MOTORISTS AFTER NEW LEGISLATION

Will Present Bill to Legislature Requiring Lights on All Vehicles.

LOOK FOR ACTIVE SEASON

Dealers Predict That Machines Valued at $120,0^0,000 Will Be Delivered in United States During the Coming Year.

Probably the most important piece of legislation before the next Legislature, so far as the motorist is concerned, will be the attempt that will be made to have all vehicles using the roads at night carry lights. The fight will be made for this law by the owner of the automobile, not so much for his personal safety as for the safety of the public. In every state in the Union there is at the present time a law requiring the motorist to carry lights both in front and in the rear of his machine, but in few places is there any restriction on the other users of the public highways.

In speaking of this matter a few days ago, one of the prominent dealers in automobiles said: "We do not object in any way to carrying lights. In fact, we would carry them for our own pleasure, even were we not required to do so by law, for the big searchlight increases the pleasure of night driving a hundred per cent.

"It frequently happens, however, that we are unable even with the aid of the most powerful searchlight, to perceive an object at a sufficient distance to avoid it when traveling at high speed, when, if there were a light exposed, we would distinguish it at a distance and any possibility of an accident or collision would be avoided.

"While the possibilities for speed are as great as they are at the present time, there will always be people who will take advantage of the absence of the guardians of the peace to hit it up on the roads out of the city limits, and as long as there is no more protection for the vehicle than that afforded by the lights on the machine, there will be wrecks.

"Almost every week we read of accidents in some part of the United States that could have been avoided by the use of a 75-cent lantern, and while these conditions are to be deplored, they can only be solved one way.

"That this is the approved method is demonstrated by the fact that the railroad companies place lights on the switches. Yet the headlight of a locomotive is even more powerful than those used by automobile owners."

In view of the fact that most of the horse-drawn traffic on the roads at night is in the form of light vehicles, which invariably get the worst of a collision with an automobile, the motorist does not feel that he is asking anything out of reason in making the request, but, on the contrary, feels that the burden of self-protection rests on other drivers. As this feeling is pretty general now, but little opposition is expected to this clause in the proposed automobile bill.

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According to the statements made by the automobile dealers, both in Portland and elsewhere, the opinion is general that the season of 1909 will be the heaviest ever experienced in the motor car industry. At the present time there are about 150,000 self-propelled vehicles in the United States and it is estimated that the output for the coming year will equal at least half of this.

The probable value of the coming season's delivery will be $120,000,000 and it is also expected that the average price will be about $1,500. In speaking of this recently, C. H. Tyler, of the local branch of the Studebaker Company, asserted that in his opinion fully 70 per cent of the machines would cost $1,500 and under, about 20 per cent from $1,500 to $3,000, and the remaining 10 per cent over $3,000. He estimates that Oregon alone will use 700 machines of those built before December 31.

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In the opinion of Harry L. Keats, of the Keats Automobile Company of this city, the advent of the low priced machine has not worked to the disadvantage of the more expensive cars. On the contrary it has had an opposite result for, although it is expected that more than 50 per cent of the 1909 output will sell for less than $2,000, the demand for the high-powered and consequently high-priced machine is greater than ever before.

The Chalmers Detroit is one of the popular low-priced machines this season, and according to Mr. Keats, is the best that can be bought for the money and yet he admits that to the expert there is a long cry between it and the Packard or Thomas or some of the other large vehicles. This difference, he says, can only be accounted for by the fact that it is possible to put more work and time on a machine that brings a price that will pay a profit on this work and time. There will always be a demand for the best and such being the case the better grade of machine will always find a market.

As an aftermath of the recent decision of the A. A. A. to decline to sanction track racing in the future, a letter has been received by Secretary W. F. Lipman, of the Portland Automobile Club, calling attention to the danger of that line of sport and officially announcing the action of this body.

