

ABBOTT COMPANY TO OPEN AGENCY

Detroit Firm Chooses Portland as Location of Its Northwest Office.

CARS POPULAR ON COAST

Moderate-Priced Automobile Designed to Fill Demand by Men of Moderate Means—Racing Cars to Be Exhibited.

F. R. French, district sales manager of the Abbott Motor Company, of Detroit, Mich., is now in Portland seeking to establish an agency for the Abbott-Detroit motorcar. This will be the first agency of the Abbott Motor Company to be installed in the Northwest and from Portland, no doubt, the whole Northwest territory will be controlled, although as yet that has not been settled.

The Abbott is a new car to the Pacific Coast, having been introduced out here less than two years ago, an agency being established in San Francisco, where the car met with considerable favor. Being of moderate price it has a certain popularity with the men of moderate means. As it is the man of moderate means who is now buying automobiles the Abbott, in the belief of Mr. French, will be accepted in the Northwest with alacrity.

The Abbott Motor Company maintains a racing team that is second to none in the country. Mountain Roberts, driver of the Buick car in the New York to Paris race, coming out victorious. His brother, Mortimer Roberts, and Vincent Paulina, of Philadelphia, are the drivers of the speed cars. They have completed in many of the track and road events the past year and made a creditable record.

Two of these cars are to be shipped to the Pacific Coast to be used for racing and advertising purposes. It being the belief of the Abbott company officers that this is one of the most profitable methods of advertising. In their tour of the Coast these cars will be exhibited in Portland.

Computed in the territory presided over by Mr. French, who is at the Hotel Portland, will leave for Seattle, later visiting Tacoma, Spokane, Vancouver and Victoria. B. C. Mr. French was in Phoenix, Ariz., at the conclusion of the Los Angeles-Phoenix long-distance race. He established agencies in Arizona and in many parts of California before coming to Portland.

The car is made in three styles, the two-passenger four-door touring car, the four-door roadster and the four-door detachable miniature tonneau touring car. This latter machine has proved popular with the farmers because when the tonneau is removed a small, light delivery car is had.

The engine is one of four cylinders capable of developing 30 horsepower. It is a shaft drive car. Electric head, side and tail lights are a feature of the car's construction.

Breaking all records for cars of its class, "Old Bullet," the flying E-M-F car, showed her lightning colors at a recent speed meet in Columbia, S. C. The car took three and one-half hours and out of three races, defeating a Chalmers and Maxwell.

In the San Leandro endurance run a Carter car, equipped with a Diamond three, completed the run of 1300 miles after having been run 2000 miles previously without any trouble.

To be gone for several months touring California and the Hawaiian Islands Mr. and Mrs. E. G. Crawford, of Portland, left for San Francisco recently, whence they will embark for the islands of the Pacific. They are going to make the trip with their Chalmers "33." If their itinerary is followed they will not return to Portland until next Spring. By that time they expect to have driven more than 5000 miles in their Portland-bought car. They will tour Southern California after coming home from the islands. Mr. Crawford is president of the First National Bank of Vancouver, Wash., and is also identified with the management of the Lumbermen's National Bank of Portland.

It is probable that no quicker sale of automobiles has ever been made than those recorded by E. S. Bonnett, of London, England, representative of the Cadillac car. As soon as his 1911 car was unpacked he began making demonstrations and sold five cars to the first five persons getting demonstrations.

L. D. Winters, of the A. J. Winters Company, has just returned from a two months' trip to the various factories in the East, and reports a very promising outlook of business for the coming year. He closed a number of exclusive agencies for his firm for the coming year, and expects to make an announcement soon.

He visited a number of manufacturers, including the Diamond Rubber Company, of Akron, Ohio, the Pennsylvania Rubber Company of Jenette, Pa., and the Packard and Cadillac factories at Detroit, and he reports that the factories are working night and day on their orders, and that 1911 will show the best automobiles ever placed in the market. Automobile accessories, too, are more abundantly manufactured this year than formerly. The prices of accessories will be reduced somewhat, especially glass fronts, tires, spark plugs and other motor accessories. He believes, however, that the prices of accessories to the manufacturer as well as the consumer.

