

# POWER VEHICLES SUPPLANT HORSE

Motors Are Rapidly Coming Into Use for Commercial Purposes in Cities.

ADVANTAGES ARE MANY.

Cost of Maintaining Stable Is Increasing, While Auto Wagons Are Operated at Less Expense. Service Is Also Better.

The growing popularity of commercial motor vehicles in Portland is keeping

the urging lash of the driver to get it under way when starting after a stop. Where vehicles must be massed in prominent places of business the space saving is also a very important factor.

Many Firms Won Over.

Opposition to innovations of all sorts and the inability of the mass of people to understand and to aid in the march of progress are well known, and these are factors in delaying the complete and sweeping introduction of the power wagon. One by one, however, merchants are investigating this new method of delivering goods. Just as the streetcar has solved the problem of travel in cities, so has the power wagon opened the way for simplifying of the transportation problem in the commercial world.

The power wagon for trucking and delivering is purely a mechanical proposition. It is a machine. Like other machines, it is built to do a given amount of work in a given time at a given cost and under any known conditions. This cost of transportation can be determined just as surely and logically as the cost of operating any other machine. It is merely a question of measuring the cost and placing one against the other.

In the past five years the power wagon has developed and has made a place for itself in the commercial world. It is now well past the experimental stage. It has been tested and found not wanting and its future is especially bright. Motor trucks are being used in increasing numbers throughout the entire United States, and, in fact, in all the foreign countries as well, and have been particularly use-

# TRI-CITY ACTIVE

Baseball League Schedule to Be Out Soon.

SELLWOOD GETS VACANCY

Hillsboro Dropped and Teams Will This Year Number Seven, With Fast Youngsters Assured Places on Aggregations.

After several weeks of uncertainty, the Tri-City Baseball League has at last taken definite shape. Final arrangements were completed by the officials of the league in a meeting Friday night in the office of Harry K. Smith, secretary of the league. Hillsboro was dropped from all consid-

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shortstop, Joe Fay; first base, Lavier; second base, Humphrey; third base, Hunt; left field, Hinkle; center field, Johnson; right field and manager, Jermain.

### Sellwood.

Manager, J. S. Scott; catcher, McKinley; pitchers, Scott and J. M. Craig; shortstop, Smith; first base, G. Craig; second base, Locke; third base, Duvall; left field, Taylor; center field, Woods; right field, Wentworth.

Charley Moore will manage the Peninsula team and pitch and his brother will catch. Most of the team will be made up of Portland players.

### Good Weather Aids Autoists.

Portland autoists took advantage of the pleasant weather last week. Like chil-

dren out of school they scooted over the thoroughfares of the city and out the passable roads into the country. On Friday, the City Park presented a scene of unusual liveliness from the autoing standpoint. Scores of cars flashed through the drives of the park, while others were plainly visible on the better streets in the city below.

There are now one-third more automobiles in use in Portland than this time last year, it is thought, and with the coming of Spring and Summer there will be no more lively motoring center than Portland.

The Mount Hood and Hood River roads are two highways in which the motorists are much interested. Both, it is believed, will be completed before the end of the season.

EVER SEE A REALLY IMPROVED Addition? The Cream of Irvington is one. Run out Sunday afternoon. Take Union avenue car to Knott street. One block east is the Cream of Irvington, the perfect addition.

### SPRING BARGAINS IN

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Studebaker 30 Touring Car—Complete with top and front. Car painted green.

Studebaker 40 Touring Car, complete with top and front. Car painted red.

Studebaker 30 Roadster—Open. Car painted red.

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Studebaker Electric Runabout—Car painted green.

These cars have been used as demonstrators; they are in first-class condition and every car is a bargain.

Do not fail to investigate if you want a good thing. The price will prove attractive.

