

COAST IDEAL FOR MOTORING EVENT

Good Roads Enthusiasts Suggest Unique Feature for 1911 Glidden Tour.

HOSPITALITY IS ASSURED

Portland Automobile Club Desires Members to Call for Official Guidebooks, of Which 100 Remain for Distribution.

That the Pacific Highway Association will co-operate with the Automobile Club of Southern California in securing for the Pacific Coast the Glidden Tour for the coming year, is shown by the fact that the officers of the Pacific Highway Association have written the American Automobile Association and other Eastern people who control the annual automobile tour, urging them to hold this event on the Pacific Coast or at least include some Far West city in the itinerary of the route.

It is contended by the motorists and good roads enthusiasts on the Coast that this section is now of enough importance and there is sufficient interest in it to warrant holding the 1911 Glidden Tour on the Coast exclusively, making it an international affair, running from Tia Jans, Mexico, to Vancouver, B. C. The fact that the route completely crosses the United States, originates in one foreign country and ends in another has the unique feature that no Glidden Tour has ever been offered before.

Roadbuilders Should Know. If highway officers and those in charge of road construction on the Coast knew that this route would be adopted, it would be a tremendous incentive to road-building in all the territory affected; and even though but little improvement was made on the present conditions, road would undoubtedly be in better condition than some parts of last year's Glidden Tour route offered.

If this National motoring event is brought to the Coast the coming year, there is no question that the reception given the visitors will outdo everything in the past in the way of hospitality, for it is acknowledged by all that the people of Southern California especially are the premier entertainers of the world, and for that matter, the entire West has the reputation which is founded on experience, of extending everyone enthusiastic hospitality. There is but little doubt that all good roads and automobile associations in the three states and British Columbia will join hands in urging the Glidden Tour for the Pacific Coast for the coming year.

The Portland Automobile Club is having difficulty in getting members of the club to call for the official tour books. Assistant Secretary Leiner has more than 100 of these books left which the members have failed to call for. There is no charge to the members for the guide books, each member having one with him upon his return from the tour. More than 600 of these books were printed and ready for distribution early in the fall. Since the warping of the tour season, it is thought members have forgotten these books are available. It is also suggested that when Spring and the touring season roll around there will be a demand for the books.

The New Jersey authorities having supervision of road improvements in their charge report that the demand for road extension does not come from the automobile or from those who use the roads for pleasure or business purposes alone, but from the farmer who is fast realizing the advantage of good roads.

At one of the recent mass meetings of motorists, held under auspices of the big New Jersey motor organization, it was pointed out that agricultural interests of the state had increased to enormous extent, because of the many good roads. The good roads have caused the value of the land values to have reduced the cost of hauling, thus advancing the ability of the farmer to reach the markets at all times of the year and under all conditions of weather, making the improvement of roads of inestimable value to these interests. The great value of good roads to New Jersey like unto other communities is becoming more and more apparent each year.

J. F. Oyster is among the recent purchasers of Buick trucks. From an agitation stirred up by Washington, D. C., newspapermen, a big campaign is being conducted by the automobile manufacturers to modify all speed laws, the contention being there are too many and too rigorous.

There being but one automobile factory in Denmark, and that a small one, practically all automobiles used are imported. Small runabouts costing \$750 for use of professional men are seen in considerable numbers. There is a low import duty on automobiles—2.5 cents per 2.2 pounds.

A Dayton (O.) man, Robert Liedorf by name, has invented what he styles an airplane automobile. The inventor claims his car will carry two or three passengers, and that when tired of motoring or when desirous of crossing an unbridged stream, the operator has but to pull a lever and soar through the air.

The difference between an American and a European was shown at the close of the Grand Prix race at Savannah, Ga., Brown, the winner, preferring to take his prize money—\$4000—in the form of a New York draft; but Hemery, who finished second, wanted his in gold, fresh from the mint. Both men were given their way.

