

AUTO CLUB TAKES UP ROAD QUESTION

Coast Highway for Machines Pet Project of Autoists of the Pacific Slope.

UNITED ENDEAVOR LACKING

Even in Local Good Roads Agitation Harmony is Wanting—New Model Cars Appear on Portland Streets.

BY W. J. PETRAIN.

Every year at the approach of Spring the question of good roads is brought up and agitated. It has been so since the early days when highways were the principal means of travel, and since the coming of the automobile some eight or ten years ago, the question has been advocated strongly in all sections of the state. At the present day it must be acknowledged that progress has been small compared to what it could have been had a concerted effort been made.

The great trouble experienced in making headway with road building is that as soon as it is proposed to build a road into a certain locality, somebody else will come forward and as earnestly advocate the construction of a road in another direction. As the advocates of each road believe themselves in the right, and are usually proof against argument to the contrary, the final accomplishment of each project fails because of lack of interest on the part of the public in general.

The automobilists cannot build a road of any great length by themselves, and the sooner they get together and by concerted action start a general interest in some good highway the sooner progress of the material kind will be accomplished along that line.

The Mount Hood road, the road to Seaside, and the road to Tillamook have each received more or less attention, but so far there has been no concerted action toward raising funds for the construction of any of them. Each project is in itself worthy of consideration, but in order that the state shall secure good roads some plan must be developed wherein all the autoists will be backed up by the people of the entire state. At the dinner given by the Portland Automobile Club Thursday night, C. F. Stewart proposed the building of a road from Seattle on the north to Los Angeles on the south. Should the three states take a united interest in this proposed thoroughfare and by concerted action, build other handsome driveways will be easily secured to the other points desired. This is the pet project of autoists from the Canadian boundary to San Diego.

The autoists realize that it is absolutely essential to the success of road building to obtain one good road, and for the purpose of selecting the proposed route of improvement, a meeting of the Automobile Club will be held in the near future, when it is hoped to have a full attendance on the part of all the automobile owners in the city.

R. D. Inman, the speed marvel, and W. F. Linnman, time annihilator, are two of the most active members of the Portland Automobile Club, and pride themselves on owning the speediest machines in the city. Each year it has been customary with them to parade a new machine at the earliest possible date, and this year each believed he had scored on the other by having his car on the ground first. Imagine their chagrin when one bright day, last week, while spinning about in their bright new cars, they met at a prominent street corner. The guests of the two men were "wise to the situation" and proceeded to jolly the knights of the steering wheel and prod them on being behind the times. A challenge to a speed test was immediately issued, and accepted, and until the roads offer suitable inducements to racing, the merits of the respective cars will not be known. Lipman says he has it on Inman because his car was untended from a night car several hours ahead of Inman's, but the latter merely smiles and whispers, "Wait until I get him on the road and I'll lose him."

Several prominent Portland physicians who enjoy autoing and own cars, are enjoying a laugh at the expense of Dr. Ernest E. Tucker, who so far has held out against all the arguments they can offer in favor of the automobile and continues to use the reliable horse and buggy on all his pleasure and business drives. The object of the autoing doctors' wrath was caused by an accident which befell their horse-driving comrade. At that the accident was brought about by an auto. According to the story being whispered about, Dr. Tucker recently purchased a brand new buggy, to which he hitched his splendid pacer. While driving out Alder street he encountered an automobile which was being controlled by a man who had but a few moments embarked in auto driving and was rather unsteady in handling the steering apparatus. The result of this was a collision in which the handsome new buggy came out decidedly the worse, and now Dr. Tucker waxes exceedingly wrath whenever the foot of an auto horn reaches his ears. Drs. Mackay and Rockey, however, are hopeful that he can yet be prevailed upon to buy an automobile.

