

## REALTY PURCHASE UP TO MEMBERS

Plan of Increasing Holdings of  
Multnomah Club Will  
Be Voted On.

### ANNUAL MEETING TUESDAY

Fifteen Candidates for Five Vacan-  
cies on Board of Trustees—Keen  
Interest in Election and  
Big Vote Expected.

Tuesday night the members of the Multnomah Amateur Athletic Club will assemble at the clubhouse for the purpose of holding the annual meeting and election of trustees for the ensuing two years. In addition to this action the clubmen are to be called upon to vote on the proposed purchase of the King tract consisting of four and a fraction acres adjoining the present site of the club on the south, for the board of trustees did not feel called upon to negotiate a transaction involving such magnitude without securing an opinion from the club members themselves. The purchase of the acreage involves an expenditure of \$50,000 and the officials of the club desire an expression from the entire club before burdening the prosperous athletic institution with the contemplated purchase.

The club is really in need of additional ground, for a new and more commodious club building will be an absolute necessity within a very short time. In fact, the present quarters of the club are frequently found to be too small to accommodate the big crowds anxious to witness the athletic stunts given by the organization. According to the plans advocated by the members, who favor the purchase, the present quarters should be turned over to the women's annex and the juniors, while a large, new and splendidly equipped clubhouse should be erected for the club at large. The new house advocated is to be ample to accommodate every demand likely to be made upon it for many years to come.

#### Make Athletic Field Larger.

The acquisition of the adjoining acreage will not only provide the ground on which a large clubhouse can be erected, but it will also increase the capacity of the present field, track and grounds, where a number of the athletic sports which have proved profitable to the club have been held. The property offered to the club, however, is situated immediately on the southern end and forms a part of the natural amphitheater now owned by the Multnomah Club.

The club is in a flourishing condition financially and on this account it is argued that the report of the trustees and committee to be read next Tuesday night will show conclusively that the club is practically able to meet all expenses with the monthly dues of the members and will have the receipts from the various athletic exercises as well as from the sale of concessions and patronized most liberally the trustees are confident that whatever indebtedness may accrue from the purchase of the additional ground will be more than offset by the increased facilities the club will receive by acquiring such a property.

In some quarters it is argued that the price asked for the property is too high, yet when the fact is considered that the realty values in and around the city of Portland are leaping higher every day, and that the site of the addition to the club property is practically in the heart of the city, \$50,000 seems not overly unreasonable. Furthermore, unless this site is acquired now, other interests will secure it eventually and in the future there will be no possible way for the club to expand except to move to some outlying locality.

The plan for purchasing the property is to be on the same basis as marked the transaction whereby the club secured its present site. At that time, nearly 15 years ago, the Multnomah Club gave a mortgage for the purchase of the present ground, and the success which it has met since that time is due entirely to the splendid foresight of the

men then in control of the club, who met with the same objections then as are now being offered against the proposed additional purchase. How the club has succeeded in adding to and increasing the capacity of the present clubhouse and at the same time has paid off practically all of the old indebtedness is history. The proposed purchase and the annual election will undoubtedly attract a larger gathering to the club Tuesday night than has assembled within its four walls in the history of the club.

#### Candidates for Trustees.

Among the 15 candidates for the five vacancies on the board, Edgar E. Frank, one of the most earnest workers among the members of the club, is the only candidate for re-election and seems assured of success. Edgar Frank deserves such honor. In fact, there are few members of the famous club who have done so much toward assisting in its present exalted standing.

The other candidates for positions on the Board of trustees are:

A. H. "Bert" Allen, is one of the younger members of the club, but he has been one of the most energetic and enthusiastic members. Frank E. Watkins, is, in point of years, an old man in club circles, but is a young and capable business man. He has served the club in various capacities and has always made a splendid record. Mr. Watkins is a life member of the club.

Charles E. McDonnell, another life member of the club, and formerly one of its best athletes. He is also Colonel of the Third Regiment, Oregon National Guard. Dr. Ben L. Norden, County Coroner of Multnomah County, has been a member of the Multnomah Club since a small boy, and at one time was a prominent member of the club's track team.

J. H. McKennie, one of the young men of the club, has a large following in club circles and should make an excellent member of the board.

W. B. Streeter, who has served for several years on different committees having in charge various house parties and entertainments at the club, is also eminently qualified to serve as a trustee.

