

GLEANINGS OF THE AUTO WORLD

SPACIOUS GARAGES ARE BEING BUILT IN OREGON CITIES

Grants Pass Putting Up Two and One in Salem; Pendleton Has Fine Building; Financial Condition Good.

That the territory tributary to Portland—all of Oregon, southern Idaho, southern and eastern Washington—is in better financial condition than ever before, is the assertion of automobile men who have returned to this city after establishing their agencies for the coming year through this territory. Among the late arrivals are Mel Johnson of the Northwest Buick company, C. H. King, of the H. L. Keats Auto company, F. W. Volger of the Northwest Auto company, J. W. Crichton of the Standard Motor Car company and Frank C. Riggs, the Packard agent.

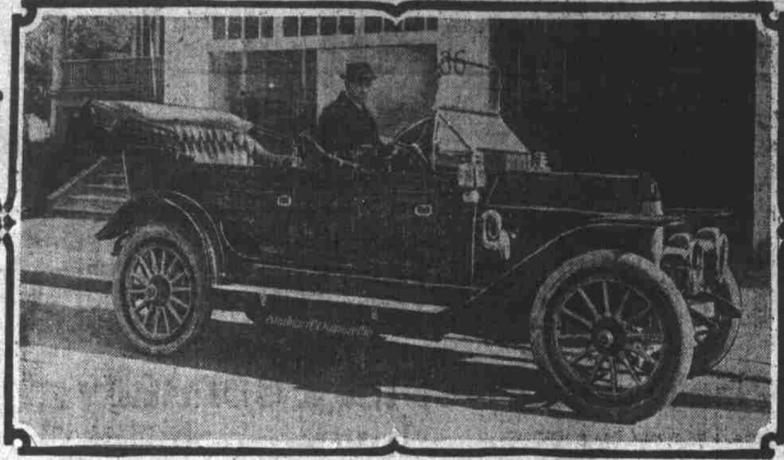
New garages, a better class of automobiles and an increased demand for automobile accessories of all descriptions, together with the ready cash forthcoming in all instances for these improvements, have led the Portland men to wonder. There is absolutely nothing to indicate the money tightness which has pervaded other sections of the country.

The statements credited to these men have resulted in a boom in Portland stock, followed by the announcement of the coming of Chanslor & Lyon, automobile supply dealers. Last week the Everett-Metger-Flanders company opened a permanent factory branch. Announcement is expected this coming week of the future establishment here of direct factory branches and Northwest headquarters for two large tire concerns both of whom have had representatives in this city during the past week.

Down the Willamette valley and towards the state line garage building is brisk. Grants Pass is having two large garages constructed. Salem one of the largest north of San Francisco and Medford is also the scene of considerable activity. Pendleton and Walla Walla each have a new garage building. The garage of O. J. Wilson in Salem is considered by many automobile men to be one of the best arranged garages they have ever seen. It is 35 by 130 feet and the roof is held up by bridging and trussing overhead. There isn't a post on the floor.

Up at the body building shop of Belmore, MacDougall & Moores work is being rushed on three important jobs. Two undertakers' wagons and an ambulance are being built, while the plans are rapidly being completed for a hotel bus. J. P. Finley & son are having one of the undertaker's wagons built. It is a fine job of the body builder's art, and is to be mounted on a Chalmers Chassis. The lengthening of the chassis in itself was a nice job in that it cutting and lengthening the shaft and torsion rod the utmost accuracy was needed.

The consignment of Oakland roadsters with which the salesmen of the Blake-McFall company are to work their territory throughout the state, arrived this week and were delivered to the company. Six cars, each a natty little two-passenger roadster, were in the consignment, and they will be put into service at once. This is one of the largest single orders of automobiles made in the northwest, and the Neate & McCarthy company are greatly pleased over it.



Fore door, seven passenger Stoddard-Dayton car, 1911 model.

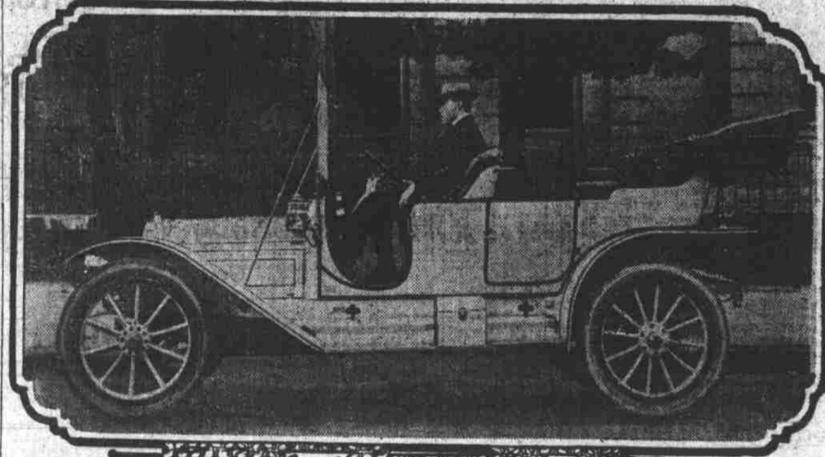
PLAYED JOKE ON MOTHER; BRAGG NOW FAST DRIVER

College Graduate Gets Racer Instead of Slow Car Intended for Him by Parent; Beats Barney Oldfield.