O. B. Henderson, of Cleveland, O., a traveling agent for the Baker Electric Auto Company, spent a few days in this city last week. Mr. Henderson stated that the electric car as a means of transportation in a city far surpasses the other motor vehicles in all departments. This type of machine is being perfected to greater possibilities each year, and at present they are capable of being run from 80 to 100 miles a day without having the batteries recharged. The advantage of an electric car is said to lie in the fact that they are free from the fumes of gasoline and can be handled without cranking of the motor. They are built merely for use in the large cities as runabouts. While in Portland Mr. Henderson arranged with H. L. Keats & Co. to handle this machine.

Miss Inetta Jewell, the leading woman of the Baker Theater Company, is an enthusiastic automobilist. She has a Maxwell runabout and puts in her spare time between the hours of rehearsal and performance by touring Portland and its suburbs. During the short time she has been in this city she has become quite familiar with all the beautiful suburban spots. She takes the keenest delight in visiting the City Park and other portions of the city and vicinity which can be reached by automobile.

All the garages in the city where repair work is done are working overtime at present in the effort to prepare the cars stored there during the winter for the coming season, and incidentally it might also be mentioned that the

changes are busily engaged in putting together the new 1908 model cars. Every day witnesses the speeding of a new automobile around the principal streets, and to judge by the ever increasing number of these cars, one would hardly realize that there had been any sort of a financial flurry.

EAST MAY LOSE BIG CUP RACE

Savannah and St. Louis in Line for Vanderbilt Classic.

Announcement that the racing board of the American Automobile Association is giving serious consideration to the applications made by Savannah and St. Louis for the next Vanderbilt cup race means there is not much chance of completing the Long Island motor parkway in time for the international struggle, the motor critics contend.

If any one had hinted a year ago there was the slightest chance of this classic being run anywhere in the East he would have been laughed at. Indeed, California and Missouri did have the temerity to file applications for the race last fall, but the A. A. A. did not go into the matter deeply. Now, however, the National organization has announced it would run the Vanderbilt this year, anticipating the completion of enough of the parkway for a course. But recent developments make it look doubtful if the parkway will be available, so when St. Louis and Savannah came forward with guarantees that they could offer soldiers to police the

SCOTCH TEAM TIED

English Have Chance for Soccer Championship.

