

DAILY LOCAL NEWS TO EXHIBIT CARS

Plans for Automobile Show in March Have Been Changed.

SPACE NOT LARGE ENOUGH

Portland Dealers Require So Much to Make Display That None Is Left for Outside Firms—Sundries Displays Limited.

Developments the past week have somewhat changed the plans for the automobile show, to be held in the Armory in March, and it has now been settled to have none but local dealers exhibit at the show.

Studebaker Bros. Company, Keats Auto Company, Coyle Motor Car Company, C. B. Myers, J. B. Kelly, Fred A. Bennett and C. A. Vaughn have made reservation for space in the Armory and among them will show the following cars: Buick, Pops Hartford, Thomas, Chalmers Detroit, Packard, Pierce Arrow, Cadillac, Cartercar, Peerless, White, Stamer, Ray, Mitchell, Stoddard, Dayton, Kissel, Kar, Studebaker, and E. M. F. This selection, with four or five more that will surely be in, is calculated to give Portland motor enthusiasts a splendid opportunity to see the latest models in the most popular makes of machines.

The space for display of automobile accessories has been so much in demand that it has been necessary for the management of the show to make a limit of ten feet for each exhibit and no sundry dealer will be allowed to take more than that amount. It is doubtful if from the manner in which applications are pouring in to Will Lipman, secretary of the Automobile Club, whether there will be room for all, even with this provision made for that purpose.

Special events will be held during the progress of the four days' show, so that the crowds will be kept interested. Perhaps of most interest will be the fly-casting contest, which is to be held in a 120-foot tank, brought from New York especially for the purpose. A boat will be stationed in the Armory and will give afternoon and evening concerts.

Undoubtedly there are hundreds of people throughout the city who will journey to Portland to visit the show and anticipating this, the directors of the Automobile Club are trying to induce the greatest number of visitors during the time the show is in progress. Agents from all the smaller towns will surely come, and in most cases will bring prospective purchasers with them to view the latest models of all the cars assembled together.

In the East the automobile show has grown to be an annual affair of the greatest importance to the automobile industry and to the automobile-buying public. Manufacturers are on hand to place agencies and dealers from all over the country available to take orders and advise what cars are to be put on the market the coming year. It affords the man who is looking for a machine the most possible knowledge of the cars over and arrive at his own conclusions to which one is the best. Usually there are very few sales made directly before a show for the reason that every one is waiting to see what will be on the market. The local show coming in March, as it does, will afford those interested in machines a splendid opportunity just at the right time to view the 1909 products.

The well-known Packard motor car slogan, "Ask the man who owns one," is being used in the Frenchman around the Paris garages says: "Interroguez l'homme qui en possède."

It is now pretty well settled that there will be a tourney contest for the Glidden trophy held by the American Automobile Association next year, and that it will be run through the West. It may go to New York, to Denver, and end there, or it may start from Chicago, go to St. Paul, Omaha and Denver and finish at Chicago. One of these two routes will probably be used.

Although it has had a phenomenal growth and is a husky child, the automobile industry in this country still comes under the name of "infant industries," which is the theory of protection to guard from the competition of the cheap labor of the older countries of Europe. As against the arguments of the importers, who are asking for a lower tariff, it is probable that the plea of the American makers for no reduction will prevail. The matter of the rate of tariff revision is taken in hand. All manufacturers are not similarly affected by the tariff on imported machines, though, generally speaking, the industry wants to see no reduction in the rate of duty. The makers of runabouts and low-priced cars who use domestic materials entirely have to compete with labor from Europe for fear, and this is not as much of a menace to them as to the makers of big cars for the reason that the low-priced car has been developed here more than it has abroad and the competition of foreign makers is not so keen as it is in that of the larger cars.

