mr. Frederick was connected with J. E. Hasseltine & Co., which handle auto supplies in supplement with their main lines.

The Hercules is guaranteed for 7000 miles, or more than any other tire in the world, said Mr. Frederick yesterday.

The amount of money in circulation in this country is \$34.53 per capita. In 1890 it was \$3.

528 MILES PAID

Report Shows Work Since 1911 in Washington Counties.

INEXPENSIVE TYPE USED

Most of Mileage Is of Gravel or Waterbound Macadam—125 Miles of Roadway Now Being Constructed.

OLYMPIA, Wash., Sept. 4.—(Special).—Under the Washington permanent highway law, in effect since 1911, the 23 counties of this state have completed 528 miles of modern roadbed, the state highway department shows in statistics prepared for the Federal bureau of road transport.

While most of the mileage has been of gravel or waterbound macadam, these inexpensive types being particularly favored in Eastern Washington, much attention is being paid to the highest types of hard-surfacing, especially in Western Washington, where 67 miles of concrete pavement and 23 miles of brick already have been laid under the act.

The mileage of each class of completed surfacing is given by the highway department as follows:

County	Class 1, Miles	Class 2, Miles	Total
Adams	1.00	1.00	2.00
Asotin	1.00	1.00	2.00
Benewah	1.00	1.00	2.00
Chelan	1.15	1.15	2.30
Chilliwack	1.00	1.00	2.00
Clark	2.91	2.91	5.82
Columbia	3.20	3.20	6.40
Cowlitz	1.00	1.00	2.00
Douglas	1.15	1.15	2.30
Florence	1.00	1.00	2.00
Franklin	2.00	2.00	4.00
Garfield	1.00	1.00	2.00
Grant	2.24	2.24	4.48
Gray Harbor	5.40	5.40	10.80
Ilwaco	1.00	1.00	2.00
Jefferson	5.00	5.00	10.00
King	34.43	34.43	68.86
Kittitas	2.20	2.20	4.40
Klickitat	6.25	6.25	12.50
Lewis	2.99	2.99	5.98
Mason	2.00	2.00	4.00
Okanogan	1.10	1.10	2.20
Penetung	1.10	1.10	2.20
San Juan	1.10	1.10	2.20
Shasta	1.00	1.00	2.00
Snohomish	1.50	1.50	3.00
Spokane	1.87	1.87	3.74
Stevens	12.00	12.00	24.00
Wahkiakum	1.00	1.00	2.00
Walla Walla	1.00	1.00	2.00
Whitman	20.68	20.68	41.36
Yakima	35.51	35.51	71.02
Totals	109.38	119.01	228.39

Gossip Along the Row

AUGUST being vacation time, the subject of where best to pass a short recreation period came up for discussion between the families of Dr. Luther R. Dyott and Dr. William O. Spencer. Soon it was unanimously decided that a motorcar trip to Crater Lake was the choice of outings.

The route took us through Newberg, Independence, Corvallis, Eugene, Roseburg, Medford and Klamath Falls," said Mr. Spencer yesterday.

"One great feature of this trip is that you have interesting and beautiful scenery of river, valley and mountain all along the way from Portland. The Willamette Valley furnishes landscape pictures most pleasing to the eye.

Then, after traveling through wooded hills and fertile valleys, with every now and then a village or town in picturesque setting, you reach the more rugged and mountainous region through which flows the beautiful Umpqua River. Next after negotiating some steep grades over a spur of the Cascades, you come to the wonderful Rogue River Valley and to Medford, the metropolis of the region.

"Turning northward and eastward you gradually ascend into the mountains along the course of the famous Rogue River. Finally leaving the river to the left, the road becomes steeper, and after the longest and hardest climb of the trip, you are halted by a great precipice and find yourself right on top of the rim of that big yawning cavern that holds one of the wonders of the world—Crater Lake."

Oregon is to have a driveway day.

all its own. Yesterday A. H. Brown, manager of the Studebaker Corporation of America, received assurances that a full trainload of Studebaker automobiles is on its way to Portland from the factory to help fill up the void occasioned by a lack of cars in this territory during recent weeks.

