

URGES AUTOISTS TO BETTER WORK

President R. D. Inman, of Local Club, Wants Better Organization.

DISCUSSES GOOD ROADS

Annual Address of Retiring Chief Advocates Building New Club—Agitation for Improved Highways and Road-Racing.

At the annual meeting of the Portland Automobile Club last week, when a new board of directors was elected, the retiring president, R. D. Inman, read his message, which contains many good points. President Inman recommended that the club members endeavor to take more interest in the club and not to leave everything to the board of directors, as has been the case in the past. He recommends that the autoists get together and build a clubhouse where they may take their families for weekly excursions and possibly outings.

At the meeting of the club the following were elected directors for the ensuing year: R. D. Inman, Will F. Lipman, Henry Wenne, J. B. Kelly, Dr. C. D. Brown, L. Thierkelsen, Jr., W. J. Van Schuyver, M. W. Dickinson and Dr. A. E. McKay. This board will meet next Wednesday night and select officers in accordance with the by-laws of the club.

President Inman's report, which deals with many interesting subjects, is as follows:

President Inman's Report.

As this is the annual meeting of the Portland Automobile Club, I have made a written report of the club work of the past year, and have also embodied suggestions and recommendations for the coming year.

There has been much more accomplished by the officers of the club during the year than the average club member and autoist generally would imagine. And the directors have had to work under many difficulties. In the first place, some of the members of the board have not given as much time to the club as it seems they should, although they would spare from their private affairs. The average club member does not seem to realize that quite as much depends upon them as upon the directors in making the club successful. I wish it to be known, ever, I think you will agree with me when I say the Portland Automobile Club has accomplished a great deal for the members and automobile owners in general. It was through this club's influence that the City Council has been so reasonable in the laws governing the speed and the general regulations of the automobiles of the streets today.

The committee appointed by your board of directors to confer with the City Council upon the ordinances that have been passed for our guidance found the city authorities very fair and reasonable, when they were shown by actual demonstration on the streets the various speeds and how thoroughly under control the automobile is when driven by anyone that has a reasonable idea of handling the machine. I must from Missouri, and had to be shown by the committee taking them out in their machines, but that is only to their credit.

Road Races Are Helpful.

Your club held a road race last June, and while not a financial success, it was a great success in the public generally. It has resulted in a lot of good for only the autoist, but to the public generally. It was through this race that the entire course, consisting of some 12 miles of the best roads in the county, was thoroughly oiled and made a fine drive-way. And already the people along the road are talking "oiled roads" and it will be far easier in the future to get financial aid from them for such work.

The club is greatly indebted to the National Guard for the very able manner being entirely through their efforts that the race was pulled off without a single accident, and without their aid it would have been impossible.

We now come to the automobile show so lately held in our city, and which was a success and has stimulated the interest in automobiles in and around our city a great deal. And the club is proud to have its membership on account of this stimulation. While your board generally assisted in this affair, it is only fair to say very many ideas and diligent secretary, W. T. Lipman, has the credit of having organized and he, much more than any other person, has brought about its splendid success.

Will Publish Tour Book.

Your board of directors has authorized your president and secretary to enter into a contract with a well-known printing firm to get out a tour book. This book will be a map of all the main highways throughout the state, showing the distances from town to town, the locations where gasoline can be obtained, and naming the most accurate hotels for the autoist. No hotel will be included on this list that has been known to be overcharged for work for the occupants of the automobile. The club is now working upon the matter of road signs, and will be able to get this much-needed work done in a very short time, and will be able to get it done in a way that is of the greatest benefit to the autoist.

Race Meet This Year.

The possibility of holding a race meet this summer has been discussed at length, but no action has been taken in the matter, and it is a local matter that will have to be worked out by your new board of directors. I think it fair to say that in entering into a road race agreement, as it involves a good deal of money, and it is possible to obtain for the club a large amount of money for the purpose of the road race, it is a matter that should be given careful consideration. It is not a matter that can be decided in a moment, and it is a matter that should be given the most careful consideration. It is a matter that should be given the most careful consideration.

and you are all well aware that when there is no unity there is little strength.

Clubhouse Urgently Needed.

The question of an auto country clubhouse has been talked over many times by our officers, but so far nothing definite has been done. It certainly would be a fine thing to have a clubhouse, say 15 or 20 miles out, in some beautiful scenic spot where we could go with our families for a little drive or luncheon and then come back each other. There can be no doubt about that, but so far we have never gone beyond preliminary talk upon this question. I think, however, this subject should have the attention and should be more fully discussed by this meeting as the one thing that our club needs more than anything else is some increasing social feature, and it is the building of a clubhouse that seems to be the means of doing that.

