

INTERESTING BITS OF AUTO GOSSIP

Drivers of Cars Not Always to Blame for Collisions With Other Vehicles.

CALIFORNIA'S MOTOR LAW

Autoists Puzzled by Requirement for New Registration—Vaughn's Fast Trip Across Mojave Desert and Back.

The accounts of accidents resulting from collisions where trolley cars and other vehicles have crashed into automo-

because of the small area of the channel through which it must pass. A good way of accomplishing this object is to screw into the hole temporarily an ordinary compression grease cup, by means of which a full charge of lubricant may be inserted with absolute certainty of its finding its way to the very bottom of the cavity. This method may be frequently employed where it would be impossible to use the ordinary oil gun.

W. C. Vaughn, a prominent auto enthusiast of Los Angeles, who is always attempting and many times succeeds in the impossible, has added another feat to his string by completing a run from Los Angeles, across the Mojave Desert to San Bernardino and return—a distance of 225 miles—in 13 hours and 25 minutes. No car has ever before made the distance in a day. Mr. Vaughn was accompanied by Harold Vrooman, Judge William Frederickson and Fred Pabst, the father of San Francisco Examiner, and these three gentlemen had all their cars in "stay in," the road being in terrible shape and though the speed was not furious the car was bumped and jolted all the way to such an extent that the Goodyear detachable tires were subjected to the most hazardous strains. The tires wore up well, however, and materially aided in the success of the run.

At one place a stalled auto in the middle of the road necessitated turning into and proceeding along the bed of a creek, which was very rocky and uncertain, but that was accomplished without mishap. Then, for 22 miles

