

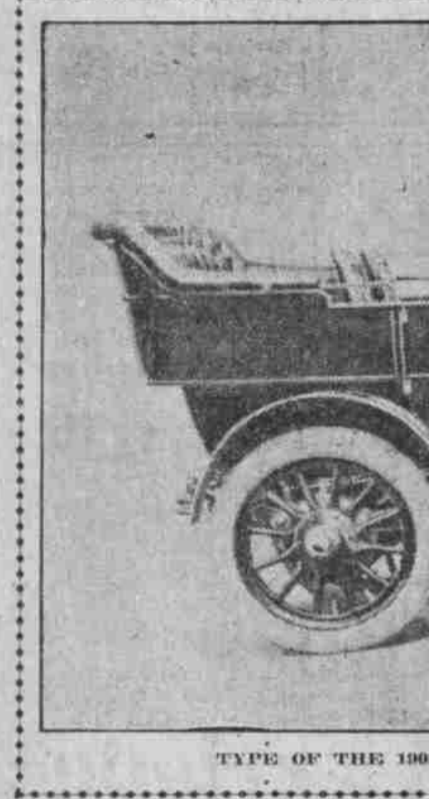
SAYS AUTO MOBILE IS A LIFE SAVER

Henry Wemme, Portland's Pioneer Autoist, Tells About Benefits of Sport.

HAS OWNED 20 MACHINES

When He Bought First Car He Was 111 and Weighed Only 110 Pounds—Now He Weighs 156.

Attributes Health to Auto.



TYPE OF THE 1908 MODEL STUDEBAKER SEVEN-PASSENGER TOURING CAR.

ment that automobiles are life savers and not life destroyers. Mr. Wemme, in 1888, bought the first automobile ever run on the streets of Portland, and since that time has owned 20 machines of various makes.

"The average business man does not appreciate the good an automobile will do him," said Mr. Wemme yesterday. "When I first took up the automobile business in June, 1888, I weighed 110 pounds and was ill most of the time. Now I weigh 156 and am in perfect health."

"When I bought the Locomobile, which was the first machine I experimented with, I was in poor health and believed that the sport would do me good. Within a few months I became convinced that the fresh air it assured me was what I needed. I steered this machine around and used every opportunity and soon became aware of the fact that it was doing me a world of good."

"Soon thereafter I purchased a larger machine and used this at every spare moment I had. When I had occasion to visit another office I went in my machine. I did not have to walk for streetcars, and found that the automobile saved time, which means money. Today you cannot hire me to take a streetcar. If I have any business I use one of my machines. The outdoor exercise, the excitement of running the machine, and the expedition manner in which one can reach one's destination are things worth consideration."

"The coming of the automobile means the improvement of the country roads, for the autoist will do the very best they can to secure thoroughfares in the out-of-the-way districts which will prove of some use to them. The automobile improves not only the streets of the city, but also those of the surrounding country, and it reports that the auto is a life saver instead of a destroyer, for I take my own case as an example. When I took up the sport, in 1888 I weighed 110 pounds; now I am enjoying perfect health and can safely state that I have that mark beaten to such an extent in weight that I will make use of average scale look ashamed of itself when I get on to be weighed. The automobile has done this much for me, and it can do as much for others. All a man needs to do is to convince himself that he can run a machine, get it and take his daily exercise in this manner."

Since the time Mr. Wemme bought the first automobile to Portland he has owned and used the following machines: Locomobile, Haynes-Appleron, Olds Wire Wheel, Olds Runabout, Olds Six-Cylinder Touring Car, Great Arrow, Reo Runabout, Old Scout, Olds Touring Car, Mall Car, Thomas Flyer, Haynes-Appleron, Olds Touring Runabout, Model A Olds Runabout, Detroit Touring car, Cadillac Olds Touring Car, and three Columbia Touring Cars.

How many automobiles are there in Southern California, is often asked and in the various towns the newspapers and dealers have been counting noses. Los Angeles claims over 6000, Pasadena owns up to a full 1000, and Long Beach shows over 800, while San Diego has 275; Riverside 175, Redlands 185, Pomona 87, and in Orange County, with Santa Ana, Fullerton, Orange, Tustin, Anaheim and some smaller towns has at least 300. This gives a total of 6382 automobiles and does not take count of the 300 or more in Santa Barbara and Ventura Counties, as many more in San Bernardino and the other towns of that county, exclusive of Redlands and all the cars in Hollywood and the beach towns, showing that there are at least 7500 cars in the seven southern counties alone. Of this number fully one-half are Maxwell and other small cars, which are in constant use.