Ned H. Manley, who left his post as salesmanager of the DuPage-Manley Auto Company several months ago for an extended visit in the East, is back at the old stand looking as fresh as a daisy after his carred rest. He says he is mighty glad to be back in Oregon, and from the rate he is lining up prospects for the Huppobile, National and Chandler automobiles he is not than making up for lost time.

W. A. Seal, a former Portland, who now resides in San Francisco, is in Portland introducing a new electrical system for automobiles, which is said to be all the rage in California. He is at the Hotel Portland.

FOODPROFIT SHARING ON

OF 300,000 CHECKS, 10,000 ARE BEING MAILED DAILY.

Texas Woman Is First to Receive Rebate on Sale Recorded on August 1, 1914.

Portland's share in the profit distribution of the Ford Motor Company for the past year is \$23,050. Three hundred thousand checks of \$75 each are now being mailed at the rate of 10,000 a day to pay the \$15,000,000 total distribution in the United States to individual purchasers of Ford cars between the dates of August 1, 1914, and August 1, 1915.

Butchers, grocers, merchants and shoe dealers will have an interest in this distribution, which will give some force to the far-reaching economic and social effect of the Ford profit-sharing plan. What each check will buy and who will participate in the spending of this vast amount will be a matter of interest.

Car Not Extravagant, He Says.

"You have comparatively little about the automobile being an extravagance nowadays," says G. C. Froy, of the Kiesel Motor Company. "It is only a few years ago that the man who owned a car was either regarded as wealthy or as living beyond his means.

J. E. Garlent has resigned after a successful career at the Hupp Motor Car Company and is now factory manager for the King Motor Company, Detroit. Owing to added production on King Eight, Mr. Garlent has added some excellent timber in factory executive positions at the King plant. This company was also forced to secure additional manufacturing space.

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 Speciality John A. Walter Co., Inc. Broadway at Ankeny Broadway 2490

THE FLASH OF DIAMONDS is seen on every street. Tough Squeegee Treads deliver more miles for less money—why pay more? DON'T FORGET YOUR MASTER CARBURETOR ARCHER AND WIGGINS OAK STREET, CORNER SIXTH. Everything 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 BUSES. S. D. Stoenrich, District Supt. Sales, 415 Corbett Bldg. Main 1474. DIAMOND TIRES Vulcanizing and Retreading R. E. BLODGETT, 22-31 North 14th, Near Concl. Phone Main 7005

ASTORIANS EQUIP THEIR CAR WITH SIX NOBBY TREAD TIRES FOR LONG TRIP. PARTY IN ALEXANDER BREMER'S REG. EN ROUTE TO MEXICO. Mr. and Mrs. Alexander Bremer, Mr. and Mrs. Edward Jamison and Mrs. Walker, all of Astoria, formed an enthusiastic motoring party that passed through Portland recently on their way to Southern California and Mexico by way of the exposition. Mr. Bremer's big car was fortified with six "Nobby Tread" tires and looked entirely fit for the grueling trip.

Tires Good After Long Tour. Among the 15 motor vehicles constituting the first motor gun troop ever inaugurated in this county, which were used in connection with the business men's training camp at Plattsburg, N. Y., was a steel armored Cadillac with full Goodyear cord tire equipment which had previously made the trip from Chicago to San Francisco as a part of the equipment of the Northwestern Military and Naval Academy expedition directed by Colonel R. P. Davidson. After encountering almost unbelievable road conditions, owing to the heavy rains in the West, the Goodyear tires on the car showed so little wear as to warrant their retention on this car when used at the Plattsburg camp.

OREGON STATE SENATOR AND PARTY IN TIA JUANA, MEXICO, LAST MONTH. Reading From Left to Right—Mrs. Arthur Langguth, Miss Helen Langguth, Mrs. Lambert, of Jackson, Mich., and Mrs. M. Cook, of Los Angeles. This Picture Was Taken on August 22, Just After the Party Had Completed a Run From Los Angeles, Cal., in Mr. Langguth's Cole.