AUTO CLUB WILL MOTOR TO BEACH

Machines Also to Figure in Parade in Astoria on "Portland Day."

FAST RACES SCHEDULED

Amateur Drivers Will Have Chance to Show Speed of Cars When Events Are Held on Smooth Beach at Gearbart.

With 20 work crews making the dirt fly in order to have the roads in the best possible condition, the route con-spicuously placarded in order to avoid any possibility of the drivers losing their way, and over 40 machines promised, nothing remains to make the sucannual tour a complete success but the run itself. That 1912 will go down in the organization's history as being productive of the greatest tour, in point of numbers, enjoyment and enthusissm, is the proud bosst of the officers, and from present indications their assertion will be fulfilled.

It is planned to leave here early next Thursday morning and run through to Gearhart that day. In order to do this, however, it is imperative that an early start be made and to insure the carrying out of the programme the carrying bas requested that the tour committee has requested that the cars leave the starting point. Sixth and Alder streets, not later than 7 o'clock. Many will be roady for the journey at 6. The earlier the better, say the motorists.

will be Portland day at the Astoria Centennial, and the automobile club will go to the carnival city in a body that morning to participate in the parade and otherwise help to make the occasion a credit to Portland. There will be three races for amateurs, Saturday at Gearhart. Many will return home Sunday, although the majority have signified their intention of en-joying the cool sea breezes and the balmy beach atmosphere throughout the Sabbath, coming back to Portland

During the past week many parties have driven from Asteria to Portland, and they were unanimous in praising the scenic charm of the route and the the scenic charm of the route and the fine condition of the roads. They ad-mit that in some spots the traveling was not of the best, but declared that those stretches were declared; few and far spart. Senator Fulton made the trip in 10 hours and did not extend his machine to its cancity.

his machine to its capacity.

The last leg of the journey, from Astoria to Gearhart, is over the smooth beach road. This stretch is just as level and clean of chuck holes as a billiard

table, it is said.

The auto club has arranged for the accommodation of 50 people at the Gearbart Hotel and the first to apply r reservations will be taken care of any who intend making the trip do not attach due importunce to the neces-sity of registering with the club's sec-retary or President Clemens. Mr. Clemens yesterday said that a number have told him they were going but that they had failed to notify the sec-retary or send him a memorandum to that effect. He requests that those who have not compiled with this do so

The three gentlemen's ruces pro grammed for Saturday are causing no end of interest. Keen rivalry as to the fiestness of cars exists between a great number of club members. These disputes will be settled finally on the beach speedway. And the amateur speed kings will have an opportunity Course Is Perfect.

The course over which the machines will glide is perfect. It is said to be even better than the track at Palm Beach, Fis. The events will be run off when the tide is low. Composed of a surface as hard as the proverbial of the portion is meeting with finatant favor, and the committee appointed to gather the \$50,000 needed has collected more than \$2500. The trip that ends at the base of the snow-capped peak is considered by motorists as having more distinctive scenic features than any other in Oregon, but the bar roads over which an automobile has to be driven to enjoy this favor of nature scenic features than the track at Palm Beach, Fis. The events will be run off when the tide is low. Composed of a surface as hard as the proverbial

off when the tide is low. Composed of a surface as hard as the proverbial billiard ball, the course will make an ideal one for a test of skill and speed.

Three trophles have been donated for the races. One comes from Carl S. Gray, motor enthusiast and president of the North Bank Railroad; another from the Gearhart Hotel and one from the Astoria Centennial.

The initial event will be for cars under 16-horsepower. The second contest will find the runabouts lined up, and the third will be for machines of 28-horsepower and over.

The second contest will be for machines of 28-horsepower and over.