In the hilly island of Porto Rico, where the roads were built originally for heavy traffic, and particularly for military service, with very slight regard for grades, there is now a demand for automobiles in excess of the supply. There are about 750 miles of good roads on the island. The humidity of the climate is exceedingly hard on automobiles.

That the closed car is coming more and more into popular favor may be readily seen by the large number of the motor vehicles which whirl about the city streets. There was a time when closed cars were a rarity, but now they are as common as the flies. They are still more to be had on the higher priced models. But now this is changing. Limousine bodies are obtainable at moderate prices and are still more of an innovation, nearly every maker is prepared to supply his patrons with closed or semi-closed cars.



TINY TWO-PASSENGER CONVEYS EIGHT PERSONS WITHOUT INCONVENIENCE.

J. L. S. SNEAD AT WHEEL OF K-R-I-T.

"Just like an elevator—always room for one more." That is what J. L. S. Sneed, of the K-R-I-T Motor Sales Company, said when he invited the members of the Diamond Rubber Company sales force to make their Christmas calls in his two-passenger K-R-I-T last Monday.

Leaving the Diamond headquarters, Seventh and Burnside streets, at 11 o'clock in the morning with C. H. Williams, H. M. Gagne, R. L. McLeod, N. W. Boyd and H. A. Jurgens, of the Diamond Company; C. M. Neese, Robert Austin and J. L. S. Sneed, of the K-R-I-T Motor Sales Company, the little machine carried its load of human freight to all parts of the city, returning late in the evening, running as blithely as when it started. The journey wound up at the Orpheum, where the men enjoyed the evening. The little car carried, in all, a burden of more than 1200 pounds.

should come up at the banquet. Every effort was made to make the occasion unique and to provide a sumptuous repast and original entertainment. The banquet hall at the Ponchartraine Hotel, in Detroit, was decorated in Chalmers colors. Toasts were made by prominent Chalmers people and the entertaining stunts pulled off were so many and unique that justice cannot be done them. H. L. Keats, of the Portland company bearing that name, who attended it, reported the affair was one of the most enjoyable he ever attended.

Driving a Hudson car from Minto, N. D., by a circuitous route, over 3200 miles to Houston, Tex., making the whole distance with a repair bill of only \$1.20, and traveling expenses, exclusive of hotel bills, of \$67, Mr. and Mrs. Duvall and Mr. and Mrs. J. D. Phelps arrived at Houston recently and reported a delightful journey.

JAPAN IS BASEBALL "CRAZY"

American Game Adopted as Own by Subjects of Mikado.

Japan has taken up baseball with that thoroughness with which the Mikado's people do everything, says an exchange. Teams have been organized by Yokohama, and a series of games they played with a team from Chicago, which spent several months in the kingdom instructing the natives in the mysteries of the curved ball and batting, aroused the greatest interest.

Speaking of the game the Japan Weekly Main, the government organ of Yokohama, says that they attracted "immense crowds of both Japanese and foreigners . . . and excitement on both sides has been keen." "So far," it continues, "the Americans appear to be having the best of the game. When it comes to a matter of long legs it is somewhat difficult for the Anglo-Saxon. The Japanese show great technical skill both with the bat and on the diamond, but generally, but when speed is the prime factor, as it usually is in baseball, they are not in it with the Americans."

"Moreover, these visitors represent the star players of a great university; they are picked men both as to physique and skill. In Japan that kind of a man does not go in for baseball. He is more likely to be found in the Japanese classes at the Japanese universities and the conclusion is inevitable that the strongest and most active men are not in the baseball teams."

"In America, it is just the reverse. The finest all round athletes are secured for the diamond just as they are for football, so that an American baseball game represents that most exciting and interesting of all human moments when Greek meets Greek." "Still, considering the strength of the team against which they are contending, the Japanese players are putting in an excellent record, and if they should finally succeed in defeating the Americans it would indeed be a notable triumph."