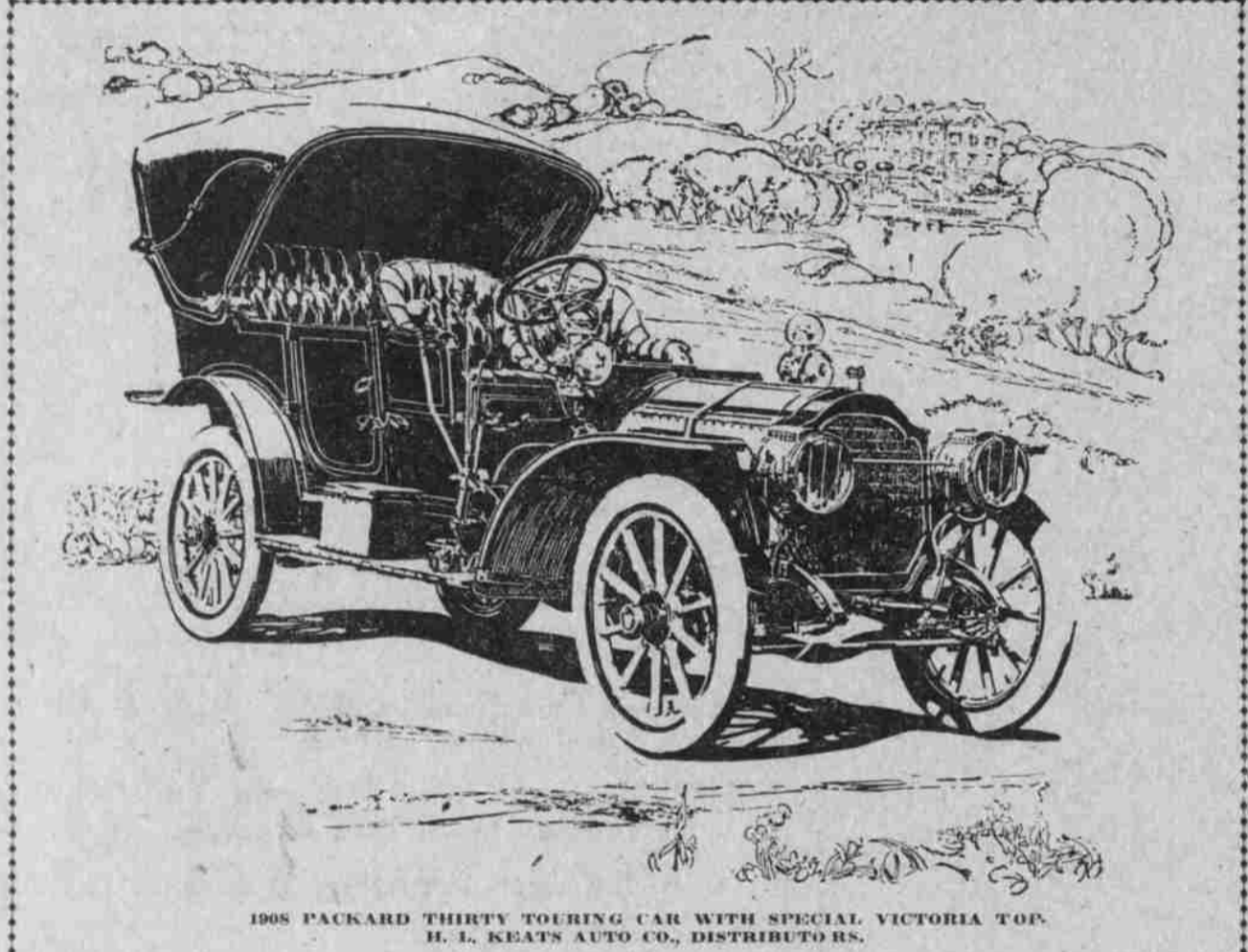
ANNUAL ELECTION BENEFIT TO CLUB

Defeat of Frank E. Watkins Is Only Regrettable Feature of Annual Meeting.

NEWS OF AMATEUR SPORTS

Portland May Get Pacific Coast Division Tryouts of Amateur Athletic Union—New Coach for the University of Oregon.

BY W. J. PETRIAN. The annual meeting and election of the Multnomah Amateur Athletic Club



1908 PACKARD THIRTY TOURING CAR WITH SPECIAL VICTORIA TOP. H. L. KEATS AUTO CO., DISTRIBUTORS.

bles that have unexpectedly changed their course have become so frequent and the fatalities so numerous that the mere assumption of carelessness on the part of the chauffeur does not appear to be a satisfactory explanation, says the Motor World. It is not always possible for the drivers of automobiles to be aware of the approach of rapidly moving vehicles coming from behind in time to avoid accidents, and anything that will help in giving them the opportunity of knowing exact traffic conditions at all times is of extreme importance to those who are interested in the development of motor cars.

An arrangement of the control which will permit the placing of the chauffeur's seat on the left side of the car instead of on the right, as is now the almost universal practice, should receive the serious consideration of designers, especially those who are interested in the development of the type known as town cars. That the control should be at either the left or right hand is a matter of little moment, but that the chauffeur's seat should be in a position where he would have every advantage for driving is of prime importance.

When the chauffeur is seated on the right side he is at a great disadvantage in leaving if a vehicle is overtaking him on his left—as required by the traffic regulations—at the moment when he is about to turn to the left; looking behind him on the right a large section of the street is hidden from his car. To have a clear view he must stand up and look over the back, or if the design of his car prevents that he must leave his seat and look behind from the left. A turn to the right does not require any of these precautions. Vehicles are not supposed to pass him on that side and there is no occasion for extreme caution when changing his course in that direction.

The convenience of the passenger in a runabout or in the front seat of a touring car is another reason for the left drive. It obviates the necessity of leaning around the car, frequently through mud and slush. The argument that it is sometimes advised that shifting of levers would be unkindly to a driver possesses little merit. A very little experience would suffice to make such an arrangement entirely practical. It is fair to assume that chauffeurs realize that eternal vigilance is the price of safety and that generally speaking all reasonable precautions are used to avoid collisions. The careful chauffeur is and the careless one should be, constantly on the alert, and any arrangement that tends to assist in the avoidance of accidents and the convenience of others is a long step in the right direction. Control from the left seat is a step of the sort.