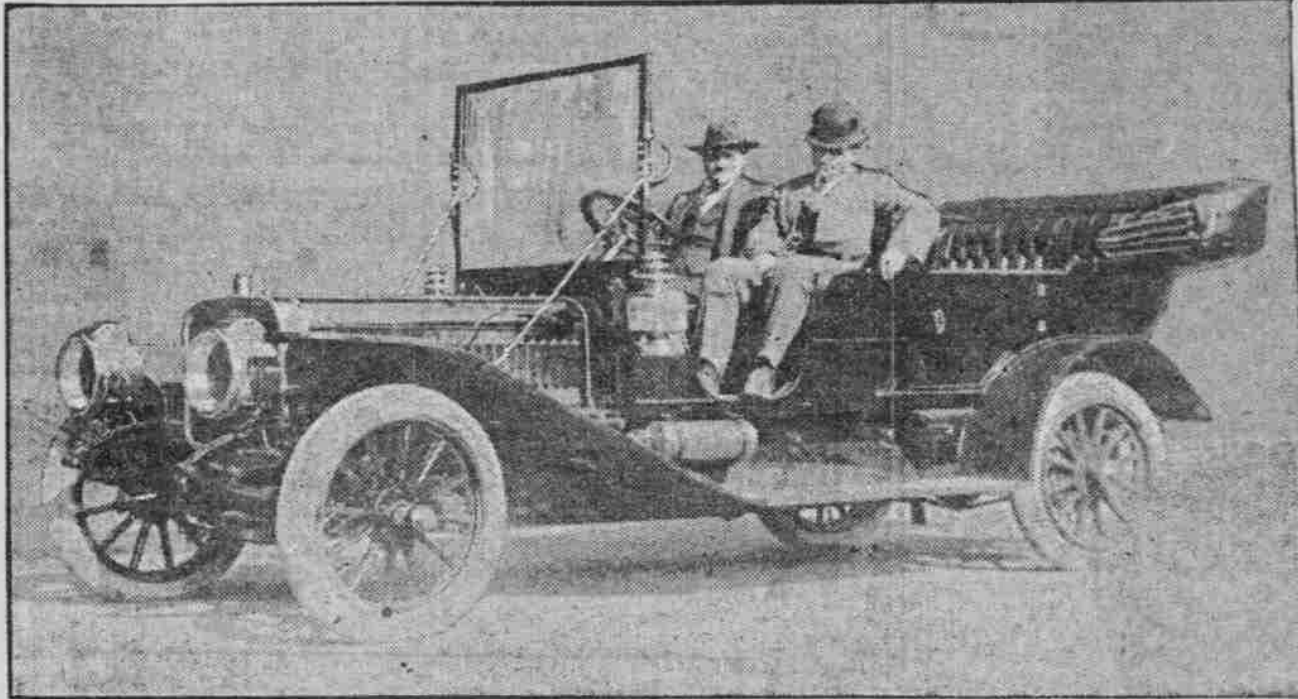
## Studebaker Garford 40

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# Studebaker

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### LAWYER PURCHASES WINTON SIX AUTOMOBILE.



CAR BOUGHT LAST WEEK BY S. C. SPENCER WAS ONE OF NUMEROUS SALES BY BIG CONCERN.

with the city's general reputation for keeping abreast of the times. The suburban deliveries of goods are being made in motor trucks to a constantly increasing extent and the burden of hard tasks generally is being lifted from the backs of horses to the unfeeling beds of power vehicles.

The inadequacy of the horse is becoming apparent to all, just as it has been evident in the past to the discerning few, and the argument in favor of the power wagon is being made more forcibly by the increasing cost of stabling and feeding horses and the decreasing cost of maintenance of power wagons. Deliveries in large cities is becoming more and more difficult, owing to the enormous territory which has to be covered, especially by large concerns, where successful trade is to be established and maintained. The range of delivery has been extended until the horse has been found incapable of covering the necessary distance during the day, and when used is practically unfit for service the following day wherever extended routes are attempted.

Comparison tends to show that there are few established delivery systems in any city that could not effect a saving of at least \$5000 per annum at a comparatively small outlay. This has been the case for ten years.

