

AUTO SHOW WILL TAX FLOOR SPACE

Several Makes to Be Crowded Out of Big Exhibit at Armory.

MUNICIPAL USE OF CARS

Swift-Running Machines Have Proved Their Worth for Service in Fire and Police Departments of Several Cities.

Preparations for the Automobile Show at the Armory on March 7 are going ahead with rapidity and the outlook for a record-breaking exhibition is excellent.

H. L. Keats & Co. report sales of Pope-Hartford runabout and two Buick runabouts.

L. W. Conklin, of the Packard Motor Company, reports that his company has not more than 75 more motors all over the country for sale of their 1909 manufacture.

The Idaho Motor Company reports the sale of one of its four-cylinder Auburn touring cars to Maer & Wilson, of Salem, the car having been forwarded to Salem to the purchasers.

Out of a carload of 1909 Model Chalmers-Detroit runabouts, H. L. Keats & Co. report only 16 left for sale.

The road maps to be issued by the Portland Automobile Club, under the direction of Will Lipman, its secretary, will be the most elaborate and complete system of road maps ever issued west of the Mississippi, if not in the United States.

An interesting feature of the coming Automobile Show will be the exhibits of cutlery, sporting goods and other articles more or less intimately connected with the sport.

Additional interest in the suggestion to provide motor "squad wagons" for the Portland fire department is being given by action taken in different parts of the country in that direction.

At Los Angeles a motor of this description is maintained by private subscription among the downtown merchants, each firm or individual paying a small sum every month.

When an alarm is given this crew with its paraphernalia gets to the scene of action minutes before the regular fire force. A number of fires have been extinguished before the main engines of the department arrived, and other conflagrations have been checked so that the department is left with ease after getting to the spot.

Every firefighter of experience knows that often a single stream from an extinguisher will put out a fire if it can be brought to bear quickly. The "squad wagon" principle is that of getting into action immediately, without regard to possible accidents in the way of bursted hose or insufficient water connections.

The City of Pittsburgh is now the owner of motor car equipment to do both fire and police duty. The purchase has just been made by the Department of Public Safety, Bureau of Police, after a lengthy and careful examination of the many cars sold in the city.

The cars used in the selection may be judged by the fact that all bids were rejected several times before the board came to a decision.

It is the intention to use the car principally for riot, fire and emergency calls. To that end cabinets have been arranged to carry revolvers and handcuffs, while holsters, large enough to hold three high power rifles, are attached to the back of the front seat.

On the running boards are two large sized fire extinguishers. At present that will constitute the whole equipment, the purpose of the city being to have a car which can be sent rapidly to any part of the city where a fire or some riot may occur.

The other day an entirely new and erroneous argument was made in favor of unsprung weight upon the road wheels. A writer was arguing in favor of heavy back axles or back axles combined with change speed gear boxes, and stated that the extra unsprung weight prevented the wheels from slipping when the driving effort was applied.

This has appeared in more than one paper and it has been corrected by experts who have pointed out that the more dead weight there is included in the wheels and axles of a vehicle the less it will hang to the road when driven at a predetermined speed.

Apart from its being pointed out, or, rather, the experience of all those who are thoroughly versed in the science of building automobiles is that the less dead weight there is on the axles (front or back) the better the car rides and the less is the amount of wear on the tires and mechanism.

Through the efforts of Robert Guggenheim, who was largely responsible for the Elkwood Park meet of last Summer, the Seattle Automobile Club and the officials of the Alaska-Tuam Pacific Exposition are busy arranging the details for a race between the Atlantic and Pacific Oceans.

Already letters have been sent to all automobile manufacturers giving them an opportunity to lay out the route. For this work two cars will be necessary, one starting from New York, covering the territory between New York and Chicago, and the other leaving Chicago and proceeding west.

These cars will start on March 15, while the date of the race proper will be set for either May 15 or June 1, according to the condition of the roads as reported by local automobile clubs and hotels.

The prize for the contest will be a trophy which has been donated by Mr. Guggenheim, and which will cost \$2000. This trophy has no strings attached to it and will be given outright to the winner, and from present plans the winner will be the car that reaches Seattle first, having traveled over the road on its own wheels, without any other rules or conditions being imposed.