BILLIARDS ABSORB FRENCH
Total of 88,269 Tables is Declared to Exist in France.
PARIS, Dec. 3.—(Special.)—Statistics of the billiard tables in France show that exclusive of those in private houses, there are no fewer than 88,269 billiard tables, Paris and the Seine department accounting for 16,254 of that total. It may seem strange on the face of it that there are more billiard tables in the north than in the south of France. This is explained by the better weather conditions prevailing in the south that tempt people to lounge in the open air.

POPULAR PORTLAND ROWING CLUB CAPTAIN IS RE-ELECTED FOR 1911.



Arthur A. Allen, one of the best single scullers in the Northwest, was elected captain of the Portland Rowing Club for 1911 to succeed himself, last Wednesday night. Under the leadership of Captain Allen last year the Portland Rowing Club oarsmen won all but two of the events in the annual regatta of the North Pacific Association of Amateur Oarsmen.

ROADS ARE VIEWED

California's Do Not Surpass Oregon's, Wemme Declares.

AUTO RACES ENJOYABLE

Local Enthusiast Declares Events Just as Good Have Been Held Here, However—Few Ideas Are Garnered in South.

"California has nothing on Oregon in roads." This is the sweeping statement brought back to Portland by E. Henry Wemme, ex-president of the Portland Automobile Club, who returned from California last week. He spent two weeks in the South.

During this interim he made two visits to the California Automobile Dealers Association show at Idora Park, Oakland, and saw the Santa Monica road races on Thanksgiving day. He was favorably impressed by both events, although he said that, with the exception of maintaining better speed, the races were no better than have been held in Portland, and that shows held in Portland and that shows held in Portland and that shows held in Portland.

But the road question involved most of the time of the Portland good roads and automobile enthusiasts. He made a trip to Los Angeles especially to see the much-talked-of boulevards around the Southern California cities.

"Some roads are better, some are just as good, while others are much inferior to the Oregon highways," said Mr. Wemme. "All in all, I can't see where Oregon should take off its hat to California in any respect. Considering the fact that Multnomah County, until six years ago, didn't own a steam road roller and good roads were an unknown factor, Multnomah County can boast of just as good roads as any place in California."

Good and Bad Roads Found.
"In California I found, where there were good roads, they were good in the true sense of the word. But also where I found poor roads they were poor in the true sense of the word. I traveled in Southern California particularly to see if I could get any ideas about good roads that I might adopt for the Mount Hood and Hood River roads, but I found very few."

"Almost as fast as they build roads the automobiles tear them up. Why, in many places I saw ruts as large as the gut in Washington County if I assure you the roads are much superior to the Washington County roads, in which the wheel of an automobile would sink to the hub. Just out of Los Angeles at a cost of approximately \$96,000, eight miles of road were built. This was only a few years ago. Already they have been rendered obsolete by the wear and tear of automobilizing."

"The whole trouble is that the road builders fail to realize that they need a hard foundation for the roads in the first place. They seem to think that all that is required for a good road is to mix a substantial quantity of oil with their rock and dirt, and that a fine road will result. And so it will for the time being, but it cannot last. This has been evidenced thoroughly down there. In obtaining rock for the roads it is necessary to haul it in some cases more than 50 miles."

Just as Good Rock in Oregon.
"Then the rock is no better than that which can be obtained along the sides of any road in Oregon. We will not have a haul our rock more than five or six miles at any time. While down South I fully awakened to the possibilities of good roads in Oregon with its unlimited natural resources. Here we have basaltic rock, cement rock, gravel, and if necessary, concrete rock, which could be used to make a solid roadbed for the topping."

"Within the next two years, I expect to see Multnomah County have the finest roads in the country, excepting no place in the Union. Why, they state we already have and the assurance that has been given that the good work will continue, I predict that roadmakers throughout the country will be looking to Multnomah County or the state of Oregon for examples in road-making."

"Automobilizing down in California is all the rage; everybody and everybody's cousin has a car. All day long you can see automobiles in every direction throughout the country. People are sensible about automobilizing and there are very few violations of the speed laws. I am told, especially in the cities, each motor car owner taking it upon himself to keep within

the law without the threatening club of the traffic policemen.