### Cities Find Autos Useful.

Not only in the delivery of goods has the power wagon made itself felt as a powerful factor. In the case of the police, fire, hospital and other official uses the speed of the automobile is a great advantage. The best proof of this is the fact that a great number are being purchased all over the United States by municipalities and private institutions. In Chicago many of the hospitals have stabled the horses used in the past to adopt the motor-propelled ambulances, and speed has been the watchword ever since the modern vehicle was pressed into service. The power vehicle has its motor horse within itself. It takes up less space in the streets, can be manipulated easier, turned quicker and can go faster and slower, just as the demands of traffic indicate as desirable. By reason of its speed it takes only half the amount of work.

The power wagon does not get tired in the afternoon, as does the horse, dragging its load more sluggishly when the street traffic is at its height. It does not fall down on icy pavements or require

ful to business concerns handling large quantities of goods.

### Each Kind Has Own Field.

It is now recognized that the electric has its own field, and there is no real rivalry between it and the gasoline car. As a matter of fact, there are numberless cases where the individuals have both types to meet different conditions of service.

Evidence of the popularity of the electric is given by the fact that New York and Chicago, some time ago, passed the thousand mark in number of electric vehicles in operation, New York having 2400. Cleveland has about 300 electric vehicles in use. Two express companies operate a total of about 250 electric delivery wagons; one brewing company has about 60. The New York Transportation Company has 750 electric cabs in constant use.

The reports from a number of users of commercial vehicles are of a most flattering character. Some of these concerns, which have had an experience in the operation of the electric extending over a period of five and six years, have kept a detailed account of the expense of operation, and report a marked saving in the use of electric over the horse-drawn vehicles, appreciating, also, their cleanliness, noiselessness and the readiness with which a new driver may become familiar with their operation.

### "CY" YOUNG LEADS PITCHERS

Over 700 Games Pitched by Famous Ballplayer in Career.

Following are the records of several pitching veterans:

Player	Seasons	W	L	Pct.
Young	19	497	297	.626
Mathewson	19	373	190	.663
Fowell	18	222	203	.522
Chebro	11	218	144	.605
Phillippe	10	171	109	.612

The records of Griffith and Nichols, who are no longer in the game, but who held long-distance records, are:

Player	Seasons	W	L	Pct.
Nichols	15	312	188	.623
Griffith	12	226	132	.627

eration and was replaced by the Sellwood team. Aside from this change the teams were the same as those decided on several weeks ago. The teams in the league are Sellwood, the Dilworth Derbies, West Side, Peninsula, Vancouver and Salem. The West Side team may be named the Beavers, although the question will not be decided for a week or two.

The Tri-City promoters are planning a grand opening on the 22 of April, that will be second only to the opening of the Pacific Coast season. An automobile parade, starting from Fourth and Washington streets and headed by a brass band, will be held.

### Schedule Not Yet Out.

The schedule for the season has not been arranged yet, but will be fixed up this week by a committee, consisting of M. J. Heiler, president of the league; H. K. Smith, secretary, and Fred Valentine. The games will be played Sunday and the Vaughn-street park will be used for the Portland contests.

Ed Hankin and Alex Helms have been engaged as umpires, and another will be appointed before the season opens.

Had Hillsboro become a member of the league she would have had the best team in the bunch. All the Portland players but one who were with the Hillsboro squad have gone elsewhere. These men are Parrot, Briggs, Tauscher, Hinkle and Brown. Asher Houston alone remained with the team.

The West Side, the Dilworth Derbies, the Salem and Sellwood teams have been picked for the season already. The Vancouver and Peninsula teams will be selected within two or three weeks. The personnel of the teams already selected follows:

### West Side.

Catcher, Johnny Shea; pitchers, Lake, Howard, O. Gardner; shortstop, Lee; first base, Montague; second base, Andy Anderson; third base, Walter Day; left field, Coates; center field, Rupert; right field, McElwain; manager, C. J. Rupert.