Walter B. Honeyman, another star athlete of the club in former days, is still an enthusiastic member, and has frequently, even though not a member of the board, assisted the club to a marked degree.

George W. Gamble, who is also a former track team point winner for Multnomah, is likely to prove a formidable candidate for the reason that he is well known and liked by the younger men.

Mr. Dekum is also a candidate of whom there is a great deal of mention in club circles. Mr. Dekum is a well-known business man, and thoroughly capable to become a member of the board.

T. H. Edwards, also a member of the younger fraternity, is a strong candidate. F. Harmer, one time star on the football team, and a member on splendid terms with the younger as well as older members, is likely to be elected. Howard P. Gaylord, while mentioned last, is by no means the least thought of of the candidates. In fact Mr. Gaylord may prove one of the most popular.

#### TRI-CITY LEAGUE WILL MEET

Officers to Be Elected Tuesday and Plans Made for Season.

The Tri-City League will hold its annual meeting and election of officers at 123 Grand avenue next Tuesday night, when the plans for the coming baseball season will be discussed and either a four or six-city league will be organized.

The granting of continuous baseball to the Portland league clubs, has deprived the semi-professionals of the use of the Vaughn-street grounds, and the principal matter to come before the meeting Tuesday will be that of selecting a location for games in this city. Negotiations are now in progress for the use of the Catholic Young Men's Club grounds, at Williams avenue and Stanton street, but have so far resulted in failure, although some of the Tri-City League magnates have not yet despaired of securing that site.

The little league figures on placing six clubs in the field which will have two teams in Portland, and will represent Forest Grove, Sherwood, St. John and Vancouver. In the event that a park cannot be secured in Portland the league will probably drop to four clubs and will embrace two Portland teams and St. John and Vancouver, and these teams will play all their games at the park at the two latter places. It is also planned to start the season in April and end in August.

## LOS ANGELES TO PORTLAND RACE

Auto Enthusiasts Urging Long  
Road Contest Along  
Pacific Coast.

### WORKMEN BUSY AT ARMORY

Rapidly Getting Big Hall in Shape  
for Coming Automobile Show.

Touring Bureau Started—Con-  
vention for Portland.

The Portland Automobile Club is now pushing with its utmost energy the project of a road race from Los Angeles to Portland, to take place this Summer. The plan is to start from Los Angeles June 30, calculating that most of the arrivals will be in Portland by July 5.

The California automobilists are enthusiastically in favor of the plan and are now working with the Portland Automobile Club with a view to making the race an assured success. A number of Eastern manufacturers have signified their intention of entering machines in the contest and it is confidently expected that the affair will be the most notable one of its kind held in the West and Northwest. Manufacturers interested in the matter may find out about it in full by addressing the Portland Automobile Club, which will be glad to afford all the information possible concerning the proposed event.

Carpenters, decorators, upholsterers, electricians and other workmen are working steadily at Armory Hall, preparing the building for the coming automobile show. No cost or expense is being spared to get everything rounded out in both practical and decorative perfection for exhibitors and visitors. This will more fully appear when the doors are thrown open for the exhibition, which its promoters assert will mark the top notch of elegance and convenience in every respect.

Several changes have been effected to admit of additional facilities for the public and the manufacturers, and it is said that when arrangements are finally completed, no better facilities for the handling of showings of motor cars will have been found in any show yet given in the United States.

Mr. Lipman and his associates are working hard to make the various details into one harmonious whole, and they expect, by diligence and by daily painstaking, to succeed.

P. A. Combs, of Archer, Combs & Winters Co., is visiting Eastern cities in the interest of that firm. New lines of automobile and sporting goods supplied will be added to the complete stock carried by this firm.

The touring and information board of the National Association has been opened with headquarters in Philadelphia, under the direction of Powell Evans, president of the Automobile Club of Philadelphia, and chairman of the touring information board of the A. A. A.

Arrangements have been made with the Philadelphia club to turn over a portion of its clubhouse to the new touring bureau. Information and maps will be distributed to the 30,000 members of the A. A. A. through the affiliated clubs, numbering more than 200, scattered throughout almost every state in the Union.

All of the affiliated clubs of the National body are now co-operating with the new touring board and in this way the A. A. A. will shortly be able to give its members data and up-to-date maps on touring from sections where such information has never before been obtainable. Touring in this country has heretofore been confined to beaten paths and even the largest motoring clubs have never found it possible to supply a member with the information he wanted if he was going a little out of the ordinary course of touring.