"I enjoyed the races at Santa Monica very much. The Portland race week flew around that course. Just think of a car going at the speed of 75 and 80 miles an hour. That is what they did right along in coming down that stretch in front of the grandstand, where 50,000 people saw the races. One thing the races lacked, and that is a systematic method of patrolling. The California militia was not on hand. Still there were no accidents and the crowd was orderly. It was a very successful meet."

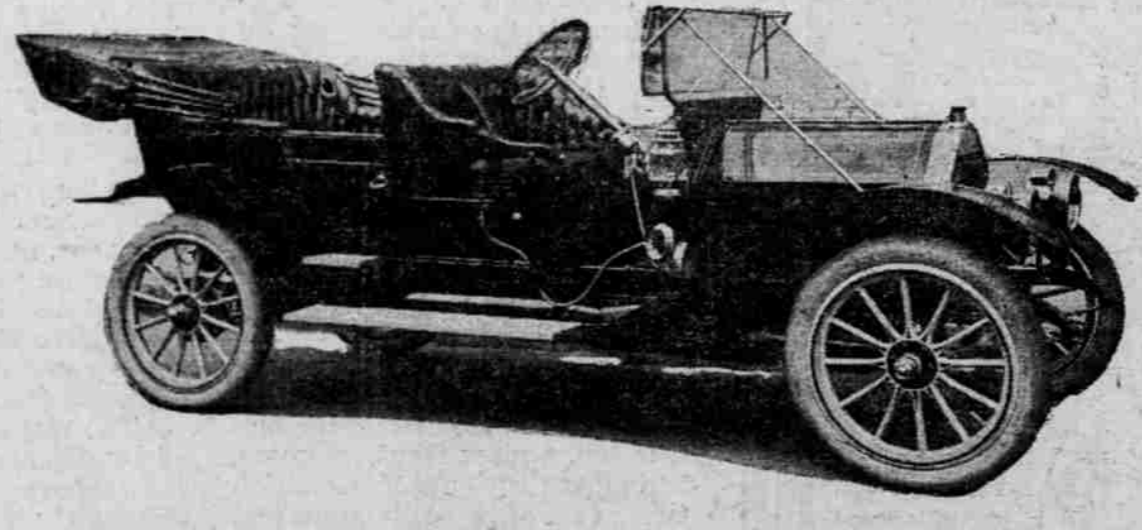
G. F. McLain, Pacific Coast manager of the Franklin Motor Company, was in Portland last week on his way to Seattle and Tacoma. He called upon the Menzies-Du Bois Automobile Company, Portland distributors of the Franklin and announced that he would pass through Portland shortly on his way home.

Vens Bauer, a Central Oregon representative of the Moline, Knox and Premier cars, was in Portland last week concluding arrangements for his 1911 cars. Mr. Bauer reports his cars making excellent records, one of them going 19,000 miles in the interior and never being in the repair shop.

D. E. Whitman, manager of J. W. Leavitt & Co., has heard that a three-ton Kissel Kar truck carrying a capacity load made a record in the recent Chicago to Milwaukee reliability run. It left Chicago at 6:45 in the morning and arrived at Milwaukee at 5:30 in the afternoon, stopping one and one-half hours at Kenosha for lunch. The distance was 198 miles and the running time was 8 hours and 15 minutes, or an average of 13 miles an hour. The gasoline consumption was 7 1/2 gallons. The return trip was begun at 6:25 in the morning, arriving at Chicago at 1:50 in the afternoon, stopping 45 minutes for lunch at Kenosha. The running time was 8 hours and 35 minutes, or an average of 17 miles an hour.

Charles S. Howard, head of the Howard Automobile Company, Pacific Coast distributors for the Buick line of automobiles, has gone to the factory at Flint, Mich., on a short business trip. Mr. Howard resides in San Francisco, but went to Los Angeles to witness the Santa Monica road race and the recent speed contests on the Los Angeles Motordrome at Playa del Rey. Mr. Howard has advised Mel G. Johnson, Buick manager for the Pacific Northwest, that he will visit Portland on his return trip.