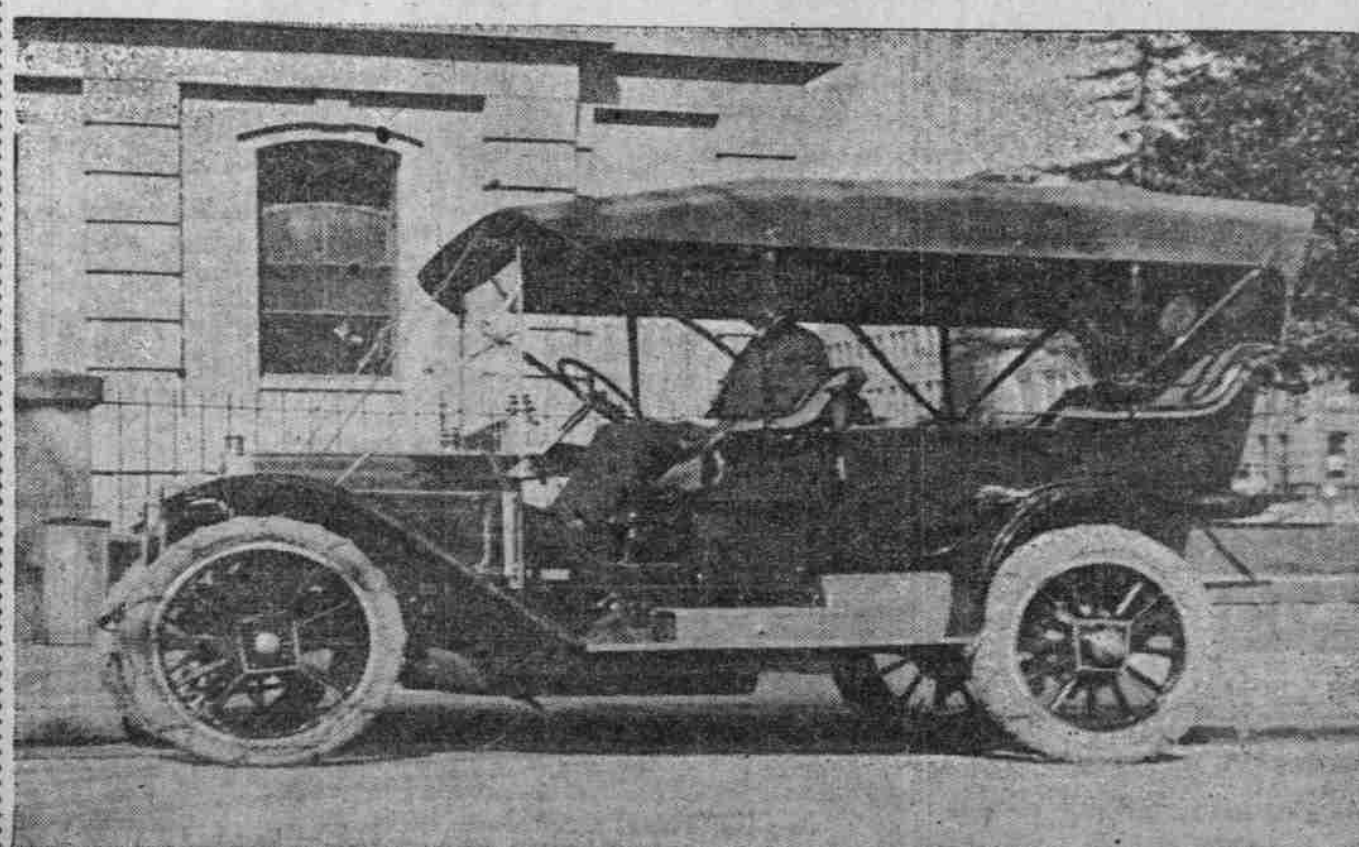
### Dilworth Derbies.

Catcher, Brower; pitchers, Alken, Townsend; shortstop, Herscher; first base, Paul Irwin; second base, Robinson; third base, Milton; left field, Hovencik; center field, Briggs; right field, Smith; manager, I. J. Garrigus.

### Salem.

Catcher, White; pitcher, Down;

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