FOOTBALL FATALITIES LESS

New Rules Are Aid—Death List of 1910 Is 16; of 1909, 29.

That the new football rules have in part at least succeeded in lessening the danger of football was shown by a resume of football accidents and fatalities for the past season, showing that 16 young men were killed, making 13 less than in 1909, when 29 were killed. Lay observers of the game, however, commented that 16 deaths chalked against a pastime still leave room for improvement.

Only three of the 16 were college men, and the remainder of the deaths occurred among boys ranging from 11 to 19 years. The death list, therefore, it was held, shows that more careful supervision is necessary among the teams and players. Many lists have been published containing as high as 30 and 35 names, but on examination these have been found to be false, according to tabulation, a number of the deaths having occurred in the Spring and Summer as a result of injuries received last year.

Sixty-five broken collar-bones head the list of injuries for 1910. Forty broken legs, 37 broken noses, 31 broken ribs, 20 broken ankles, 17 broken fingers, 12 broken shoulders and 11 broken wrists follow in order. They also in most cases were credited to either untrained men or immature youths.

Wallows Roads to Be Improved.

WALLOWA, Or., Dec. 31.—(Special.)—The farmers' union of this city has invited the business men of the city to meet with them and discuss the relation of the union to the business interests of the city. The matter of permanent roads in this county will also be considered.

BROWN HAS FLYER

Speedwell Roadster One of Best Auto Advertisements.

CAR HAS AMAZING RECORD

Only Two Punctures Are Sustained After Nearly Year of Hard Usage. May Be Entered in Road Contests Next Summer.

As sound as a dollar, returned just as new as when it was delivered early last Spring, never having been repainted or repaired in any manner and yet having been driven 2000 miles, Dr. C. B. Brown's Speedwell roadster has the distinction of being one of the best advertisements for automobiles in Portland.

Over city pavements, over the worst hills of the county, through mountain highways and byways, over streams and performing various other stunts non-conducive to longevity this Speedwell has about as checked a career as any car in the city.

Geared to a speed of 75 miles the hour and driven 63 miles an hour recently, the car still demonstrates it is in perfect condition. "So far," it continues, "the Americans appear to be having the best of the game. When it comes to a matter of long legs it is somewhat difficult for the Anglo-Saxon. The Japanese show great technical skill both with the bat and on the diamond, but generally, but when speed is the prime factor, as it usually is in baseball, they are not in it with the Americans."

"Moreover, these visitors represent the star players of a great university; they are picked men both as to physique and skill. In Japan that kind of a man does not go in for baseball. He is more likely to be found in the Japanese classes at the Japanese universities and the conclusion is inevitable that the strongest and most active men are not in the baseball teams."

"In America, it is just the reverse. The finest all round athletes are secured for the diamond just as they are for football, so that an American baseball game represents that most exciting and interesting of all human moments when Greek meets Greek." "Still, considering the strength of the team against which they are contending, the Japanese players are putting in an excellent record, and if they should finally succeed in defeating the Americans it would indeed be a notable triumph."

A Dayton (O.) man, Robert Liedorf by name, has invented what he styles an airplane automobile. The inventor claims his car will carry two or three passengers, and that when tired of motoring or when desirous of crossing an unbridged stream, the operator has but to pull a lever and soar through the air.

The difference between an American and a European was shown at the close of the Grand Prix race at Savannah, Ga., Brown, the winner, preferring to take his prize money—\$4000—in the form of a New York draft; but Hemery, who finished second, wanted his in gold, fresh from the mint. Both men were given their way.

In the hilly island of Porto Rico, where the roads were built originally for heavy traffic, and particularly for military service, with very slight regard for grades, there is now a demand for automobiles in excess of the supply. There are about 750 miles of good roads on the island. The humidity of the climate is exceedingly hard on automobiles.

