



NEWS of the AUTO WORLD



PORTLAND PARTY TOURING SOUTH

Charles B. Arthur Drives a Stoddard-Dayton Over Very Bad Roads.

After driving his Stoddard-Dayton touring car a distance of 1,365 miles on a running time of exactly 94 1/2 hours, Charles B. Arthur of Portland has reached Los Angeles, says the Times. With him was his mother, Mrs. J. M. Arthur, her maid and W. W. Reed. The Portlanders left their home 13 days ago for the long tour, and reached Los Angeles without an accident, and with no trouble except one puncture.

The trip is remarkable because the party three times lost its way and traversed some of the worst roads in Oregon and California. Over miles and miles of territory which is deep with dust and almost impassable because of the chuck-holes, the trim Stoddard was sent. At times the car sped along at 45 and even 60 miles an hour. When this was lost on the wrong road Arthur tried to make up his loss by sending his touring car at greater speed along the country highways.

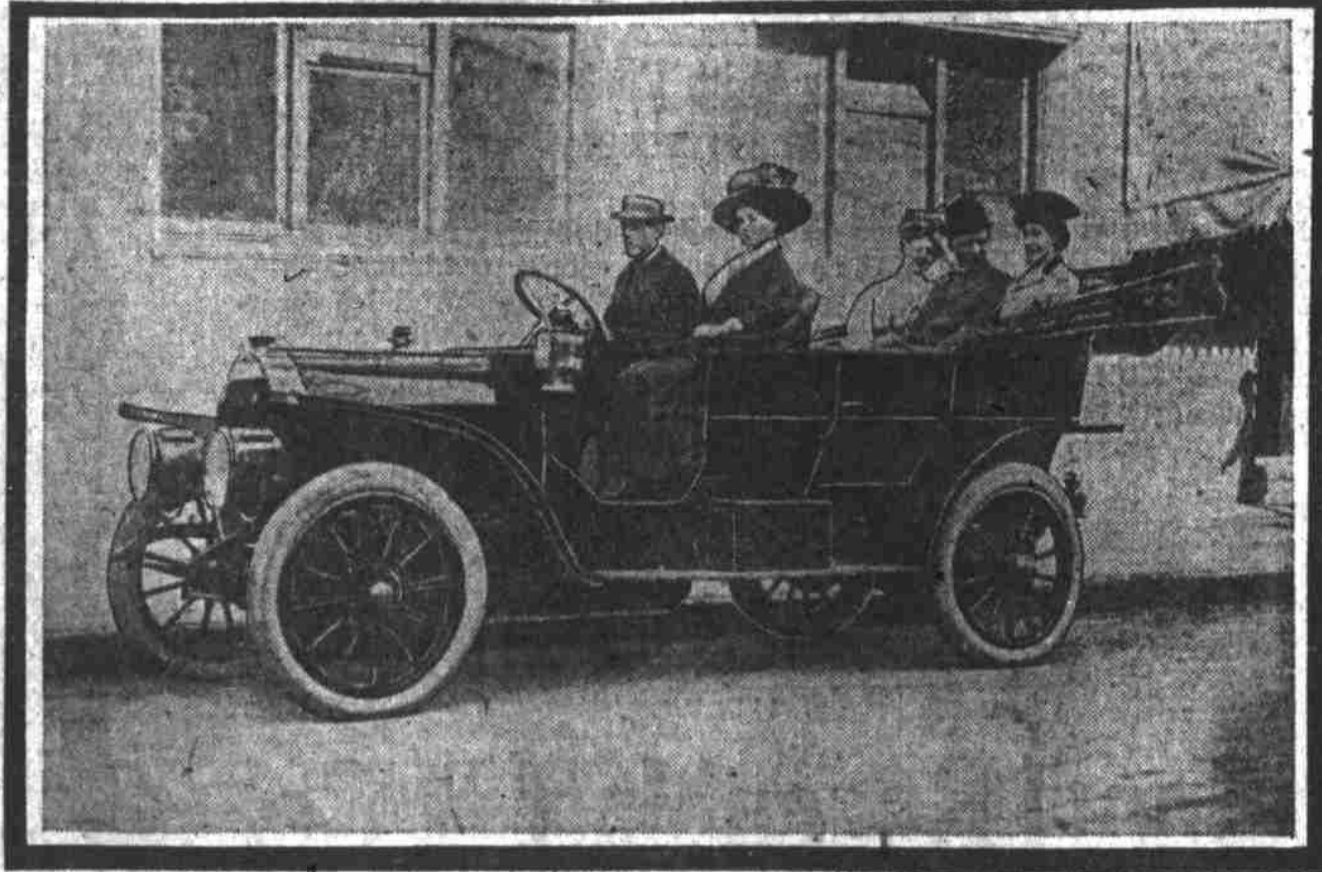
Starting early on the morning of October 2 Arthur drove to Albany the first day. On the day following he lost the road and finally reached Cottage Grove after driving nearly 100 miles over wretched highways. The third day out Myrtle Creek was reached. On the fourth day came the grueling run of the entire trip. For hours the car was put to a severe test by the gear work necessary to cross the high hills on the run to Grants Pass. At night Ashton was reached. The car had been driven just 190 miles during the day.

