

AUTO SHOW WILL BE GLASSY EVENT

Exposition at Armory Planned on Biggest Scale Yet Attempted.

ALL TYPES WILL APPEAR

General Gossip of Recent Doings in Motor-Car World and Concerning Evolution of Pleasure and Commercial Vehicles.

The coming Automobile Show, to be held at the Armory, March 2-14, is expected to be the most important one ever held in the Northwest. Automobile manufacturers are now bending all their energies to impress on the business world the practicability and economy of the horseless vehicle, and this show will bring out not only the high-priced and luxurious style of machine, but the practical business motor, and, by no means least, the lighter traveling automobiles which are coming so rapidly to the front in place of the average horse and buggy.

It is significant that all the space available for the Portland show has long ago been sold, and the projectors of the exhibit say they could have easily disposed of double the floor room if it had been available. It will take about four weeks' steady work to get the Armory in shape, with the workmen and decorators putting in full time. It is intended that the hall shall be draped with bunting, palms and flowers and the effect will be to make all the surroundings of the show as attractive as possible.

Mr. Lipman announces that a full orchestra will be in attendance every evening and the musical entertainment planned for will be one of the enjoyable features of the occasion.

Perhaps one of the most notable and permanent benefits which will be derived from the show will be in the shape of the complete system of Oregon road maps which will be printed in the catalogue of the exhibition and distributed free to patrons. This mapping of the state roads has not been of either a hasty or superficial nature, but, under Mr. Lipman's personal supervision, each division of the state has been thoroughly gone over by reliable and careful experts, who have brought the road maps right up to date. Sixteen men have been engaged in the work and the importance of such a system, not only to automobilists and the advocates of good roads, but to the people of the state at large, cannot be over-estimated.

Look for Special Features.

It is also announced that efforts are being made to give the show some important special features, and correspondence in this regard is being carried on with that purpose in view. The first automobile made in America is now on exhibition in New York City in the Madison Square Garden Automobile Show, and the managers of the Portland exhibit are endeavoring to have it brought here, both as a curiosity and an example of the wonderful improvement and evolution in the present-day improved machines.

Joins National Association.

The Portland Automobile Club has affiliated itself with the American Automobile Association, and this has given it and its members a large number of direct benefits, which are certain to increase its membership. Among these advantages is a rebate of 15 per cent on rail fares, and the same time of the conventions, held at the same time of the automobile shows, touring information on application, names and prices of best guide-books and maps and suggestions as to hotels and garages, and registration, and touring information for those desiring to travel abroad, special discounts in forwarding cars by American Express Company or by use of the American Express Company's checks; also reciprocal membership arrangements with the Touring Club of France, in Paris, and the Motor Union and Automobile Association, in London, where reciprocal courtesies will be extended, and their touring information made available to members of the Portland club. The vast and far-reaching benefits to be derived from such an alliance with the American Automobile Association can scarcely be figured either in money or convenience. It is the application of "hands across the sea" so far as foreign travel is concerned, and it makes the Portland club an integral and important factor in all automobilist events in the Northwest.

Find Use in Campaign.

The fact that actors and baseball players, as well as politicians, are using automobiles in their travels about the country is also commented on. Charles S. Deneen, in his two campaigns for the primary nomination and the gubernatorial election, traveled all over the State of Illinois and covered thousands of miles, with scarcely a hitch in the programme. The automobile is the terrain of the century as the aeroplane is the motive power above ground. "Looking into the future," continued the dealer, "I can see the elimination of the horse in our city streets as surely as the antiquated horsecars were supplanted first by the cable and second by electricity. Motor cars, each with its own battery, will be the transit of the future in the cities. Motor drays, delivery wagons of all kinds and sizes will be what the wheels of commerce will carry and only the fastidious gentlemen of the old school, clinging to the outworn traditions of their forefathers, will consent to be seen in the company of a horse.

Lighter types of machines for the use of business men, and for touring through the country are coming to the front, and while the heavy automobiles will always command a sale to a large extent, the demand for a moderate priced machine, lighter than the common touring cars, has grown of late years.

With cars of the roadster type there is a prevailing demand for novelty in design, and striking types attract the eye of buyers who are satisfied only with something out of the ordinary. Electric vehicles offer wide opportunity for individuality of appointment, and splendid chances for display of taste, and being in much popular favor, a great deal of time and thought is being given by the manufacturers to this specialty.

In pleasure vehicles the thoughtful buyer no longer contents himself with



DAVID E. DUGDALE, SEATTLE BASEBALL MAGNATE, FROM A LATE PHOTOGRAPH.

one machine for all purposes. He finds that it is neither wise nor economical to run his big touring car through the congested business districts, and so buys an easily controlled motor of short wheel base for that purpose. The electric carriage, too, has become the recognized conveyance for women of society, who utilize this style of automobile for calling and shopping purposes to a larger extent than ever before. This is equally noticeable in the West and Northwest as well as in the Eastern states.

