

AUTOMOBILE ROAD TO OCEAN BEACH

Portland Owners of Cars Plan Construction of Highway to Seaside.

EXPECT COUNTIES TO HELP

Thoroughfare That Would Permit Cars to Make Run From the City to Coast in a Few Hours the Aim of Local Enthusiasts.

BY W. J. PETRAIN. A determined effort is to be made by auto enthusiasts of Portland and vicinity to perfect plans for the building and maintenance of a well-balanced, thoroughly accessible thoroughfare from Portland to Astoria and Seaside.

who drive machines for hire and to drivers employed at garages. Dr. C. B. Brown, who is a member of the examining board, and an enthusiastic autoist, is planning a number of pleasant trips in his big machine during the coming season. Last year he made a number of trips to Mount Hood and vicinity, as well as into Tillamook County. He is so pleased with excursions into these outlying sections, that he hopes to see the Portland Automobile Club take up the matter and devote its energies toward completing hard-surfaced roads into several other parts of Oregon.

The Portland Automobile Club, which held a short business meeting Friday night, is preparing to hold soon its annual banquet, which will be one of the most elaborate affairs in the history of the organization. The club has many improvements of various roads under consideration and will soon begin to map out the work in detail. It is hoped to have several thoroughfares in Multnomah, as well as adjoining counties, improved to such an extent that a pleasant excursion of greater distance than any taken in the past can be enjoyed this Summer.

The coming automobile show in San Francisco will be a novelty, inasmuch as there will be represented on the floor of the Coliseum the makes of cars that have, to a certain extent, been practically

BEAVERS OFF FOR THE SOUTHLAND

McCredie Leaves Tonight With Players for Santa Barbara Training Camp.

NEWS NOTES FOR THE FANS

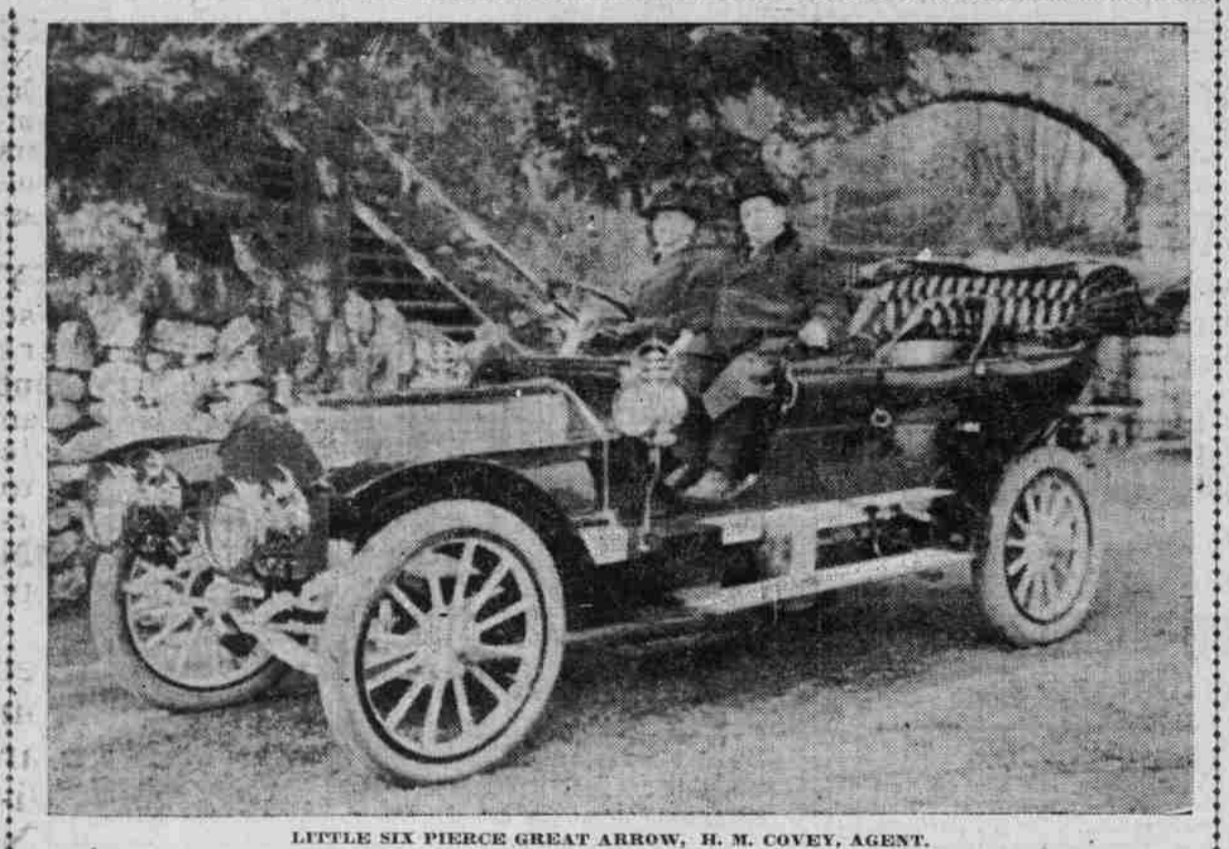
Devereaux Lost to Oakland—Mott Refuses to Go to Aberdeen—Later History of Some of Old Oregon League Stars.