At the time of this action plans were being made by the local club to hold a series of track contests in the Spring at the New Country Club, which have since been abandoned and all of the efforts of this committee will be exerted toward the success of the road races that will form a part of the Rose Festival programme in June.

Throughout the entire United States the action of the A. A. A. has been approved both by owners and drivers all of whom realize the greater danger to be found in that sport, and a discontinuance will work no hardship in any quarter.

In addition to the great speed carnival that is being arranged for Portland as a part of the Rose Festival programme, two other great races are now practically assured to the Pacific Coast. One of these will be held in Alameda County, California, just out of San Francisco, and the other will be over the roads between Los Angeles and Riverside.

During the past week, work has been commenced by the Automobile Club of California on plans for the San Francisco event and for several weeks plans have been under way for the southern contest.

For several years the dealers of San Francisco have hoped for a contest but not until the matter was taken up by Arthur Watson, chairman of the touring committee of the Automobile Club, was any definite headway made. The scheme that is now under way, when matured, will place something like $50,000 in prizes for the drivers in the three contests and this sum will attract the best that can be found in Europe and America. The three events will follow each other in rapid succession, beginning with this city June 1 and ending with Los Angeles during the Elks' Conclave there in July. From Los Angeles the racing monsters will be shipped to New York where they will remain until the Grand Prize and Vanderbilt Cup races in the Fall. The failure of the promoters of the French Grand Prix, which should have taken place in July in France, has made possible the appearance of the crack drivers on this Coast.

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With a cargo of automobiles valued at over a million dollars the steamship City of Savannah sailed for New York on the first day of last month. Included in this shipment were all of the cars that competed in the grand prize race and the machines of the peope who went down to witness the event. This is the most valuable cargo of motor cars that has ever been placed in one shipment and while their number did not exceed 44 the consignment contained in addition to the valuable racing machines, a number of the finest touring cars that are to be seen on the streets of the metropolic of America.

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The Automobile Dealers' Association was unqualified in its indorsement of newspaper advertising when it passed a resolution last Monday night to refrain from using any other method without it first having the sanction of the entire body. In this connection several advertising propositions were turned down.

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The little "Six" Arrow, which has been ordered for the chief of the fire department, was shipped from the Pierce factory on January 2 and will be delivered to the city at once upon its arrival here. The machine is a four-passenger roadster of the six-cylinder type and a speed of a mile a minute is guaranteed for it.

* * *

The work of the automobile in the snow of the past week has been a source of great satisfaction to the enthusiast as well as to the dealer. When all other traffic was suspended on account of the storm, the motorcar was called into service in a dozen different ways. They were used to deliver parcels, to take the employes from the various business houses to and from their work and in some instances were even seen delivering papers during the early hours of the morning.

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The boys who are driving on livery have been coining money and have even gone so far as to refuse long pleasure hauls, saying that they had all they could do taking people from their homes to their business or out for short shopping trips.

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Four carloads of Cadillacs have been shipped from the factory at Detroit, Mich., for Portland, and if this firm continues to be prompt with its delivery dates, 25 carloads or about 75 machines will be started for this city before the first of the coming month.

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H. L. Keats leaves for the East today, to be gone several weeks. He will visit the New York and Chicago automobile shows before returning.

Automobile Notes.

The automobile show season has begun with the show at Akron, O., which, if it can be taken as indicative of the future, is the forerunner of a prosperous season in the handling of motor cars. Despite bad weather, many people gathered at the show headquarters in East Buchtel avenue, and the results in the form of sales exceeded expectations.

A dispatch from Paris says that simplification was the keynote of the 11th annual Paris auto salon. It is with a view to such simplification, it is stated, that low-tension ignition has been abandoned by all the large European constructors who up to the present have been its strong advocates.

One day of the National Horticultural Congress was observed as Omaha day, and on this occasion the Omaha Commercial Club had an automobile parade over the Missouri River, into Iowa and to Council Bluffs, where the congress was held, and thence, recrossing the river, back into Nebraska.