Mr. Evans and those who are associated with him realize that many very excellent roads have been built during the past few years in parts which are still unknown to the average tourist. These roads, of course, are used by local tourists, but the man who is passing through these sections for the first time is very apt to follow the roads given in

the old touring books and miss the pleasure of traveling on the new roads. Mr. Evans has already started his map-makers at work and the secretary of each club affiliated with the association is preparing up-to-date data relative to touring in the neighborhood of his club, all of which will be assembled at the headquarters of the National touring information board and ready for distribution before the 1909 touring season opens.

A Poetical Burst of Automobile Description.—The following poem, a pastime was evolved by one of the hill-climbing, space-devouring enthusiasts who owns one of the admittedly fastest and most powerful makes automobiles in the world—to hear him tell it:

"The car that can race a railroad train. The car that will make a steep hill ashamed of itself. A faithful, sweet-running car that purrs like a kitten. To own such a car is to possess a kingdom. The driver's seat is a throne, the steering wheel a scepter. Miles are your minions and distance your slave. Space melts in your grasp, cities fly by like telegraph poles, oceans seem but as water-spouts, entire forests as merely one lone tree, and continents as attenuated as caterpillars. The very clouds, hung out to dry by a wise Creator, flap wildly as you leap in your maddened career from planet to planet."

Speed Contests and How Not to Win Them.—Over-confidence and lack of attention to detail losses more of the races and speed contests carried on nowadays. In almost every important automobile contest—or test where so many elements contribute to the ultimate result—chance, accident and circumstance really determine the outcome in 50 cases out of 100. Not one driver has failed to get even a look at his judgment, his faculty for attention to details—how many important events have been lost by the best of cars through the seemingly idiotic neglect of the driver to fill his gasoline tank or radiator or lubrication reservoir? Strange when you consider one of the world's greatest drivers has failed to get even a look at the last Vanderbilt on account of some little thing you'd think the veriest tyro would have attended to. Some say his car was "doped." So he it was he was thinking of not to watch it every minute when so much hung in the balance? A man who would go away and leave \$10,000 in gold exposed in the public streets would be exhibiting no greater carelessness than a driver in such an event as the Vanderbilt cup race is guilty of when he lets his own eyes wander for an instant from his car, on which all depends.

The agent in Olean, N. Y., or Ogden, Utah, issues a challenge to a contest as blithely as he would move the average car to a garage. He is just as sure as he is alive that he's greater than Barney Oldfield ever dared to be as a driver. Inspect the car beforehand—perhaps the thought. He is that kind of an expert. He spends the last few hours before the contest with a few cronies over a cigar or a cold bottle of beer, and he is ready to go. The car—oh, it stands outside. Tanks were filled in the morning and the lubrication is working all right—at least he believes so. He is sure of it. Anyway, the car he drives will run without oil.

Comes the contest: His opponent who hasn't had time to make a confession to tell about it beforehand, has put in a few lonely hours with his car. She's as fit as human fallibility can make her. She may not be good on the average, but he is counting on a fall-down on the part of his opponent. It's the old story of the hare and the tortoise. The car that should win suffers from over-confidence and under-attention—both. Of course the dealer feels sore—and forthwith issues a challenge for a chance to get even. Meantime, what of the general reputation of the car? It has been injured everywhere. The alert competitor spreads the story broadcast—and it loses nothing in the telling. The insignificant event between two more insignificant competitors in a small town is magnified by the rival manufacturer into international proportions.

The Portland Automobile Club calls attention to the fact that the good roads movement in connection with automobilism is rapidly assuming national scope. The Good Roads Convention which is to be held next Fall ought to be held in Portland. All roads lead to Rome, and as long as Portland has contracted the habit of capturing states by conventions, why not this one. The Commercial Club and its eminent hustlers have an opportunity here.

Four large cities are now actively bidding for the National Good Roads and Legislative Convention which is to be held in the Fall. C. Gordon Neff, chairman of the good roads board of A. A. A. has received communications either in writing or through the visits of prominent citizens from Cleveland, Cincinnati, Columbus and Detroit, all urging Mr. Neff to do what he can to bring this convention there.