The drive to Seasons was over roads which were almost impassable, but even with such a handicap the Stoddard made fairly good time. The day following it was necessary to take a roundabout course in order to avoid steep grades, but the car was obliged to pass through deep sand which proved to be as hard as anything tackled during the run. The Trinity mountains were crossed and Burney was reached at night. The following day Redding was entered and on the eighth day out the Stoddard party were at Winters with only a short run to San Francisco before them.

Bonds were made. Only a brief stay was made in the Bay City, which was reached after an easy drive from Winters. The roads were bad in the northern part of the state. The car stood up remarkably during the trip and it was not necessary to stop for repairs anywhere.

After leaving San Francisco Arthur drove leisurely to San Jose and remained there for the night. On the day following the record run of the entire trip was made. The Stoddard was driven from San Jose to Arroyo Grande, nine miles south of San Luis Obispo.

1909 MODEL STODDARD-DAYTON CAR



Seven-Passenger, 45-Horsepower Automobile Handled Locally by Fred A. Bennett.

On one day's run. This was a total of 215 miles for the day. The machine made as high as 50 miles an hour over the splendid turnpike at Salinas. This road has recently been macadamized and is one of the best in the state.

The latter leg of the run was made in two easy stages. Arthur and his party drove from Arroyo to Santa Barbara the twelfth day and Los Angeles was easily made on the thirteenth.

The machine does not look much the worse for the long trip from Portland here. It is the regular model F touring car 1908 model, and is one of the speediest of the factory output.

The Arthur party will remain here for some time and will then drive back to Portland.

Will Make Portland. E. Le Roy Pelletier, advertising manager of the E. M. F. and Studebaker Automobile companies, was in New York this week discussing the matter of advertising policy with Messrs. Redden and Koehler.

Pelletier is making a tour of the larger cities visiting all the E. M. F. representatives and Studebaker Branch managers. His itinerary takes him through the south and west, Dallas, Tex., Los Angeles, San Francisco, Portland and Seattle will be visited and a return trip via the northern route will be made, taking in Salt Lake, Denver and Minneapolis.

MOTERING NOTES

Automobiles are being used for hearses. Will a cop dare to hold one up on a charge of snoring when it is occupied by a body?