The people living on and about Manhattan Island, though at the point of greatest density of population on the American continent, are brought by the automobile within a few hours of mountain heights where Rip Van Winkle slept and where rude nature still reigns heedless of the city. Emphasis of this fact, only half realized by most, was given the other day, when a party of four in the course of a day's run in a motor car not only made its way from New York up the Hudson and into the Catskills, but turned about and made the return trip the same day, in spite of snow in the mountains.

More and more is the automobile becoming the hunter's friend. Mountain roads and rocky climbs that would be too much for a team of horses burdened with a wagonload of camp equipment are not sufficient to stop the more powerful motor car. Demonstration of this has recently been given by E. W. Jordan, of Palisade, Colo., who with a party of friends in a Franklin automobile has been on a hunting trip into the heart of the Rockies, which resulted in the shooting of a mountain lion and three deer.

CARTOONIST MURPHY TAKES A LITTLE JOURNEY TO SPORTDOM AND HERE IS WHAT HE SAW

NEEDS MORE CLUBS

Coast League Will Profit by Extension of Circuit.

CAN RAISE ITS STANDARD

Advancement to Double A Class Gives Portland and Other Cities Decided Advantage in Drafting New Players.

BY W. J. PETRAIN.

The elevation of the Pacific Coast League to double A class among the baseball leagues of America and the placing of it on almost as high footing as the National and American leagues means a great deal more to baseball on the Pacific Coast than is contained in the bare statement of the fact. In the first place, to maintain sufficient prestige to be entitled to such a rating the league should be comprised of at least six clubs, but eight would not be too many.

Under existing circumstances, however, it will suffice for the coming season to get through with but six teams, as the circuit is now being planned by the league officials. This arrangement is practically contingent on the favorable action of the Sacramento club of the California State League, which, through the influence of Charley Graham, has broken with the outlaw organization and desires to enter the fold.

Should Sacramento come in, the circuit for the coming season will comprise that city and San Francisco, Oakland, Portland, Los Angeles and a suburb of Los Angeles which will be entered as the second team to work in conjunction with Henry Berrys outfit in giving Los Angeles continuous baseball.

Here in Portland it matters little whether the magnates below advance to six clubs or not, except that the half dozen teams would afford an opportunity of seeing more faces on the diamond. We are going to have two ball teams whether the Coast League enlarges its circuit or not.

The advancement to a higher class is of course welcome news for the sole reason, if none other, that it gives the cities comprised in the circuit more prominence among the baseball public of the country. In fact, according to the terms of the advancement, Portland and the other cities of the Coast League, as well as the American Association and Eastern League, are now subordinate only to the two major leagues. The added advantage lies in the fact that all discarded players from the two greater leagues must now be waived by the clubs in the three double A leagues before reverting back to the lesser organizations whence they came. It also means that Portland, San Francisco, Oakland and Los Angeles of the Pacific Coast League; Buffalo, Toronto, Baltimore, Jersey City, Newark, Providence, Rochester and Montreal in the Eastern League, and Milwaukee, St. Paul, Minneapolis, Toledo, Columbus, Kansas City, Indianapolis and Louisville of the American Association, each has the privilege of drafting from the Southern and Western leagues as well as the clubs in lesser classes than class A.

In view of such recognition at the hands of the highest baseball tribunal, the cities now comprised in the circuit of the Pacific Coast League, as well as those likely to be taken into the fold within a few years, should prove worthy of the advancement. In other words they should produce, not only baseball teams worthy of the classification, but should also possess suitable grounds and stands. These plants need not be as large nor as extensive as those possessed by the larger cities, but they should, at least, be comfortable and commodious.

A new, up-to-date baseball grandstand helps to advertise a city, for the greater per cent of the traveling public each year is becoming more and more enthusiastic over the National game, and no matter where their travels may take them, they are in the habit of patronizing the baseball games.

