

VEHICLES NEED WARNING LAMPS

City Council Will Be Asked to Rigidly Enforce Ordinance.

AUTOMOBILE CLUB TO ACT

Members Declare That Horse-Drawn Wagons and Buggies Without Lights Are Menace to Life.

At the next meeting of the City Council the Automobile Club of Portland will endeavor to have enforced the ordinance requiring buggies and every horse-drawn vehicle to have light lamps at night. Members of the Automobile Club assert that it is equally as dangerous for horse-drawn vehicles to proceed along a country road at night without lights, as it is for automobiles, and some argue that it is even more so, as the noise of an automobile gives some warning of its approach.

While many laws are necessary to protect the public from automobiles and the enforcement of these laws is perfectly just, at the same time it is agreed that there are a few restrictions that should be put on the owners of horses. This ordinance about showing lights is one. Several instances have been cited where automobiles in going along a country road at night have suddenly, without any warning, found themselves practically on top of a buggy filled with people, and an accident has been narrowly averted.

The first inkling an automobile driver has of the approach of a buggy is not until within twenty or thirty feet of it and then he sees only a black mass. It would be a protection not only to the automobilist but to the drivers of horses, as well, if this ordinance were enforced, and it is to be hoped that the City Council will be made to see the danger and take steps accordingly.

One instance in particular is told of by an officer of the Automobile Club, in which he and a party of friends this week were traveling along the Base Line Road at night. They noticed a coat and hat in the road. They picked them up thinking some one had dropped them from another automobile, and proceeded, to find about a mile down the road, a buggy with two persons asleep in it. The horse was going along at its leisure.

It seems only fair that wagons should be made to come up to the law in the matter of carrying lights and it is to be hoped that the Automobile Club will be successful in its endeavor.

Plans for the proposed run by Automobile Club members to Tillamook next Saturday, which was erroneously announced as being scheduled for yesterday, are progressing favorably. About twelve have sent in entries and the tour seems assured of success. The run is a very pretty one of 125 miles and can be made easily in from ten to twelve hours. Entries should be sent to W. J. Lipman, secretary of the Automobile Club.

John H. Scott, of Salem, president of the Good Roads Association, will address the members of the Portland Automobile Club some time in the near future on the progress being made toward the betterment of the roads and plans for future work.

The Portland Auto Club will petition the O. R. & N. Railroad to put a bell at the Fairview crossing on Sandy road. This is a much traveled highway and is especially dangerous to autoists.

Altogether, counting in the "buggy-mobiles," there are 29 different makes of autos purchasable for less than \$1000 in the United States. From \$1000 to \$2000 there are 53 different makes. From \$2000 to \$3000, more than 80. From \$3000 to \$4000, 28. From \$4000 to \$5000, 46. From \$5000 upward, 52. Six thousand dollars may be set as the absolute limit in price for American cars. In electric pleasure vehicles there are 22 varieties, ranging in price from \$1350 to \$2400, while the commercial vehicle field now includes 40 gasoline cars from \$600 down to as little as \$150, and 14 electric trucks, wagons, etc., from one to five tons capacity.

New York City has 100 automobiles in the service of the city officials. There are eight used in the fire department, one of these being a Baker electric specially built to go 45 miles an hour.

It seems likely that International Road Race for the grand prize of the Automobile Club of America, to be held at Savannah, Ga., on Thanksgiving day, November 26, will be as big an event and perhaps of more importance than the Vanderbilt race, which has heretofore been the premier event in this country. It seems that the American Automobile Association in making the rules for the Vanderbilt race the coming Fall saw fit to change in some respects the rulings as to weight of cars entered and dimension of cylinders and in this respect makes most of the European racers ineligible. There is an international set of racing rules which are supposed to be used in all international contests of the nature of the Vanderbilt cup race and grand Prix and most of the foreign factories already have racers built according to those rules and had expected to use them in the Vanderbilt race. Now it is doubtful if many of them will go to the extra expense of building a car especially for the Vanderbilt race, and for this reason the Savannah meet was gotten up. It will be run under the international rules and bids fair to eclipse the Vanderbilt race in the number and prominence of its entries. The Savannah meet was gotten up. It will be run under the international rules and bids fair to eclipse the Vanderbilt race in the number and prominence of its entries. The Savannah meet was gotten up. It will be run under the international rules and bids fair to eclipse the Vanderbilt race in the number and prominence of its entries.