The second contest will be for machines of 28-horsepower and over.

ersenower and over.

ributed:

Estats Henry Weinhard, \$500; Hotel Oregon, \$100; B. S. Rows, \$100; Portland Hotel, \$100; B. A. Huma, \$300; Portland Hotel, \$100; B. A. Huma, \$300; Imperial Hotel, \$100; G. L. & J. A. McPharson, \$50; E. C. Shavlin, \$300; Mrs. Phabe M. Dekum, \$25; J. O. Eirod, \$50; Blamauer & Hoch, \$50; Porter Bros. \$100; Mt. Hood Brewing Company, \$50; McCargar, Bates & Lively, \$50; C. H. Lewis, \$25; Alian & Lewis, \$25; John A. Shepard, \$50; Star Brewery, \$100; Ballon & Writh, \$50; Porteriand lutomobile Club, \$10; W. B. Ayer, \$100; M. F. Henderson, \$100; Balfour & Guthrie, \$50; E. H. Womma, \$50; G. W. Evans, \$50; William Albers, \$50; Joplin & Mesch, \$20; Twoly Bros. \$100; Hasmussen & Co., \$25; Wakefield, Fries & Co., \$25; Mt. L. Holbrock, \$100; Crescent Faper Company, \$20; R. P. Effinger, \$25; John C. Clemson, \$100; Columbia Digger Company, \$100. Julius L. Meier, chalrman of the committee which worked out the details of the tour; Harry L. Keats and Oliver K. Jeffery, his energetic coworkers, and President Clemens deserve much credit for their unfailing efforts to make the tour a success. In the first place, the trip was suggested by Mr. Meier and with the co-operation

by Mr. Meier and with the co-operation of the committee and the president, succeeded in working up sontiment in favor of the tour and enlisting the aid of a number of members.

Mr. Keats and Mr. Meier went with the pathfinder that blazed the trail, and after taking into consideration road conditions and the scenery, have selected what they and a great many others declare to be a rout unsurpassed in the entire country. A map of the route was published by The Oregonian last Sunday.

Innd lutemobile Club, 410: W. B. Ayer, \$100: E. H. Womms, \$50; U. W. Evans, \$50; Ulliam Albers, \$50; John L. Comson, \$100; Columbia Digger Company, \$20 R. P. Effinger, \$25; John C. Comson \$100; Columbia Digger Company, \$100.

AFTO OWNERS TRIALS MANY Office of the route was published by The Oregonian last Sunday.

AUTO BOULEVARD IS SURVEYED

Highway Around Rim of Famous

Tillamook County officials are handed laurel wreaths for their work in the
improvement of highways by T. Irving
Potter, secretary of the Portland Automobils Club, who has seen much of their
work in the past few weeks. Mr. Potter asserts that Tillamook County is asserts that Tillamook County is League at Astoria Wednesday.

doing more for the good roads cause than any other county in the state. That it will receive its reward, he de-clares, is beyond doubt.

clares, is beyond doubt.

The Tillamook people are spending from \$58,000 to \$100,000 annually in the improvement of their roads." said Mr. Potter yesterday. They are doing things while many other sections of the state are still wondering if the returns will justify the expenditure. Their roads are a credit to any country in the constant. are a credit to any county in the coun try, and I only wish a lot more people in Oregon and the Northwest would show the progressive spirit manifest

there."
Mr. Potter brings back the information that the road from Tillamook to Bay Ocean is open and that but about four miles of the long stretch is in need

Bay Ocean is open and that for miles of the long stretch is in need of repairs.

"This is of great importance to the local auto world," said Mr. Potter, "for it opens to automobile traffic the country around Bay Ocean and Cape Mears and affords Portland people a long tour over fine roads. I can personally wouch for the good condition of the roads from Tiliamook to the sea, and evidence of the high standard of highways from this city to Tillamook is produced in the fact that a party recently made the trip—110 miles—in less than five hours. The Tillamook-Portland roads are fully an hour fastor than this time in 1910. Where one used to strike long sections of cordurely now there is only a stretch of about a mile in the Grand Ronde Indian reservation."

From Tillamook to Bay Ocean, going west of the former town and on the

by Secretary Potter is that the work of blasting a trail away up on the side of the Necarney mountains is progressing

MOUNT HOOD HIGHWAY PLAN

MEETS QUICK SUPPORT.

Portland Motorists to Raise \$50,000 for Improving Pine Drive. Subscriptions Are Liberal.

The plan of the Portland Automobile

Secretary Olcott.

SALEM, Or., Aug. 12.—(Special.)—P. H. Holohan, formerly of Idaho, who recently wrote to the Secretary of State complaining of being compelled to pay three auto licenses in one year, has again written to Olcot, explaining the

Size of Bills for Repairs and Sundries Depends on Owner Himself.