From a strictly commercial standpoint, the manufacture of automobiles is in its infancy. Yet the men in the business are ready to meet any emergency, and are receiving commendations every day from satisfied users of electric trucks and delivery wagons. The time will come when any order possible will be considered quite in the light of the usual, and orders for any kind of an electric vehicle will be taken and filled with the same regularity that a merchant tailor fits any size of man.

All Depends on Choice.

Automobile purchasers are learning that practicality is the key-note of present manufacturing. If the right choice of a machine is made, then mile for mile the cost will be no more than that of a good horse, and the machine will distance the quadruped. The knowing purchaser's choice resolves itself around the question of carrying capacity, speed, convenience and taste in body style, supplemented by his knowledge of the mechanical construction of the car.

Elegance Has Run Riot.

Some of the new style machines have reached a high stage of costly elegance. Machines costing close to \$25,000 and taking the entire time of 70 men for 25 days to simply polish are in the nature of works of art, as well as modern vehicles.

As regards the use of roads, the weight of opinion among automobilists is that this should be regulated by one law for all users, with lights on horse-drawn vehicles as well as on automobiles. This view is being approved.

is confirmed by the action taken in some states to enforce a law requiring lights for wagons using the highways after nightfall. In this way both motor users and wagon drivers will be apprised of each other's approach, and the danger of accidents markedly decreased.

The consensus of opinion in relation to highways, among consumers and manufacturers, is that the states themselves should construct and maintain the main highways, and that the lesser divisions of the state should do the same as regards the lesser roads. It is also urged that the rules governing highways should come under the authority of the Interstate Commerce Commission, so as to make regulations broadly comprehensive, and not subject the same to local whim or prejudice.

O. R. & N. Will Play Ball.

Employees of the O. R. & N. are organizing a baseball team again this year, and from the indications they will have one of the fastest teams in the field for the coming season. Arrangements are being made with outside towns to get the schedule of games arranged as soon as possible. H. W. Hingley has been elected manager. Any team wishing to arrange for games correspond with the manager, room 302, Wells-Fargo building.

LOOTED PRIVATE VAULTS

Bank Clerk Accused of Getting Over \$140,000 From Safes.

PORT WORTH, Texas, Jan. 23.—Leftwich Homan, clerk in the First National Bank, has been arrested and formally charged with having rifled private boxes. The peculations are alleged to have extended over a year or more, during which time jewelry and money to the amount of between \$75,000 and \$75,000 is alleged to have been stolen. The exposure came a week ago, when one of the bank patrons discovered that diamonds valued at \$500, which he had left for safe keeping, had disappeared. Later these were recovered at a local pawnshop. Since that time many valuable gems taken from the vaults have been found in Dallas and other cities.

Wet feet are known to be the cause of most cases of grippe. To prevent wet feet use Webfoot Oil Blacking on the shoes. It is the finest shoe grease on the market. Preserves the leather and makes shoes absolutely waterproof.

OPEN SEASON FOR FANS AND BUGS

Ballyard Contingent Gathers About Headquarters and Spins Yarns.

FIELDER JONES ON "UMPS"

Pennant Pilot for White Sox Pays His Respects to Haughty Man Behind the Register of Balls and Strikes.

BY W. J. PETRAINE.
With Fielder Jones and John S. Barnes in the city, with Portland the headquarters for the Northwestern League, and with the approach of ante-season gossip days, the fans have plenty of dope to was warm over.

Jones' retirement seems to worry the fans of Chicago considerably, but he is unconcerned. Despite his cool demeanor when he informs an anxious visitor that he has quit, he furnishes each with an opportunity for speculation because he frankly admits that he would like to play another season. The doubting ones take this as an indication that the famous leader of the "White Sox" will report to Comiskey when the "Old Roman" issues the call next month.

One day last week, Fielder became loquacious when baseball was discussed, and paid his respects to umpires and the umpire in chief, and whenever there is a big league pennant race, Fielder's remarks were about as follows:

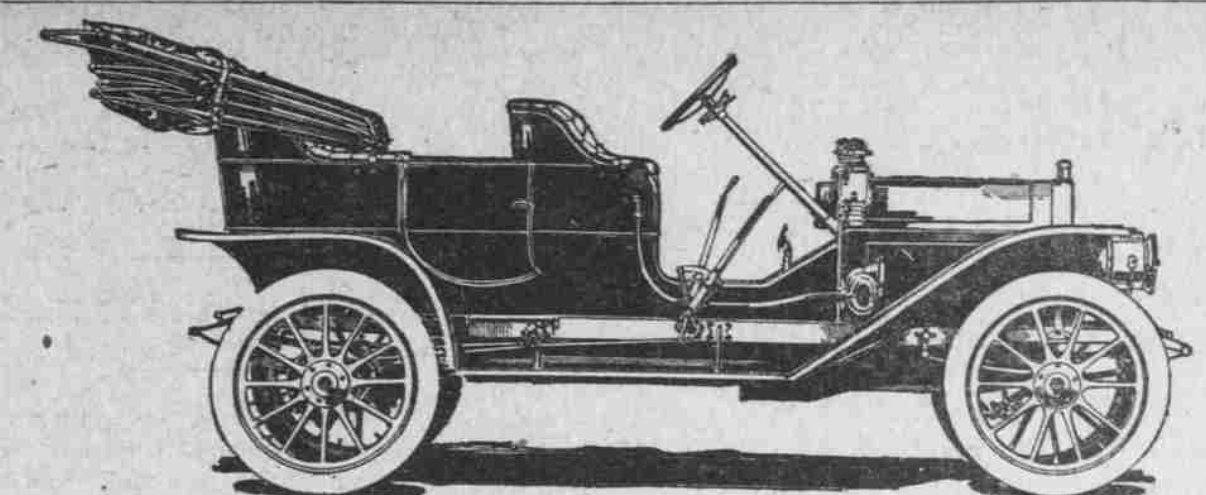
"Every year each town in the circuit tries to get a winning team. Winners are not necessarily the bunch that captures the pennant, for any club that can travel along in the first four teams and maintain a threatening pace can be styled a winner, still there is little glory in finishing second, third or fourth, and all strive for the premier position. This is what makes the game so interesting, there is a close race on tap, one lone umpire out of the entire staff of a big league, can put a crack ball team out of the running through the slightest error of judgment. Many a baseball game is won by one run, and the missing of a ball or a strike can bring defeat or victory to a club."

Chicago Makes Fine Race.

"In 1908," continued Jones, "Chicago made a phenomenal run, which assisted materially in capturing the American League pennant, which permitted us to meet and defeat the Cubs in the 'World's Series.' This series of straight wins consisted of 19 games out of 29, but one of these was a tie, making 12 wins without a defeat, and on several occasions during this streak we were apparently defeated, only to come back and win the game out in the last innings. That year was a most trying one, for it seemed to me that nearly every umpire we struck seemed to have it in for us and tied the throw to our best players at the slightest provocation. However, we won that flag and it was not through any favors from San Johnson's indicator handlers that we did so. The 'White Sox' that season comprised the grittiest aggregation of baseball material that was ever assembled in either major league. We were out to win and during the early part of the season things looked very bad for us, but we finally struck our gait and landed safely at the top."

Lays It to the "Umps."

"Last year" we should have repeated, but a combination of circumstances, together with a few mistakes of the "umps" almost put us out of the running. At that, we landed so close that the last game of the season gave Detroit the rag just when we expected to prove victorious. In fact, on that last day of the season, I would have bet all I could borrow or steal, had I been inclined to wager on the game, that we would win and then beat the Cubs again for the world's championship. Well, the tale of that last day is known pretty well all over the country, for Detroit beat us to death. It was simply a case of being up against "Wild Bill" Donovan on one of his good days, while Doc White was a mark



STUDEBAKER E. M. F. 30 CAR

Price, open, \$1400.00. Complete with top and glass front, \$1500.00.

STUDEBAKER E. M. F. 30 TOURABOUT or RUNABOUT, shown below, at same price.



Studebaker Bros. Co., Northwest, Portland, Oregon.

How many E. M. F. deliveries can I contract for by April first? Wire answer.

(Signed) NELSON STOREY, JR.

We now have Mr. Storey's shipping instructions for all the cars we can furnish by April 1st, not exceeding fifty. This shows the result of ten days' work with an E. M. F. car by an energetic man.

Recent sales of Studebaker and Studebaker E. M. F. cars include six to Eugene, Or.; six to Hood River, Or.; twelve to Pendleton, Or.; three to Salem, Or.; five to Bellingham, Wash.; five to Mt. Vernon, Wash.; twelve to Tacoma, Wash.; fourteen to Spokane, Wash.; eight to Walla Walla, Wash.; four to Vancouver, B. C.; four to Missoula, Mont.; five to Billings, Mont.; seven to Bozeman, Mont. In addition to these, orders for one and two cars each have been received from more than double the above towns, all within the last sixty days.

In addition to the new Studebaker E. M. F. 30 car, to which we invite your attention, you will be interested in ten high-grade Studebaker cars on which we have recently made reduced prices.