California automobilists are much puzzled over the conflicting provisions in the new state motor vehicle law passed by the last California Legislature and in the various municipal and county regulations. Among the provisions of the new law is an entirely new registration. Los Angeles automobilists are preparing to attack the validity of the recently enacted measure on the ground that it embraces two subjects, the registration of the machines and the regulation of their speed, while another ground upon which to base an attack is the discrimination in favor of motor-cycles, which under the old law were not obliged to display numbers.

It is also pointed out that non-resident owners may drive their machines without a state number. The state law makes it illegal to drive an automobile without lights an hour after sunset. Los Angeles city ordinances require the lighting of lamps half an hour after sunset. The limit has been reached, however, in Marin County, where automobilists have been forbidden the use of the public highways after dark. The automobilists hope to bring about uniformity of state and local regulation by a systematic campaign.

Sometimes such of the enclosed mechanism of the car as the drive shafts, rear axles and clutch shafts are provided only with small holes closed by pipe plugs through which the lubricant may be injected at rare intervals, these openings being so small and so inconveniently located that it is extremely difficult to force grease into them by means of a "gun."

over the east end of the desert there were great ruts and innumerable dips from three to five feet deep and no wider, the strain on the car and tires being terrific. The 225-mile route from Los Angeles to Palmdale, by way of the Newhall grade, Sanguis and Acton, across the desert to Victorville, over the Canyon Pass to San Bernardino and back to Los Angeles, is a "cooker" for tough going.

The hotels and garages throughout the country have taken kindly to the proposition of the Automobile Club of America in reference to official appointments of establishments which are in a position to give automobile tourists superior accommodations. This is evidenced by the steady number of applications for such appointments which reach the Bureau of Tours of the club daily. It indicates a thorough appreciation of the fact that an improvement such as an official appointment carries with it in an organization like the Automobile Club of America a valuable asset to those catering to motorists.

Word comes from West Chester, Pa., that automobilists and the local authorities have concluded to end the cruel war that has proved so expensive and troublesome for the contestants. Accordingly all the suits against both automobilists and the authorities of East Goshen township have been discontinued by mutual agreement. The township officials declare that they have accomplished what they set out to do by ending the reckless driving of motor vehicles on their highways. On their part the automobilists say they never did think the township authorities were actuated by a desire for graft and praise the authorities for enforcing the law and protecting the traveling public.

NO INTER-UNIVERSITY MEET

But English Universities May Play Harvard and Yale.

OXFORD, England, Feb. 15.—The teams of the athletic clubs of Oxford and Cambridge Universities have decided that under the present circumstances it is impossible to accept the challenge sent by the Intercollegiate Association of the Amateur Athletic Union of America for an international track and field meet between teams representing the universities and colleges of the United States and those of Great Britain, to follow the Olympic games in London next summer.

The two clubs have under consideration, however, a proposal for a meeting between teams from Oxford, Cambridge, Harvard and Yale, which, it has been suggested, should be played in London in July.

CHAMPION BY NARROW MARGIN

Mrs. George Sturgis Defeats Mrs. Herbert Munn at Golf.

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 women's golf champion of 1908. A close contest was expected between last year's champion and this year's winner, and Mrs. Munn was regarded as the likely victor, up to the end, when Mrs. Sturgis scored the winning put, requiring little distance to hole the ball.

was the most important event, as far as local interest in sport is concerned to occur during the past week. Portland's splendid amateur athletic organization held the most enthusiastic annual meeting in its history, and by the votes of the members present concluded to uphold the policy which has made the club the success it is today.

The only regrettable feature of the election was the defeat of Frank E. Watkins for the directorate. Mr. Watkins is one of the most able as well as enthusiastic members of the Multnomah Club. Mr. Watkins is a capable business man. He has been a member of the Multnomah Club since his boyhood days. And there is not a member of the organization who is better posted than he on the history of the club and the performance of her athletes.