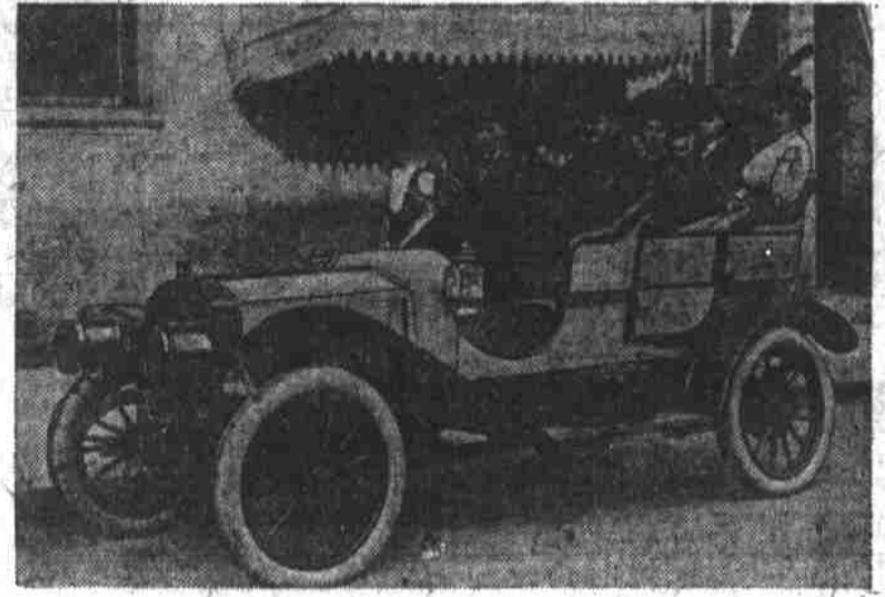
When they heard that the Horse Show society would this year, for the first time, add an exhibit of carriages to the fête of the equines in Madison Square Garden, the automobile enthusiasts naturally wondered if the popularity of the motor car has become so great that it has lessened that of the high-bred horse. The horse show is virtually the opening of the social season in New York, for at this function society reconvenes in town.

The entire fashionable throng that is seen at the horse show is again seen at Madison Square Garden during the week of the national automobile show, which this season is January 15-23. The facts in relation to these two big functions, however, show that the seats at the horse show have brought less of recent years and that the attendance has not increased, while each season the annual automobile show in the Garden has been a greater event and more largely attended.

H. F. Grant, of Boston, who has been rapidly coming to the front as a peer among the top-notch racing drivers, will drive the Locomotive car entered in the Savannah race by Louis J. Bergdoll of Philadelphia. Grant won two firsts and a second, with his Locomotive car in the Providence, N. I., track October 10. In fact, he has not failed to finish one, two or three in any race he has entered. In the Savannah contest he will be pitted against the biggest special racing cars of Europe with the regular stock chassis of the Locomotive company's six-cylinder car.

It is proposed to run the Long Island Motor Parkway as a toll road and make it pay. This being the case it seems improbable that there is any truth in the criticism that charges the managers with arrogance and high handedness. It would hardly be good business policy for the directors of a truly public roadway to take the attitude

30-HORSEPOWER MITCHELL 1909 TOURING CAR



Fred A. Bennett is the agent for the Mitchell, and a car of the type shown in the cut can be purchased for \$1,500. This is the first car of the model brought to the coast.

of the famous Vanderbilt, now deceased, who said: "The public be damned."

Dark on a lonely country road, and no match with which to light the lamps! This is a troublesome position to the careless motorist. A little light on the subject of what to do when thus in the dark is given by an inveterate smoker who evolved the idea one windy day when, without forethought, he had used up all his matches. He says: "Disconnect one of the wires of the spark plug and place a piece of waste saturated with oil between the plug terminal and the end of the wire, so as to make the spark jump through the waste. A small piece of waste is enough and great care should be taken not to fire the gas fumes from the carburetor."

TOO SPRY FOR CALIFORNIANS

Vancouver's Forwards Daze the Rugby Aggregation; Score 3-0.

(Heart News by Longest Leased Wire.) San Francisco, Oct. 31.—Vancouver, 3; California, 0.