Besides the trophy cash prizes will be given. These have already amounted to over \$5000, with the prospect that they will be materially increased in the near future.

Tom Moore, of Mills & Moore, who

will be in charge of the details of the race, has already gone to Seattle to meet the commissioners of the Exposition and the governors of the Seattle Automobile Association in order to arrange the rules and entry blank.

GLIDDEN TOUR IN THE WEST

Denver May Be Included in Famous Drive.

BUFFALO, Feb. 20.—(Special.)—Notwithstanding a widely prevailing impression that the itinerary of the Glidden Tour for 1909 is all mapped out and tucked away in the vest pocket of Chairman F. D. Hower, of the Contest Board of the American Automobile Association, the contrary is the actual situation.

Chairman Hower states positively that up to the present time and for some time to come, the route will remain in abeyance as far as the selection of the principal cities to be visited and the stopping places for the night are concerned.

All that has been determined is that the tour will be held in the West. The demand from various sections that the tour be held "through their midst" still continues to be insistent and is regarded as a flattering recognition of the importance of this classical event.

Denver and the neighboring Colorado cities of Pueblo and Colorado Springs are constantly urging that the "middle-high" town be made the western end of the tour. Colorado Springs' hospitality is also voiced in urgent invitations and the attractions of Pueblo and her most cordial invitation are extended by the Pueblo Business Men's Association. One route tentatively sug-

CHICAGO THANKS PACIFIC COAST

Grateful for Baseball Stars, Chance and Jones, Who Got Championships.

FEELS LOSS MOST KEENLY

Sporting Editor Woodruff Writes of Consternation in Windy City Over Determination of Fielder Jones Not to Return.

BY HARVEY T. WOODRUFF, SPORTING EDITOR CHICAGO TRIBUNE.

Chicago baseball fans, estimated at 1,000,000 strong, justly are proud of the two great teams, the Cubs and the White

step into the breach, assume the managerial reins and keep the club in the running, but baseball experience teaches that a new manager seldom steps to the fore at once as a winning leader.

Both Jones and Chance, aside from their knowledge of the National game, possess that all-essential of a good manager, the ability to obtain from their men that harmonious co-operation without which teamwork and discipline are impossible.

And how does the Chicago public appreciate and support its baseball heroes? Without knowing the exact figures, it is estimated that the profits of the White Sox last season were \$100,000 or more, while the Cubs are supposed to have netted between \$125,000 and \$200,000. Three years ago, the franchise and plant of the Cubs sold for \$105,000.

These figures on the profit side of the ledger would have been even greater but for Sundays and for important games, many persons who would like to attend the games do not even attempt to go so for the simple reason the grounds are packed and often the gates closed long before the time scheduled for beginning play.

On the final Sunday of the 1908 season, when Pittsburgh and Chicago were battling for the game in which defeat meant elimination to the loser, the turnstiles showed 20,247 paid admissions, the largest authentic number which ever "cleaved a professional game." Over on the South Side, White Sox and Detroit were engaged in a combat scarcely less momentous in its result. Nearly 25,000 persons viewed that contest. Yet with this great number of people viewing the big games,

owners of the semipro clubs, which have obtained a strong following for their Saturday and Sunday sport with nearly a dozen complete parks, asserted they scarcely noticed the decrease in attendance at their contests.

The five strongest teams among these semi-pros, with one club from Milwaukee, have formed a new body called the Chicago Baseball League and will schedule games for Saturdays, Sundays and holidays, avoiding conflicts with the big fellows, and competing for a championship of their own. Their owners are able to pay salaries for the two games weekly in some instances equal to that of minor leaguers for full time.

As a result many good players follow their regular occupation and play ball only on Saturdays and Sundays.

What are the prospects of Chicago's clubs for 1909? With Fielder Jones missing as leader of the Sox, it is a guess. Much will depend upon his successor and how the hole in center field will be filled. In the American League, Cleveland, Detroit and St. Louis look like pennant contenders on advance "dope." Whether the Sox will stay up in the race remains to be seen.

Frank Chance and his Cubs see visions of a new record in four consecutive National League pennants. On paper, their chances appear bright, but indeed until they are figuratively eaten and digested, Chance reasons that the Cubs had so much bad luck last season, but took down the honors, that the team this season ought to win again with fewer injuries, a "good risk" in life insurance parlance.