BY W. J. PETRAIN. With the starting of the balltossers to the various Spring training quarters, the baseball season may be said to have been inaugurated, and henceforth the festive fanatic who dreams of pennants will occupy the center of the arena. It may also be intimated that the trials and tribula-

Studebaker Automobiles THE GREATEST ENDURANCE CAR IN THE WORLD

The Studebaker War Dispatch Car, leaving New York six days behind the New York-to-Paris racers, on their way to Fort Leavenworth, Kan., with a dispatch from General Grant, arrived in Chicago twenty minutes ahead of the leader, through snow, mud and blizzards. The most wonderful automobile record ever accomplished. The reason is easily explained if you will investigate.

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LITTLE SIX PIERCE GREAT ARROW. H. M. COVEY, AGENT.

less for three or four years, and at present it is as far from consummation as ever, but some of the active autoists expect to show some progress this year. So far, road improvement work, with the exception of a few miles in the immediate vicinity of Portland, has been merely talk. Nothing definite has been done, although a road to Mount Hood, another to Greater Lake, another to Tillamook and various others have been discussed at different times in the past. Excepting the improvement of the St. Helens road and a few miles of other different roads, good roads in the state of Oregon from the standpoint of an automobilist are unknown. Not that the average Oregon road is impassable, but that the great majority of them, while fit for teams, like but little pleasure to the drivers of power cars.

The advocates of the Portland-Astoria thoroughfare are enthusiastic over their proposition, and are said to have enlisted the assistance of the authorities of Columbia and Clatsop counties to such an extent that the officials and residents of those places will contribute handsomely toward building and improving the roads, providing Multnomah County and the Auto Club will do their share.

The argument in favor of this road is that it would furnish the Portland business men who own automobiles an opportunity of running down to the Oregon beach in an afternoon, and if necessary, returning home that night. If desired, an early morning start from the beach resort would find an auto party in Portland long before noon of the following day. In addition it is held that the route, from a scenic standpoint, is all that the most exacting lover of nature could demand. The present road, at least that portion of it which extends as far as Linton, is in fair condition. Most of it has been maintained and kept clear by the Portland Automobile Club. Beyond Linton and as far as St. Helens the road is passable during good weather and even during the hard rains it is not altogether impossible to take a machine over it, but beyond the latter point it is at places a veritable quagmire and hardly passable for teams.

Once that a suitable road is constructed, one which will enable the autoists to travel some distance from the city with some degree of comfort assured, it is expected to prove an easy way to secure other equally good thoroughfares extending to all parts of the state.