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Jean Barret, of Victoria, B. C., a full-blooded Indian, driving his 40 horse-power Studebaker, recently made a new road record between Victoria, B. C. and Seattle, Wash.

The first of the 1909 Packard cars to arrive in Portland was seen on the streets last week. The changes are very noticeable at a glance.

The crew of the Thomas car, the winner in the New York-to-Paris auto race, were given a royal welcome on their arrival in New York after their tour around the world.

Many Up-to-Date Autos Seen on Streets of Portland



WILL FLIPMAN, IN HIS NEW SIX-CYLINDER THOMAS ROADSTER.



MISS VERA GOODNOUGH AND PARTY IN CADILLAC TOURING CAR.



MRS. CALVIN S. WHITE, DRIVING HER CADILLAC TOURING CAR.

The first of the accompanying illustrations shows Will F. Lipman, secretary of the Portland Automobile Club, in his new six-cylinder Thomas roadster. Mr. Lipman, while a very careful driver, is a great race enthusiast, and is doing a great deal of good for future racing in Portland. It was he who brought up the question of holding races at the Country Club on September 21, and should the races be held it would be due to his influence.

Joe Thomas Admits Stanley Ketchel Is His Master

Defeated Middleweight Concedes Superiority of Opponent—Nolan May Manage McFarland—San Francisco Sporting Gossip.

BY HARRY B. SMITH.
SAN FRANCISCO, Aug. 22.—(Special.) Joe Thomas is now satisfied as to his complete mastery by Stanley Ketchel, the Michigan boy who in two years climbed into the middle-weight championship and is already classed as one of the best "light heavies" in the country. It took four fights to satisfy Joe that Ketchel knew what he was talking about when he said he could beat Thomas any time they started, but their last session of a round and a third proved it, even to the defeated scrapper.

"He can beat me any time," was the statement that Thomas issued to the press once he had recovered from the effects of his beating. That is an acknowledgment you do not often hear from any fighter, even though he has been three times whipped, and it goes far to establish the worth of Ketchel. His showing the other night was marvelous and there are few who have the nerve to do else than give the champion full credit for what he accomplished.

Ketchel Shows His Speed.
In the fight he tore into Thomas with a ferocity that was bewildering. Evidently he had taken a lesson from body punches that he has suffered at the hands of Hugo Kelly, for instead of

loosely about Ketchel's right arm and around the elbow. "That's got to come off," he said. "I've stood for a good many things in the past and I'm not going to be so easy in the future."

