

NEWS OF THE WORLD

FIVE HUNDRED DOLLARS YEARLY TRIBUTE EXACTED BY GARAGES

It costs \$500 a year to own the average automobile. For some it costs a great deal more than \$500 and for others, the smaller ones, it costs a little less, provided one has no accidents.

For \$500 one can store his machine at a garage when it is not in use, oil it, clean it and polish it, and, perhaps, replace an occasional bolt that slips off. At the end of the year one's \$500 is gone and if one has any scratches, the cost for repairs must all be paid over and above that figure.

When one buys his gasoline from the average dealer or garage keeper, according to the statements of some of the city's most prominent dealers in automobiles, one must pay just 52 cents a gallon more for it than does the keeper of the garage. In other words one not only pays for the gasoline but 40 per cent of what is paid is the dealer's profit. It costs him 15 1/2 cents a gallon from the Standard Oil company and out of every 200 gallons there is an average of about 5 gallons wasted.

If benzine is used it is a little cheaper than gasoline by the gallon. The Standard Oil company receives 13 1/2 cents a gallon from the dealer, who sells it in turn to the consumer for 18 cents. The oil company doesn't say what its profit per gallon is.

Then there are expenses by the score; little ones to be sure, but they mount up, too numerous to mention and never imagined until one owns an automobile and tries to run it.

Tires cost \$60 to \$200 a set every time one runs 4000 miles. Perhaps if one has a good set and a light machine they will last a little longer but not much. The heavier the car, the greater the expenses, not only for fueling, but for tires, for cleaning, for the innumerable little repairs and almost for general principles.

If one is a business man and does much running about, one will have to buy four or five new sets of tires a year. One prominent contractor in town is said by the dealer with whom he trades, to run 25,000 miles a year about the city. The same dealer says that tires are not expected to last over 5000 miles.

An automobile in itself may be cheap, even at a profit of say \$500 to the dealer who sells it, but pay for the gasoline and incidental repairs, not mentioning smashups or explosions, and you have a machine in condition so that it can be run at all times, one does well to get off at \$50 a month.

MANY BIG LEAGUE BALL TOSSERS OWNING HANDSOME AUTOMOBILES

While automobiles are not quite as popular with ball players as diamonds, due no doubt to the difference in price, quite a few of the big league stars have fallen for the whiz wagon.

No one for a minute thought John Anderson would ever fall for the speed fad, but he did, and no wealthy guy in Worcester has a better machine than John. In fact, it looks as if the song, "I May Be Crazy, But I Ain't No Fool," hits Anderson's case.

Sam Crawford of the Tigers has a swell roadster and rides to and from the park every day during the summer. Sam is the extravagant cuss, and has a Gabriel horn on the machine. He is the envy of all the other Tigers.

Hans Wagner has a swell touring car and gets a lot of enjoyment out of the whiz wagon. Elmer Flick, of the Naps,

FAMOUS ORMOND RACE COURSE TO BE KEPT UP

There is talk now of having more motor races on the famous beach at Ormond, Fla., where so many world records have been made in the past. It is very doubtful, however, if there will be any races there the coming season, which will be of much importance.

Ormond beach as a motor racing ground will not be allowed to drop completely out of sight, however, even if there are no races the coming season. Plans are now under way that will bring greater glory than ever to the beach.

It is proposed to arrange a series of motor races and aerial flights there for the winter of 1909-10. Men interested in aeronautics have visited the beach a number of times and they have remarked that it would be a splendid place to try their flights.

The committee is now at work framing the rules for the run. They are to be based on the skill, grace and accuracy in driving with immunity, or the reverse, from punctures or the trouble of the tires, which is the trouble most applied in a contest on tires.

The start will be made from the Hotel Plaza, where the committee meets. A tire concern in Newark will entertain the contestants at a luncheon when they reach the city, while the Quaker City Motor club and the allied automobile clubs of Philadelphia will escort the tourists into Philadelphia.

A number of prizes will be offered in the various classes.

