

# CHALMERS SIX-30 SHOWS ITS PAGES

Rough Dirt Road and Hills Fail to Stop Machine in Stiff Tryout.

NEARLY HALF TON CARRIED

Macleay Boulevard Slope Is Taken on High—Arlington Heights Is Made From Standing Start, on Same Gear.

Intent upon playing a few tricks with a random Chalmers 6-30, Roy Hemphill, who draws his weekly, or maybe monthly pay check, from the cashier of the H. L. Keatts Auto Company, last week induced 330 pounds of masculine bulk, divided among four newspaper reporters and himself, to enjoy a short skip and jump over the western hills of Portland.

In proceeding out Morrison street, Mr. Hemphill purposely chose to drive over the rough dirt road along the extreme upper end of that street, over the old Exposition ground fill, to demonstrate how smoothly the Chal-

**GERLINGER COMPANY TAKES AGENCY CONTRACT ON CHANDLER CAR.**  
The selling privileges on the Chandler car for the state of Oregon and the 10 counties Washington adjacent to Tacoma were granted last week to the Gerlinger Motor Car Company, the Portland headquarters of which are located at East Third and Oregon streets. A. H. Knais is manager of the Portland branch of the company.  
A shipment of the new Chandlers, which sell for \$1450 in Portland, has been received at the Portland branch. The Chandler Six is built at Cleveland, O., and has long been popular in this territory. Last Summer a Chandler Six achieved world-wide fame by traveling from Mexico to British Columbia without a stop of either wheels or motor. To do this it had to cross the railroad bridge between Portland and Vancouver.

Then, after taking upper Washington street at a lively gait, he swung to the right at the turn in the car tracks and aimed the car at the incline of Macleay Boulevard, which stretches on toward King's Heights. Although the speedometer showed only an even 25 miles an hour at the base of this hill, it reached the crest on high gear with the speedometer clicking off 19 1/2 miles an hour.

**Another Climb Made.**  
Here the party paused long enough to give the passengers a glance at the wonderful sweep of scenery that is afforded from this point, and to give Mr. Hemphill an opportunity to explain that it never pays to back down hill in turning around.

The next stunt involved a standing start at the bottom of Kingstone avenue, which leads from the upper end of Washington street to Arlington Heights. Although the Chandler Six carried its 330 pounds on the cushions, and commenced the climb without any momentum, this hill was mounted on high gear at a pace of five miles an hour, just getting in under the gong, however.

Next, to show how evenly balanced the car is, Mr. Hemphill sent it ahead at a pace of 45 miles an hour down the Washington-street hill, and shut it off sharply with a full application of brakes, but the tail-end of the car did not swerve an iota.

**Turning Qualities Shown.**  
After swerving back and forth through Washington Park the car was guided to the small circular road that forms the end of the short side street known as Douglas place, where the Chalmers was spun around much like a kid's top to demonstrate its turning radius qualities.

Later the car was sent over the long two blocks of Douglas place, the Terrace leading to Portland Heights, without going below the intermediate gear. Then, as the final trick in the series of demonstrations which Mr. Hemphill says he uses in selling cars to ordinary customers, he idled the car down to a pace of three miles an hour and suddenly gave it the juice in such a pronounced fashion that it jumped to a gallop of 30 miles an hour within the course of a city block.

**RECORD BROKEN BY PAIGE**

**Amateur Driver Goes From San Francisco to Eureka in 24 Hours.**

A stock car in a 300-mile drive, no special preparation, an amateur driver quite innocent of any intention to make records, yet the best previous performance for the same route beaten by four hours and 20 minutes—that, in brief, is the achievement of a Paige "6-46" in a recent run from San Francisco to Eureka. The peculiar circumstances under which this exceptional record was made seem to make it worth stipulating for special mention.  
Harry M. Groff, district manager for the Paige at San Francisco, was the man who turned the trick. Mr. Groff is neither a professional driver nor a mechanic. He simply wished to run up from the Golden Gate city to Eureka, 300 miles away on the northwest coast in Humboldt County, for business purposes, and he drove an ordinary Paige Six out of stock, starting out without any "tuning up" or other special preparation. Mr. Groff, who held the wheel throughout the run, had no thought of going after a record and he did not choose a time when the roads were at their best.