Stewart Edward White, the story-writer, who was allowed to join the fleet on its trip around the Horn, but who makes his home in Santa Barbara, secured the first 1908 Maxwell touring car, which arrived in Los Angeles, and had it driven northward to Santa Barbara home. For two years Mr. White has used a Maxwell runabout in gathering material for his popular stories.

is an ardent tourist who spends his time much in the White Mountains during the Summer and in Florida during the Winter. On all his trips he takes careful memorandum of the roads and photographs each route for his private collection. His recent trip will demonstrate to Northern people the entire feasibility of shipping their cars to Jacksonville and then going over the roads to the Ormond-Daytona beach races. For years Northern tourists have been afraid to tackle the trip, owing to the reported bad roads, but of late a great many motor car drivers have been journeying through this route, which has now been found to be entirely practical. It is thought that the success of the late tourists will greatly aid the success of the annual Ormond meet, as autoists will ship direct from New York and then motor down the coast, saving considerable expense in reshipping at Jacksonville and adding to the enjoyment of their Winter vacation.

Many aspirants for positions in the automobile manufacturing or selling field have of late been advised not to go into motoring on land but to make every effort to secure connections with the manufacturing end of the field of auto work. The advice has been received with a credulous smile but that it is good is demonstrated by the reports coming from all over the country of orders placed for airplanes. The inventors are at work on special engines for airplanes and those who have ships that have been demonstrated successful in flights are rushed with orders. Several companies have been formed to manufacture aero contriv-

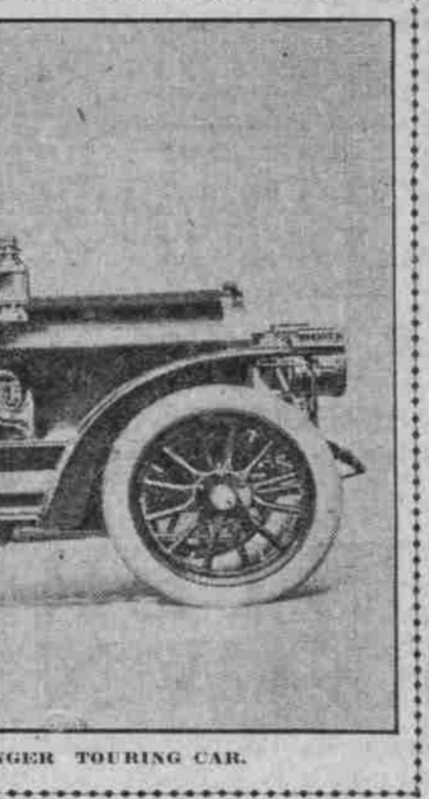
BRIGHT OUTLOOK IN THE COLLEGES

Rules of Whitman Conference Will Put Athletics on a Higher Plane.

NO MORE TRAMP PLAYERS

Four-Year Rule Will Disqualify Many Football Stars, but Will Prevent Students From Prolonging Athletic Career.

BY REFEREE



Walla conference has agreed upon a set of eligibility rules that augur well for clean sport. The new deal which college presidents, alumni and under-graduates have been demanding is a reality, and who will say that it will not prove the greatest athletic blessing that the Northwest has known?

The rules agreed upon by the conference are somewhat drastic, but the situation demanded drastic rules. The tramp athlete, the hang-over player with six or seven college seasons to his credit, the poor student, the Summer baseball man and the truck athlete who ran in horse team races had brought such disgrace upon Northwest athletics that muckraking was the order of the day, and charges and counter-charges were made by institutions of learning that should have been doing something to improve the situation.

The conference acted wisely in adopting a set of rules that have already appeared in these columns. There was no red tape about its organization, and no complicated machinery to be used in its operation. In the selection of a permanent secretary, the conference acted wisely. Mr. Grinstead is thoroughly familiar with the athletic situation of this section, and he will strive to enforce, both in letter and in spirit, the rules and recommendations of the conference.

Track Meet at Seattle Fair.

To Mr. Grinstead has been assigned the matter of arranging a conference track meet at the Alaska-Yukon-Pacific Exposition.

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sition next year. A meet of this character is the only possible solution of the championship question. The method of holding a large number of dual meets is altogether unsatisfactory, and the schedule of each college is crowded to such an extent that the men cannot do themselves justice in their studies and at the same time keep up their winning stride in athletics. A Northwest conference of two years. They will in no way affect college baseball and track athletics during the coming season. By refusing to make the amateur rule retroactive, the conference practically reinstated all college men who had previously broken this rule. This policy of overlooking infractions of the amateur rule will give all the football fans who have been running on horse teams and playing in brush league ball teams a new lease upon their amateur standing. It is up to these young men to see that their records are kept clean in the future.

The enforcement of the conference rules is vested in the governing body of the athletic association of each institution. Each college is to determine the eligibility of its own men, and is in honor bound to live up to the rules of the conference. Thus the responsibility of the whole situation is brought home to the college where questions of eligibility arise. This, in the writer's mind, is a highly commendable arrangement, and is in keeping with the spirit of college sports.

