

# WEMME ASKS WAR DEPARTMENT'S AID

### Petitions Secretary to Build Better Road Through Vancouver Barracks.

## HEAVY TRAVEL ON HIGHWAY

### Is Only Accessible Way to Cross Reservation From East to West and Connects With Business Portion of Vancouver.

E. Henry Wemme, president of the Portland Automobile Club, continues to wage his aggressive campaign for good roads in Oregon and the immediate vicinity of Portland. During the past week he petitioned the Secretary of War at Washington, D. C. to include in the estimates for the improvement of military posts during the coming year the sum of \$12,000 for the purpose of grading, grading and paving the road known as Fifth street in the military reservation of Vancouver Barracks. A petition signed by nearly 100 property owners along this particular highway is now on its way to the executive at Washington, and sets forth the reasons why Congress should be asked to furnish the funds for the improvements requested.

### Crosses Military Reservation.

The road in question crosses the military reservation in nearly an east-and-west direction. It is almost a mile long, and connects the older business part of Vancouver with the suburb known as East Vancouver. It is the only accessible highway across the reservation for public use, and while it is virtually a military road, yet by its constant use has come to be known locally as a "public road."

Two important county roads connect with the reservation highway on the east, which lead into thickly populated districts. People living along these county roads, as well as residents of East Vancouver, are compelled to use the military road in order to reach the business district of Vancouver proper and the railroad station or ferry to points by passing across it. Usually the traffic is the greatest during the winter months when the surface is covered with deep mud. Owing to the topography of the highway, the water remains in large pools until the close of the rainy season.

### Gravel Does Not Wear.

The traffic over the highway is naturally heavy, and from time to time it has been necessary to improve the road. Gravel has been used as the principal ingredient in the improvement, but this will not withstand the heavy travel to which the highway is subjected. Usually the traffic is the greatest during the winter months when the surface is covered with deep mud. Owing to the topography of the highway, the water remains in large pools until the close of the rainy season.

In the petition forwarded to the Secretary of War President Wemme asks the Government to rectify these conditions and stipulates an expenditure of \$1000 for drainage and \$5500 for grading and macadamizing. In view of the fact that the highway in question is now engaged in the construction of a state road extending from a point about 15 miles east of Vancouver to the gorge of the Columbia River, and intended to form a main artery between the eastern and western portions of the state, Mr. Wemme is taking advantage of the opportunity to procure a passable road way from Portland to the country east of the Cascade mountains.