CARS BOON TO BUSINESS

CUPS WERE GIVEN BY THE FOLLOWING IN ORDER OF SIZE: LARGE ONE BY CARL S. GRAY, PRES-IDENT NORTH BANK RAILROAD; MEDIUM SIZE BY THE ASTORIA CENTENNIAL, AND THE SMALL CUP BY THE GEARHART HOTEL.

than they can afford.

Biories of how it cost one man \$150 :

month to operate a machine have reached their ears, and they balk.

It is undoubtedly true that many spend this much to maintain a car. The people who do this, however, belong to the wealthy class, and in many cases own cars whose original cost ran up into the thousands, and which are in constant use from early morning

up into the thousands, and which are in constant use from early morning to late at night. They do not care what it costs to maintain a machine, for it answers their purpose, and they stand willing to pay the price. They make the original purchase with that knowledge, and do not complain when their bills for maintenance mount.

Much Depends on Owner.

week. Death came as a result of heart lisease. Gibson retired the previous evening apparently in the best of health. Gibson was operating a motor stageline from Grants Pass to Crescent City, Cal., and had other automobile business the time of his death.

MOTOR TRUCKS' SAVING GREAT

Company's Expense Drops \$7000 in Year by Auto's Use.

Interesting statistics have been com-piled by the Packard Company relat-ing to the economy of the motor truck. In this instance the figures show a saving for a large manufacturing com-pany of nearly \$7000 a year by using a three-ton truck in place of horse-drawn vehicles. The first year the auto averaged 1000 miles a month, and so averaged 1000 miles a month, and so pleased was the concern with the re-sults that it purchased another truck of

the same type.

Owing to the nature of its deliveries, the company found it cheaper to hire teams for the extra work than to keep teams for the its own barns. The the high standard of highways from this city to Tillamook is produced in the fact that a party recently made the trip—110 miles—in less than five hours. The Tillamook-Portland roads are fully an hour faster than this time in 1910. Where one used to strike long sections of cordurey new there is only a stretch of about a mile in the Grand Ronde Indian reservation."

From Tillamook to Bay Ocean, going west of the former town and on the south instead of the north side of the south instead of the north side of the south instead of the north side of the wealthy. Purchase of a car is as much the company figures that a motor truck does the work-of five teams costing \$20 and a day. A team could make but two of the longer trips a week, and each load was one-third less than that of the truck. Added to the cost of \$30 is \$6 for extra labor, totaling \$10,800 for horse upkeep and wages under the horse-drawn vehicle system. The company figures that a motor truck does the work-of five teams costing \$20 and a day. A team could make but two of the longer trips a week, and each load was one-third less than that of the truck. Added to the cost of \$30 is \$6 for extra labor, totaling \$10,800 for horse upkeep and wages under the horse-drawn vehicle system. The company figures that a motor truck does the work-of five teams for the every event of \$5 to \$5 a day, depending upon the length of the hour truck does the work-of five teams for the extra work than to keep the equipment in its own barns. The average cost, inclusive of driver, was \$50, a range of \$5 to \$5 a day, depending upon the length of the hour truck does the work-of five teams for the extra work than to keep the equipment in its own barns. The average cost, inclusive of driver, was \$50, a range of \$5 to \$5 a day, depending upon the length of the hour truck and the soul than the company figures that a motor truck does the work-of five teams for the extra work than to keep the average cost, inclusive of the average cost, inclusive of the average cost, inclusive of \$50 to \$5

New Yorker Tells Local Dealer What Truck Can Do.

"REPEATED" TRIPS COUNT

Owner of Large Estate Declares Great Thing About Car Is That It Doesn't Get Tired, as Best of Horses Always Do.

While in the East recently, Frank C. Riggs, Portland agent for the Packard, was much interested in meeting Morris M. Minton, a New Yorker who

Morris M. Minton, a New Yorker who farms on a large scale, Minton told Mr. Riggs what he has been doing with a Packard truck on his estate, which embraces 1800 acres, two-thirds of which is under cultivation.

