

NEWS OF THE AUTO WORLD

SMOKER STARTS MOTOR PROJECTS

Portland Auto Club to Work on Seaside Road and Clubhouse.

A meeting of the board of directors of the Portland Automobile club will be held Tuesday night for the purpose of setting a date for the big smoker, at which time plans will be evolved for going ahead with the Seaside road and clubhouse enterprises.

Of unusual interest to motoring people is the announcement that Robert D. Inman of the firm of Inman & Poulson has offered the automobilists the Motor Boat club the free use of a beautiful site near St. Helens for a clubhouse as long as the joint organizations desire to enjoy it.

Since Mr. Inman is disposed to donate the land to the two clubs, it is believed that it will be necessary to raise but \$10,000 for the construction of a modern clubhouse.

The site lies very near St. Helens, close to the Multnomah county line and about 30 miles from Portland. For a portion of the way an excellent motoring road exists and Multnomah county is prepared to spend considerable money on the road to put it in the best of condition for the remainder of the distance.

Least fall the proposition of building an automobile course to Seaside was about to crystallize when the money stringency intervened. Since then there has been some desultory talk but nothing has been accomplished. In view of the fact that Multnomah county will look after that portion of the road in this county, the efforts of the local motorists will be devoted to raising about \$10,000 for the prolonging of the road into Columbia county. Clatsop county will take care of the work at that end of the road.

Much interest has been apparent all winter in the two projects and when the word is given it is safe to predict that without exception the automobilists will give all their spare time to bringing the two enterprises to a successful end.

Herman Ridder, who is making speeches throughout the country against Bryan, is the editor of the New York Staats Zeitung and head of what is known in New York city politics as the "Ridderbund." Mr. Ridder, on occasion, has banded the Germans of New York city together, and wielded a strong influence in conventions.

CALIFORNIA WOMEN TAKE CHARGE OF SHOW

Fair Motorists Will Work for Successful Automobile Exhibition.

(Special Dispatch to The Journal.)

San Francisco, Feb. 15.—The members of the California Woman's Automobile association of San Francisco have accepted the offer of some of the automobile dealers of that city to take charge of the Motor Car show to be given during the week of March 2-5, at the Coliseum. The announcement has brought out opposition from some of the automobile dealers, and there is a merry war along the row, where the different agencies are located.

The present difference of opinion is the culmination of several meetings held last November, when the Automobile Dealers' association of California decided to give up their proposed show, after spending \$2,000. The fact that they had then decided not to hold a show, and that now the women enthusiasts are likely to pull off a successful event, has somewhat piqued their vanity, and out of mere opposition, to being shown up in an unenviable light by the weaker sex, they are trying to make a last effort to prevent the event.

However, those who have decided to show have gone ahead and made all the arrangements and are now planning for a great big celebration. The battle, as far as they are concerned, is over, and undoubtedly many who are outstanding, will resign, and decide to show, before the doors of the Coliseum are thrown open. Already the show committee of the California Woman's Automobile club has received entries enough to guarantee the filling of the exposition hall, and to take in any of the others will mean putting a limitation on the space already assigned, so that all may have accommodations.

The show will officially be opened with a big night parade through the streets of San Francisco, ending at the Coliseum. The run will be under the command of Mrs. W. Morrell, one of the most enthusiastic women motorists in the city. The show committee is under the supervision of the officers of the club, who are: Mrs. Fred J. Linn, president; Mrs. A. E. Krebs, vice-president; and Mrs. Robert Christy, secretary-treasurer.

Among the dealers who have already signed for space are: J. Stoner, Acme; J. Freeman, Aero-car; N. Devaux, Acme; Dragon Automobile company; E. L. Carmichael-Bray company; A. H. Stone, Jr., agent for the Frayer-Miller

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car; Corbin, Haines Motor Car company; Rambler, Thomas B. Jeffreys company; H. W. Wilbur, Lambert; P. G. Miner, Locomobile; Fred J. Linn, Maxwell; N. R. Cooper, Premier; Renault, R. J. Marx; Woods Electric and Stevens; Dreyfus, A. B. Costigan, Tourist, J. S. Cowell, and Winton, Charles M. Brown.

MOToring NOTES

California automobilists are much puzzled over the conflicting provisions in the new state motor vehicle law passed at the last California legislature and in the various municipal and county regulations. Among the provisions of the new law is an entirely new registration. Los Angeles automobilists are preparing to attack the validity of the recently enacted measure on the ground that it embraces two subjects, the registration of the machines and the regulation of their speed, while another ground upon which to base an attack is the discrimination in favor of motorcycles which under the old law were not obliged to display numbers.

It is also pointed out that non-resident owners may drive their machines without a state number. The state law makes it illegal to drive an automobile without lights an hour after sunset; Los Angeles city ordinances require the lighting of lamps half an hour after sunset. The limit has been reached, however, in Marin county, where automobilists have been forbidden the use of the public highways after dark. The automobilists hope to bring about uniformity of state and local legislation by a systematic campaign.

Every dry cell that will register between 15 and 25 amperes on a reliable ammeter is capable of furnishing satisfactory ignition service, and if such is not obtained it is through no fault of the cell. No dry cell dies out without a cause—external conditions—which do not control and for which it should not be blamed. An ignition battery of dry cells is as reliable as a safety valve to a steam boiler and if it will be well on the road toward a solution of ignition trouble. Dry cells, when intelligently and properly used, furnish the best ignition. Superior to storage batteries, wet batteries, or magnetos, are the cheapest, cleanest and safest.