LOU CASTRO IS DOING WELL

Former Portland Player Is Manager and Part Owner in Paying Town.

ATLANTA, Ga., Jan. 9.—Lou Castro is a manager and part owner of a ball club in a paying town.

That is something fans may see in a few weeks.

There have been several clubs after Castro in the last few weeks, but as he is the property of Atlanta, nothing has been done by the cousin of the late President of Venezuela.

The latest offer, however, carries with it part ownership of a club and the absolute management of its affairs.

If there is any one who thinks because Castro likes a good joke and is full of humor that he does not take life seriously, they make a great mistake, and as the head of a well-balanced club he would cause some of the other fellows to hustle.

Castro has the proposition under advisement, and may take some action in a few days. Of course, what he does will have to meet with the sanction of the Atlanta club and the proposition made him was with that idea in view.

At present Castro is going about things in the even tenor of his way and taking things very easy. He has a good job and is saving a little coin every month. He does not appear to be in the least troubled about the future and evidently has no reason to be.

Tomorrow (Monday) will positively be the last day of discount for West Side gas bills. **

Come! Dance Tues. eve. Ringler's Hall.

ONE OF CONTESTANTS IN WOMEN'S AUTOMOBILE ENDURANCE RUN.

NEW YORK, Jan. 9.—(Special.)—One of the contestants in the women's automobile endurance run from New York to Philadelphia is Mrs. Alice H. Ramsey, of Hackensack, N. J. Mrs. Ramsey is one of the cleverest women drivers in the country. She divided with Mrs. Cuneo the honor of making a clean score in the run to Montauk Lighthouse last Fall. Owing to bad condition of the road the race has been postponed until January 11 and 12.

FIGHT RACING GAME

Reform Wave Strikes California Legislature.

MAY AFFECT TWO TRACKS

Sporting Interests Unite to Prevent Success at Present Session of Blow Aimed at Emeryville and Santa Anita Race Courses.

BY HARRY B. SMITH.

SAN FRANCISCO, Cal., Jan. 9.—(Special.)—Racing circles are chiefly concerned just now with the attitude of the California Legislature toward the operation of the two Winter tracks—the one at Emeryville and the one at Santa Anita, just out of Los Angeles. In fact, it has come to be more than a sporting subject. Dispatches from Sacramento, where the Legislature convened last Monday, indicate that the racing question is paramount to all others and that until it is settled one way or the other there will be talk of little else. Discussion of the direct primary law and other subjects of like nature will go by the board.

Just how serious is the question as far as the racing interests are concerned is a matter of divided opinion and no one knows just which way the cat will jump. The fact that Tom Williams head of the Oakland track, has been spending the week at Sacramento is taken as evidence that he thinks the matter is deserving of consideration and that he will not win his fight without a struggle.

The fight against race tracks has been becoming more bitter at each session of the solons. The Southern California legislators have always led the fight against the tracks and this year every one of them is pledged to vote against gambling at the tracks. Conservative judges think that the tracks will not suffer this time, but predict that by the time another session rolls around, there will be enough votes to defeat the game and put it into oblivion. Only yesterday a well-known sporting man, who has been in the State Capitol on other subjects, declared that, in his opinion, it looked bad for the racetrack game. He said:

"Ordinarily Williams and his associates have been willing to make their fight in the Senate. They have allowed the bill to pass the House and have then smothered it in the upper body of the Legislature. This time they are making strenuous efforts to secure the chairmanship of the committee on public morals, to which such a bill will be referred, which is an indication that they know they have a hard scrap on their hands and want to fight all the way from start to finish. There are other indications also that it will be a tough time for the racing interests and that they will find before they are through with it that it has been the tighest squeeze of their lives, if they are so lucky as to escape."

The same man said that there would be an anti-fight bill introduced probably by one of the Representatives from the southern part of the state, but he did not hazard a guess as to its fate.

PLAN AUTO ENDURANCE RUN

Cars May Race From Los Angeles to Portland.