The ninth National automobile show will be held in Madison Square Garden January 18-23. This is the first of a series of shows which follow in most of the big cities of the country. The same cars are on exhibit in all the shows and are taken from one show to another. Although Portland comes last on the list, owing to the fact that cars have been from New York, there will be no less splendor attached to the show. In some ways March is a better month than one earlier would be for the reason that people are just beginning to think of automobiles for Spring at that time, and are naturally more interested in looking at the new models than they would be in the middle of Winter.

"Mose" Winters, formerly of the firm of Archer, Combs & Winters, has returned from the coast and is planning to start a \$250,000 company of his own to deal in automobile sundries.

Dr. E. B. Pickett, of Medford, ordered a Packard touring car last week from the Keats Auto Co., delivery to be made in March.

On the specially chartered steamer City of Atlanta, which carried members of the Automobile Club of New York and

their machines to the Savannah race, there were 41 automobiles in the hold on the return trip. In this outfit were all the racing machines that competed in the grand prize race, with the exception of two. The total weight of the 41 machines was 14,194 pounds, and their value was figured to be considerably over \$1,000,000. This is by far the most valuable shipment of automobiles that has ever been made.

Since their great showing at Savannah, when Henry finished second in a Benz car, the Benz Import Company of America has been formed by a number of well-known New York auto dealers to handle the American import of the famous Benz Company, of Mannheim, Baden. The Benz Company are the original automobile manufacturers of the world, and have the honor of putting the first motor car on the market. With these two strong points in their favor, the Benz invasion of America should be an easy matter.

The report that the Renault racer, which Siles drove in the grand prize race at Savannah, was put out of the running by a broken axle is reported to be false. The true cause of the Renault's withdrawal was a broken ball in the wheel.

Up to the present the commercial car has been but little used in Portland and vicinity, but in the East and South it is rapidly displacing the horse-drawn vehicle. This is on account of its ability to carry greater loads than can be drawn by a single team, because it takes less room than a team and wagon, and because it will climb a steeper incline with less load than a horse will.

In Seattle one day last week nine horses fell on the slippery streets and were so badly injured that they had to be shot. During the frost of the last few days a number have been injured in Portland and in nearly every case the firm affected has been subjected to inconvenience as well as a pecuniary loss. At the same time the firms using motor trucks have gone about their work just as if it were summer. In Europe the motor truck has reached a state of almost universal use in the cities and in Germany the latest addition to the list is a motor milk train. This is equipped with 600 gallons of milk, and so far the results have been more satisfactory than were obtained by the old method of transporting this product to town by means of the steam cars.

According to Fred A. Bennett, a local dealer in motor trucks, a number of Portland merchants have decided to try out the gasoline wagon for delivery purposes, and several new trucks will be seen on the streets as soon as they can be secured from the factory.

The new Pierce Arrow roadster that has been ordered for the Chief of Portland's Fire Department, is expected soon, and every automobilist in the city hopes to see several of the city departments equipped with the motor vehicle in the near future.

Throughout the entire United States the flourishing cities are replacing horse-drawn vehicles with automobiles. Indianapolis has discarded the horse entirely in the Police Department and has provided a motor patrol wagon, in addition to the regular horse-drawn patrol. Both Police and Fire Departments, Milwaukee has just purchased a Locomobile for the Police Chief. Prior to this the Park Superintendent, School Superintendent, Board of Public Works and other departments were using machines. In Seattle the Fire Department Chief owns a Pope Hartford roadster and recently Tacoma purchased a Stoddard-Dayton police patrol.

On the first of the coming year an increase in freight rates will go into effect that will increase the price of automobiles. In the past the rate has been \$6 per hundred, with a minimum that made the smallest car cost \$150 if sent singly. The rate will be increased to \$7 per hundred on all shipments west of New York, and \$8 per hundred from the New England states.

Of course this raise will fall on the purchaser and not on the dealer, for all cars are sold in a factory, and as there are few cars that weigh less than 3000 pounds, and most of them when equipped will reach nearer the 4000 mark, the cost of freight alone can easily be figured at no inconsiderable sum.