Thanking you for your cooperation for the past year, and hoping the club will be able to give a still larger portion of your time to the club, I have signed myself, great work of advancing the automobile, through its agency the greatest boon to ourselves and to the country. I am glad and hoping that in all this there may be some benefit to the club and to the country.

The auto races for 1908 were the first of note in the state of Oregon, and considering the short notice and the consequent condition of the roads, they were a success. The races were over a course on the Base Line and Section Line roads of something over 14 miles, the starting point being at a grandstand erected just beyond Rockwood and the crossing of the O. W. P. and Troutdale branch, running west to Russellville, south from Russellville one mile to the Section Line, east on the Section Line to the Gresham Corners, north on the Gresham and Fairview road to the Twelve-Mile House, thence west on the Base Line two miles to the starting point.

The 50 and 100-mile races were witnessed by thousands and the race this year over the same course during the Rose Festival will undoubtedly be a grand success, owing to the fact that the county, with its immense road rollers and grading machine from Kelly Batte, is laying an ideal surface on the already good roads of Eastern Multnomah, of which the above race course is a part.

Many racing enthusiasts of Portland, as well as other places, are planning to enter these road races, and many Portland autoists are looking about for suitable racing cars.

Another feature that is being looked forward to with great interest is the participation in a tour planned by the autoists of Los Angeles, to Portland and Seattle. Letters have been sent to the club here asking how many members would be willing to lend their cars down to Los Angeles and start in a body on the long trip through the intervening country. No action has been taken on this proposition, but it is possible that a number will undertake the trip.

It is the intention of the promoters to establish a touring season similar to those in the Eastern states. June will be the motor month for automobile clubs within a radius of 1000 miles from Chicago and a number of organized clubs will be in attendance. The special feature of the event will be the Western stock chaise race for the Cobb trophy. This race is under the direction of the Chicago Automobile Club.

The ocean-to-ocean endurance contest from New York to Seattle, which was suggested by Senator Guggenheim in the interest of the A-T-T. exposition opening June 10, is being actively promoted by those interested, and a course is now being planned by pathfinders, who are blazing the trail for the coming event. The Thomas Flyer, which won the great New York-Paris endurance contest during the early part of last year, has been started out on its long trip as pathfinder, by Mayor McClellan, armed with a letter of introduction to Honorable John F. Miller, mayor of Seattle.

The contest, however, is being argued against by the Manufacturers' Contest Association, which met in New York and passed resolutions against aiding the transcontinental race. The resolution states that the association advocates and will lend support to races and contests that furnish to the public a basis of the comparative merits of cars and that demonstrate to the manufacturers where improvements can be made in the material and construction to the end that only the best in motor cars will be offered to the buying public.

Grand Opening

OF OUR NEW GOODS Monday and Tuesday

\$20

All our new goods arrived on Thursday, direct from England; all new and up-to-date goods. One carload for this store alone; goods made for us, and us only. No two patterns alike. - Why pay \$40, \$50 and \$60 for a suit, when we get out your suit for one-half less than any high price tailor's price, made just as good, in fact, better goods, much better linings and made by experienced tailors—one that can only make a good job and used to nothing else but first-class work, cutters that can cut to fit. Experience is a good teacher; that is what kind of cutters and fitters we have.

On Monday and Tuesday, our grand opening of all our new goods—our price for Spring and Summer suits will be

\$20

Made to order—made in our own shops; all garments tried on before finished in the basting. Remember, our price is \$20 for two days only—any suit in our house; we mean just what we say—\$20, no more, large or small; no extra charge for size on this sale—from 33 chest measure to 60 chest measure, is what we will make, single or double-breasted, cutaways or tuxedo or full dress, all go in this sale at \$20, made to order.

Our blue serge is our leader, guaranteed West of England make, fast color, all wool goods. All our fancy tweeds and worsteds in the latest shades, also fast color, all wool goods.

\$20

MONDAY and TUESDAY Our Grand Opening Days

We can get your suit out on short notice. Our working capacity is very large and our guarantee goes with every suit. We guarantee every garment made by custom tailors to be free from imperfections in material and workmanship, sewed with pure dye silk. All linings to wear for one year or be replaced by us free of charge, all goods shrunk. The above guarantee is backed by our name in each garment, which means as much to you as if you had your money in any National Bank. We cut only by the 20th Century Cutting System. We will make during this sale, no extra charge, the following:

- Three-button sack.
- One-button novelty sack.
- Three-button double-breasted sack.
- Two-button single-breasted sack.
- Three-button sack, flaps or patch pockets.
- Outing suits, patch pockets.
- Norfolk sack, patch pockets.
- Full dress Tuxedo.
- Regular fitting trousers.
- Peg-top trousers, our speciality.
- Cuffs on sleeves or plain sleeves.

