

JOHN D. AND HIS DOCTOR EXPECT TO PLAY GOLF AT 100 Physician and Oil Magnate Are Both 82; Each Relies on Simplicity to Prolong His Life.

New York, Aug. 20.—Dr. H. F. Biggar, physician to John D. Rockefeller, threatens to play golf with his famous patient in their hundredth year. Biggar says that he has advised since both men are now 82 years of age, and the doctor says there is no good reason why they both shouldn't reach the century mark.

How is the Road?

General Information

Sandy, Aug. 20.—The public is still urged to detour at Sandy, as the continued disregard of so much of the traffic works great hardships on the contractors, who are going at a hard speed to get the road in shape for winter travel.

Spokane, Wash., Aug. 20.—From Spokane east to Missoula, there are three routes, one by way of Coeur d'Alene and Wallace, Idaho.

INSURANCE EXPERT GIVES FACTS

"Well regulated, outdoor life, with a fair amount of exercise, seems to be a good rule to follow in general, people who have adhered to such a mode of life have found Horace's 'golden mean' in all things. They choose everything in moderation.

Let's look at the tables of 'Expectation of Life,' which means the average number of years lived beyond a certain age.

"This 'expectation of life' in women whose lives were followed up from the age of 10 years, was 54 years, while for men it was 51.

"Taken on from 25 years, the average 'expectation' of men was 29 years, and in the cases of women it was 41. This means that the average man would live 25 plus 29 years, and the average woman would live 25 plus 41 years.

"When 45 is reached, men may expect to live on 24 more years, the women 25. The female is still in the ascendant.

"When 60 is reached, the three-score years, our average man has 14 more years to look forward to, and the women still 15. If an leaving out the small fractions, nevertheless, woman is still ahead when the 75 mark is reached, if only by a fraction. Otherwise, we count several years yet to be lived by both males and females, not forgetting the small additional time for women.

WHY WOMEN HAVE BEST CHANCE

"How do we account for women being able to live longer than men? The answer is the hardships and accidents of life, less chance of violent deaths. Now we come to insurance statistics.

"The 'Medical Actuarial of Mortality Investigation,' published in 1912, deals with the deaths of insured lives and shows mortality rates among the various classes, as compared with the average mortality of the general population.

"The number of deaths among women is 104 per cent of what they would be if the mortality of women had been the same as the average mortality for all 'classes' or for the 'total' class.

"That is, for every 100 deaths, counted among general policy holders, we would get 104 among women.

"Spenders, the term covers all unmarried women, have low rate, 101 per cent.

"There are two classes among the married women. First come the women whose husbands are to be expected to die. They lead in the highest rate of death, 126 per cent.

"The other class composed of those who have beneficiaries other than their life partners, have a rate of 114 per cent.

"Among widows, both real and divorced women, the rate is 106 per cent.

"Women with husbands seem to die quicker than those without.

"Mortality among women, therefore, seems to have been influenced a great deal by what insurance people term 'self-selection.'

"Where the 'insurable intent' is weak the reasons for taking out insurance by those who buy it are actuated by reasons other than necessity for such protection.

"The married woman not earning her own living, supported by her husband, will be accepted for only a small amount of insurance.

"She generally insures because she hasn't good prospects for longevity.

"Men who must get insurance to provide for those left after them get it whether or not they think they will live long, regardless of their age.

"In the occupational life, Protestant clergymen lead the longest lives. As an old friend of mine said of their longevity and reluctance to die, 'they point the way to others, but show little haste themselves.'

"Another good group is the farmers, not the laboring agriculturists, but the proprietor farmers who are to be expected to live long.

"In England this class is an especially long-lived one.

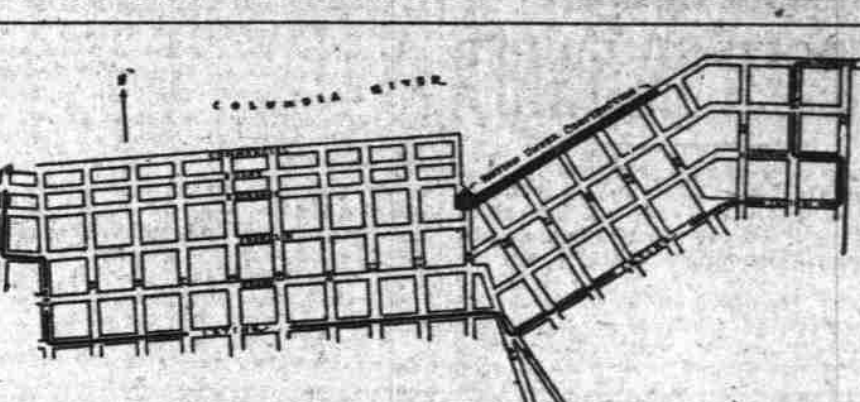
"People interested in different aspects of prohibition frequently like to show a higher rate of mortality among drinkers than abstainers. By drinkers I refer to the regular drinkers, not the men who get spells of drunkenness, but the 'good fellow' who takes a little all the time.