The Covey Motor Car Company received three of the new Cadillac 30 cars last week. One will be kept for demonstration purposes and the other two have been delivered to Lou Baldwin, of Hood River, and A. Neppach, of Portland.

News comes from Toledo, O., that Herbert Lytle, the famous racing driver, who has been ill with typhoid fever for some weeks, is well on the road to recovery. It was Lytle who finished first with an Isotta car in the sweepstakes event on Long Island and a week later ran second in the Vanderbilt race.

LANGFORD ONE HOPE

Fight Fans Hope to Find Him Ketchel's Equal.

IS FAVORITE OVER FLYNN

Dopesters Figure Negro Even Money Chance to Whip Irishman in 15 Rounds—Marathon Craze Hits Bay City.

BY HARRY B. SMITH. SAN FRANCISCO, Cal., Dec. 19.—The fight down Los Angeles way, in which Billy Papke and Hugo Kelly went 25 rounds to a draw, with the Illinois thunderbolt badly scarred and the Italian (Kelly) hardly touched, seems to have effectively disposed of the pair in the way of middle-weight fighters. For that reason, the fight fans are looking for Sam Langford and Jim Flynn, as the scrappers, that takes place Monday night, is of particular importance. Langford is the one hope of the men who figure that Ketchel can be beaten. They see in the negro a boxer who has a right to challenge Ketchel and if he shows the class that is expected of him against the Colorado fireman, there will be no letup in the demands until that match is finally arranged.

Punch Was Accidental. To those of skeptical mind who believe that Billy Papke faked when he fought Stanley Ketchel, the best answer is his fight with Hugo Kelly of the week. The report of the fight shows that while Papke was the aggressor, outside of the clean knockdown that he scored in the fourth round, he did no damage. It looks more than ever as if the punch that he caught Ketchel in the Labor Day fight was accidental.

Even though he knocked Kelly down, Papke was unable to finish his man. Kelly, so says the story of the fight, rallied at once, and fought hard enough to even up the round. Doubtless Sam Berger will claim that Papke was not in the best condition, but the fact remains that if anybody had a shade in that fight, it was Kelly.

Papke and Ketchel Again. Undoubtedly, there will be a challenge from Papke to Ketchel, but just why a match should be arranged, the writer cannot figure out. Kelly made a good showing against the present champion at the Coliseum some months ago, but when the left shift was used, Kelly faded away rapidly. And if Kelly couldn't beat Papke decisively in 25 rounds at Los Angeles, there is no one who will stand and argue that he could do things to the Michigan middle-weight. There is a peculiar interest connected with the Langford fight next Monday night. Everybody who meets on the street thinks that Langford will win, but at the same time, they all want to watch the fight. It seems to be entirely a proposition of how long Flynn will be able to last against the colored man.

Langford Marvelous Boxer.

In the gymnasium Langford is a marvel as a boxer, both on the offensive and defensive. Outside of Joe Gans, there is no present-day fighter who shapes as well as does the Bostonian. He has a wonderful block, an ability to dodge punches that is equaled by few and shoots in straight lefts and rights. But there are two questions to be answered. Has he got a stiff punch? Is he game? His strongest adherents will cite the fact that Langford stayed 15 rounds with Jack Johnson and that he beat Dave Barry, who is a husky heavyweight.

For all that, however, the San Francisco fight public wants to be shown. It insists on holding its verdict in absence until Langford gets into action. Then, if he shows the right kind of stuff and whips Flynn in the fashion that is expected of him, Sam can get all the support that he wants and there is no question but that a fight with Ketchel would draw big money. The latter will insist on holding its verdict in absence until Langford gets into action. Then, if he shows the right kind of stuff and whips Flynn in the fashion that is expected of him, Sam can get all the support that he wants and there is no question but that a fight with Ketchel would draw big money. The latter will insist on holding its verdict in absence until Langford gets into action.

a fight, the colored boy will undoubtedly accommodate them.