## GREATEST SEASON IS ENDED

### Vanderbilt Cup Race Closes Year of Spectacular Events.

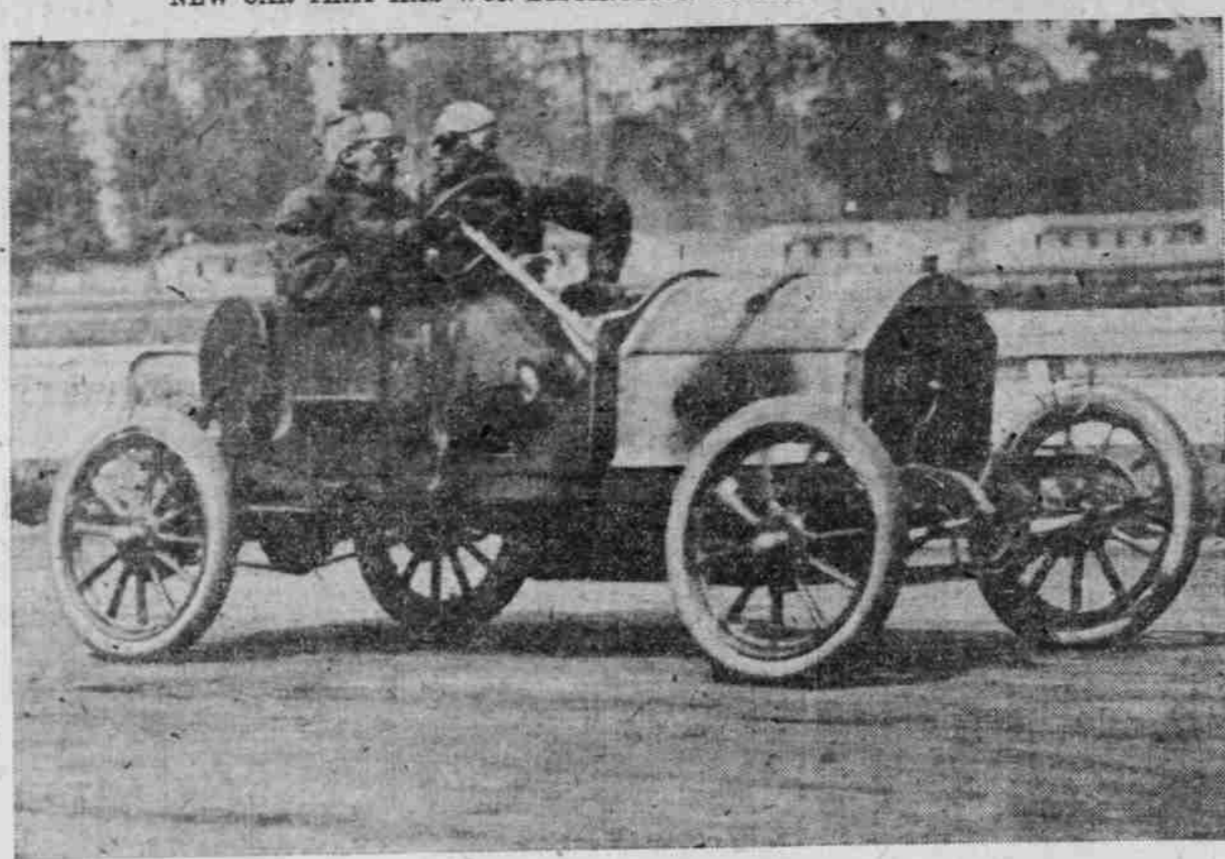
What is conceded the greatest automobile racing season ever known in the history of the sport was practically brought to a conclusion yesterday with the Vanderbilt cup race.

Unlike former events, this year's contest, which was the fifth competition for the cup offered by William K. Vanderbilt, Jr., was open only to stock cars in Classes 1 and 2 (class B as defined by the rules of the A. A. A.), instead of specially built powerful cars, as was the custom of former years.

In other words, this year's Vanderbilt race was open to cars from 451 to 600 cubic inches piston displacement, with a minimum weight of 200 pounds, and for cars of 301 to 450 cubic inches piston displacement, with a minimum weight of 200 pounds. While these two classes of cars raced jointly for the trophy, they also competed in their respective classes for additional trophies awarded by Mr. Vanderbilt.

Aside from the assemblage of the

## NEW CAR THAT HAS WON DISTINCTION ON NATIONAL SPEEDWAYS.



### "TIRELESS" HUDSON TWENTY.

Among the sturdy little cars that have won distinction on National speedways this season is the "tireless" Hudson 20. The illustration depicts the little Hudson winning the 24-hour race during the carnival at Seattle October 3.—The car made an enviable record for itself during the race by covering 400 miles without leaving the track, and by carrying only two seconds in time a mile in a 20-mile stretch. The event was run with "Billy" Short at the wheel and W. D. Wallace, manager of the Olympic Motor Car Company, of Seattle at his side.

world's most noted drivers and cars, another innovation in connection with the race yesterday was that it began at 3 o'clock in the morning instead of at daylight as heretofore. The latter fact was greatly appreciated by the spectators and drivers.

### Notes of Motordom.

The local Maxwell agency expects the arrival of a new model demonstration car this week.

C. H. Snyder, of Medford, Or., purchased a 1910 Cadillac 30 during the past week. The car has been shipped to the purchaser through the local agency.

H. Wittenberg, president of the Pacific Coast Blount Company, received the delivery of a model G. W. White gasoline motor for a seven-passenger White Steamer of the "00" type.

The A. J. Winters Company, 78 Sixth street, agent for the Diamond tires, reports a rushing business, both locally and through the country. The rubber market is strong, with another advance of 10 per cent on rubber mechanical goods and accessories.

## SEALS CINCH, THEN LOAF

### SAN FRANCISCO TRYING OUT NEW TIMBER.

### Ewing Gives Players Choice Between Salary or Percentage During Play With Nationals.

SAN FRANCISCO, Oct. 30.—(Special.)—Having clinched up the pennant in the series against Portland, the Seals have just been loafing along this week. Long has been trying out some of his new material in the way of pitchers and catchers.