Mr. Minton shows what such a vehicle can do, when operated intelligently, with a large agricultural enterprise. His equipment throughout includes modern machinery for extensive farming.

farming.
"My main object in using a motor truck was to save horses." Mr. Minton told the local dealer. "The truck has carried from the railroad station to the farm, a distance of four miles, over 1000 tons of fertilizer, two 40-ton carleads of coal, 2500 barrels of cement and carloads of various other materials. It has carried five carloads of grain to the station and transported 500 tons the station, and transported 600 tons of small stuff. Frequently it has gone to Fishkill Landing, ten miles distant, twice a day with heavy loads.

Short Trips Countless.

"Its short trips are innumerable. It takes grain to the mill and brings back the ground feed. It takes tree trunks to the sawmiN and carries back beams and planks. It carries hay or straw, as baled in the field, to the barns or storehouses. It also carries stones to the crusher.

"Not a day has been lost for repairs, and not one cent has been paid out for this purpose. The expense of operating the truck is about equal to the cost of maintaining two good teams, with oats at 60 cents. But four pairs of horses could not carry the loads so far in the same time, if at all.

"The truck takes three or four tons

"The truck takes three or four tons and proceeds up hill and down at ten miles an hour, whether the distance be five miles or 50. Keeping it within a horse's limitations, say a round trip of 20 miles, with time to unload, the truck will do in three hours what will em-ploy two teams for seven hours.

Truck Can Repeat.

"This is al the horses can do that day, "This is althe horses can do that day, while the truck can repeat the journey two or three times if necessary, and suffer no hardship. It would take from eight to 12 horses to equal the performance of the truck. One man can drive the truck, but it would take two, four or six men to drive the

Henry Lange has purchased a 1912

Owen McCuster, Jr., of the sales force of Neate & McCarthy, is on a trip through the Salem district with Lecomobile, Oakland and Ohio demonstrators.

Frank C. Riggs, agent for the Packard, received a shipment of three cars of trucks last week. The new model "Six" touring cars are expected here September 1. A four-ton Kelly truck has been de-livered to O. J. Cornell, of this city, by Neate & McCarthy. The truck will be used for general hauling purposes.

As further evidence that Portland is one of the leading cities in the United States in regard to commercial vehicles, the local sale of Packard trucks for June equaled that of any other Packard agency.

Herman Jones, of the H. H. Jones Lumber Company, is on a tour through Southern Oregon and the Crater Lake district in his Packard touring car.

The first shipment of the Packard "Six" model is expected in Portland the first of the month.

Portland Auto Club Objects to Way

Rules Are Enforced. So incensed are the members of the Portland Automobile Club over the at-titude assumed by Herbert Hegele, member of the Portland Automobile

an attorney to defend members who are arrested under the rules. Their reason for taking this action is because they say the city rules are in direct conflict with the new state law.

Party Passes Ten Days in Wilds of Douglas County.

pleted a 10-days' deer hunting excur-sion in the wilds of Douglas County near the headwaters of the Coquille

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& Betreading. B. E. BLODGETT, 510 Alder

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A. L. LUTZ, MANAGER Marshall 227 88 North Sixth Street

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BALLOU & WRIGHT, 86 SIXTH STREET

OREGON MOTOR CYCLE CO.

STATE AGENTS

NEW ERA AUTO CYCLE FLYING MERKLE MOTOR CYCLE

F. M. Cook, of Los Angeles. They left the station of West Fork in Cow domestic motor car design.

Creek Canyon July 31, and packed inland about 120 miles. They found plenty of deer signs, but the lack of Dailmer, of England; Panhard-Lassor, can in that vicinity made their efforts. the station of West Fork in Cow domestic motor car design.

Creek Canyon July 31, and packed inland about 120 miles. They found plenty of deer signs, but the lack of rain in that vicinity made their efforts of France; Mercedes in Germany, and to get within range slow and tedious. Of the 14 deer killed by them in the 10 days, four were five pointers, one a three pointer and five were four pronged bucks. The other four were "spikers" or forked horns.