"The total abstainers and the three-to-four-drinks-a-day fellow differ in other respects than their bibulous habits. The 'good fellow' very likely has irregular habits of life. He eats at odd hours and neglects to get enough sleep. It is hard to determine how much of his condition is due to eating and how much to other causes which go with his type of nature.

"Among the group of 'moderationists' to which Mr. Rockefeller evidently belongs, are also Chauncey M. Depew, who recently celebrated his eighty-eighth birthday by working at his office. The well known statesman once told me of the simplicity of his daily life and of the diet. John A. Stewart, who in his nineteenth year works at his desk in a Wall Street bank, is likewise of an abstemious nature. He motors to work, stays downtown a few minutes, partakes of a bread-and-milk lunch and goes home early.

"Julia Ward Howe and Harriet Beecher Stowe were long-lived and illustrious women. Their later years were anything but empty, and today we have the renowned Bernhard, marvel of the world, aged and crippled, but still upon the stage.

ASTORIA DETOUR DESCRIBED



Construction work on a part of Franklin street, in Astoria, necessitates a circuitous detour in Astoria.

Entering the city from the east on Franklin, the old route is followed to Thirty-fourth street, thence two blocks to Harrison, thence east on Harrison to Thirty-fifth, thence south one block to Irving, thence west and southwest on Irving eight blocks to Twenty-fourth, thence half block north on Twenty-fourth and north on Irving to Fourteenth, thence down to Franklin, thence west to Twelfth, thence north to main business section. Irving street was to be left by way of any street from Seventeenth to Eighth, but Fourteenth or Eleventh is best.

How is the Road?

General Information

Columbia River Highway

ASTORIA-PORTLAND—Paved except one mile between Rainier; rough, but traveled. PORTLAND-ROOSEVELT—Paved. ROOSEVELT-MOSIER—3.3 miles paved, balance rough.

MOSIER-DESCHEUTES RIVER—Paving operations under way. The road is in good condition. The detour is via the Columbia River bridge.

DESCHEUTES RIVER-HEPPNER JUNCTION—Paved. HEPPNER JUNCTION-THROUGH UMATILLA AND ECHO TO PENDLETON—Good traveled road all the way.

West Side Pacific Highway

PORTLAND-NEWBERG—Paved; through traffic to points south or west of Dayton should be diverted to the highway. NEWBERG-LAFAYETTE OR YAMHILL—Paved. YAMHILL-ROOSEVELT—Paved. ROOSEVELT-DAYTON—Under construction and closed. DAYTON-ST. JOE—Graveled and in fair condition.

ST. JOE-MCMINNVILLE—Paved. MCMINNVILLE-AMITY—Use old road, which is traveled but rough. Highway under construction.

AMITY-HOLMES GAP—Paved, except short stretch near Holmes Gap. HOLMES GAP-RICKREALL—Graveled and in fair condition.

RICKREALL-MONMOUTH—Paved. MONMOUTH-CORYALLIS—Paved, except 7 miles just south of Monmouth, which is closed to traffic. Traffic being detoured via Monmouth and Independence and Saver.

Roosevelt-Coos Bay Highway

ASTORIA-MILES CROSSING—Paved. MILES CROSSING-SEASIDE VIA MILVILLE AND CUTOFF—Paved. SEASIDE-ROOSEVELT—Paved. ROOSEVELT-NEWBERG—Paved. NEWBERG-LAFAYETTE OR YAMHILL—Paved. YAMHILL-ROOSEVELT—Paved. ROOSEVELT-DAYTON—Under construction and closed. DAYTON-ST. JOE—Graveled and in fair condition.

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Shetland Highway

THE DALLES-ENTERPRISE—Good to Redmond. Through Sherman county, via Wasco, Moro, Gnas Valley, Shaniko and Astoria; fair throughout.