At the suggestion of Senator C. T. Lester, of Virginia, who outlined the method of building roads with convicts in the Old Dominion, Mr. Neff has decided to make a canvass of the entire country to find out which states employ convicts in the building of roads. This will be followed up later with an effort to get other states to use convict labor in road building. There is a general movement throughout the country to abolish convict labor in lines of an industry where it interferes with organized labor, but in no section of the country does organized labor object to the use of convicts in the building of good roads.

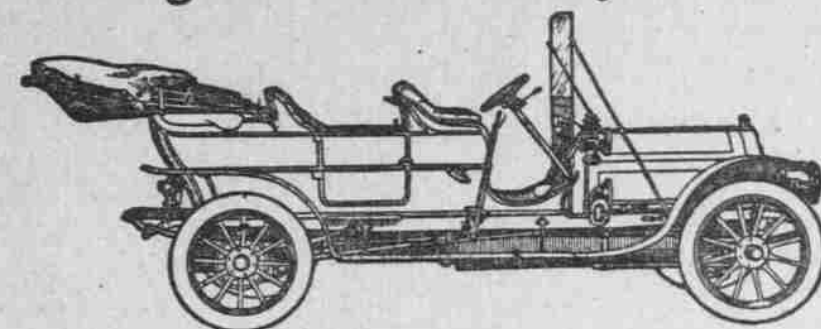
Senator Lester, and other Southerners who attended the meeting, assured the delegates from the Western and Northern states that the South, through the medium of its convict labor, will soon be far ahead of any other section in the United States in the matter of good roads. There will be another meeting of the A. A. A. good roads board during the Chicago automobile show, when Mr. Neff expects to formulate further plans for carrying on the work of his board in various parts of the country.

#### 275 "Best" Buzz-Wagons.

CHICAGO, Feb. 6.—Machines valued at more than \$2,000,000, representing the exhibits of 275 different makers, are shown at the Automobile Show which opened for seven days at the Coliseum today. The exhibition is said to be the largest ever held in the West.

The advance in the price of wood and charcoal is rapidly forcing Japanese to use gas for cooking purposes.

## We Believe This to Be the Best Seven Passenger Touring Car That Money Can Buy



48 H. P. Six Cylinder Pierce-Arrow  
\$5000.00 E. O. B. BUFFALO

Our belief is based on our experience and the experience of our customers.

Twenty-four Pierce-Arrow cars in Portland have an aggregate total record of approximately 325,000 miles.

Mr. Charles J. Ilton, of the Auto Livery Co., ran a 1908 Little Six over twenty thousand miles in less than nine months.

Here's a copy of a letter from Mr. C. F. Swigert, one of Portland's most prominent citizens, which speaks for itself:

Portland, Oregon, Dec. 18th, 1908.

Mr. Howard M. Covey, City.

Dear Sir:—With reference to overhauling my thirty "Pierce-Arrow" car, I beg to say that so far as I can see she is running as well today as she ever did, although she has now completed fifteen thousand miles without having a valve ground, or a penny's worth of work done on the engine, transmission, or in fact any part of the car except the replacement of a washer on the magneto, and the spindle of the left front wheel, which was spoiled by carelessly screwing the nut too tight.

Both these repairs have cost less than \$20.00 and while it may be true as you claim that it is not fair to run an automobile any such a distance without overhauling, I think it is the best kind of an advertisement for the "Pierce-Arrow" that it should have done this and still be in first class condition.

I shall soon lay the car up for repainting, and will then consider whether we will overhaul the machinery, but so far as I can see, there is not the slightest need of it.

Very truly yours,  
C. F. SWIGERT.

## COVEY MOTOR CAR CO.

SEVENTH AND COUCH STREET  
PIERCE CADILLAC BABCOCK ELECTRIC

### SEATTLE TO HAVE MARATHON

DISTANCE EVENT TO BE RUN  
WASHINGTON'S BIRTHDAY.

Affair Will Be Strictly Amateur and  
Will Be Held on Half-  
Mile Track.

The Marathon race has struck Seattle. The announcement that a race over the classic distance would be held on Washington's birthday has set all the ambitious distance runners, old and young, getting into condition for the first event of its kind ever pulled off in the Pacific Northwest.