When it became known that he was defeated for the directorate, Mr. Watkins displayed the caliber of which he is made by announcing that, while disappointed, he will not falter in his allegiance to the club and that whenever his services can be of any assistance he is ready and willing to perform them to the best of his ability in the interest of "Old Multnomah."

The presence of an opposition ticket in the field at the election was beneficial to a great degree. The greatest good the advocates of the athletic ticket did the club was to stimulate an interest in the annual election, something that had not been witnessed for a great number of years. Previous to last Tuesday night it was often times evident that there were but a bare quorum present at the election, and on one occasion it is said the election had to be postponed because there were not enough members present to form a quorum in accordance with the by-laws of the club. This was caused by lack of interest where but one ticket was in the field, and all that was necessary to be done was the ratification of those men named by the nominating committee. Hereafter it is quite likely that two or more tickets will be in the field, and in that event there will be no lapse of interest possible in club elections.

The Amateur Athletic Union is about to issue notifications for the holding of field meets in various districts under its jurisdiction, which are to be held for the purpose of selecting athletes to represent America at the Olympic games next summer. These try-outs will take place sometime in May, and Portland may be the scene of the Pacific Coast division try-outs.

That Portland may secure the try-outs for this division is not beyond the bounds of possibility, for with the exception of the stadium at the University of California, the Multnomah Amateur Athletic Club has the only other field capable of accommodating such an affair. The improvements planned on the field will make it the finest in the West, and these can be completed by the time the meets are likely to be held.

Multnomah's prominence in athletics makes it extremely likely that the club will be sent to this city, and in the event that organization takes such action, Multnomah will prove herself amply able to take care of the athletes as well as of the meet.

The University of Oregon is to be congratulated on the choice of "Bob" Forbes as coach of the 1908 football team. Robert W. Forbes, as he was christened, has the ability, the experience, and all additional requirements that go to make a successful coach of a football team.

coached the West Point team, and made such a splendid record with Uncle Sam's embryo generals that his services were greatly in demand. However the University of Oregon decided that it was in need of a first-class coach, and met the figures promulgated by Mr. Forbes willingly. There is nothing too good for Oregon, and it is to be hoped that Mr. Forbes' past success will not desert him in the present instance.

NEW AUTO RACING RECORD

CHAIRMAN THOMPSON NAMES TWENTY-NINE ASSOCIATES.

Representatives of Manufacturers' Associations and Importers' Salon Receive Appointments.

Jefferson De Mont Thompson, of the Automobile Club of America, who was reappointed chairman of the American Automobile Association racing board some time ago, has made a departure in the formation of his board for 1908 in that he has selected a number of automobile manufacturers and representatives to become members of the board. A vice-chairman is appointed for the first time, Frank G. Webb, of the Long Island Automobile Club, and an experienced man in such matters, being selected.

In addition to those who might be termed amateur members, the accessions to the board include Alfred Reeves and Benjamin Briscoe, of the American Motor Car Manufacturers' Association; Percy Owen, of the Importers' Automobile Salon; S. A. Miles and Thomas Henderson, of the National Association of Automobile Manufacturers, as well as J. J. Mann, of the Hotelkiss firm in Paris, France; A. L. Riker, of the Locomobile concern; E. R. Thomas and Henry Ford, of the factories that bear their names, all four of whom acted as technical advisers to the 1907 racing board. F. H. Elliott, secretary of the A. A. A., said that the Association of Licensed Automobile Manufacturers had not been denied representation on the board as it was represented through the National Association of Automobile Manufacturers' representatives. There are 20 members on the new board, including the chairman.