An automobile road race of between 100 and 200 miles in length is among the possibilities for this city during the coming Summer. Plans for such an event are now being discussed by the local enthusiasts as well as by the dealers. The plan is to select a course along such roads as the Section Line and Powell Valley thoroughfares. The construction of these roads is near Gresham and the proposed route would extend out to Gresham by one way and the application by the other, and by circling this route from eight to a dozen or more times the racers would have a course of any length desired. Such an endurance race would be a decided novelty and should arouse considerable interest in the fine sport. The plans for this event are being quietly planned and will no doubt be perfected by the time the season opens for automobile touring.

The Portland Automobile Chauffeurs' Examining Board has completed its preliminary work of framing the requirements of applicants for licenses to drive autos in this city, and the application blanks are being given out. All drivers are required to fill out these applications and submit them to the board within 10 days. About 30 drivers have applied so far for these blanks, and the work of examining into their fitness to operate a machine will be taken up by the committee as soon as the applications are returned. Several days will be required to examine all the applicants, who will be required to display their ability at starting, driving, steering, reversing and such other actions as require dexterity on the part of a driver. The law calling for the tests applies only to those chauffeurs

unknown outside of the big cities of the Coast. Many of these cars are the result of experience that some of the experts of the game have had with some of the older makers. The result is that the vehicles to be seen are among the most modern of the day. Besides, there will be cars that have National reputation, in the speed game, having been among those which have made their records over the Vanderbilt course. Incidentally, French cars, that have made a reputation in Europe and America, as racers and touring cup winners, will be exhibited. There is no question but that the show will be the most unique ever given in San Francisco.

Among the attractions, besides the airship proposition, will be the motor boat display. With the advance of the motor car and its wonderful engine, the launch, or motor boat, as it is known now, will advance in leaps and bounds. The possibility that such a light engine of high power can get such speed, has brought out a new field, or industry, and many of these high-power engines and motors are to be exhibited. The commercial truck, another branch of the automobile game which is coming to the front, will also be part of the exhibition. These necessities, as it were, having taken on a more serious turn in the game, now hold the attention of the manufacturer, who, when the stringency in the money market made itself felt, turned his attention to the commercial vehicle, which will become an individual industry of great importance.

One of the simplest tests for acidity of lubricants is as follows: Take a small rod or piece of bright steel and a piece of cotton waste wicking or something

tions of the managers have actually commenced.

The task of signing up a ball team is not usually the cause of great worry to the manager, but with the arrival of the Spring training period his worries actually commence. Within a few days he will know positively just what players he can depend upon for the coming struggle for the pennant, for the men who report to him will be the only certainties on which he can rely. Balltossers, like the fans, are an uncertain quantity. One minute they are for the manager, and the next they are "plumb as in him," and in addition, he is required to watch a certain per cent of the players for deviations from the straight and narrow path in order that he can keep them in proper shape to play the game as it should be played.

Strictly speaking, this applies to the managers of the two Big League clubs and to the Pacific Coast League, for the other leagues do not get into action at the conditioning game until from two to four and six weeks hence. The Coast League season opens April 4, while the majors open about two weeks later, which it will be seen that the big fellows take two weeks longer at conditioning themselves than do the players of this league.

Manager McCredie and his balltossers, that is three of his men, who have wintered in Portland, will depart for Santa Barbara tonight, and on the same train with them will probably be Manager Fielder Jones, of the Chicago American League team. Jones expected to leave for Los Angeles Thursday, but the illness of his brother has detained him

and he may not be able to leave tonight, although he has planned to do so.

The following is the line-up of three of the four teams comprising the Oregon State League during the year. Fielder Jones wore a Portland uniform: Portland—Fable, short stop; Dowell, first base; Rankin, second base; Jones, center field; Forby, third base; Schwartz, catcher; Baldwin, left field; Wilds, right field; Versteeg and Bellinger, pitchers. Oregon City—Babb, second base; Reckner, third base; Clark, first base; Harlow, left field; Fields, short stop; Harlow

and Davey, catchers; Stevens, center field; and Pennington and Dammann, pitchers.