A syndicate of Seattle business men is promoting the big contest, and from present prospects 30 or 40 athletes will start when the gun is fired on the afternoon of February 22. The entries were held back until the Pacific Northwest Association had given its official sanction to the race, but the assurance that the promoters would pull off an absolute amateur contest brought the necessary endorsement from the Pacific Northwest Association, and F. J. Carver, who is chairman of the P. N. A. registration committee, and an attorney of Seattle, is lending all the assistance in his power to make the Marathon a success.

According to the present outlook, all the Northwest cities and one or two of California will be represented. The management is confident of securing William Joyner, the young athlete who won the Marathon at San Francisco a few days ago over a muddy track in the good time of 2 hours 25 minutes 18 seconds. Joyner is an amateur, and is anxious to come to Seattle. Under the A. A. U. rules, the promoters are allowed to pay the traveling expenses of the participants, and this they will do. It will be the first time in Pacific Northwest athletics that men have been brought with their expenses paid from so many points to take part in a single event.

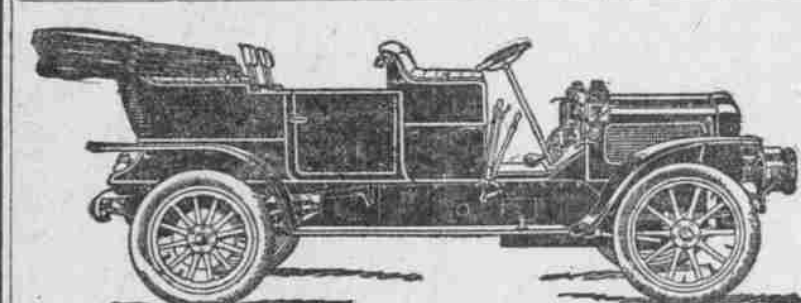
Seattle, however, is taking to the Marathon idea with remarkable enthusiasm. The local organizations, including the Seattle Athletic Club and the Y. M. C. A., are busy getting prospective entries into condition, and a number of men from the city, including several Canadians, will run unattached. It is probable that Will Chandler, the Vancouver crack, who won the 15-mile race here two years ago, and Art Burn, the seven-mile runner of Calgary, Alberta Province, will test their prowess over the full Marathon distance, 26 miles 385 yards.

The race will be run on a half-mile track. The promoters have secured the grounds of the Western Washington Fair Association, and the association's groundkeeper has started putting the track in shape for runners.

#### McFarland-Powell Go Off.

SAN FRANCISCO, Feb. 6.—The proposed fight between Macky McFarland, of Chicago, and Lew Powell, lightweight, which was to have taken place at Corroth's arena on Washington's birthday, has been canceled. McFarland has been matched to meet Dick Hyland in a 20-round contest on the same date, in lieu of the Powell fight. This battle will begin at 2:30 P. M., and the men will weigh in at 8 o'clock on the morning of the contest. Jimmy Regan and Monte Attell, bantamweights, will fight a 20-round preliminary to the McFarland-Hyland event.

## CARTOONIST PICTURES HIS IMPRESSIONS OF SOME SUBJECTS ENJOYING ATTENTION IN WORLD OF SPORTS



What have I not to say in its favor? Having owned and run three gasoline cars in as many years, I have grown old and gray and well-nigh penniless in my efforts to keep them in repair and run them. I am now the proud and perfectly satisfied possessor of a White Steamer. It is simplicity itself, and I consider it far superior to any gasoline car. It runs so smoothly and quietly it is a pleasure to ride and feel secure from the numerous disadvantages and annoyances of a gasoline car, such as "cranking up" continually, and I do not know a greater nuisance.

Adjusting coil, carburetor, spark plugs, and I leave it to any self-respecting automobilist if there is anything in the whole list more humiliating, that will cause more cuss words, than to be towed in.

I have been able to climb any and all hills I have attempted, and have done some pretty stiff climbing, too, without any trouble.

Another thing I like about a Steamer is the ability to run at a snail's pace without the engine becoming overheated or going out of commission, especially on a railroad track.

Yes, I am enthusiastic over a White Steamer. Its absolute simplicity appeals to me, and I only regret not buying one in the first place.

My family consider my language and manners improved with the advent of my Steamer—think I have experienced a change of heart, when it is only a change of automobiles.

D. A. WARNER.  
Los Angeles, January 9, 1909, 126 W. Fifth St.

## WHITE GARAGE

214 SECOND STREET PORTLAND, OREGON