Shaniko-Mitchell Highway

Fair in general, with a few rough stretches. BEND-BURNS—Fair, take new road out of Bend for about 10 miles.

BURNS-VALE—Rough and dusty; best road through Crane but fair to Drewry; fair to Crane, balance good and in good condition.

VALE-ONTARIO AND NYSEA—Getting full of chock holes and very dusty.

Central Oregon Highway

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Washington-Beats-Lines-Delton Highway

Paved with exception of one detour around bridge at Blue Mountain, 2.6 miles from Pendleton. PENDLETON VIA ELOT ROCK, TO HEPPNER-GILLIAM COUNTY LINE—Detour to east about one-half mile from Heppner or take new road to east of Heppner to Lexington; detour to east to one-half mile from Jordan; under construction and very rough and dusty between one and Gilliam county line.

Baker-Cornucopia Highway

No detours and in general.

Baker-Unity Highway

Road over mountain open and fair throughout.

Ashland-Klamath Falls Highway

Poppy Gravel via Astor, rough and dusty and full of chock holes. Great Springs mountain road also rough and dusty.

Klamath Falls-Lakeview Highway

Klamath Falls to point; five miles east of Olney a good macadam; thence to a point two miles west of Dairy is very rough on account of trucks unloading rock; thence to Dairy is newly macadamized; Dairy to Riv, good, but it is advised to take the river road from Olney to Rossana and from Rossana to Lakeview. If it is not desired to pass through Dairy, Riv, to Drews Valley is rough; Drews Valley-Lakeview, good.

(Bend) Lapine-Lakeview Highway

BEND-SILVERLAKE—Rough and dusty via Lapine or Milwaukie.

SILVERLAKE-PAISLEY—Good. PAISLEY-LAKEVIEW—On account of construction work, traffic is advised to take the hill road to the west of Paisley, under way for about six miles and very rough.

Lakeview-Burns Highway

Best road via Warner Canyon and Plush—Warner Canyon has recently been graded and macadamized.

Klamath Falls-Crater Lake Highway

Open and in good condition with the exception of the last four miles before reaching the Crater Lake; this is a huge wooden trestle on the west side of Upper Klamath lake.

Klamath Falls-Weed, Cal. Highway

Rough and dusty.

Trolley Car Saved From Destruction By Motor Car Driver

Cincinnati, Aug. 20.—By lightning-like thinking, a willingness to take a chance on injury or death, and at the cost of a new coupe type automobile, William Scholle, of Dayton, Ohio, saved a trolley car from destruction on a downtown car which was running backward down the Brighton street hill when the Fairview trolley, he prevented the car, instead of being from plugging down the grade and into the traffic at the street intersection at the foot of the hill, hit behind the trolley car.

Scholle was driving up the latter conveyance, paused, slipped back and then, gaining momentum, rolled down the hill. He heard the screams of women passengers and saw the frantic waving of the occupants to escape from the apparently doomed car.

Showing instant decision, Scholle set the brakes on his machine and threw it in gear. The streetcar hit it with a crash, pushed it slightly down the grade, and then came to a halt, the wrecked machine acting as a checkbook. The driver leaped as he set the brakes and one of his ankles was sprained. No one in the car was hurt.

In discussing the incident Scholle said: "When I started up the grade and saw the car coming down I thought the motorcar was backing up on the other car but, when I saw there was no escape I put on the emergency brake, threw the car into low gear and jumped. The streetcar jammed against my machine, and the left rear wheel struck the curb, stopping the streetcar and holding it like a vise."

Alsea Highway

CORVALLIS-WALTON—New road from Corvallis to Alsea and from there to Alsea the road is gravelled most of the way. Beyond Alsea the road is gravelled to the hill road. Beyond the hill road the road is gravelled to the hill road. Beyond the hill road the road is gravelled to the hill road.

The Dalles-California Highway

THE DALLES-MADRAS—Road fair through Madras, Madras, Baker or Collier, Astoria to Madras. MADRAS-CROOKED RIVER—New macadam. CROOKED RIVER-BEND—Newly gravelled and good.

BEND-ALLEN'S RANCH (20 miles)—Macadamized. ALLEN'S RANCH SAND CREEK—Rough and dusty. SAND CREEK-KLAMATH AGENCY—Good to fair hatcher and from there rough and full of rocks.

KLAMATH AGENCY-LAMM'S MILL—Good. LAMM'S MILL-BARCLAY SPRINGS—Newly gravelled but not yet surfaced; quite rough.