Correspondence was opened this week between W. J. Lipman, secretary of the Portland Automobile Club, and Arthur H. Watson, chairman of the runs and tours committee of the Automobile Club of California and secretary of the Automobile Club of Southern California, in regard to a race from the city of Los Angeles through San Francisco and ending at Portland.

It is proposed that this race shall take place early in July but the date will be determined by the condition of the moon, as it is prefered to hold the contest when the moon is full and thereby gain the advantage of light other than that afforded by the powerful searchlights that will be carried.

While the conditions of this contest are as yet unformed it is proposed to make a race for four-passenger cars and to require each machine to carry the full number. This will make it a race for touring or stock cars throughout and will eliminate the possibility of freaks.

Just what action will be taken by the Eastern factories in this matter remains to be seen, but it is more than probable that there are a sufficient number of owners on the Pacific Coast who will enter into such an event to guarantee the success of the venture. At the present time there are nine owners who could be counted on for such a contest and it is very probable that more will come to the front as the time approaches.

The nine mentioned above would include L. E. Whitman, with his Franklin Greyhound, who now holds the record from San Francisco to New York; Fernando Nelson, of San Francisco, who in his White holds the present record from Los Angeles to San Francisco and who made an attempt to beat the train time from San Francisco to Portland last Spring; H. O. Harrison, of Los Angeles, in the famous Oldsmobile Mud Lark, the winner of the race from Los Angeles to San Francisco through the mud and storms of the Winter of 1907; L. E. Fenner, who for three consecutive years has with his White steam car, Black Bess, won the race from all comers from Los Angeles to the top of Mount Baldy in Southern California, and who recently won the Los Angeles to Phoenix, Ariz., race; R. J. Leavitt, of Seattle, in his Locomobile that recently won the 24-hour race at Los Angeles; L. B. Harvey, of San Francisco, who in a Rambler car recently lowered the record from Los Angeles to San Diego; Charles B. Howard, of San Francisco, in the little Buick that has so many times in the last two years shown a clean pair of rear wheels to all contestants in the races in and around that city; Leon T. Shettler, of Los Angeles, in his Kissel Kar "Tobasco II," and William E. Reuss, of Los Angeles, in the Pope Hartford.

There is also a possibility that the management of the Seattle Fair will take a hand in the matter and attempt to have the race continue to that city and finish at the gates of the Exposition Grounds. If this is done the course covered will be about 1300 miles in length and if an average of 30 miles an hour is maintained by the winner the elapsed time will be 43 hours and 20 minutes. It is probably safer to estimate that the average speed will not exceed 30 miles an hour, which will require about 65 hours.

SPORTSMEN VERY HOPEFUL OF LAW

Desire Legislature to Pass Measure Recommended by Organization.

WORK FOR ALL, NOT FEW

Want Ducks on Klamath Lake Protected—Say Wild Game Needs Law for Protection Against Predatory Animals.

BY W. J. PETRAIN.

The Oregon Fish and Game Association Tuesday night discussed an entirely new code of game laws. After dissecting the different articles and sections, the organization went on record as favoring the passage of a law possessing considerable merit.

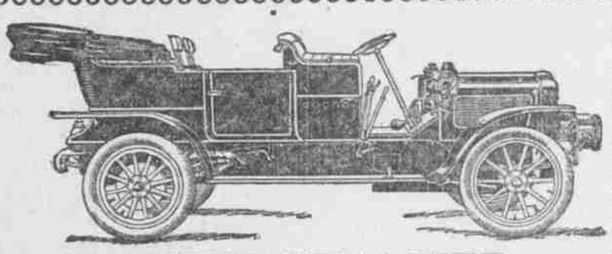
A number of the measures framed by Secretary A. E. Gebhardt were amended and some were stricken out, principally because of the belief that they were too drastic to meet with the approval of the solons. Some of those indorsed are likely to be "tinkered" with at the session in such a manner as to make them useless because of conflicting sections.