The Howard Automobile Company received this week from the Buick factory at Jackson, Mich., a carload of Buick light delivery trucks. Included in this carload was an entirely new model in this truck, being one in which there is a flat decked body with stakes. The regular express body model was also included in this shipment.



Schacht 40, Model AA

120-inch wheel base, Bosch magneto, Schebler carburetor, 34x4 Q. D. tires, gas and oil lamps. \$1435.00—Cincinnati, Ohio. Other models same motor and equipment—Four-door Touring, Baby Tonneau detachable and Two-passenger Roadster.

Schacht "3 in 1"

Two-cylinder, 22-24 H. P., Four-passenger Touring and Light Delivery, \$850.00; 1/2-ton Delivery, \$1000.—Cincinnati, Ohio. Equipment—Bosch magneto, gas and oil lamps, generator, 32x3 1/2 Q. D. tires, also equipped with 36x2 cushioned tires \$50.00 less. Good Open Territory for Live Agents in Washington, Oregon and California.

Schacht Motor Car Co.

Cor. Fifth and Hoyt. Portland, Oregon.

FANS LUKEWARM TO LUCAS' PLAN

Proposed Union League in Inter-Mountain Country Gets Little Enthusiasm.

PROMOTERS NOT DISMAYED

McCloskey Proceeds With Organization of Butte Club—Marshall to Manage Butte, Blankenship Takes Up Salt Lake.

BOISE, Idaho, Dec. 3.—(Special.)—W. H. Lucas and his associates are not meeting with the success they expected, in their effort for the organization of a new baseball league in the intermountain country to be known as the Union to which National protection has been granted, for not only are Boise, Twin Falls, Pocatello and Idaho opposed to it, but fans generally are inclined to take a skeptical view of the success of such a league.

Regardless of this fact, however, Mr. Lucas is gradually perfecting arrangements for the launching of the new circuit and has even gone so far as to place the franchises in the hands of responsible parties and called a meeting to be held in Butte for the purpose of perfecting the league.

Since returning to Butte several days ago from the East, where the National conference was held, in company with W. H. Lucas and L. T. Marshall, one of the main promoters, John J. McCloskey, who is to manage the Butte club, has been quietly proceeding with his plans, according to reports from Butte, and the indications are favorable that when the season opens next May Butte will be represented by one of the strongest clubs in the Northwest and will be playing ball on one of the neatest inside parks in the country. Although as yet the park site in that city has not been selected it is understood options have been secured on several desirable places.

The incorporation of the Butte Baseball Club recently has given Mr. McCloskey an opportunity to raise considerable money to aid him in getting things started in the right way. Many fans have already subscribed for stock and there appears to be all kinds of confidence in the new venture. The fans of Butte have always relied on "Home-Run Joe" Marshall's honesty and integrity and also his ability to furnish the city in which he is located with good baseball. McCloskey was former manager of the Milwaukee team.

Marshall to Manage Boise.
"Home-run Joe" Marshall, will manage the Boise club. Marshall has already wired his acceptance of the offer and will get busy signing players for his team immediately.