Belgian Minerva builders that the si-lent Knight motor realizes the highest efficiency in power, flexibility and sci-ence. This will be the silent auto's debut in the West. The United Auto Company, local Columbia agents, ex-pect a shipment of the new machines here by September 15.

ber that has never been touched, Mr. Potter says. This, he avers, rivals the Wilson River country. Riding along the edge of the rugged bluffs a magnificent view is commanded of the entire Neatarts Valley and the bay. And this, too, at an altitude of nearly 1000 feet this height being kept for a long of life that otherwise would be dealistance. pany now owns and operates but one Below is the year's summary: of life that otherwise would be de-nied them. Many men use their ma-chines in connection with their work during the day, and then take the family for a ride in the svening, with trips in the country on Sundays and holidays. Despite this, some hesitate about investing money in a car, fearing that the cost of upkeep will be more than they can afford.

AUTO CHUG CHUGS

MR. and Mrs. Phil Lyon recently made a trip into Clear Creek Valley and declare that the scenery there is unsurpassed. They went up the west side of the Willamette to Oregon City, then over to Welch. Driving over the new plank road, which is laid he stretches from one-half to two miles in length, they had good going until they reached Viola. Mr. Lyon, who is the Portland manager of the Chanslor & Lyon Motor Supply Company, will give a trophy for the best-time made on a round trip from Portland to Seattle. This company has also donated a handsome cup for the San Diego-Los Angeles round trip and one for the San Francisco-Del Monte run.

I wo, four or six men to drive the horses.

"Anyone who has experienced the conditions that surround the threshing of grain in the field can recall the feverish haste of a farmer who sees his harvest pouring into bags as fast as men can tie them, the bags mounting into a pyramid; the unthreshed grain coming to the separator piled high on rocking wagons; the straw mounting up in great golden stacks; and night coming on with a grand promise of a heavy rain.

"Up comes the auto truck. Two men selze the ninety-pound bags and pile them on the truck, while the driver places them in the best position. Then comes a great sigh of relief as 6000 pounds of grain go off the field and away to the barns, a mile distant, at a ten-miles-an-hour clip."

Henry Lange has purchased a 1912 Packard.

Company.

J. A. Vaughn, of Hood River, has bought a Chalmers "30." G. Gilbert, also of Hood River, has purchased a machine of the same make.

Mrs. M. Benky recently made a trip
in her touring car of over 1000 miles

the owner and the driver.

He can make the cost very low or very high. This depends entirely upon the use he puts the machine to. It cannot be expected that a car which runs on an average of 75 miles a day, seven days in a week—and this is a high average for cars in city use—can be maintained for the same amount as a machine run about 40 miles a day. This latter figure about equals the mileage that a car covers in an ordiover Oregon roads.

mileage that a car covers in an ordi-nary day's usage.

It stands to reason that the car which covers the greater mileage with The Everett Northwest Company will locate in its new downtown place Sep-tember 1. George C. Nichols is the lo-

covers the greater mileage will use up more tires, oil and gasoline, as well as suffer more wear and tear. The streets or roads over which the ma-chine is driven and the manner in which it is hardled in rough spots also has much to do as to determining what the cost of maintenance will be.

If tires are not kept fully inflated, and the is a point upon which many is expected here in about two weeks. R. W. Curry, of Salem, J. A. Black, of Portland, and H. Henry, of McMinn-ville, have purchased Chalmers "36"

and this is a point upon which many motorists are lax, there is added ex-pense. The tire manufacturers, by long experience, have found that a certain Harvey McDonald, of Walla Walla, Wash., was in Portland last week and purchased a Chalmers "36." sized tire should carry so many pounds of air to insure satisfactory service.

Reckless Driving Expensive. High-speed driving and reckless turning of corners are great boost to big repair bills, as are a dozen other things about operating a car, such as too little oil and hitting ruts without gripping the clutch. There is hardly a driver who estimates the real cost of

The destruction increases not in direct proportion as the speed increases, but according to the square or even the cube. A car can be driven at 25 miles

Crater Lake Is Plan.