Next Tuesday, the Seals have arranged for a benefit game that will be played between the regulars and the Yannisians at Recreation Park. In addition to the baseball game, the champions will have the usual baseball field day and there will also be some boxing and wrestling. The members of the team deserve a boost for the public for their work and the way tickets have been selling, they are bound to have a good house.

Next Wednesday, the Seals will begin a series with the All Nationals and the week following will play against the Athletics. Cal Ewing told his players that they could either take their regular salaries or accept a percentage of the receipts. They have until the first of the week to give their answer and since then have been busy flouting out the best scheme. Kid Mehler thought it would be a grand idea to accept the percentage with the privilege of taking a percentage of the house in case of big crowds, but Ewing said there was nothing doing on such a scheme.

Jimmy Durham, the pitcher who came to the Seals from the Oakland outlaws, is the first of the home team to leave. He took his departure for his home in Kansas City last Tuesday. He is having trouble with one of his hands and there was nothing special to require his presence the balance of this week.

## NEW SCHEME TRIED

### Covey to Test Co-operative Plan in Business.

### WILL DISTRIBUTE STOCK

### Plans to Take Certain Employees Into Firm—Will Make Alterations in Building, Giving Additional Floor Space.

One of the most important deals consummated in local motordom during the past week was the purchase of the interest of Dr. G. E. Watts' interest in the Covey Motor Car Company by Howard M. Covey, president of the concern. Dr. Watts relinquished his entire 23-1/3 per cent interest to the purchaser for the sum of \$25,000.

Under the present status of affairs, Mr. Covey is the sole owner of the business, which is representative of nearly \$100,000. Mr. Covey is now formulating plans whereby, when put into execution, he will become the proprietor of some of the best appointed salerooms on the Pacific Coast. Following their departure alterations will be begun immediately. When these have been completed, both floors of the entire building, which covers a quarter block, will be utilized, several hundred additional square feet will be given to display purposes on the lower floor. An equal amount of space will be devoted to the livery floor on Couch street and the upper floor, the present mechanical department, will be augmented with additional machinery and space.

On the heels of the purchase of the entire control of the concern by Mr. Covey comes the rumor that he will distribute a large block of the newly-acquired stock among his workmen. Already, it is understood, several shares of the stock have been assigned to his workmen and heads of various departments on the co-operative plan. Mr. Covey will not enlarge the roster of his cars, but, on the contrary, will handle the Cadillac and Pierce Arrow exclusively, as has been his custom since entering the field five years ago.

The Standard Motor Car Company is the latest to enter the field in local motordom. The new organization was formed last week for the purpose of handling the Ford product exclusively. The field assigned to the infant concern is confined to Northern Oregon and Southern Washington. Contracts have been made with the Ford Motor Car Company for \$100,000 worth of its productions. While seeking permanent quarters, the Standard Motor Car Company will occupy temporary quarters at 28 Tenth street.

The Northwest Buick Agency is con-

templating a removal to larger quarters directly across the way from those now occupied at Seventh and Couch streets. It is expected the new place will be in readiness by January 1.

The Covey Motor Car Company delivered 1910 Cadillac 30's to the following purchasers in this city during the past week: George C. Mason, S. Friedlander, Dr. W. B. Holden, E. D. Kingsley, Dr. George Almslie, H. A. Moore, Fred Zimmerman, A. J. Kroenert and A. E. Curtis.

William Eccles, president of the Mount Hood Railway Company, purchased a 7-passenger 46-horsepower White Steamer during the past week.

Fred Bennett, president of the Bennett Motor Car Company, is expected to return to the city today. During his early part of the past week he has renewed contracts with the manufacturers of the Stoddard-Dayton and Reo cars.

Don McKay of Seattle and F. O. Nelson of Los Angeles, managers of the respective branches of the Diamond Rubber Company in those cities, spent the early part of the past week here. They accompanied J. E. Mathewson, Pacific Coast manager of the concern, eastward where the yearly conference will be held in Akron, O., this week.

The new Studebaker electric landaulet received by the local agency of the Studebaker last week is virtually the acme of manufacturers' art. It is the classiest car ever turned out by the factory and is finished in beautiful levanit mahogany. The interior of the car resembles a completely equipped compartment of a Pullman. A prominent feature in connection with the new model is its collapsible top. It can be folded and arranged to meet the needs of any climate. A single charging will travel the car over 75 miles with an attainable speed of 20 miles an hour. Several prospective purchasers have been interested at a price of \$2400.