Nevertheless, when he arrived at Eureka, a town of 14,000, at 10:15 o'clock at night, he had covered the distance in 24 hours flat. The best previous record was 28 hours and 20 minutes by the amateur with his stock Paige unconsciously did some rather heavy record smashing. Mr. Groff was accompanied on this trip by E. S. McAllen, of the American National Bank, of San Francisco.

**Cycles O. K. for Mail Routes.**

Through a misunderstanding it appears that many R. F. D. men who have heretofore used the motorcycle for delivery purposes thought that the use of these machines was prohibited after the first of the present year. Such is not the case. The R. F. D. man who has been accustomed to using the motorcycle with side van may secure renewal of authority to use the machine upon application to the Postoffice Department, provided he agrees to use the required side car.

# Prominent Portlanders Who Motor



**ALLOW** us to present today one of Portland's most enthusiastic motorists, Carl D. Shoemaker, State Game Warden, who now hitches a new model 53 Overland in front of the State Fish and Game Commission offices on the ground floor of the Oregon building.

Mr. Shoemaker doesn't expect to catch every violator of the fish and game laws by hurdling logs and fording

points will be awarded the Bosch Trophy and the sum of \$2000 in cash. The driver gaining the second best number of points will be given a Bosch cash prize of \$1000, and the driver getting the third best number of points will receive a Bosch prize of \$500.

Owing to the method of the point system, it is declared that any driver has a good chance to win the trophy because a good average position in the races throughout the year is likely to place that driver ahead of those who win only one or two important races and due to accidents, etc. drop out altogether in other contests.

It is the belief of racing officials that the trophy will develop some of the best races ever held in this country because, irrespective of the prize put up by the promoters of the individual contests, there is a big trophy, the coveted title it carries and a good sum of money to be won at the end of the year.

**NEW RACER IN FIRMAMENT**  
**Tom Rooney to Drive Car Designed for Late Bob Burman.**

**INDIANAPOLIS, May 6.**—Tom Rooney leaped from the minor to the major league among race drivers in one day, and at a rate better than 100 miles an hour. Until a devotee of this dangerous sport can be a driver, little attention is paid to him while he is a "mere mechanic." Rooney's lot for many years has been as assistant to the man at the wheel who gets all the credit. The mechanic seldom gets his picture in the paper; seldom is mentioned.

But last year at New York Rooney had his chance at the wheel for the first time since he used to be a "mech" in a Marion racer. Rooney made good; won second place and a prize of \$10,000 at 102.20 miles an hour. Now he has another chance at the wheel of a brand-new Premier car built especially for the Sixth Annual International Sweepstakes race to be held at Indianapolis May 30. This is the car that the late Bob Burman was to drive, and its special features in some instances were put ideas of Burman's. Rooney is looked upon as a great "find" among the racers, and is expected to do as well, if not better than at New York.

Since purchasing his Overland a few weeks ago Mr. Shoemaker has covered more than 1000 miles along the banks of the Willamette, Columbia and Sandy rivers looking after problems connected with the administration of his office, and he is already an authority on road conditions in this section.

Before receiving appointment to his present position Mr. Shoemaker wielded an editorial pen on the Roseburg

four round trips from the mine, 18 miles, to Tucson.

**STREET IMPROVEMENT TOPIC**  
**Business Block Owners on Broadway Hold Meeting.**

The meeting of the Broadway Improvement Association last week was a joyous affair. About 20 of the most prominent owners and business concerns met in the salesrooms of the Northwest Auto Company at Broadway and Couch street.

A committee from Albina reported that they had withdrawn all opposition to the paving on the east end of the Broadway bridge. This message was greeted with cheers as it removes the last obstacle for the perfect utilization of the bridge.

More than half of the owners along Portland's White Way have re-signed for the lighting of the chutes which will point the way for the night travelers to the East Side.

Another committee reported that Greeley street property owners are in favor of extending that street and surfacing it to its proposed increased width at a cost of about \$165,000.

**GRANT DEALERS NUMBER 1200**  
**Sales Director Waite Credited with Jump in Production to 20,000.**

Working quietly with the skill of a veteran Sales Director George S. Waite, of the Grant Motor Car Corporation has within a period of two short years built up one of the most complete and responsive sales organizations in the automobile business. There are 1200 dealers selling the Grant Six.