Caleb S. Bragg, the Flat pilot who starred in the Los Angeles motordrome races a year ago, has turned professional and will undoubtedly be seen in some of the big races of 1911. Bragg was admitted to be the best amateur driver in the world after the Los Angeles races, in which he repeatedly beat Oldfield, broke records and showed nerve, skill and daring in his driving. Bragg, who is just out of Harvard, tells an interesting story of how he entered the automobile racing game. His mother is a wealthy woman and a member of New York's "four hundred."

When he graduated she presented him with an automobile. Before the purchase was made Bragg learned that his mother intended to get a slow-running car, so he got the ear of the agent who was to call on his mother. The auto man said he had a machine that couldn't go over 25 miles an hour. That was just what Mrs. Bragg wanted. She purchased it and then told her son to go and get it. That was just before the Los Angeles races. Shipping the car to Los Angeles Young Bragg stripped off the pretty body, removed the exhaust muffler and had a straight racing body built on the chassis. His record of beating Barney Oldfield a half mile in a 10-mile race shows how slow his machine could be driven.

Now, however, he has entered the racing game as a professional, having asked the contest board of the A. A. U. to cancel his certificate as an amateur driver. It was at the same meeting of the board that Barney Oldfield and his managers, J. Alex Sloan and William Pickens, were disqualified as the result of their entering the Roadville sanctioned meeting while under



Latest creation of the Pierce-Arrow factory, a 6-36 five passenger car painted an auto cream with Marshall Field green trimmings.

temporary suspension, Oldfield's meets hereafter must be of the unsanctioned kind. Other protests decided by the contest board at its last meeting were as follows:

The appeal of Charles C. Meade, entrant of Ford No. 35, in the Kansas City Star trophy tour, August 30 to September 5, 1910, under the auspices of the Automobile Club of Kansas City, from the decision of the referee in awarding first prize to the Buick entry No. 17, was considered, the decision of the referee reversed, and first place awarded to Reg entry No. 12.

The Appeal of the Foster Motor Car Co., entrant of Buick No. 9, in the Virginia-Carolina endurance run, June 7 to 10, 1910, under the auspices of the Richmond Times-Dispatch, from the decision of the referee in allowing the protest of the Speedwell Motor company of Virginia, entrant of Speedwell No. 24, and awarding said car a perfect score, was considered. The decision of the referee was reversed, and sweepstakes trophy awarded to Buick No. 9.

The appeal of the H. E. Frederickson automobile company, entrant of Chalmers No. 1, in the Omaha Motor club endurance run, August 24, 25 and 26, 1910, from the decision of the referee, made upon the report of the technical committee, in penalizing Chalmers No. 1 fifteen (15) points for loose steering connection, was considered; the ap-

peal overruled, and the decision of the referee sustained.

The appeal of Sidney S. Gorham, from the decision of the referee in declaring his Premier car ineligible for entry in the inter-club run between the Chicago Automobile club and the Chicago Athletic association, October 5 and 7, 1910, because of the disqualification by the contest board on July 27, 1910, of Premier cars, was considered; the appeal overruled and the decision of the referee sustained.

O. J. Wilson of Salem drove a Chalmers 36 home from this city Thursday. Mr. Wilson has just completed a beautiful garage in Salem, and in to be the Chalmers agent there. His garage is especially noted because there isn't a post to inconvenience people. It is built in bridge style.

C. H. King, sales manager of the H. L. Keats Auto company, drove to Albany in a Chalmers with J. L. Irvine, who has the Chalmers agency in Linn county. From there they drove to Corvallis in a Hudson, where M. A. Rickart was signed up as the agent for Benton county.

Ben R. Bell, formerly Buick agent at Fort Wayne, Ind., has become connected with the Buick agency here in the capacity of salesman.

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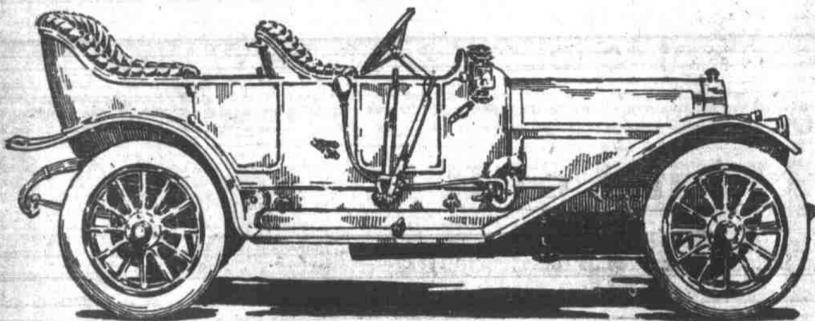
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