Studebaker Bros. Company Northwest

330-336 East Morrison Street

Phones, East 91, B 2141

LONG GETS AFTER PLAYERS

SECURES JOE CORBETT TO PITCH FOR SEALS.

Infield Not to Be Changed Greatly, But Outfield Likely to See Considerable Shakeup.

SAN FRANCISCO, Jan. 23.—(Special.)—Danny Long is at last started on the task of getting his team together. The Seal manager hasn't apparently realized that the people are expecting a reformation this year, and that it is up to him to make some radical changes. However, now that his contracts are out, he ought to start things in a few days.

His first business was the signing of Joe Corbett as a pitcher. Several of the major league teams have been after Corbett. Of course, no one knows whether he will be able to pitch as he did when he was with the Orioles in Baltimore, but if so, he will be a wonder.

So far as the team is concerned, it has already been announced that Nick Williams will do the catching along with Henry Berry. It is rumored that Tennant, a Southern League man, who has been drafted by Comiskey, will be turned over to Long to play first base.

The infield will not be switched around to any extent, although some one will have to be secured to play shortstop in place of Reilly Zelder, who goes to the Sox. I look for some changes in the outfield, however. It has been intimated that George Hildebrand will be given a change of some-

ery, as the management is inclined to the belief that George has been altogether too long with the same team. Bodie, who will probably make one of the positions, while McElroy will be allotted the other, unless he has one of those slumps for which he has made himself famous in the past.

As to the new men that will be added to the local club, it is hard to say, for it all depends on what players Comiskey will be ready to hand over. This cannot be told until the owner of the Chicago Americans has a chance to see how his men work out.

The fans were treated to a surprise the other day when the story came out that Van Halten might be slated to go. The Oakland club of course denies the story, but it is known that there is a strong feeling that he ought to stop aside. The management certainly has the proposition under consideration and may decide to make Bernie McKay captain of the team. Should such a course be taken, Van Halten will be released outright and not sold, so that he would be a free agent.

"Truck" Egan has not decided what he will do this coming season. Although traded by Oakland to St. Paul, Egan is not anxious to leave the Coast and has intimated very strongly that he might join the State League. He received a letter the other day from Dugdale, in which the Seattle baseball manager said that he would like "Truck" on his team and that he could arrange a trade with St. Paul if it would be satisfactory. Egan prefers to hear from St. Paul first of all, and if the Saints will pay him a fat salary, he would be willing to go to the Middle West.

FAMOUS TROTTER STILL ALIVE
Jay-Eye-See Once Thought of Little Value.

LEXINGTON, Ky., Jan. 23.—(Special.)—The report recently sent out that the famous old trotter and pacer, Jay-Eye-See, was still alive and enjoying a life of ease at the farm of his owner, J. I. Case, Jr., brings to the minds of old-time trotting fans here the early days of this famous horse. Jay-Eye-See was foaled at the farm of Colonel Richard West, near this city, in 1875, and is therefore 34 years old, instead of 31, as reported in the Eastern papers. He is by Dictator, out of Midnight, by Pilot, Jr. The story of how he came to be owned by Case came to buy him is interesting. Mr. Case came to Kentucky to buy a string of horses. He visited the farm of Colonel West and admired the sleek-looking youngsters roaming the broad bluegrass pastures of that famous farm, but was not satisfied with the prices named, and to satisfy him Colonel West brought out the gelding and said: "Here, Case, I will throw this one in with the lot." Mr. Case, with hardly a look at the horse, said "All right." He returned home and finally the string of Kentucky horses arrived at his stock farm.

When the string was tried out, Jay-Eye-See, so named for the initials of his owner, was looked upon as a freak. He would rack, pace and trot indiscriminately, and to satisfy him Colonel West brought out the gelding and said: "Here, Case, I will throw this one in with the lot." Mr. Case, with hardly a look at the horse, said "All right." He returned home and finally the string of Kentucky horses arrived at his stock farm.

Cheap G. A. R. Rates.
CHICAGO, Jan. 23.—The Western Passenger Association, it was announced today, had agreed on a one-fare for the round-trip rate to the next Grand Army of the Republic reunion at Salt Lake City, and a rate of 1 1/2 cents a mile to the Christian Endeavor convention at St. Paul. No agreement was reached as to regular summer excursion rates.

WRESTLING

FRANK RILEY, of Tacoma

vs.

EDDIE O'CONNELL

EXPOSITION RINK

NEXT THURSDAY NIGHT

Admission \$1.00.

Reserved Seat \$1.50.

Tickets at Caldwell's and Schiller's.

Seating Suspended for One Night Only.

CARTOONIST'S IMPRESSIONS OF SUBJECTS WHICH HAVE OCCUPIED ATTENTION IN SPORTING WORLD WITHIN PAST WEEK