We tailor to men that know; once a customer, always a customer

American Gentlemen Tailors

Cor. Sixth and Stark Sts. PORTLAND, OREGON

ST. VES GREAT SURPRISE

NEW YORK RACE GIVES NEW LIGHT ON MARATHON.

Top-Notchers Are Unable to Win Consistently and Hayes Alone Has Finished Every Time.

Studebaker Bros. Company report sales since the show to the following persons: Mr. J. E. Hamlin, Portland; G. M. Hood River; J. E. Hamlin, Portland; G. M. Hamlin, Portland; C. H. Hurt, Boise; E. Brown, Portland; Bulmages-Rose Auto Co., Spokane; H. P. Palmer, Portland; Jewell Hardware Co., Grants Pass; M. A. Rickard, Corvallis; Jewell Hardware Co., Astoria; H. P. Palmer, Portland; March, Tacoma; J. H. McDaniel, Tacoma; C. W. Roberts, Spokane.

New York Defeats Yale.

NEW YORK, April 10.—New York defeated Yale today by the following score:

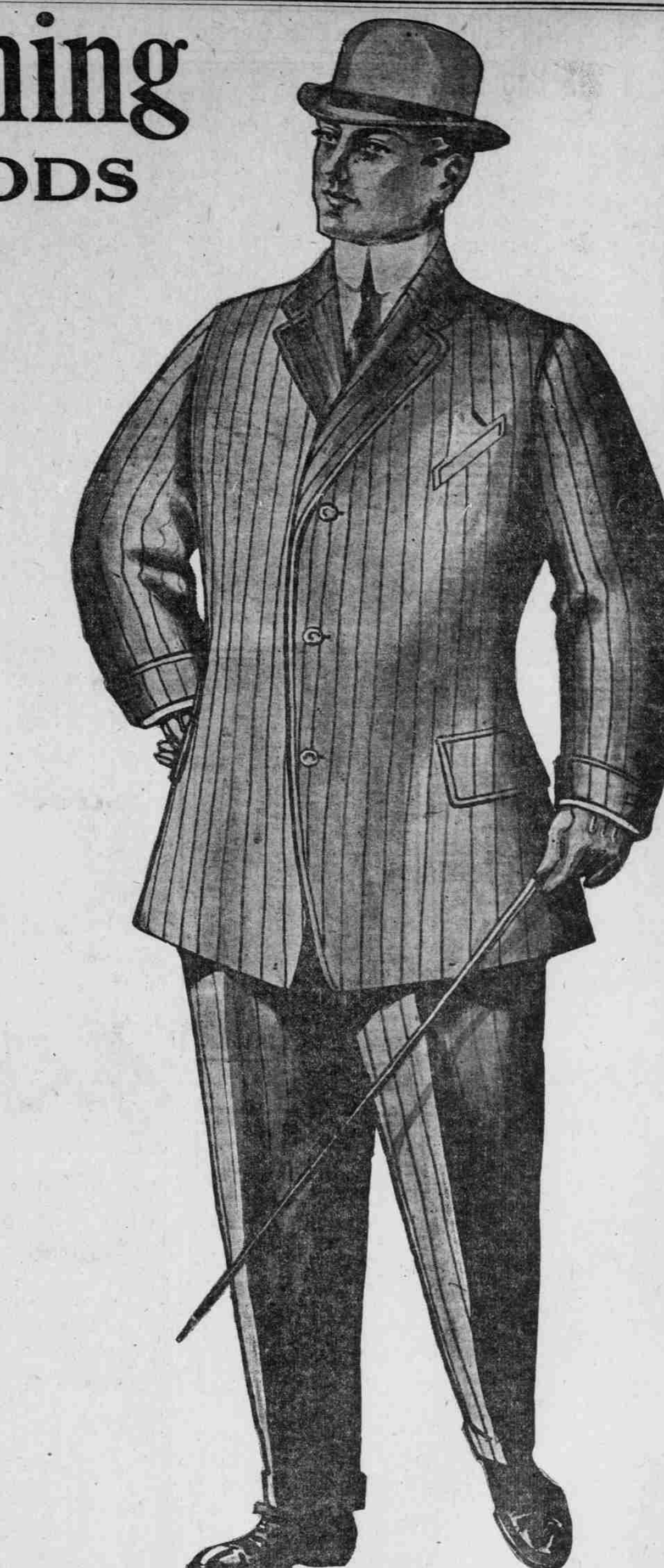
R. H. E. 3 New York. 8 & 1 Batteries—Van Vleck and Phillips; Ames, Wiltse, Schiel and Meyers.