Dr. G. E. Watts, who until last week controlled one-third interest in the business of the Covey Motor Car Company, has secured the local agency of the Knox cars. He is taking the preliminary steps toward opening sales rooms in a downtown location as yet undecided upon.

R. J. Firestone, traveling representative of the Firestone Tire Company, spent several days here last week as guest of R. E. Blodgett, the local representative of the concern. Mr. Firestone spoke enthusiastically of the increased demand for his product in Portland and along the Pacific Coast.

### DUFFY MAN FOR COMISKEY

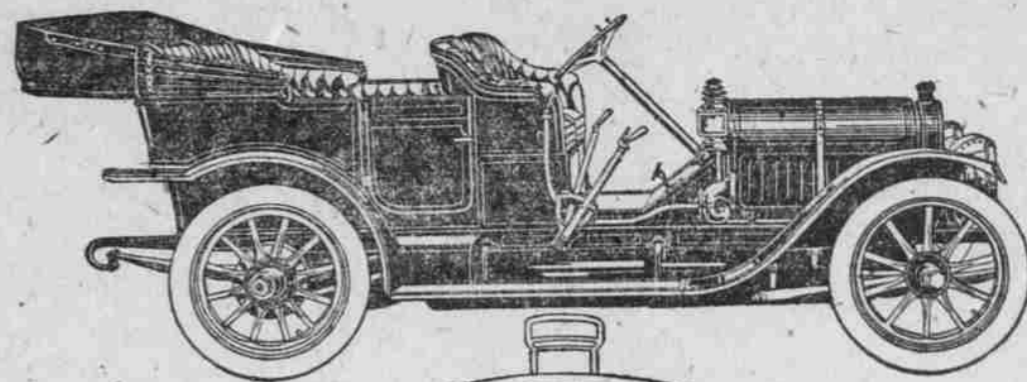
### Old Roman Thinks New Manager's Fighting Spirit Will Help Team.

CHICAGO, Oct. 30.—Inside information of the deal by which Hugh Duffy was obtained by President Comiskey to manage the White Sox next year has leaked out. It was learned that his salary will be \$7000, that he is under a one-year contract, and that he stipulated that he was to have full charge and control of the team on the field, and is to be held accountable only for results.

The old Sox players slated to go are Parent, Isbell, Tannhill and Hahn, and probably Sullivan.

"I appointed Duffy because he is a

# POPE-HARTFORD



## WORLD'S RECORD

### 258 MILES IN 239 MINUTES

An average of 64.86 miles an hour.

### 200,000 People Cheer the

## POPE-HARTFORD TO VICTORY

In the Portola Road Race held in San Francisco Saturday, October 23, the Pope-Hartford car won the 150-mile race, defeating the best the country affords. Not satisfied with this brilliant victory, the daredevil Fleming kept up a frantic speed and also won the 258-mile race, defeating his nearest competitor (Apperson Jack-Rabbit) more than 21 miles. The only reason the Pope-Hartford is not credited with all three of the races is the fact that it was not eligible for the 215-mile race, although she was 18 miles ahead of the nearest competitor at the finish of this race.

The Pope-Hartford won a race morally. When a car is not allowed to enter a race because its cylinder displacement is not great enough to compete with cars of greater power, and that same car finishes the race 18 miles ahead of its nearest competitor, it is a moral victory, but not an official one. However, the Pope-Hartford carried off the honors in both races in which she was entered, and broke the world's record doing it.

You remember it was the Pope-Hartford also which won the Mount Baldy race a few days ago in Los Angeles, breaking the record by more than 36 minutes, and incidentally, you remember it was the Pope-Hartford which won the Rose Festival 50-mile road race here in June, and we might mention also that it is a Pope-Hartford that has covered between fifty and sixty thousand miles right here at home, according to the statement of the owner, whose name will be given upon application. The same car is being used daily by the original owner, too. We could say a great many things commendable of the Pope-Hartford.

Let us show and demonstrate to you the 1910 Pope-Hartford.

## THERE IS NOTHING BETTER

# H. L. KEATS AUTO COMPANY

BURNSIDE AND SEVENTH, PORTLAND, OREGON

fighting manager, and I want and need a fighting manager," Comiskey said. "I mean by that, a man who is full of the fighting spirit, game to the core and who will install his own fighting spirit into his men."