Betting Not Brisk. Betting on the Langford-Flynn fight has not been very brisk. Langford is a 10-to-4 favorite and there is no Flynn money in sight. There is also some betting at even money that Langford will win from Flynn inside of 15 rounds and is on that proposition that there will be betting, if there is any betting worth mention.

Coffroth Gives Up Big Card.

Promoter Jimmy Coffroth has given up in disgust his efforts to secure a big card for New Year's day, and instead will have a decided novelty in the way of a continuous performance. He will have some 30 or 40 four and ten-round bouts. The vaudeville fight show is to start at 11 o'clock in the morning and will last until dark. There will be at least three referees to do the work and the fight fans can go as early as they please and stay as late. Coffroth figures that he can charge \$1 general admission and \$2 for reserved seats and make a barrel of money. Of course there will be no stakes in the fight, but Coffroth cares enough about his reputation as a promoter to see to it that his show is a good one for the money. The entire card will not cost him \$10,000, but he is right when he argues that the holiday crowds want a lot of action for a small sum of money.

Bay City Has Marathon Craze.

San Francisco is ripe for the Marathon craze. The enthusiasm that has carried away the East is spreading to the Far West, and I wouldn't be surprised to see a Marathon featured as one of the big sporting events very shortly. There is a bald-headed Irishman, who calls to the name of Cornelius Connolly, who has been pegging away at the long distance races these several years and doing his work in very fast time. Willis Britt, always with an eye for the main chance, announced the first of the week that he had signed Connolly and was prepared to challenge Dorando Pietri for a Marathon race in San Francisco. It is possible, however, since Tom Longbeats defeated Dorando in such spectacular style in the East, that Willis will transfer his challenge to the Indian. At all events Connolly, while a strict amateur needs the money, and if there was enough money in sight could easily be induced to turn professional.

In California, of course, it would be possible to have such a race in the open, and the men who are seriously considering such an affair have said that they could secure the Tanforan racetrack for the spectacle.

Baseball Presidents Arrive.

With Presidents Sam Johnson and Harry Pulliam in San Francisco, the meeting of the Pacific Coast League scheduled for next Monday, December 21, there ought to be some action taken very quickly with the status of the California outlaws. The State League doesn't seem to care very much what is done in the matter, but is willing to confer with the Easterners and Ewing insists that he has the authority to talk business to the outlaws, and unless Pulliam and Johnson are particularly diplomatic there may be more or less friction.

Just what the Coast League will do in the way of enlarging, depends on the outlaws and whether they accept or are imposed. If they want to fight, Ewing says he is prepared to install a club in Sacramento and another in South San Francisco and give his opponents all the battle they wish.

Washougal Defeats Camas.

About 75 Washougal fans chartered the Jesse Harkness Friday and took their team to Camas to play the Camas High School team Friday night. The Washougal team won handsily by the score of 22 to 15. Although the score was one-sided, the game was fast and snappy. Camas, although displaying good field work, was outclassed at throwing baskets. J. Starr, Honford, L. Starr, Wall, Goat, Ough and Moore composed the Washougal team, while Barton, Ostrom, Sell, Sigm, Faber and Crawford played for Camas. The Washougal team is open for challenge from any amateur team. Address T. S. Keep, Washougal, Wash.

BILLIARDS AND POOL.

The Waldorf, 7th and Washington.

Boom Privilege Restricted.

MONTESANO, Wash., Dec. 19.—(Special.)—The salt brought by the farmers of the Upper Chohalco River against Joseph, Bernard to join him from building a boom and jetty in which to store his logs was decided Wednesday in favor of the plaintiffs.



New Home of the PIERCE-ARROW AND CADILLAC Seventh and Couch Streets COVEY MOTOR CAR CO.

LEAGUE WILL MEET

Judge McCredie Off for San Francisco Conference.

LIVELY SESSION PROMISED

Admission of California State League to Be Bone of Contention—Baseball Gossip for the Fans.