The full roster of the board is as follows: Chairman, Jefferson De Mont Thompson, New York; vice-chairman, Frank G. Webb, Brooklyn; William K. Vanderbilt, Jr., Dave Henson Morris, S. M. Butler, H. Rosalter Worthington, Alfred Reeves, Percy Owen, A. G. Hatchelder and S. A. Miles, all of New York City; A. R. Pardington, Brooklyn; Charles J. Swain, Philadelphia; H. L. Bowden, Harry W. Knights and L. R. Speare, Boston; Benjamin Briscoe, Tarrytown; A. L. Riker, Bridgeport; R. Lincoln Lippitt, Providence; J. J. Mann, Paris; E. R. Thomas, Buffalo; S. L. Hayes, Springfield; George L. Welles, Harry H. Knowles and Thomas Henderson, Cleveland; A. B. Lambert, St. Louis; George G. Greenberg and I. M. Cobe, Chicago; H. A. Bonnell, Newark, N. J.; Henry Ford, Detroit, and Asa Palme, Minneapolis.

Secretary Elliott's announcement of the formation of the new board has the following comment on the appointments: "The community of interest now recently adopted by the American Automobile Association and the automobile manufacturers' organizations is evidenced by the appointment to the new board of representatives of those bodies. It is considered that the time has come when racing matters should be directed not entirely by amateur sportsmen appointed from the various clubs of the country, but also by manufacturers, and that with both elements represented on the racing board much can be more effectively accomplished than heretofore. It is expected shortly to announce the new racing rules."

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These cars have been thoroughly overhauled and are guaranteed to be in first-class condition. Call early, as the other fellow might get ahead of you.

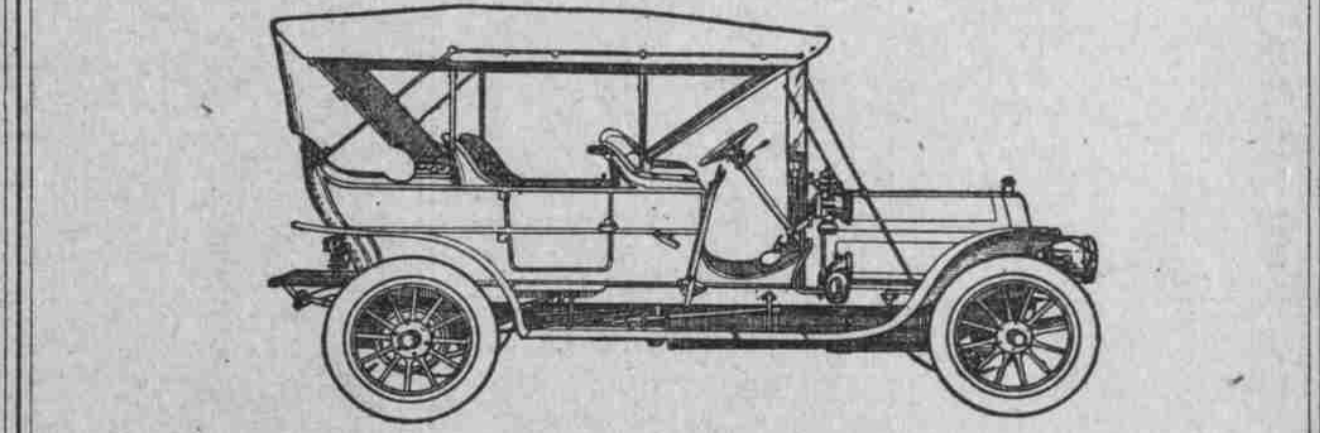
H. Keats Auto Company advertisement including list of distributors: PACKARD, POPE-HARTFORD, THOMAS FLYER, MATHESON, BUICK, THOMAS FORTY, FRANKLIN, LOZIER, WAVERLY ELECTRICS. Address: CORNER SEVENTH AND OAK STS., PORTLAND, OREGON.

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Already the executive committee of the association has declared in favor of certain restrictions so far as circular track racing is concerned, and these will be incorporated in the rules. A rough draft of the same has been prepared for their consideration, and a meeting of the board for the purpose of passing on such rules will be shortly held. The board is expected to make an announcement soon regarding plans for the Vanderbilt cup race of 1908. Oxford Defeats Cambridge. LONDON, Feb. 15.—The annual football match between Oxford and Cambridge was played at Queens Club grounds today and resulted in a victory for Oxford. The score was 4 to 1. Association rules were observed.

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