ST. LOUIS' NEW MANAGER IN ACTION



Roger Bresnahan, the famous backstop of the New York Giants, who will manage the Cardinals next season. Roger went to St. Louis in a three-cornered deal between St. Louis, Cincinnati and New York. His shift guards, the same as those used in football, are the occasion for much joshing among the big brush fans, but Roger doesn't mind it. They have saved him from many a pain.

WHITE STEAMER WHICH CLIMBED SAN JUAN HILL



"The 1901 Model 'A,' 6-horsepower White Stanhope which climbed San Juan Hill in 9 minutes and 54 seconds, and a 30-horsepower, 1908, Model White Car, showing seven years advance in automobile building.

In the car are Mrs. J. J. Hanfin Jr., Mrs. C. L. Hogue, Mrs. W. M. Gardiner, Mrs. Tesch Dean and Mrs. A. H. Pipenberg. In the Stanhope are A. H. Pipenberg and William Willford. The photograph was taken in front of the San Juan Mission after the Stanhope had made a record trip up the San Juan grade."

J. PETERSON MAY MEET O'CONNELL

Former Champion of Sweden Probably Here for Match January 7.

When Eddie O'Connell goes on the mat along about January 7 he will probably meet Jack Peterson, one of the cleverest grapplers in the middle west. In the former welterweight champion of Sweden, who is now a resident of St. Louis, the Multnomah club instructor will meet one of the classic men in the game. Peterson has beaten everything of his weight in the Mississippi valley and will no doubt carry a lot of eastern money when he comes out to wrestle O'Connell.

O'Connell has won hundreds of friends since his meeting with Mike Dwyer of Chicago, when the latter felled O'Connell three times in a handicap match. All the criticisms against him have fallen flat, there being absolutely no truth in the statements that Dwyer had given to the local man. In fact O'Connell emerged from the recent bout with Dwyer more firmly imbedded in the hearts of the local sport lovers than at any time since he introduced high class wrestling in Portland in his capacity as instructor at the club.

There are scores of those who believe that O'Connell will be greeted by the largest house that ever attended a wrestling match in Portland, when he steps on the mat for his next contest. He will be with Jack Peterson, Ed Adamson or Carl Busch, two other first rate grapplers. It will be in the nature of a testimonial to O'Connell's tactics, his knowledge of the game and his gentlemanly and sportsmanlike qualities.

The development of motor experiments has been more or less of an experiment to the promoters. Each time has been between the two contestants, and on each occasion. When the next match is pulled off, the management says, all the seats will be on a gradual incline so that there will be no more stretching of necks to see over the head of the man in front.

FAMOUS INDIAN LONGBOAT



Toronto, Dec. 26.—There is a great demand for tickets for the big benefit performance to be given in Massey hall tonight for the next night, the Indian longboat distance champion runner, who recently defeated Dorando in the Marathon race at New York. The occasion is a beautiful girl of exceptional character and well educated.

Further portions of the German imperial estimates for the financial year 1909 show that the ordinary recurring expenditure upon the army will amount to \$130,147,855, an increase of \$1,324,800. Nonrecurring ordinary expenditure will amount to \$8,565,000, a decrease of \$1,435,750. There is thus a net decrease of about \$5,000,000 as compared with the present financial year. Increased expenditure is required by the transport department in consequence of the development of motor experiments, and also for field kitchens and garrison hospitals.

The total estimates for the German colonies balance with a revenue and expenditure of \$24,776,875, or \$6,265,610 less than last year. The total amount of the imperial subsidies for the ordinary purposes of the colonies is \$8,082,930, or \$3,532,474 less than last year. Of this amount West Africa is allotted nearly \$5,000,000 as compared with nearly \$10,000,000 last year, and East Africa is allotted \$868,700, or about \$225,000 less than last year. To Poland this year requires \$22,500, and the Carline islands and Samoa alone require no subsidy. No mention is made of any sum set aside for military airships, but these are presumably included in the sum of \$7,135 set aside for purchases and experiments in connection with military communications.