Albany—Reilly, third base; Burns, short stop; Shea, second base; Stanley, catcher; Wallace, center field; Mullin, first base; Cole, left field; Swartz, right field, and McGreevy, pitcher.

The personnel of the Salem team is missing from the record from which the above was obtained.

Only about half a dozen of these old-time diamond warriors are now in the game. Fielder Jones has attained the highest honors of the whole bunch for he has succeeded in becoming a big league manager and has the added distinction of having won a world's championship with his team. Charlie Babb is manager and part owner of the Memphis Southern League team and has enjoyed the most successful career on the diamond. Josh Reilly is still playing ball in the California State League, where he is connected with the San Jose club. Matt Stanley, who played on the same club with Reilly, is Duggdale's mainstay behind the back in Seattle, and is still rated as a fine player. The other players of the Oregon City team, as of the other Portland players aside from Jones, "Trilly" Rankin, Frank Dowell, "Bud" Versteeg and Bellinger still reside here. Howell is captain in the Portland Fire Department, as is "Burry" Stevens, who played with the Oregon City team. Con Harlow, one of the Oregon City Devereauxs, continues to play in the Cotton States League and is said to be financially interested in the Natchez club. He caught for the Portland Pacific Coast League team in 1906. Charley Davey, the other Oregon City catcher, is interested in mining enterprises in the Saskatchewan territory in Canada, while Fields is division superintendent of the O. W. P. Company. John Anderson, of the Oregon City team, is engaged in business in Portland, and Joe Shea and Mullin, of the Albany team, are living in California. The others are scattered throughout the country.

It may be that he is making a mistake by not taking a chance with Aberdeen.

Ennon Calif, the Oregon City lad who has pitched several seasons for Portland, and who recently was sold to Aberdeen, is another player who is holding out. He refuses to consider the Aberdeen offer, and is thinking of joining a California State League club. Anson Mott has also quit organized baseball for the reason that he does not appreciate being imposed upon to Aberdeen. Mott would like to play with either Duggdale or Russ Hall in the Northwestern League, but is displeased at being sold to Aberdeen. He has signed with one of the outlaw league teams.

Oregon Bowling Association.

Standing of Oregon Bowling Association: Oregon.....54 38 16 704 White Rivers.....51 34 17 662 Williams.....54 32 22 696 Columbian.....34 21 13 374 Portland.....51 23 28 651 Rose City.....51 19 32 576 Pinks-Clatsop.....51 30 41 596 Moore, captain of Portland team, rolled high game for week, 230, also captured high average for three games with 291. Kruse wins special prize for month, for high score, 247.

Individual Averages of Oregon Bowling Association:

Table with 2 columns: Name and Average. Includes names like Kruse, Rowe, Ambs, Barbour, etc.

Orsa, in Sweden, has, in the course of a generation, sold \$5,550,000 worth of trees and by means of judicious relations has provided for a similar income every 30 or 40 years. There are no taxes. Railways and telephones are free, and so are the schoolhouses, teaching and many other things.

Many of the Portland fans will remember Harry Blake, who came to Portland with Ike Francis and Dan McFarlan in 1906. Blake is now managing the Houston club in the Texas League, and is said to be enjoying considerable success. He is lining up a strong team for the coming season, according to advices from that league, and hopes to capture the pennant easily.

The Aberdeen club may find itself up against it for a second baseman this

IOWA TEAM IS COMING

FAMOUS MUSCATINE BASKETBALL FIVE TO PLAY Y. M. C. A.

Organization Claims Championship of World and Has Rarely Been Defeated.

Physical Director Grilley, of the Y. M. C. A., after considerable correspondence, has been enabled to arrange for an exhibition "friendly" basketball game between the Muscatine basketball team, of Muscatine, Ia., and the Y. M. C. A. to be played on Friday next, March 6.