That the closed car is coming more and more into popular favor may be readily seen by the large number of the motor vehicles which whirl about the city streets. There was a time when closed cars were a rarity, but now they are as common as the flies. They are still more to be had on the higher priced models. But now this is changing. Limousine bodies are obtainable at moderate prices and are still more of an innovation, nearly every maker is prepared to supply his patrons with closed or semi-closed cars.

A splendid exhibition of the Chalmers way of doing things was shown by the banquet tendered at the close of the convention to the Chalmers dealers recently. It was understood beforehand, that as four days had been expended in business, nothing concerning that

GEISER CONDUCTS HIS GARAGE UNDER THE NAME OF THE OREGON AUTOMOBILE GARAGE COMPANY.

Neate & McCarthy have nine automobiles on the way to Portland. One is a six-cylinder Locomobile, another a four-cylinder five-passenger Locomobile touring car and a four-cylinder, four-passenger Locomobile touring car. Four of them are 1911 Osklands and the other two are Frayer-Miller trucks. A Buick car, which has perhaps done quite as heroic service as any car in the Northwest, is the two-cylinder, five-passenger car, owned by Anson Potter, of Eugene, Or. Mr. Potter has driven his car on the stage line between Eugene and Walla Walla, and although the car has but five-passenger capacity, he has often carried as many as eight grown persons at a trip. His total mileage to date is 42,000 miles and the car still is in successful operation.

COMMERCIAL CARS ARRIVE

United Automobile Company Has Two Alden-Sampson Vehicles.

The first shipment of Alden-Sampson commercial vehicles has arrived at the United Automobile Company. There are two of them and they were unloaded Wednesday afternoon and demonstrated about town, running along the left side of the street, a little "stiff" because of their newness.

The two machines received were the 3000-500 pound, open expense body type. These are the smallest type of Sampson truck made. They are equipped with 20-horsepower engines of sufficient power to drive the car along while loaded at a good rate of speed. The motor is a four-cylinder, water-cooled double opposed type. The transmission is of the selective type, three speeds forward and one reverse. The steering apparatus is mounted on the left side of the vehicle. Larger types of the Sampson truck will be sent to Portland soon.

FLANDERS COUPE HERE

NEW CAR HAS TRIM DISTINGUISHING LOOK ABOUT IT.

Although Model Is Cheap, It Has Equipment of More Expensive Vehicles of Same Type.

The Flanders coupe is now one of the members of Portland's already voluminous automobile colony. Although cheap car in price, the machine has all the equipment of the more expensive types.

Late in arriving, but worth waiting for by all means, is the edict of the E-M-F Northwest Company, distributors. There is a look of trimness, both interior and exterior, that distinguishes the car from other of its type that have been seen in Portland.

Its size is ample, there being room for three passengers without crowding. The fittings are refined; silk curtains are adjustable, the doors are high and wide. The exterior finished in dark green with black stripes. The large rear deck furnishes ample locker room, making feasible the transportation of baggage and supplies.

The gear-shifting levers and brakes are placed out of the way of the driver on the right side, yet within easy reach of the driver. This construction gives ample room for getting in or out on the right side of the car.

The coupe body is built on the regular "20" chassis. One feature of the construction is that by removing six or seven bolts, the chassis may be supplied with the open-body or other style of body. The car seems absolutely noiseless by virtue of the quiet-running motor and transmission system. The cars arrived Tuesday.

NEW ROAD TO BE OPENED

Route From Coos Bay to Ten Mile District Being Promoted.

MARSHFIELD, Or., Dec. 31.—A movement has been started for opening a new road from Coos Bay to the Ten Mile district. T. W. Rennie, who has the contract for carrying the mail from North Bend to Gardiner, is one of the promoters. The mail is now carried over a mountain trail which is difficult in winter time.

The plan is to establish a free ferry from North Bend to Gardiner, the town at opposite end, and from there open the road for a distance of about 20 miles to Lakeside, where it will connect with a county road to Gardiner. The new road would benefit ranchers as well as mailcarriers, as ranchers of the Ten Mile district can now only reach the cities by means of boats.