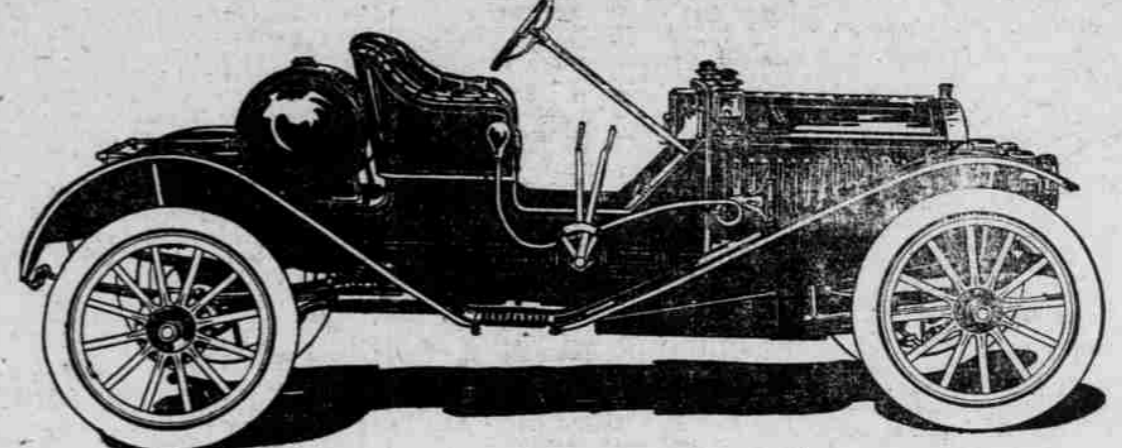
There is opposition to the league, however, in Boise, owing to the fact that two years ago the Inter-Mountain League, composed of Boise, Butte, Salt Lake and Helena, of which Lucas was president, went to the wall through poor management and with it went the good money of the local fans. Before the league was forced to abandon the scheduled meeting was held in Butte at which it was voted to drop Boise from the league on the grounds, that the jump to this city was too long and in face of the fact this city was known as the best paying city in the league at that time, supporting a team that held a cellar position and only seeing average baseball. Fans do not want a repetition of the experience of two years ago.

Blankenship Takes Salt Lake.
Cliff Blankenship has signed a contract to manage the Salt Lake team, and is now said to be in California looking for players. The league is fortunate in securing the services of Blankenship for he has an intimate knowledge of baseball and his knowledge is backed up many years of experience.

Thiel and Kelly, two well known players of Salt Lake, are in Oregon, where they are looking over the field with a view of signing up how that city looks upon a franchise in the new league. Kelly is an old Spokane player, having pitched and played outfield with the club there in 1901. In 1902 he was with Seattle. A year later found him with Butte, and during the year 1904

Always Satisfactory SERVICE

With Warren-Detroit "30's"



Warren-Detroit Roadster \$1200

Bosch Magneto—Thirty Gallon Tank—500 Miles on One Filling

We have received a shipment of WARREN-DETROIT CARS, the first to arrive in Portland and the biggest value in the automobile market. Several models on exhibition. Demonstration by appointment.

Agents wanted for outside territory in Oregon and Southern Washington

PORTLAND-DETROIT AUTO CO., Inc.

Office 526 Alder St. Phones Main 2583, A 4944
New Garage Under Construction at 14th and Couch

Helena Dropped Out Early.
Helena was promptly dropped from consideration for a franchise in the new league owing to the attitude assumed there by the fans. In Southern Idaho where it is planned to secure several cities there is little enthusiasm shown. Twin Falls fans do not think they can stand the expense. Boise has to be "shown" before sinking any money in the new venture. Pocatello favors a state league and Idaho Falls does not want to be seriously considered in the class "C" organization.

Washington Carries Millionaires.
When the steamer Washington swung away from Inman-Poulson's dock yesterday afternoon, headed for San Francisco, with her hold full of lumber and her deck piled high with the same material, there lounged in her cabin Mr. and Mrs. George McLeod, millionaires, who selected the smaller vessel in preference to the palatial Bear, which sailed an hour later, solely because the former was a lumber carrier. The fact that a friend was saved from the steamer Columbia three years ago and hauled aboard the lumberladen steamer San Pedro is

said to have actuated the McLeods in electing to travel on a less commodious steamer.

Killing Pugilist Not Crime.
LIMA, Or., Dec. 3.—Jack McHenry, local pugilist, charged with manslaughter in the death of his opponent, Leo Gerhardt, of Detroit, was dismissed from custody Friday by Mayor Dyer. McHenry was held blameless for the death.

Five patents upon safety razors have been granted to English women in the last year, his engine for ten years without accident gets a government reward.

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Now IS THE TIME TO BUY Give FISK QUALITY TIRES a trial, and you will use no other.

FISK QUALITY TIRES for sale by all responsible dealers.

The Fisk Rubber Co.

Archer, Combs & Co. Agents for Oregon. 306 Oak St., Portland, Or.