The Muscatines, as they are popularly called, are members of the Amateur Athletic Union, and they claim the championship of the world. They are generally regarded as the holders of that and most other honors in the basketball world. The team is making a tour from coast to coast. The Middle West, it left barren of all its trophies, and the team now has just completed its triumphal march through California, where its most overwhelming victory was the defeat of the University of the Pacific by over 60 points.

But that is only one of many teams to which similar treatment has been meted. Hope College, the champions of Michigan, went down before the Muscatines to the tune of 70 to 26. Indeed one of the most remarkable things about the team is the enormous scores piled up against teams with more than a local reputation. Practically every basketball five of importance from Illinois to California has gone down before the aggregation, and out of about 60 games this season they have only had to own defeat nine times, several of those defeats being administered by Y. M. C. A. teams holding state championships. At Hamilton the champions of Canada defeated the Muscatines by 16 points, and this is the heaviest victory recorded against them.

The most signal victory to the credit of the team was in Kansas, where the travelers put up 91 points to a bare score contributed against them. They profess to have beaten champion teams of ten states.

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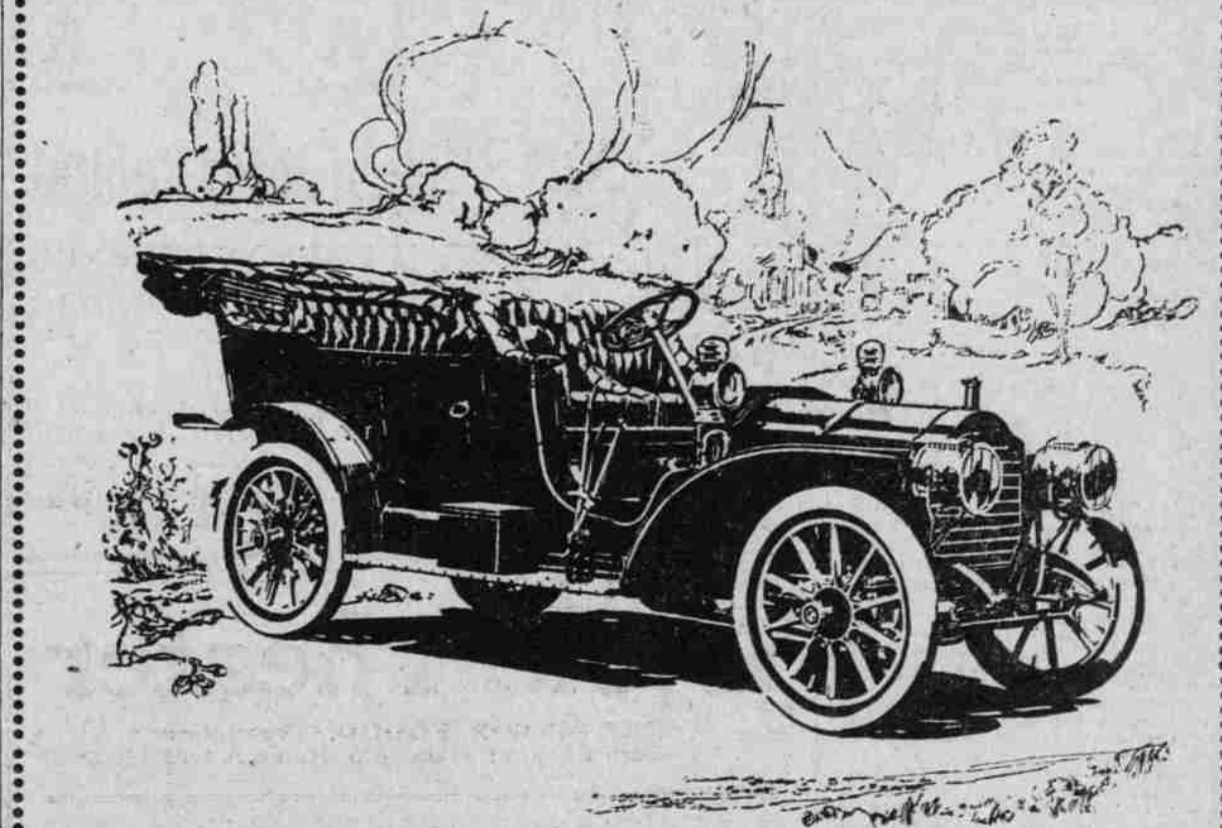
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Greenland has a population of 11,895.