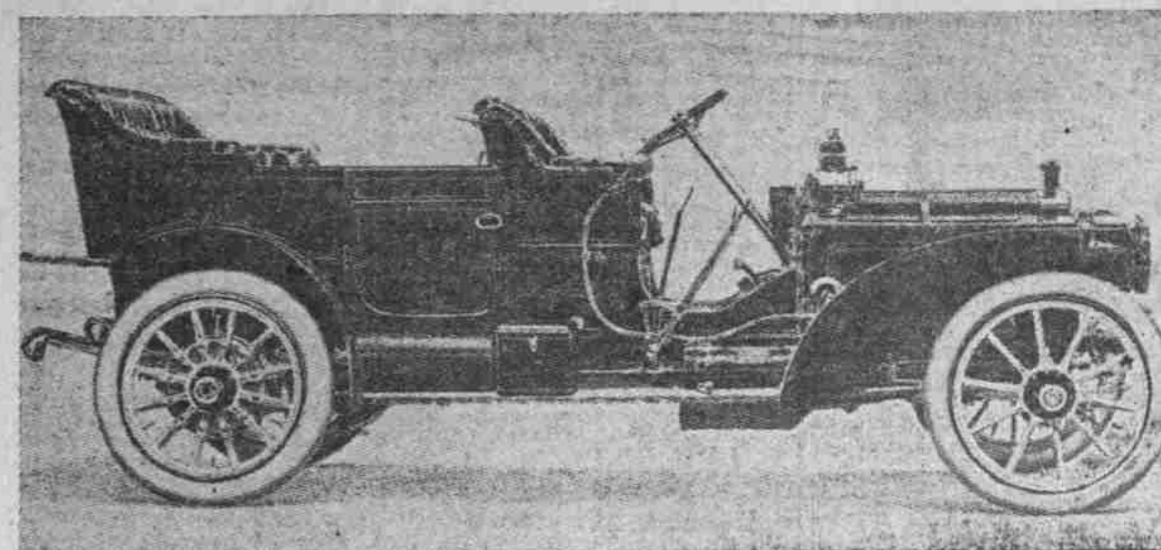
"All right, Joe," replied Ketchel, as he ripped off the offending bandage. "I've got your goat, I see that. I just wanted to find out if you would kick. Now I'll go ahead and beat you all the quicker."

Champion Goes to Los Angeles.
What next? Is the natural question of the fight fan, when speaking of Ketchel's future movements. First of all, he will go to Los Angeles, where he hopes to fight Billy Papes before the Jeffries Club on Labor day. The forfeits are up, but Papes is said to be protesting in regard to the weight. If the Illinois man insists on the impossible—and Ketchel cannot do better than 155—there will be no fight. Then Ketchel will return to San Francisco, take a trip into the mountains and await the return of Heavyweight Champion Tommy Burns.

Also After Tommy Burns.
Both Ketchel and his manager, Joe O'Connor, think that Burns can be defeated and they are hot after the match. O'Connor, in particular, wants such a fight made. He declares that he will

hound Burns into agreeing to such a match and until the Canadian does accept Ketchel will go into every city and hamlet of America that Thomas may chance to visit. Such a trip would afford vast amusement for the general public and bring no little advertising to the fighters themselves. However, it looks very much as if such a fight will be arranged, although not, probably, until the last of the year. It is being worked up to the pitch that it will make a strong drawing card and that is sufficient inducement for some one of the promoters to put the match through.

Nolan May Manage McFarland.
About the closest fighting gossip of the week was the story let loose that Harry Gilmore would probably ditch Harry Gilmore as manager on his return to Chicago and take up with Billy Nolan. Nolan, who is living on his ranch at Middletown, near Harbin Springs, came to San Francisco for the express purpose of talking to McFarland and discussing an offer to accept the management of the stockyard lightweight. It is understood that the proposition was left open, those who are in the know declare that Nolan can have the management of McFarland if the terms suit him. McFarland is inclined to blame Gilmore for his not being the lightweight champion at the present time. He had a chance to fight Gans before Nelson signed but Gilmore thought the negro too clever. Then along came the Dane and grabbed the prize. Since then, he has been nursing his wrath and biding his time. It is said that his haste to leave for Chicago was occasioned so much by his desire to reach home as to impart the news to Gilmore that they would henceforth be separated.



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Nelson has taken up the battle and declares that if Nolan manages McFarland, he will never, no never, give Packey a chance at the title. This threat, however, does not worry those who are boosting Nolan as manager, as they say public opinion will demand that the men be matched.

Gans and Nelson Here.
Gans and Nelson, as well as Attell and Moran are in the thick of training for their fights that will take place in September. Both the ex-lightweight champion and the holder of the title will do their first boxing Sunday and keep it up until a couple of days before the fight. Gans didn't do any boxing for his other fight, but this time has two sparring partners, in addition to Attell, who has secured quarters in the same camp.