Grant Sixes are being marketed in practically every country on the globe. There are six Grant Sixes in China, Japan, Australia, India, Russia, Great Britain, Hawaiian Islands, Cuba, Denmark, Norway and Sweden.

"It is this growing organization that has necessitated the wonderful jump in production from 8000 cars a year to 20,000 cars," says Mr. Waite. "Grant Sixes are enjoying a remarkable sale, based upon what we believe are unusual values in cars priced considerably below 11000—and Grant dealers simply have to be supplied with more cars."

**UPHOLSTERY IS DETACHABLE**  
**Use of Fastenings Abandoned by Automobile Makers.**

Formerly automobile manufacturers thought it was necessary to attach the upholstery securely to the body, upholstering the body after it had gone to the paint shop. All of this is changed now, as is clearly shown by the Nordyke & Marmor Company in the new Marmon 31. The upholstery of this new car is removable.

It is made in sections, each section on a special form, and after the parts are finished they are hooked into the car and fastened on securely. It is designed by the Marmon makers that this method of construction allows much better upholstery than could be secured formerly, and that it is more uniform and finished. If it is desired it can be taken out and cleaned, or replaced by some other kind of upholstery. For instance, a man can have a set of leather upholstery and a set of tapestry, and can alternate them as he desires.

**Nine Men Are Naturalized.**  
**CATHLAMET, Wash., May 6.**—(Special.)—Nine new citizens were added to Wabkiakum County this week by United States Naturalization Examiner Hassard. The list includes one Canadian, two Scandinavians and six Austrians. The next date for naturalization in this county will be July 24.

## BIG PRIZES OFFERED

**Bosch Magneto Company to Donate \$3500.**

**WINNER TO GET TITLE**

**Point Made That Any Racer Has Chance to Take Money Because Good Average Position Will Overcome Few First Places.**

Negotiations have just been completed between the American Automobile Association and the Bosch Magneto Company whereby the latter will offer one of the largest prizes ever donated in this country to an automobile driver, according to advices received in Portland by Ballou & Wright.

This prize will be known as the Bosch Trophy and will carry the secondary title, "Champion Motor Car Driver Trophy." It is to be contested for by all drivers who enter into the American Automobile Association sanctioned automobile contests to be held during the year.

The winner of the trophy will be designated by the contest board of the American Automobile Association according to the point system, in connection with the championship award events. These events are to be picked by Richard Kennerdell, the chairman, upon receipt and approval of the application blanks presented throughout the year. A schedule of points for places in these events will be evolved and determined by the character of each individual event. In this way the course distance, number of starters, etc., will all have an influence on the number of points awarded to each place. The driver with the highest number of