EACH SCORES FOUR GOALS

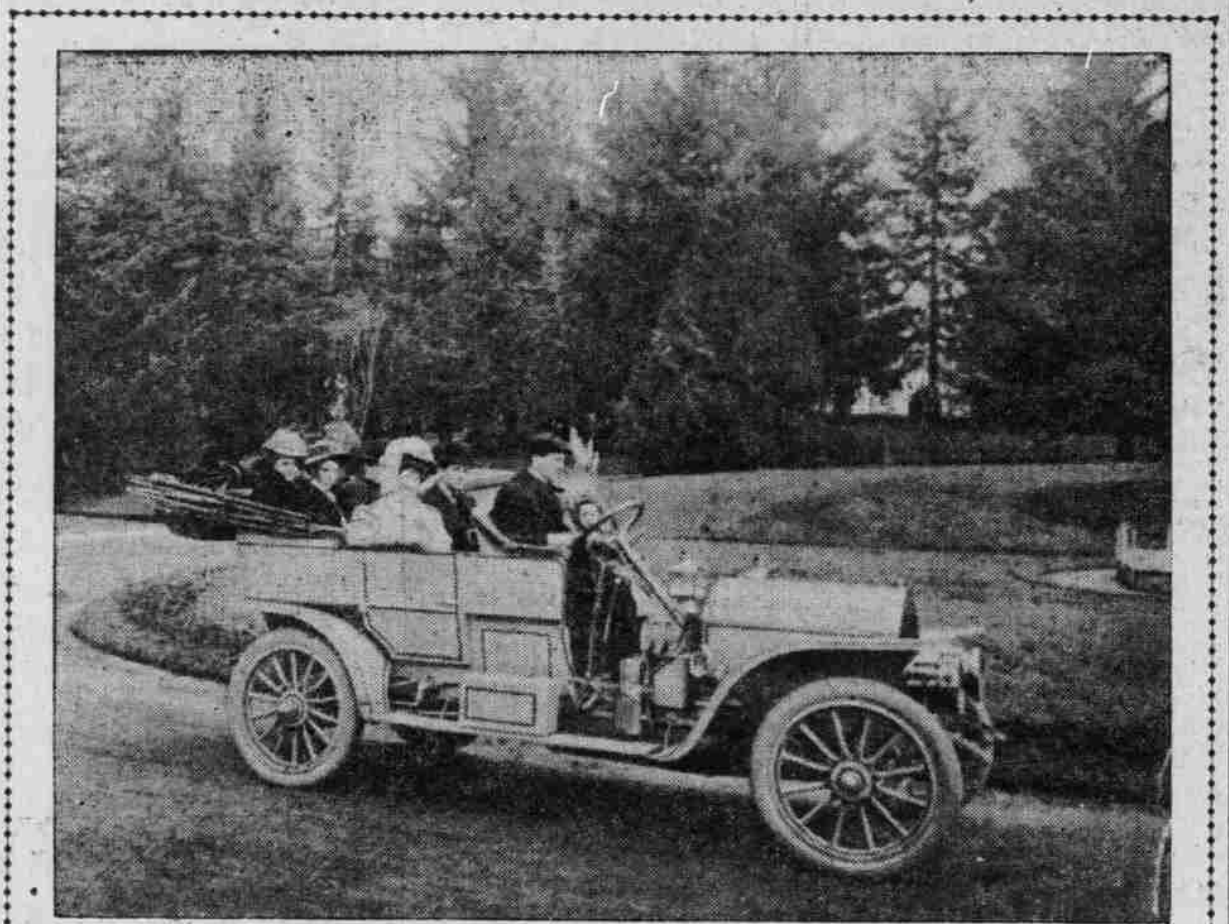
English Players Show Big Improvement Over Former Games—Teams Will Meet in a Decisive Contest Next Saturday.

Scotch, four goals; English, four goals. A rally as pretty as it was unexpected on the part of the determined English association football team enabled that doughty eleven to equal the Scotch lead in the second of the international series, yesterday afternoon, and the best efforts of the Scotch could not give them a deciding goal before Referee Mountz blew the whistle. This result forces the Scotch

heavily for Scotch and English, respectively. Mountz' decisions on these penalty kicks were peculiar and criticized by both players and spectators. Both were awarded for fouls inside the penalty area, but not for the class of fouls that usually calls for the extremely severe punishment of a penalty kick involves. Mountz' offside rulings were also questioned, but he is a hard-working referee, conscientious and popular, despite all criticism.

The second English goal was scored by Hughes, who kicked a long lob onto goal, which Pattullo let bounce over his head and past him. This gave the Britons the lead, but the Scotch evened after 20 minutes of play by a beautiful shot off Dick's accurate instep. McNicholas, who had been stopping everything, could not see the ball for the crowd until too late. Half time saw the score two each.

The Scotch rushed things in the next half, and for 15 or 20 minutes had the game their own way. Stevenson hammered through a sizzler that McNicholas could not reach, though he threw himself full length. Burns secured the fourth from a shot that rebounded from the post. Meanwhile Andrew Matthew had been shooting persistently, and sending over some beautiful centers, all of which resulted fruitlessly.



H. E. NOBLE'S NEW STODDARD-DAYTON TOURING CAR, RECENTLY PURCHASED FROM H. A. BURGESS & CO.

course and that they had roads which would be suitable for such a race, the powers that be sat up and took notice.

The racing board has not committed itself in the matter, though. It simply has told Chairman Thompson to investigate the conditions when he makes his trip to Savannah, but even this is a grain of comfort for the Westerners, who have looked at the classic with longing eyes for the last two years, believing it would do the sport and the industry great good. It has been demonstrated it is impossible to get the troops in New York state, so the Westerners have made an impression.