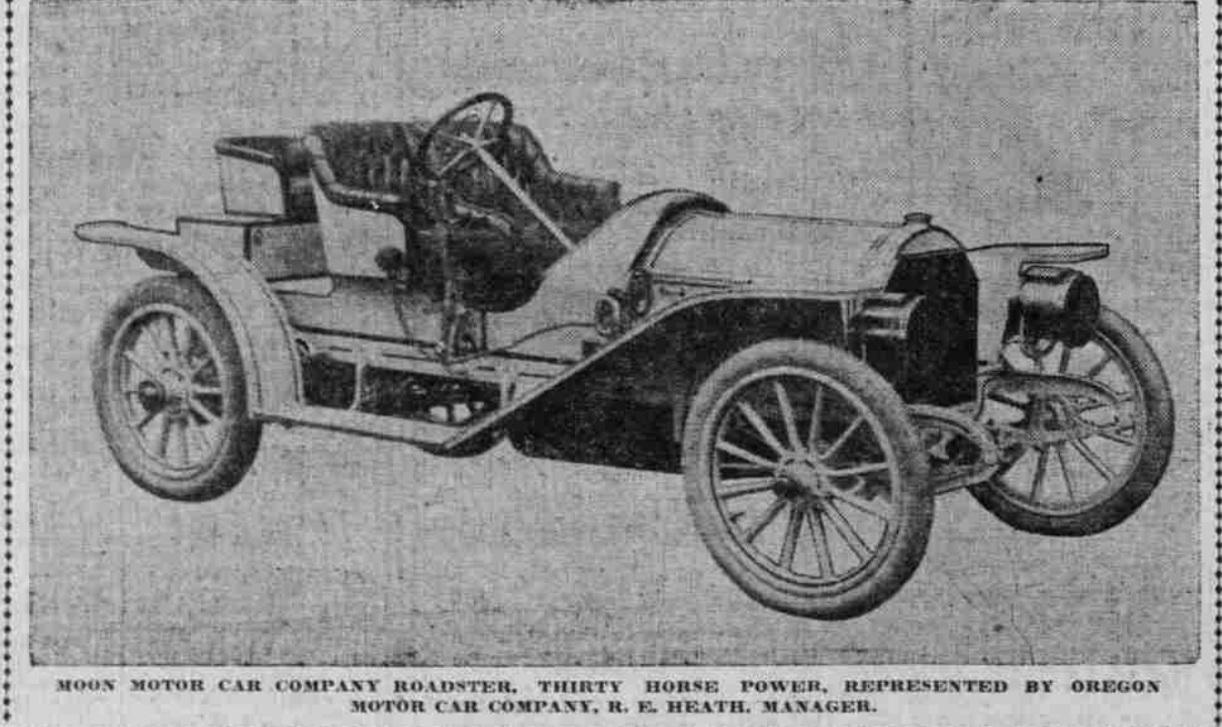


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similar. Wet the latter in the oil and wrap it around the steel and set it in the sun. If the oil be absolutely free from acid there will be no effect, visible on the steel, no matter how long it may be left, but even a comparatively small percentage of acid will make its presence known by heating the metal.

Low temperature reduces the efficiency of dry cell batteries and often when one seems to have given out, the simple expedient of warming the cells will revitalize it sufficiently to take the car home, or to a place of supply.

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