## STOCK CAR TAKES AUTO

**MACHINE SUPPLANTS HORSE EVEN IN TRANSPORTATION.**

**Five-Ton White Truck, Chain Drive, Is Shipped to Tucson, Ariz., Dealer on Rush Order.**

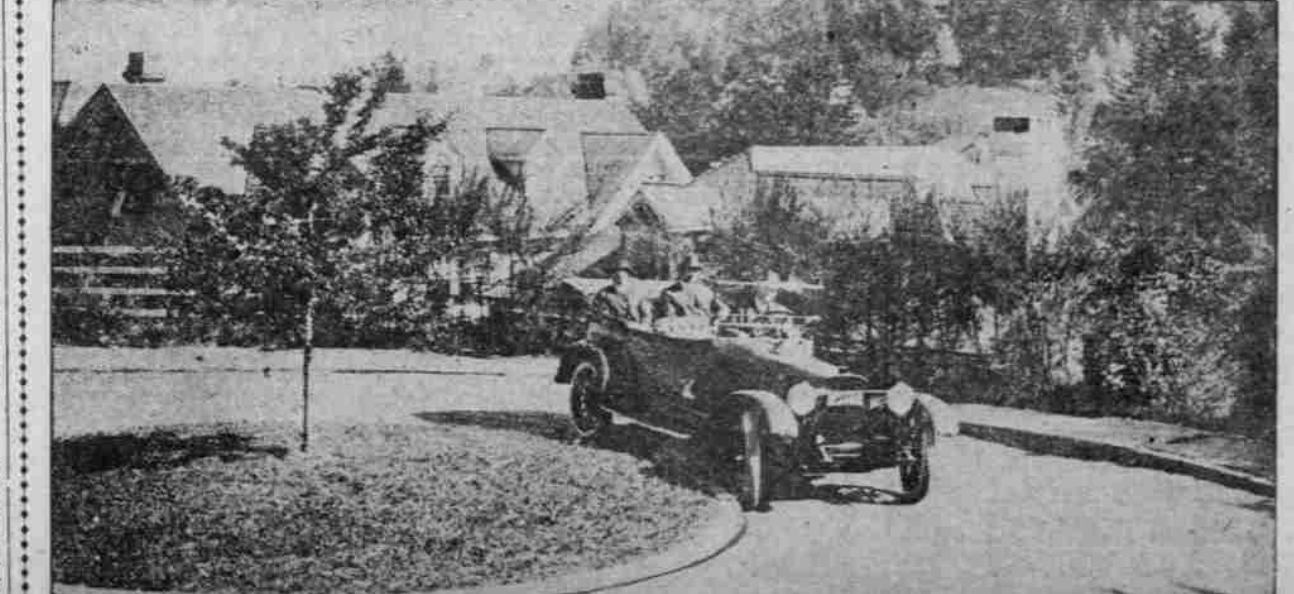
"Ship immediately via Wells, Fargo & Company express, one White five-ton chain-drive truck," read the telegram recently received by the White Company from the local White dealer in Tucson, Ariz.

"Shipping five-ton White trucks by express is quite an innovation, and Wells, Fargo & Company had to be consulted with reference to getting the truck into the express car. The only car found available for the loading was a palace stock car, which opens at both ends. These cars are used to express race horses and blooded stock across country, and now that the motor truck has supplanted the horse in most every line of business, it was found necessary to usurp the engine's place in his especially built palace car," says R. S. Hurd, Portland manager of the White Company.


The remarkable performance of the five-ton, chain-drive trucks in heavy hauling in Arizona led R. M. Ray, operating in Mineral Hill Mines, 18 miles from Tucson, to wire for this truck. Ray hauls copper ore. He can afford to pay over \$50 local express charges in order to put this truck in immediate service. Copper ore is in great demand by the smelters in Bisbee and Douglas, Ariz. Owing to the high price of copper, abandoned mines have been opened up everywhere and copper dumps that would not pay to handle heretofore are being hauled away as rapidly as motor trucks can move it.

"The sight of the old-time 20-mule ore wagon plodding along under the boiling Arizona sun at the rate of two miles an hour is noted conspicuously by its absence," says Mr. Waite. "Grant Sixes are enjoying a remarkable sale, based upon what we believe are unusual values in cars priced considerably below 11000—and Grant dealers simply have to be supplied with more cars."

## CHALMERS CAR PERFORMS MANY TRICKS ON RUN OVER PORTLAND HILLS.



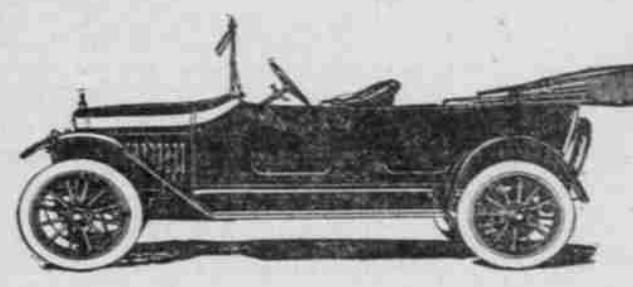
MACHINE DEMONSTRATING SHORT TURNING RADIUS ON CURVE AT DOUGLAS PLACE.



## Attainment

**TO** build a motor car of light weight, attractive appearance and low operating cost; to equip it with every device for comfort and convenience; throughout to instill a value and character that we could be proud to endorse with our name and reputation; and to offer such a motor car at a price made possible only by scientific manufacturing and a great volume of business.

This ideal, conceived almost thirteen years ago, has been the guiding influence in the destiny of our institution. Its soundness is established by our success and the great good will earned by the Maxwell car.



One chassis, six body styles

Two-Passenger Roadster	635
Five-Passenger Touring Car	655
Touring Car (with All-Weather Top)	710
Two-Passenger Cabriolet	865
Six-Passenger Town Car	915
Five-Passenger Sedan	965

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# Maxwell

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