If the big race does get away from the East, it is believed Savannah will land the plum, for the critics who have inspected the course for the racing carnival there March 18 and 19 say it exceeds anything of the kind in this country. The Georgians can furnish troops and the Southerners are so worked up over the March affair it is thought they would give the Vanderbilt strong support and make it the greatest event of its kind.

to give their foes another game, for by winning the third of the series, the English would be able to tie the points. A tie or a victory would give the Scotch the 1908 series. This game will have to be played next Saturday, which prolongs the season a week longer than was expected.

The English forward line played much better football than it did in the first game, Mills, Dean and Hanson doing the bulk of the work. Their defense was particularly aggressive, and the switching of Steele to the half line and Lawrence to left wing added matters considerably. The Scotch probably had a little the best of the game, inasmuch as McNicholas stopped numerous exciting shots that looked like winners, while Pattullo was given only eight or nine chances during the game. Shots that just grazed the bar or that struck the posts and bounced back were unusually numerous. This hard luck was about equally distributed.

The first goal to each side was awarded from a penalty kick. Harry Matthew and Rynance scoring them a cross-shot. Hanson shot the fourth goal, which was the cleanest the English made.

The start of the Scotch defense was Bonnett, who was back in the game for the first time in several weeks, and is apparently a born halfback. Dickson and Mackie were strong, too. Stevenson's playing is very popular with the spectators. Line-up: Scotch (4)—Goal, Pattullo; right back, Dr. Short; left back, Dymont (captain); right half, J. K. Mackie; center half, Dickson; left half, Bonnett; outside right, Burns; inside right, Dick; outside left, A. Matthew; inside left, Stevenson; center, H. Matthew. English (4)—Goal, McNicholas; right back, Rynance; left back, Jago; right half, Fenwick; left half, Steele; center half, Hughes; outside right, Kilpack; inside right, Dean; outside left, Hanson; inside left, Lawrence; center, Mills (captain). Referee, Mountz. Linesmen, Stewart and Clark. Attendance, 600.

According to M. Abraham, the best telephone does not transmit to the car more than one-thousandth part of the energy which it receives from the line.

STUDEBAKER

THE famous army dispatch car selected by Gen. Frederick Dent Grant to carry a message from New York to Fort Leavenworth, Kansas, in the quickest possible time. The STUDEBAKER was selected on account of its unquestioned ability to meet and overcome all kinds of unfavorable road and weather conditions.

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Automobile News Notes

BRITISH builders are devoting more attention to the manufacture of cars that will come within the means of persons of comparatively moderate income.

The first annual show at Rochester, N. Y., which has been arranged for March 18 to 21, by the Dealers' and Motorists' Associations combined, promises to be a success.

It is almost exactly 100 miles from Nashville, Tenn., to the Alabama state line, and within that distance an automobile is obliged to pay \$1.95 in tolls to turnpike companies.

Carpet cleaning by automobile power recently was devised by a San Franciscoan, who mounted a vacuum pump and a set of hoses on the back of his car, connecting the pump with the motor.

The world's largest motor-driven fire escape is now in operation at Liverpool. It is both driven and manipulated by electricity, and the main ladder can be raised to a height of 87 feet in 20 seconds.

Every doctor in Rushville, Ind., about 40 miles east of Indianapolis, uses an automobile, and it is said the city has more motor cars in proportion to its size than any other city in the Hoosier State.

On account of the long distance between supply stations, one of the French machines constructed for the run from New York to Paris has a tank in the lower part of its body holding 200 gallons of gasoline.

Cleveland's police have been ordered to forbid automobile owners leaving their cars along the curbs in the shopping district while they are shopping or transacting business within doors, as they interfere with traffic.

There probably are more than 50 so-called "schools" for motoring in New York, of which less than five have the approval of genuine motorists. Some grant a "diploma" after a pupil has spent but a few hours in a car.