London now has its Lamb's Club, which has been approved in Jersey street. It is the same as the one that was built in New York. It is a fine building and is largely devoted to bridge and women's games. The club is likely to be the only one of its kind in the world.

winner, who can boast of having covered the entire distance at each appearance. Dorando, who had to be assisted at London, faltered in one of his races last winter and dropped out before the required distance was finished. Shrub and Longboat were forced to quit on account of the fatigue of St. Yves, and the Indian also quit at London. Hayes has yet to retire from the course in a Marathon event, and in this respect, at least, he has the advantage of his rivals.

Because of this Hayes has been called a "plodder," and in taking into consideration the fact that the man who finishes second or third comes in for a share of the purse it would seem that Hayes had profited where the others have lost. Still, professional racing is not without its own charms, and the amateur Marathon accomplishes but little good. Professional racing, especially as far as Johnny Hayes is concerned, should not be discouraged. While an amateur this young man won one of the greatest honors in the athletic world. He has since turned this honor into a cash asset. He himself record at London to advertise the fact that he was a professional athlete. As a professional athlete, and this curious public is foolish enough to pay good money for that privilege. Professional racing never accomplished any real good, and bears an unsavory reputation because of years of crookedness.

Marathon races, coming as frequently as of late, are not specially beneficial to the public. As a professional sport they tend to debase all that is good in athletics. Practically the only good recent race has done is to stimulate interest in the feat of strength and endurance. Still, it is better that a man should be interested in this manner than to be interested in the feat of strength and endurance. Still, it is better that a man should be interested in this manner than to be interested in the feat of strength and endurance.



CAB DRIVER SAVES 4 LIVES

Stops Runaway From Dropping Down Rocky Bluff.

COLFAX, Wash., April 10.—Arthur Jensen, a young cab driver for the Colfax barn, by presence of mind and coolness no doubt saved the lives of four Colfax women en route to a Good Friday party at the home of Mrs. Fischer. Cab passengers were Mrs. A. M. Scott, Mrs. M. A. Rose, Mrs. William Lipitt and Miss Rose Lipitt. As the cab passed down the incline leaving the Palouse River bridge, at the brewery, the team, frightened at the loaded brewery wagon, broke a line and "jackknifed." The cab turning over into the rocks. Jensen leaped in front of the team, and by heroic effort held it from dragging the cab down the river embankment.

Train Wreck Injures Eight Persons.

COLUMBIA, Ga., April 10.—The Florida fast mail train on the Seaboard Air Line was derailed 46 miles south of Columbia this morning. Five white persons and three negroes were injured, two of them tramps.

STUDENTS OWN HOME

FOUR FRESHMEN AT OREGON SOLVE LIVING PROBLEM.

Buy Land, Erect Cottage and Do Own Cooking—Boys Active in College Work.

UNIVERSITY OF OREGON, Eugene, Or., April 10.—(Special.)—Much interest is attached to the wonderful success that four hustling Hood River freshmen are making toward solution of the living problem at the University. At the first of the school year the four boys, Luckey, Parise, Guarrabrant and Cash, who compose the Hood River Bachelors' Club, paid their first installment on their lot in Groch's Addition near the University. The lot is a half-acre and contains a house 24x18 feet in dimensions. Their home, two stories in height, was soon completed, costing them not only several dollars monthly on room rent, but at the same time are acquiring a property which has already advanced in value 20 per cent. The boys do their own cooking. Although they live well and at the same time buy all their food, except canned fruit, which is sent to them from their families in Hood River, their house bill for a month never runs over \$5. February, with its 28 days, cost them exactly \$5.15 a month. One other month this year their boarding expenses ran as low as \$5.35.

These boys prove conclusively that an education at the State University is open to any boy who is ambitious enough to expend the necessary amount of energy. Three of these boys are working their way through college with no financial support from home. Each of these lads is taking an active part in student activities as well as getting along well in his studies. Last semester their marks averaged second highest among the organizations of the men in the whole University. Their student activities are as follows: Cash was alternate on the interstate debating team and that team is a member of the five-mile relay team which defeated the O. A. C. aggregation such as from the University. Luckey is one of the probabilities on the baseball diamond, while Parise is showing good form in the high jump.

Lloyd Ray, another prominent freshman, has entered the University as a member of the Hood River boys. Determining a few weeks after the opening of college that it was possible for him to attend the University, he spent about a week in building a cozy house on a lot out beyond the University, and the negative interstate team which defeated the University of Idaho recently at Mono.

An apparatus is being built in Philadelphia for a small mining and navigation company that will pick up cran boats, lift them 60 feet into the air and dump their contents into a storage bin, a wharf or into another vessel.