KLAMATH FALLS, Or. Aug 19—
(Special.)—William G. Carroll, the engineer whe has been in the Crater Lake in the crater lake on the hast month, surveying rist, has completed the work and left Klamath Falls Thursday morning for Fortland. Mr. Carroll says that the product of Crater Lake has been in the Crater Lake has been located, and so have several other roads leading to the park from several directions of the law as set forth in white this work is only tentative, it is believed that the Government will make appropriations for building the roads. The one around the rim will be the most costly. It will be about 20 miles long, and, according to Engineer Carroll, the traveler will have a view of the lake for the entire distance. While in places it will have to be constituted over rocky humps, the road will be kept as nearly on a level as possible. In order to do this, several deep outs will have to be made.

TILLAMOOK ROADS ARE GOOD

TIL

Ex-Portland Chauffeur Dies.

Word has been received here of the death of George A. Gibson, formerly a well-known Portland chauffeur. He was found dead in bed at Grants Pass last

Another car has been added to the Revent and returned with 14 deer as the Revent of the new machines handled by Neate & Secult of their trip.

The hunting party comprised E. D. Dewey and E. Noffke, of Portland; W. Arrangements for the agency were concluded Friday. The first shipment of the new machines handled by Neate & Secult of their trip.

The hunting party comprised E. D. Dewey and E. Noffke, of Portland; W. Arrangements for the agency were concluded Friday. The first shipment of the new machines handled by Neate & Secult of their trip.

The hunting party comprised E. D. Dewey and E. Noffke, of Portland; W. H., Frank and Marlin Redfield, and J. A. and Phillip Dewey, of Glendale, and ing sleeve valve motor for high-powing passed through the Soo Canal in 1910.

rest on \$3840. eciation (20 per cent) es, one man at \$18 and one at 2 a week, \$50. As to tires the company has had about 6500 miles on one set of Kelly locks and 10,000 on the second.

San Francisco-Del Monte run. M. A. Richards, of Corvallis, awaits the delivery of a 1912 Chalmers "36" which he has bought from the Keats

The Keats Automobile Company has sold a three-ton Peerless truck to the Portland Gas Company, and four five-ton trucks of the same make to the Columbia Construction Company,

cal manager. A shipment of Chalmers "36" cars

O. E. McCarthy, of the local automobile firm of Neate & McCarthy, is on a tour of Southern Oregon, combining business with pleasure. Mr. McCarthy left a week ago and will not return to Portland until the middle of this week. He is touring in a Locomobile.

M. C. Dickinson, of the Oregon Hotel, has planned a month's tour of Wash-ington in his new Chalmers "30." The motorist is enthusiastic over this most recent addition to his pleasure cars and is anxious to give it a thorough test over hard roads. Mrs. Dickinson will accompany him

J. W. Clemens, president of the Portland Automobile Club, and party left Saturday for a trip to Newport in Clemens' Pope-Hartford. The Newport trip has sprung into great popularity and others to go to the beach resort last week were Oscar Overback, Dr. C. W. Cornelius, W. H. Moser and M. F. Henderson.

T. Irving Potter, secretary of the Portland Automobile Club, has returned from a three weeks' vacation spent at Bayocean. He got back just in time to make arrangements for joining the club's annual tour to Gear-

Former United States Senator C. W. Fulton made the run from Astoria to this city Thursday and says the roads are in excellent shape. Driving an easy gait, Mr. Fulton made the trip in 10 hours. The firm of Vick Bros., of Salem, has closed a contract with Neste & Mc-Carthy to handle Oakland cars for that territory. An Oakland demonstrator has been shiped to Salem.

HEGELE'S REMOVAL DEMANDED

titude assumed by Herbert Hegele, member of the Portland Automobile Registry, that a petition will be presented to the City Council Wednesday asking for his removal. The charges will be gross incomptency and pernicious activity. The board of directors decided to take this step after hearing numerous complaints against Dr. Hegele's methods, which, it is averred, would demoralize motordom if continued. The dealers' association also joins in asking for his removal.

The trouble began when, some two weeks ago, Dr. Hegele began stopping people driving machines and demanding that they produce a chauffeur's license. Later the registry board promulgated a long list of rules to govern automobile traffic on Portland streets. This was the last straw and decided for the organizations. They declare that if the rules were enforced the auto owner will be denied the privilege accorded drivers of vehicles of other character. The club and dealers even went so far as to retain an attorney to defend members who

EIGHT HUNTERS KILL 14 DEER

A party of eight hunters just com-