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1907 Thomas Seventy, special runabout, fastest car in Portland	\$4,500	\$2,750.00
1907 Pope-Hartford, fully equipped with top and magneto	\$3,300.00	\$2,500.00
1907 Baker Electric, nice for lady	\$1,250	\$ 500.00
1905 Olds Runabout	\$ 850.00	\$ 250.00
1907 Franklin G, fully equipped, with top and wind shield	\$2,150.00	\$1,500.00
1907 Franklin G, fully equipped, slightly used	\$1,950.00	\$1,400.00
1906 Franklin G, fully equipped with top and wind shield	\$2,150.00	\$1,000.00
1906 Olds Hotel Bus, seats 12 people	\$2,300.00	\$1,500.00
1907 Stevens Duryea, fully equipped, with top	\$2,750.00	\$1,750.00

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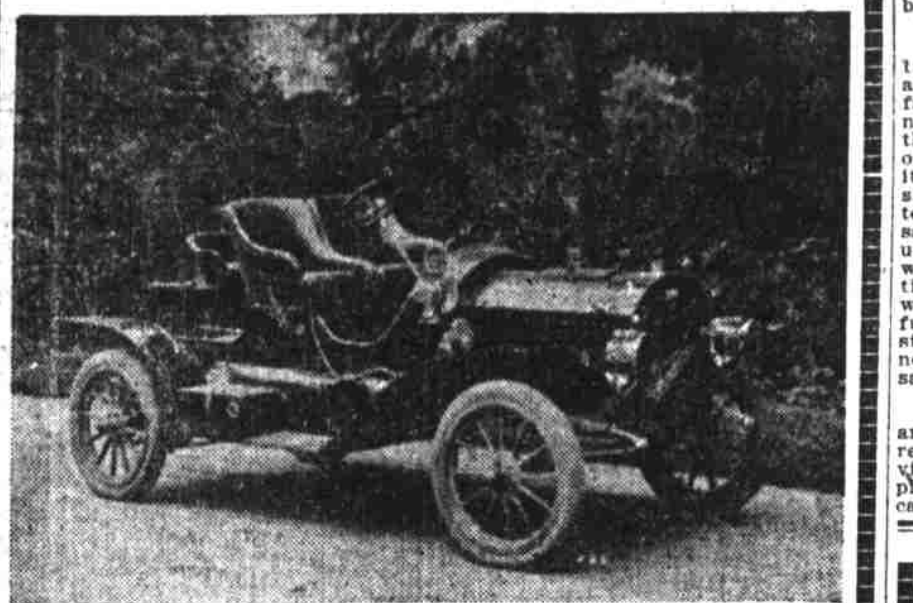
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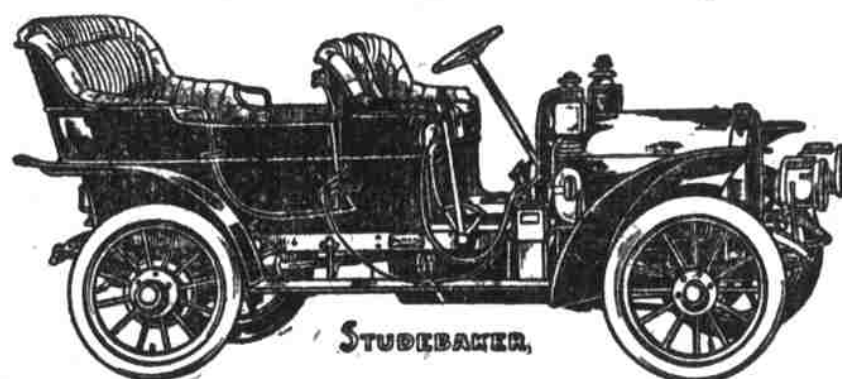
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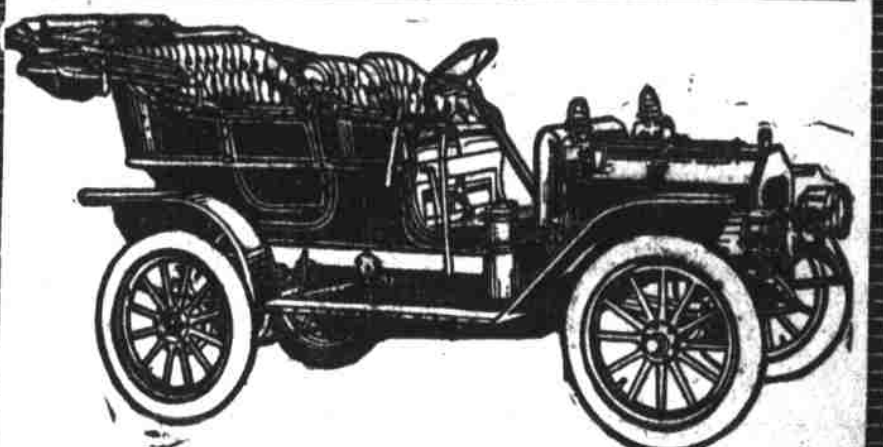
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