BARCLAY SPRINGS-KI-A-KIA FALLS—Newly macadamized. KI-A-KIA FALLS-CALIFORNIA STATE LINE—Macadamized to Merrill; balance a good dirt road.

John Day Highway

ARLINGTON-COCONO—Good to Shettle and Oler badly rutted by wash heating and very dusty; better road via Rock Creek, Mt. Hood River—Good. COCONO-FOSSIL—Fair, except six miles between Thirty-Mile and Mayville; still necessary to use Sparty road on one of the new Paige Sixty-Sixes.

FOSSIL-SPRAY—Macadam under way between Fossil and Butte creek summit, but road open; unpaved from Summit to Tilley; there is a good road and quite rough fair from Tilley to Spray.

SPRAY-DAYVILLE—Highway still closed on bridge to Cannonville; road to Dayville, John Day, Canyon City or Prairie City, it is necessary to use Sparty road on one of the new Paige Sixty-Sixes.

DAYVILLE-PRairie City—Road in good condition. PRAIRIE CITY-IBONISE—Good country road.

IBONISE-VALE—Main road in fair condition but slow traveling through loose gravel. Jameson road, which is gravelled, is under construction between Jameson and Lazonator to avoid loose gravel; macadam from Bragan to Jameson; the Sparty road is gravelled; very rough between Jameson and Lazonator.

Old Oregon Trail

PENDLETON-LA GRANDE—Macadamized to top of Gabbage Hill; rough country road to top of Gabbage Hill; rough country road to top of Gabbage Hill; rough country road to top of Gabbage Hill.

LA GRANDE-ENTERPRISE—Paved or macadamized to Hot Lake, detouring along foothill road through Hot Lake to Enterprise; rough country road from Enterprise to Hot Lake; rough country road from Hot Lake to Enterprise.

ENTERPRISE-JOSEPH—Detours well marked; fair but heavy with dust.

Shetland Highway

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Baker-Unity Highway

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In discussing the incident Scholle said: "When I started up the grade and saw the car coming down I thought the motorcar was backing up on the other car but, when I saw there was no escape I put on the emergency brake, threw the car into low gear and jumped. The streetcar jammed against my machine, and the left rear wheel struck the curb, stopping the streetcar and holding it like a vise."

CAR CARE KEEPS RESALE PRICE UP

Don't Hammer the Old Bus to Pieces if You Hope to Sell It.

If the owners of cars who are now disappointed in hearing what their used cars will bring on the present market and feel that they should receive more, they would do well to take the proper care of them. They would realize what a difference it would make in the resale value of their machines out of two years hence.

The above statement by Roy Burnett, manager for Cook & Gill company, Paige distributors, was occasioned by an interview with a man who appeared at the Paige salesrooms with a proposition to trade in his car on one of the new Paige Sixty-Sixes.

When the car owner was told what his machine would bring on the market, he would determine, on their new car, to take the proper care of it. They would realize what a difference it would make in the resale value of their machines out of two years hence.

The machine had the appearance of never having been washed, the body bolts were loose, the spring shackles rattled, there was very little oil in the crank cases, evidently a chronic condition, judging from the noise the motor made when it ran. The top was torn and the car had the general appearance

of being ready for the junk heap, and still it was but two years old and was of standard make.

"The average car owner," says Burnett, should give his car the same careful attention and care that the locomotive engineer gives his mount. Where is the locomotive which at the end of every run is not taken into the round house, rubbed down, oiled and greased and gone over generally by a crew? Take the average motor car owner—about all the attention which his car receives is to put in a little oil and gas when he happens to think of it. The other parts of his car get no care at all and then he wonders why his car is in such poor shape. If a car is washed frequently in warm water, if the bolts are kept tight; if the owner sees that his motor does not want for plenty of oil with a frequent changing in the crank case; if minor repairs are made before they require more attention, the average owner would be offered more for his machine when he wishes to dispose of it."

WILL ASK CHIEF OF ROUTE

La Grande, Aug. 20.—At a meeting of the city commission and court yesterday was agreed to ask the highway commissioner to change the route of the Oregon Trail entering the city of La Grande from the west so as to cross the river at Oro Dell and skirt the foothills into the city.

MUST KEEP RECORD

A Pennsylvania state law provides that all garage owners shall keep a record of all motor vehicles brought to them for repair, storage or other purpose. For each transaction in the sale of second-hand automobiles an affidavit with full details must be filed with the local police and the state highway department.

La Grande-Enterprise Highway

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