In spite of all the boasting that he has been getting, Gans doesn't look any too well and it would not surprise me to see Nelson lay him low inside of 10 rounds this time.

No News From Ewing.
J. Cal Ewing was expected to release some news about an eight team league on his return from the Northwest, but so far he has been decidedly mysterious in regard to the result of his mission. The best you can get out of him is a statement that he must see Berry and other directors of the league before entering into an ex-

planation of what the Pacific Coast league plans. As was mentioned in a dispatch the first part of the week to the Oregonian, Walter McCrede is far from being satisfied with the proposition to put a team in Venice, in order to give continuous ball to Los Angeles.

"I don't care what they do," he remarked. "Portland can go into the Northwest league, if necessary." Then he modified this statement. He said that he was willing to abide by what the league might do, but he felt sure that when it came to making a schedule he was certain they would realize the impossibility of annexing Venice. He said to go so would make it necessary for a team to jump direct from Portland to Los Angeles and that the railroad fares would be too much. Walter also imparted the news that there is considerable rivalry and no little feeling as to who is to have the Venice franchise and that Berry has practically wiped his hands of the whole matter.

Zeidler is Also Sold.
Danny Long sold another player the first of the week. He is Rollie Zeidler, rated the fastest shortstop in the West and easily able to take care of himself in major league company. Zeidler, like Sutor, goes to the Chicago Americans. Instead of being money, however, the San Francisco club is to have the pick of three men after Comiskey starts his Spring training trip next year. Long argues that he needs the money far more than the club needs the money and that such a deal will prove advantageous.

Angels Figure to Win.
I don't like to discourage the Portland fans who may be bent on winning the pennant, but it looks to me as if the Angels are bound to stay out in front, although the fight for second place bids fair to be a good one, with Oakland hopefully outdistanced.

Van Halren has done everything he could think of to cause a break in the luck, but it has been to no avail. He has switched his infield around, daily, but the hoodoo still pursues him. Just for example, Slattery was hit on the head by a pitched ball and Van had to borrow Catcher Mickey La Londe for the balance of the season. Then Deacon Wright, the star pitcher, who had just recovered from a sickness, sprained his thumb, and Miller, infielder, turned his ankle. But that's the way things come in baseball.

Some Gaudy Baseball Uniforms.
All of you Portland fans know Mike Fisher and about his plans to take a team to the Orient this year. Mike is unique and startling, if timesome at times in the conversational line, and in evolving a uniform scheme, he certainly has the world beat. He told the uniform man that he wanted something gaudy, and there is no question of the dazzling effect.

Just listen to this! The suits will be white. Across the breast will be emblazoned the name of the club. "Reach

All Americans." In the center will be a large baseball and, if space permits, the American, Japanese and Chinese flags in colors are to be used. On the sleeve will be an American shield and the coats will be red, white and blue stripes running up and down.

Chandler in San Francisco.
"Weary" Chandler, who played end for the University of Oregon and last season was with Multnomah for four games, passed through San Francisco this week on his way to Arizona, where he will go into the mining business. Having graduated from the mining department of the University of Oregon and being a full-fledged mining engineer, he explains that he wants to see how much he really knows. Like all other Portlanders when they strike San Francisco, he was present at several games during the week.

Bellah Tells of Treatment.
Sam Bellah is the first to give by word of mouth the experiences of the American athlete who attended the Olympic games. Bellah, who is the Stanford pole vaulter, reached the city the first of the week. In addition to a big boost for Forrest Smithson, he has explained in an interesting fashion many of the incidents.

The facts of the 400-meter race, as given by Bellah, plainly show that Carpenter of Cornell, and his team mate, Robbins, of Yale, were robbed of the honor of winning the race by the infuriated English officials.

Aluminum is now compounded with magnesium to form magnalium, a new alloy, which is almost unaffected by damp air, water, gaseous ammonia, carbonic acid and most organic acids. It can be cast in the liquid condition, like pure aluminum, and the castings can be machined, acquiring a smooth, mirror-like surface.

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