The score of the game played today between the 15 rugby players from Vancouver, B. C., and the University of California's rugby 15, does not by any means represent the actual value of the playing of the teams. The visitors so far outplayed the collegians that a score of 10 or 15 points in their favor would more properly show the run of the play.

The California men did not play anything like the game they put up on Wednesday, when the British Columbians improved.

It is hard to say what was the principal defect in the California play. The backs defended as well as they did on Wednesday, the forwards were just as good in the scrum and the line out, and the kicking was not worse than in the first game, but still the Berkeley team got the worst of the game all through.

The only explanation appears to be that the fast work of the Vancouver forwards, which was easily the best display of dashing forward play seen

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Stoddard Dayton

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BROADWAY HIGH BEATS EAST SIDE

Thirty-nine to Nothing Is The Score—Case of Game But Outweighed.

(Special Dispatch to The Journal.) University of Washington, Seattle, Oct. 31.—Broadway high school of Seattle, defeated the East Side high school of Portland on the university campus this afternoon, 39 to 0. Six touchdowns and one place-kick were made against the visitors. The Seattle players outweighed their opponents and had no difficulty in piercing the line repeatedly. Portland scrapped hard and played the best game it was capable of, but the Broadway weight was too much for them.

Twice Portland threatened the Seattle goal, once getting the ball to the three-yard line, but the Broadway line was adamant and Portland was powerless. Both times that Portland got close to the goal it was due to their blocking of the punt. The second time Portland tried a forward pass on the seven-yard line, but it hit the ground and Portland was penalized. Jones and Cornell primarily were responsible for the two touchdowns.

The east side boys did some of the best tackling ever seen on Denny field. They tackled hard and sure when they got a chance, but the interference of the Broadway players was excellent and the huskies of the Seattle team boyed over opponent after opponent protecting the runner. For Seattle, Smith, Conners and Warren were stars, while Jones, Everett and Cornell did great work for Portland. The lineup follows:

Seattle	Portland
Burke..... R. E. Euster	Kallogg
Whitman..... R. T. Ed	Kader
Whitman..... R. G. Hedge	Thompson..... C. Moreland
Thompson..... C. Moreland	Hubbard..... R. H. Fishery
Presley..... J. T. Eleader	Smalley..... L. B. Hale
Conners..... Q. Cornell	Smith..... R. H. James
Warren..... L. H. Everett	Kilmerfeldt..... F. H. Stuard

Ever since some drivers in a hill-climbing contest at Albany struck for mechanically-fastened tires on their cars last spring, the safety of this type of tire has been appealing more and more to the racing contingent. There has been hardly any recent race in which some entrants have not declined free tires of some sort and bought some of the bolted-on type. Not only for track work is its advantage being realized, but for road races also.

1909 Pierce-Arrow Has Arrived



1909 Cadillac Thirty

WILL ARRIVE BY NOVEMBER 5.

The kind of an Automobile to buy is a PROVEN CAR.

Both the Pierce-Arrow and Cadillac are tried and true.

Covey Motor Car Co.

Sixteenth and Alder Streets After December 1 new building, Seventh and Couch Streets.

23,000 MILES IN ONE DAY—

ELECTION SWEEPSTAKES

A 1909 Chalmers Detroit "30" will start from the Oregonian building Tuesday morning at 8 o'clock on a 200-mile non-stop endurance run; 115 Chalmers Detroit "30" dealers over the country are going to do the same thing.

THINK OF IT

Twenty-three thousand miles covered in one day by the Chalmers Detroit "30." This race will show several things. It will show the performance of this car in the hands of different people. It will show the economical qualities in the consumption of gasoline and oil, for a close record will be kept of the amount consumed. It will show the ability of the Chalmers "30" to stand up under all kinds of road conditions. We will publish the number of perfect scores and the amount of fuel consumed in each case. We are delivering the 1909 Chalmers Detroit "30" NOW—the greatest \$3,500 machine on earth.

H. L. KEATS AUTO CO.

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