BY W. J. PETRAIN. Judge W. W. McCredie, president of the Portland Club, and vice-president of the Pacific Coast League, left last night for San Francisco, where he is to attend the annual meeting of the Pacific Coast League, which convenes at the Bay City Monday. This meeting will probably prove a stormy one, at least so would seem to be the case if the comments from the southland are worth anything.

The big dispute likely to occupy the attention of the magnates will be over the admission of the California State League, a so-called outlaw organization, into the folds of the National Association of Professional Baseball Leagues. Presidents B. B. Johnson of the American League and Harry C. Pulliam of the National League, are to attend the session for the purpose of assisting in the work of convincing the state league magnates of the advisability of joining hands with the organization.

Whether the movement will be successful or not is problematical, for the reports emanating from the California outlaw camps indicate that there is no particular desire on their part to enter the fold. And furthermore it is quite possible that they will resist the effort to get them in unless they are granted a number of concessions of considerable importance to them.

Despite the adverse reports there seems to be a nigger in the woodpile somewhere, for it is rumored that Henry Berry is desirous of promoting a California State League Club in conjunction with his Los Angeles Coast League organization and thereby give the Angel City continuous baseball by virtue of representation in two leagues, like Portland.

In the event that this is Berry's plan, and the state league agree to it, it is quite likely that the move will meet with the approval of the magnates. The state league team would probably fit well in the Southern city and would undoubtedly do better than were Los Angeles called upon to support two clubs in the manner San Francisco does with Oakland.

D. E. Dugdale, the cherubic Seattle magnate, seems to have learned a lesson by his last year's experience and is now maintaining a most remarkable silence on matter pertaining to the annexing of next year's pennant. Dug had the flag sealed up and delivered last Winter, but things went decidedly to the bad, and instead of winning the honor Seattle finished in the last hole. However, Dug has secured the

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services of Michael Angelo Lynch, the hitherto hero of Tacoma, and the fat man of Elliott Bay expects the ex-Tiger to give the hungry Seattle fans something to appreciate in the baseball line.

President McFarlane, of the Aberdeen club is one of the busiest Northwestern League magnates these days. Mr. McFarlane is trying to secure a competent manager for next season's Black Cats, and believes he has the man in sight who will deliver the goods as in 1907, when the Grays Harbor bunch won the flag.

Holiday Excursion Tickets WILL BE SOLD AT One and One-Third Fare For the Round Trip BY THE O.R. & N. Between points not over 200 miles apart BY THE Southern Pacific Co. (LINES IN OREGON) Between stations in Oregon. SALE DATES, DEC. 23, 24, 25, 31; JAN. 1. RETURN LIMIT, JAN. 4. Ask at City Ticket Office, Third and Washington Sts., Portland, or any local agent elsewhere. WM. M. MURRAY, General Passenger Agent, Portland, Or.

Are You Going to CALIFORNIA? Write Chester W. Kelley, 608 First avenue, Seattle, Wash., Representative HOTEL DEL MONTE Near historic Monterey, Paradise of the Pacific. Mid-Winter Golf and Polo Tournament for Northwestern players. A delightful climate, beautiful surroundings. Booklets, rates and particulars gladly given.

HOW SOME OF PAST WEEK'S SPORTING EVENTS APPEAR TO CARTOONIST



M. CREDIE GIVES A CRITIC OF SPORTING

THEY'RE BOTH RIGHT THEY'RE ARGUING ABOUT THE BURNS-JOHNSON FIGHT, THAT TAKES PLACE IN SYDNEY, DEC. 26.

WRESTLER O'CONNELL WHO GETS A BUNCH OF CHALLENGES ABOUT EVERY DAY LATELY.

THEY'RE BOTH RIGHT THEY'RE ARGUING ABOUT THE BURNS-JOHNSON FIGHT, THAT TAKES PLACE IN SYDNEY, DEC. 26.

AM TOUCHING THE HIGH PLACES

PRESIDENT LULAS PICKENS INTERMOUNTAIN LEAGUE.