AUTOS FOR WORK TO BE DISPLAYED

Varied Uses of Power Vehicles Will Be Shown at Chicago Exhibition.

GREAT NUMBERS IN USE

Transportation Is Undergoing Revolution and Engines of Trucks Are Used to Develop Power for Many Purposes.

CHICAGO, Dec. 31.—From February 6 to 11 next there will be held in the Coliseum in Chicago the first really comprehensive and representative exhibition of self-propelled work vehicles that has ever been made in America. More than 10 manufacturers of complete motor wagons had contracted for space, while all of the available space in the gallery and on the second floor of the Coliseum Annex had been taken by manufacturers of component parts, fittings and supplies for these machines.

The forthcoming show will be a revelation that will amaze thousands of visitors. It will be an exposition of an industry in which, according to the best available information, more than 300 builders of complete machines and experimental constructors are now engaged, an industry that is already well developed and established on a solid foundation, yet which is only at the beginning of a growth the magnitude of which nobody fully realizes.

In New York City alone there are in regular use 2300 motor trucks, delivery wagons and other forms of industrial vehicles, and in Chicago the number has grown from 45 to 900 in three years, according to good information. It is estimated that throughout the country there are from 20,000 to 25,000 power vehicles in regular use. At an assumed average cost of \$3000 these represent a total valuation of from \$60,000,000 to \$75,000,000. If the cost of garages for housing these machines is taken into account the total investment reaches into figures of considerable magnitude.

Auto Truck Has Many Merits.

Viewed in its fundamental aspects, the commercial motor vehicle represents a development in transportation, the effects of which will be revolutionary. It provides the connecting link between the factory and railroad or steamship and between the store and the place of residence or business of the customers. It accelerates movements in the streets, avoids traffic delays, economizes space in the stable or garage, at the loading platform and in the streets. Already it occupies a place in our activities that never has been filled before, because it performs tasks that are hopelessly beyond the capabilities of horseflesh, such as the dash to a fire with pumping power or the great retail houses to make deliveries the same day, or within 24 hours of purchase, at distances of 20 or more miles from the store. It does the work of three wagons and three or six horses in the same time and at less cost. It is clean and sanitary, does not suffer from heat or cold, slip and fall on icy streets, contract contagious diseases and become a total loss.

All Types to Be Displayed.

It is natural to think of the motor wagon as a vehicle only. It is more; it is a vehicle and a portable power plant; it can do everything that the horse-drawn wagon can do, and can perform other important functions as well. The power developed in the engine or released by the battery through the motor can be applied to operating power winches for loading and unloading heavy pieces of machinery, boxes and crates of manufactured articles, taking on and putting off removable bodies that can be placed ready loaded upon the chassis of the machine, for pumping water to extinguish fires, and for pumping water out of manholes; for drawing telephone and electric light cables through underground conduits; for operating vacuum pumps for vacuum cleaning and various other purposes. The power can also be utilized in machines for street cleaning, plowing and cultivating farm land, and in road-making machinery and road rollers. In short, the applications are innumerable.

Engine Can Furnish Power.

The forthcoming show offers an excellent opportunity for the business man to get posted upon just what these machines are accomplishing, how they have been improved in recent years, and how they are helping their users to build up trade and decrease expense and trouble. At the show, where the various makes are gathered together under one roof, each can be compared readily with the others, and the visitor can meet and discuss his own transportation problem with the heads of factories, sales managers and other principals in the business, who have made a careful study of all phases of the motor wagon work with relation to the motor wagon.

There will be something to appeal to everyone at the show. The commercial vehicle is about to become a real factor in the life of every inhabitant of the country eventually, from the head of the great manufacturing plant and the big retail merchant to the wage-earner who will ride in motor omnibuses in the city, and from the farmer who ploughs his fields with motor traction engines and receives his mail by motor postal cart to the mine owner and great lumber companies that haul the natural products of the land on motor trains over trackless roads to shipping points.