Football Stars Disqualified.

The four-year rule will render ineligible a number of the most prominent football men of the Northwest. Hardt, Rader and Nissen, of Washington State College; Armstrong, of Oregon; Philbrook, Dimmick, Spauld, Dunning and Rigby, of Whitman, have all played four years of college football and some of them have played more. All of these men will be in college next year, but they will now be ineligible from the side line. Other men who have played four years but who will graduate from college in June are: Goldsworthy and Miner, of Washington State College; Keyes and Armstrong, of Idaho; R. Perringer, of Whitman; Moores, of Oregon; Dunlap, of O. A. C., and Bagshaw, of Washington.

Pullman and Whitman will be the greatest sufferers because of the four-year rule. Oregon will lose one of her best men, but Idaho, Washington and Corvallis will not be affected, at least during next football season.

Idaho will lose Small and Smith after the college year 1908-09 and Oregon will lose Moulton, although none of these men will have finished college. The chief reason for this wholesale disqualification of men lies in the fact that the conference is not yet organized and Washington maintain preparatory

departments and have allowed the students of these departments to compete on regular varsity teams.

Among the rules adopted by the conference is one prohibiting preparatory students from participating in athletics until they have been in attendance one full college year. This rule will hold the preparatory student in reserve until his second year in college and will save him the annoyance of being declared ineligible later on because of the four-year rule. It will also prevent the proselyting of high school athletes who are not prepared to enter college.

There are a number of other commendable features of the conference rules that will be discussed in a subsequent article.

Pullman Gets Sprinter.

SPOKANE, Wash., Feb. 15.—The services of Joe Malcolmson, crack sprinter, middle distance runner and hurdler, have

been captured by Washington State College, which sent several delegates to this city to importune the track athletes to enter that institution instead of the University of Montana. Malcolmson had his mind made up to go to Missoula, but W. S. C.'s solicitations won out at the last moment. Malcolmson left for Pullman Thursday.

EAST SIDE WINS AT SOCCER

Scores Fourth Decisive Goal a Few Seconds Before Close.

East Side and West Side association football teams met in a hot match at the league grounds yesterday afternoon, the East Siders nosing out a victory 30 seconds before the final whistle blew. The game was arranged to fill in the vacant Saturday before the international series, beginning February 22. It was a hard,

rather rough game, with little to choose between the contestants. The whole East Side defense played well, Stewart deserving special mention. Dick, Mills, Burns and B. Matthew combined excellently for the West Side on the forward line. Dickson and Andrew Matthew were most active of the defense. Chappelle Brown was referee.

Mrs. George Sturgis Champion.

SAN DIEGO, Cal., Feb. 15.—In a close match, which required an extra hole to determine the result, Mrs. George Sturgis, of Coronado, defeated Mrs. Herbert Munn, of New York, and thereby became the woman golf champion of 1908.

Rivers Overflow at Lima.

LIMA, O., Feb. 15.—Both the Ottawa and Augline Rivers are out of their banks in this city and families in the lowlands are moving to second stories.

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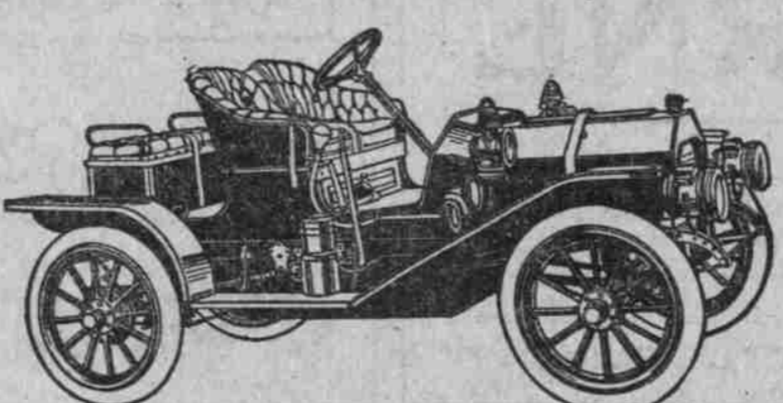
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This roadster is built on the same chassis and has the same engine as the well-known 20-H. P. Touring Car, over 200 of which are in use in Oregon and Washington, and one of which was the only car in its class to finish the Glidden Tour with a perfect score. This contest was over 1500 miles through seven states; some days' schedule was 170 miles in nine hours in mud and rain; one minute late would have lost perfect score. All of the Reo's competitors fell by the wayside. This was not a five or ten-mile spurt with a special high-gear car, or mile up hill with a special low-gear car, but twelve days of pounding over hill ruts and through mud and rain, arriving at its destination each day with clocklike regularity.

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Touring Car with detachable tonneau, 32-inch wheels, full elliptic rear springs, pressed-steel frame.....\$1250

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