Portland's enterprise in providing the baseball public continuous sport by having a club in two leagues speaks well for the healthy interest in baseball in this city, and if either one of these clubs supplies Chicago with a player of the ability of Fielder Jones and one even approaching his ability, baseball Chicago again will thank baseball Portland for its contribution to its baseball greatness.



FIRE CHIEF'S NEW AUTOMOBILE ALREADY IN SERVICE.

CAR PURCHASED BY CITY FOR FIRE DEPARTMENT—CHIEF CAMPBELL ON FRONT SEAT, THOMAS GAVIN AT WHEEL, P. E. SULLIVAN AND JOHN MONTAG ON REAR SEAT (MONTAG ON LEFT SIDE).

The accompanying half-tone is from a photograph of the new six-cylinder Pierce Arrow automobile, purchased by the city for the use of Fire Chief Campbell. The picture was taken at 2 o'clock yesterday afternoon in front of the City Hall. Chief Campbell and his chauffeur, Thomas Gavin, occupy the front, and Fire Commissioners P. E. Sullivan and John Montag the rear seat. They were about to start on a tour of inspection of fire stations. The machine is a 1909 model, and is handsome in every particular. It has been accepted by the members of the fire committee of the Executive Board, and will be recommended for acceptance to the Board next Friday afternoon, when the regular meeting will occur. It has been tried out and has stood the test splendidly. It will be housed at Truck No. 1, which is commonly known as fire department headquarters, and which is located at Fourth and Yamhill streets. Chief Campbell will take care of the machine himself during the day hours, and at night Gavin, who is a member of Truck No. 1, will drive it.

gested proposes Chicago to Denver by way of Omaha and return by way of Kansas City, St. Louis, Louisville, etc.

Chicago, of course, has left no stone unturned to induce Chairman Hower to make that the starting point of the tour. The Chicago Motor Club, the automobile concerns in and about the city, the various newspapers and influential motorists generally have been urging the selection of that city as the only proper starting point for what will probably be the largest tour, as well as the longest in the history of the Glidden Tour.

St. Louis, through her commercial and automobile organizations, as well as through her prominent motorists, is making a strong bid for a visit from the tourists. Davenport, Rock Island and Moline are urging that they be included in the itinerary and have sent strong arguments in their favor.

There the situation stands. Invitations and suggestions will be welcomed, as well as being assured proper consideration. But there is no decision yet as to the route, and there will be none until further information discloses the preponderant choice of the entrants who take part.

FARES WILL DECIDE LEAGUE

Intermountain Bunch Much Concerned Over Railroad Rates.

BUTTE, Mont., Feb. 20.—(Special.)—The proposed Intermountain Baseball League has now reached the point where it depends to a large extent upon what kind of rates can be secured from railroads, according to a statement made by President W. H. Lucas, of the Northwestern League, who arrived from Portland this morning. Jack Grim, of Salt Lake, and John A. Barnes, of Minneapolis, are expected to arrive in Butte tomorrow and a conference will be held and definite line of action proposed.

Con Strouthers is also here, arriving several days in advance of Lucas. It is proposed to incorporate in the Intermountain League, Butte, Helena, Missoula, Great Falls, Boise and Salt Lake City.

Sox, which have given the Windy City three world championships in as many years.

And to two men who may be classed as products of the Pacific Coast, Chicago owes its thanks. These men are Frank Chance, manager of the Cubs, formerly of Fresno, Cal., and Fielder Jones, who played ball in this city in his fledgling days and whose determination to make Portland his permanent home threatens irreparable loss to the White Sox.

Arguments as to whether Fielder or Frank is the greater leader have been the means of breaking more friendships and starting more small feuds in Chicago than one who was not familiar with the intense rivalry prevalent in 1906 when the world's championship was a Chicago affair, could possibly imagine. For the South Side and the Stockyards swear by the Sox, while the great West Side is equally loyal to the Cubs.

Chance has had a better balanced ball club to support his efforts, a team strong in every department, offense and defense, and quick to take advantage of an enemy's mistake. Until 1908, his gameness was under suspicion by doubters, but his strenuous finish against odds silenced all critics.