"We lost the pennant this year and the city saries chiefly because my team wasn't fighting as hard as it should have. Duffy is the man."

"I'm going to land that pennant in 1910. I'm going to have a new park, a new manager, and nearly a new team. Duffy knows how to play my kind of baseball."

### Approves Baseball Contracts.

NEW YORK, Oct. 30.—President Heydler of the National League today approved the following contracts and releases:

Contracts—With Boston, J. H. Morahan; with Brooklyn, William F. Dahlen; with Detroit, R. E. Erwin; John James A. Tonjes; Harry H. Dyers, Z. D. Wheat, Irvin K. Wilhelm; with Chicago, Henry J. Smith.

Releases—By Boston, unconditionally, William F. Dahlen; by Chicago to Louisville, L. C. Higginbotham.

## CAR SHORTAGE IS FELT

### LOCAL DEALERS ARE ANXIOUS OVER SITUATION.

### Unprecedented Demand Causes Auto Manufacturers to Fall Behind in Their Deliveries.

A dearth of cars caused considerable anxiety among dealers during the past week. The unexpected demand for several makes of the standard cars during the past 60 days is said to be directly responsible for the car famine. Dealers in some instances are overwhelmed with rush orders and have kept the telephone wires buzzing with instructions to the factories in the East. The Keats agency asserts that it has been almost impossible to keep abreast with the demand for deliveries. This is especially true of its mascot car, the little Hudson "Twenty." The sales of this particular car far exceeds their original expectations, according to the statements of the management.

The pressure of orders for cars at

the factories in the East is directly attributable to the present dilemma of the local dealers. Correspondence tends to show that the manufacturers of many of the standard makes are from 30 to 60 days behind in their shipments and are compelled to strain points in order to forward samples and demonstrators of the 1910 models.

The situation is harassing to several of the local agents who control sub-agencies throughout the state. It is no seldom occurrence that the country agent who has made sales becomes vexed with the non-delivery of his sales and proceeds to negotiate his anxiety with the head agency.

While the present conditions are, to a certain extent distressing, and have caused considerable worry, yet the dealers herabouts take their fate with good grace. They regard the strenuous demand for deliveries as a good omen to future trade.

It is expected that the situation will be adjusted within the impending 30 days. The manufacturers, at least, have heralded the assurances to that end and are working night and day shifts in their factories to catch up on orders.

Keene's Coronals Wins Race. FOLKSTONE, England, Oct. 30.—The moderate two-year-old plate of 100 sovereigns, distance five furlongs, was won by J. R. Keene's Coronals.

## HARRY MURPHY HAS A FEW PEN AND INK PLEASANTRIES ON SPORTING EVENTS



JEFF AND JOHNSON WILL FIGHT, BUT IN THE MEANTIME THERE IS SOME EASY MONEY TO BE COLLECTED.

IT WOULD BE A GREAT ADD FOR THE TOWN

KENNEDY AND BASSEY, TWO MEMBERS OF PORTLAND BALL TEAMS, ARE IN U.S. IMMIGRATION SERVICE PREVENTING ILLEGAL ENTRY OF ORIENTALS FROM VESSELS.

A PORTLAND MAN THINKS OF OFFERING \$200,000 FOR THE JEFFRIES-JOHNSON FIGHT IF THE MUNICIPAL LEAGUE WILL GIVE ITS CONSENT.

## MOTURING

In Wet Weather made a pleasure. Use Woodworth Tires. They save your tires and will not skid. See us about them. Waterproof Coats and Caps. Weed Tire Chalk. Monogram Oil. Everything for the Auto or Bicycle. Distributors of Indian Motorcycles, M. & W. and Standard Tires.

Ballou & Wright  
86 Sixth Street  
PORTLAND, OREGON

## Second-Hand Automobiles

Exceptional Bargains in Used Cars—Must Be Moved to Make Room for New Stock. Call at once.

Thomas, 7-passenger	\$1500
Buick, Toy Tonneau	\$1050
Cadillac, 5-passenger, 30 h-p	\$1050
Premier, 5-passenger	\$1400
Oldsmobile, 5-passenger	\$ 850

Some of these cars are repainted, and all are in first-class condition. CROWE AUTO COMPANY Sixteenth and Alder. Phones: Main 7807, A 2642.