However, the sportsmen of Oregon have hopes that the Legislature will lay aside any supposed duties owed constituents, who for selfish reasons, will oppose the enactment of this law, and will pass it in toto. First, of course, the Legislative bodies will be asked to repeal the present statutes regarding the protection of game, for the reason that these have been amended so often since they were introduced ten years ago that they are now worthless because of conflicts resultive from failure to repeal earlier amendments.

The state of Oregon, until the last few years, has been rich in all kinds of wild game, but almost every kind has been sadly depleted, not only by hunters, but by carnivorous wild animals and birds. According to students of animal life in the natural wilds of the state, these depredations have been extensive. Deer and elk, as well as pheasants, ducks and other wild fowl, have been the prey of wolves, mountain lions, coyotes, skunks and crows to such an extent that, unless stringent legislation is enacted for their protection, there will be no game at all within a very few years.

Ducks are not natural breeders in Oregon except in the Klamath Lake region, for most of the wild fowl found in and about the sloughs of the Willamette and Columbia valleys are migratory birds, traveling southward during the Winter season. These birds are only found in this vicinity, where lakes and shooting grounds are fed by huntsmen, for the natural attractions, such as the wapato have been exterminated by the introduction of the carp. Hunters say that as long as they are willing to feed the lakes these birds will continue to visit this vicinity each year. Despite this argument, though, the number of ducks and geese bagged each season grows less. The legislation desired is not so much to preserve the ducks, however, as it is to protect Chinese pheasants and upland birds. This species of fowl is the prey not only of the hunter but its young are attacked by crows, hawks and other feathered enemies. According to William Finley, the well-known naturalist and bird-lover, the depredations of the crow and the hawk are, if anything, worse than the destruction wrought by the hunter and his dog. According to this naturalist, thousands of pheasant eggs, as well as young birds, are destroyed by crows alone, and for that reason the Legislature is to be asked to place a bounty on these latter birds.

It is regretted in many quarters that the game association reconsidered the proposition to place a ban on pheasant shooting for two years by making it a closed season until 1911. However, as a compromise, the association voted to recommend that it be unlawful to kill female or hen pheasants at any time, in this way offering some protection.



WHITE STEAMER

Oh, for a car that will always start
And will not break my arm or heart.
Oh, for a car that will always go
On all my journeys to and fro.
Oh, for a car that will not choke
My friends and neighbors with its smoke.
Oh, for a car without gears or clutch,
Sparkers, carbureters—that's too much.
Oh, for a car that is always alive;
On hill or level, just "open the throttle and drive."
Model "O," White Steamer, is the car!

THE WHITE GARAGE

214 Second Street, Portland, Oregon.

P. S.—Ask the daily papers why they call for White Steamers to carry their papers to all parts of the suburbs and Oregon City during the present snow storm. Nothing stalls the White Steamer.

A Clean Man

Outside cleanliness is less than half the battle. A man may scrub himself a dozen times a day, and still be unclean. Good health means cleanliness not only outside, but inside. It means a clean stomach, clean bowels, clean blood, a clean liver, and new, clean, healthy tissues. The man who is clean in this way will look it and act it. He will work with energy and think clean, clear, healthy thoughts.

He will never be troubled with liver, lung, stomach or blood disorders. Dyspepsia and indigestion originate in unclean stomachs. Blood diseases are found where there is unclean blood. Consumption and bronchitis mean unclean lungs.

Dr. Pierce's Golden Medical Discovery

prevents these diseases. It makes a man's insides clean and healthy. It cleans the digestive organs, makes pure, clean blood, and clean, healthy flesh.

It restores tone to the nervous system, and cures nervous exhaustion and prostration. It contains no alcohol or habit-forming drugs.

Constipation is the most unclean uncleanliness. Dr. Pierce's Pleasant Pellets cure it. They never gripe. Easy to take as candy.