New York City motorists will ask the Legislature of that state for a law to hedge about with safeguards the granting of chauffeur's licenses. At present any one filing out a blank and sending it with \$2 to Albany can secure a license.

Boston automobilists won public approbation by offering a substantial reward for the conviction of the motorist who ran down a little girl in the suburb of Milton, carried her to the door of her home and sped away without giving his name. There is a lot of interest in regard to the probable driver of the second Fiat car. The name of the driver may not be made known. Jimmy Ryall has been mentioned as a possibility, as has also Mr. Parker, who drove with Cedrino when the Fiat won the last

24-hour race at Morris Park in such a sensational way. Ryall should be drive, will operate his own car, as it is his intention now to purchase the car outright.

The agents of San Francisco estimate from the orders they have received that 8000 automobiles will be sold in California during 1908. Some of these will be sent to Hawaii, Washington and Oregon, and estimating the cars at \$3900 each, the total reaches \$31,000,000.

Los Angeles can claim credit for the latest novel use of an automobile. D. C. Wilgus, a manufacturer, moved a complete machine shop, including planers, lathes and general machine tools, from an old plant to a new one, using the motor-car to tow the machinery, piece by piece.

"People concerned in the motor industry in the United Kingdom are beginning to believe that the productive power of the industry here has finally equaled and will soon—if it has not already done so—exceed the demand," reported United States Consul Husted, of Birmingham, recently.

Two horseless cars, each capable of carrying 12 men and all necessary paraphernalia, have been purchased by the St. Louis Fire Underwriters for use of their salvage corps. The machines are provided with extra emergency brakes, and it is claimed can be stopped within 20 feet while running at a speed of 20 miles an hour.

The army car, from New York to Leavenworth, Kan., is smashing records. The first day it covered a distance of 232 miles through snowbanks

and over ice and slush at various periods of the day. The car carries a message from General F. D. Grant, of Governors Island, to commanding officers of Army posts. The car is equipped with Continental anti-skid tires, Rouge Perre. No chains are used. This journey gives a fair opportunity for deciding whether Continental anti-skid tires are faster than other tires with chains.

A test case before the Federal General Board of Appraisers to determine the amount of duty to be paid on ferro manganese, ferro vanadium and other ores containing iron in combination with other metals used in the manufacture of steel developed the fact that pure ferro vanadium, much used in steel for automobiles, is worth \$10,000 a ton.

LOSIER Motors **JAGER Motors**



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STUDEBAKER WAR DISPATCH CAR BEING SHOVELED OUT OF THE SNOW NEAR HOBART, IND.



THE SNOW WAS SO DEEP THAT THE RUNNING BOARDS RESTED ON THE DRIFTS, MAKING IT IMPOSSIBLE FOR THE WHEELS TO SECURE TRACTION, THUS RENDERING IT NECESSARY TO SHOVEL IT OUT.

KISSEL KAR WINS

In the annual Pasadena-Altaadena Hill Climb, at Los Angeles, the \$2000 Kissel Kar won first place in event for roadsters selling at \$3000 and under, and also won the event for touring cars at \$2000 and under. The time of the speedy Kissel Kar roadster was only beaten by four cars, each selling for \$4000 and over. The Kissel Kar was the only car to win all the events in which it was entered; in fact, the only make to win more than one event, and making better time than the following well-known cars:

Haynes	.....\$3750	Rambler	.....\$2500
Stoddard Dayton	..... 2500	Pope Hartford	..... 2500
Thomas Flyer	..... 4000	Elmore	..... 2500
White Steamer	..... 3500	Reo	..... 2500
Thomas Detroit	..... 2750	Oldsmobile	..... 1900
Oldsmobile	..... 2750	Tourist	..... 1950
Tourist	..... 3000	Jackson	..... 2000

And all other cars of lower price. The Kissel Kar covered the distance, 1 3/10 miles, in 2:22 3/4, over an average grade of 11 per cent. Arrange for a demonstration in the Kissel Kar.

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