CUE MEN SET HIGH MARKS

Billard and Pool Records Shattered in 1910 Matches.

The following are records established by the cue experts in the past year: At New York, January 12—Fred Eames of Denver, won the world's championship at three-cushion carom billiards from Alfred De Oro, final score 150 to 137.

At New York, February 2—Jerome Keogh, of Rochester, won the world's pool title from Thomas Huston in the final block of a 600-point match, the total score being 900 to 548.

At St. Louis, Mo., April 3—in a championship match with Albert Cutler Harry Cline retained his title, defeating Cutler, 600 to 42, at 12 ball line. At Brooklyn, N. Y., April 13—in the amateur national championship tournament at 12 ball line, Millard Joseph Hoppa broke the tourney records by a

AUTOMOBILE SUPPLIES
ARCHER, COMBS & CO.
FISK TIRES 306 Oak St.

AUBURN Auburn Motor Car Co.
505 BURNSIDE ST.
Phones: A 7339, Main 2674

MORGAN & WRIGHT NOBBY TREAD
HAVE MADE GOOD MORE WEAR LESS TROUBLE
No Skidding
BALLOU & WRIGHT
86 Sixth St., Portland, Or.

BOWSER GASOLINE and OIL TANKS
STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES,
S. D. Stoddard, Agt., 305 Columbia Bldg. Main 1476

CASE CARS Witte famous Pierce engine Demonstrations Given by appointment.
J. I. CASE THRESHING MACHINE CO.
Incorporated.
322 East Clay St., Portland, Or.

Crowe Auto Co. Oldsmobile
16th and Alder Marion

Vehe 40 John Deere Plow Co. Distributors in the Northwest
688 Washington St.
Telephone Main—2267

"Firestone" TIRES
Valcanizing & Retreading. R. E. BLODGETT, 510 Alder St. Main 7005.

K-R-I-T Cars Are Good Cars
Call and get a REAL demonstration in a REAL automobile.
Krit Motor Sales Co.
J. L. S. Sneed, Mgr., 242 Burnside St., Portland, Or.
Phones—Marshall 1794, A 1322.

J.W. LEAVITT & CO.
529-531 Washington St.
Distributors for Oregon, Washington, California and Nevada.

MENZIES-DUBOIS AUTO CO.
MOTOR Franklin CARS
Phones—A 3881, Main 4880. Immediate Delivery. 330-332 Davis Street.

NEATE & MCCARTHY, Inc.
Locomobile OAKLAND AND EVERITT
Main 6874 A 7577
694 Washington Street, Corner King

O'GORMAN-YOUNIE CO.
REPUBLIC TIRES DEMOUNTABLE RIMS
AUTOMOBILE SUPPLIES
71 SEVENTH STREET PORTLAND, OREGON
Phones—Main 3520, A 3520.

Thupmobile
Guaranteed for Life
Smith-Cleveland Co.
DISTRIBUTORS
Southwest Corner Seventh and Couch Sts.
Phone Marshall 2376. Portland.

APPERSON REO
Northwest Auto Co.
Fifteenth and Alder Sts. Phones, Main 7179, A 4959.

WINTON SIX
PORTLAND MOTOR CAR CO.
Distributors for Oregon. 522-528 Alder Street. Phones—Main 2585, A 4944.

high run of 122 and an average of 124-33 in 23 innings.
At Brooklyn, N. Y., April 15—Edward W. Gardner, of Mont Clair, N. J., won the National amateur championship at 12 ball line billiards.
At Rochester, N. Y., April 27—The pool championship of the world was retained by Schaefer in 1890.
At New York, November 17—Mrs. Bertha King, defeated Miss Martha Clearwater, 400 to 307, for the woman's pool championship.
A concession has been recently granted to a Monsieur Ennault to fish for oysters, pearls, nautilus, etc., on the coast of Mayotte and Mahell (Comoro Islands).