The team which Jones has kept among the first three for the last four years perhaps is not so well balanced, but it has stars whose efforts with the baseball brains of its Portland manager have kept it in the thick of every fray against odds which at times seemed hopeless. Its reputation is of scoring more victories on fewer runs than any club in baseball history. Not a team of great batters, it wins by the exercise of "inside baseball" and brains imparted by its tutor, Jones. Its great pitcher, Walsh and Catcher Billy Sullivan, form the nucleus upon which Jones built his winning record.

What Will Sox Be Without Jones? What the Sox may accomplish without Jones makes a sorrowful source of speculation for Sox partisans. Perhaps Billy Sullivan or infielder George Davis may

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COAST NOT HAPPY

Portland's Advent in Northwest Thought Dangerous.

BALL FANS FEAR SWITCH

Unless Sound Cities Can Be Led Into Coast League, California Fears Smash-up of Present Organization.

BY HARRY B. SMITH.

SAN FRANCISCO, Cal., Feb. 20.—(Special.)—Considerable speculation has been started in California as to the ultimate success of two baseball teams in Portland, under the management of the McCredies. Hiland Baggerly, of the Bulletin, started the gossip going when he sounded a warning, and since then the fans have been sitting up to take notice.

Baggerly announced it as his opinion that the invasion of Portland by the Pacific Northwest League means that sooner or later Portland will be dropped from the Pacific Coast League and belong altogether to the Northwesters. He says that it was a particularly foolish mistake on the part of Cal. Ewing and his associates to allow anything of the kind, and that they will find before they are through with it, that they have allowed the Beaver team to slip through their fingers.

It is hinted also that should the Portland Northwest League club have a pennant-winning team, with the Beavers down at the bottom of the list, the fans would be only too-anxious for a complete switch.

While there may be a world of truth in this talk, what else could the Californians do? McCredie, it will be remembered, wanted to have an eight-team league, embracing four of the cities in the North. Ewing decided that this would not be a wise plan. The baseball in the Pacific Coast League in the past that he was entitled to consideration. If the Coasters refused to take of this territory, they couldn't play dog in the manager and refuse to let McCredie have what he wanted—continuous ball for his home city.

Bigger League Hoped For.

There is no denying that Ewing hopes to have a bigger league next year. If things go well, it is planned to enlarge the Pacific Coast League by taking in Seattle, Spokane and Tacoma. Of course, this is all conditional. It depends on what the Northwest League would do. President Lucas would hardly care to lose his job, unless he were assured of the presidency. Ewing is already talking in another season, and it might be that Lucas could get the job. In many ways, Lucas is regarded in California as a capable baseball man, and one who is in a good position to assume the executive. He has his faults, of course, like the rest of us, but he has good system, and if he can get away from listening too much to the various managers who pay him his salary, he would be an ideal official.

State Leaguers Hit Galt.

The State Leaguers seem to have struck their gait. It is reported that Cy Moreing has leased grounds in Oakland, in the vicinity of Lora Park, and that he will have a club there. The San

Francisco club, which will be one in name only, will play its games on the Oakland grounds, and it is doubtless figured that by another season, they can have a local ball park.

While Moreing has been doing a lot of talking, he has not as yet said much about his players. He says that he will have some good men in his line-up, and that is as far as he goes. Apparently the Coast Leaguers in this section are taking the outlaws altogether too seriously. They haven't the money to put classy professional teams in the field, and outside of a few headliners, who get good money, they are not doing much. So let them alone. They certainly boost the baseball game and that is an advantage to the sport.

Mike Fisher and his Beach All-Americans retained port the first of the week on the Tenyo Maru. With the exception of George Hildebrand, who is suffering from a bad knee that bothered him in

San Francisco last Fall, the men are in good shape.

"I hear that it has been said that the trip was a financial frost," said Mike. "Well, anybody who says that is a liar. We broke even in Japan and made money in Manila and Honolulu. I am satisfied with the trip and next year will take a team to Australia for a series of games. The boys all had a good time and are well satisfied with their outing. One paper printed a story that Hildebrand hurt his knee sliding to base in Manila. There was not a player injured on the trip. Hildebrand was both injured with that knee when he left and was not able to play more than four games."

Oxford and Cambridge tied. LONDON, Feb. 20.—The Oxford-Cambridge annual association football match, played at Queens Club this afternoon, resulted in a tie, each side scoring a goal.

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