ARCHBISHOP DECIDES LONGBOAT CAN'T WED

(United Press Leased Wire.) Toronto, Ont., Dec. 26.—Tom Longboat, world's champion Marathon runner, and Miss Lauretta Maracle, the Indian school teacher, who took his heart into camp as easily as Longboat did Dorando's feet, will not be married in Massey hall next Monday night, according to program—if an English church clergyman has to do it. Archbishop Swinburn has written to Rev. A. H. Creagan, of Deseronto, who is in charge of the reserve where Longboat met Miss Maracle, and who was announced to come here to perform the ceremony, intimating that he must not do so.

The same prohibitive order applies to other Anglicans. The objection of the archbishop is that Longboat's advent from heathendom to Christianity at Deseronto last week was "a rush" job, and as there was no evidence of Longboat's conversion to Christianity, that he is still a heathen. Finanigan, Longboat's manager, is greatly disturbed over the affair and says some other minister must perform it, as Tom must get married. So far, however, the other minister has not been landed.

NEW BOOKS FOR THE LIBRARY

- The following new books may be examined at the public library during the week and will be ready for circulation Monday, January 4:
- BIOGRAPHY.**
Channing—Autobiography and Diary of Elizabeth Parson Channing, 1807.
Eddy—Mary Baker G. Eddy; by Arthur Brisbane, 1908.
Lull—Raymond Lull, First Missionary to the Moslems; by S. M. Zwemer, 1902.
BOOKS IN FOREIGN LANGUAGES.
Aubin—Das Heutige Marokko.
Elsie—The East.
Bohiau—Ratsmedelgeschichten.
Bourget—Le Disciple.
Defoe—Robinson Crusoe's Liv og Handel.
Elder—Kihredder.
Grap—Norges Dæmring.
Sander—Jesus Christ, 1896.
Maupassant—Les Dimanches d'un Bourgeois de Paris.
DESCRIPTION AND TRAVEL.
Koebel—Modern Argentina, the El Dorado of Today; by J. B. Askew, 1907.
Sewall—The Log Book of the Captain's Clerk; Adventures in the China Seas, 1905.
Waddington—Chateau and Country Life in France; 1908.
FICTION.
Bates—The Intoxicated Ghost and Other Stories.
Bell—Tales of Greyhous.
MacGowan—Judith of the Cumberlands.
Sander—The Forest Playfellow.
White—The Riverman.
Wilson—Marian; a Romance of Persia.
HISTORY.
Murray—Imperial Outposts, From a Strategic and Commercial Aspect; with Special Reference to the Japanese Alliance; 1907.
O'Donnell—Causes of Present Discontent in India; 1908.
LITERATURE.
Faguet—A Literary History of France, 1907.
Morley—Critical Miscellanies, vol. 4, 1888.
PHILOSOPHY.
Bishop—Seventy Years Young, 1907.
Kautsky—Ethics and the Materialist Conception of History; by J. B. Askew, 1907.
RELIGION.
Curtis—Loas of North Siam, 1903.
Laligton—Jesus Christ and the Civilization of Today, 1907.
Shedd—Islam and the Oriental Churches, 1908.
Underwood—The Call of Korea, 1906.
Van Sommer and Zwemer—Our Moslem Sisters, Ed. 2, 1907.
Watson—Egypt and the Christian Crusade, 1907.
Zwemer—The Moslem Doctrine of God, 1908.
Zwemer and others, Eds.—The Mohammedan World of Today, Ed. 2, 1906.
SOCIOLOGY.
Darwin—Municipal Ownership, 1907.
Fuller—Government by the People; the Law and Customs Regulating the Election System and the Formation and Control of Political Parties in the United States, 1908.
Ross—Social Psychology, 1908.
Wells—Private Freight Cars and American Railways, 1908.
USEFUL ARTS.
Bergh—Safe Building Construction, 1908.
Starbuck—Mechanical Drawing for Plumbers, 1908.
Whipple—Typhoid Fever; Its Causes,

FRENCH TIP ON HEADLIGHT USE

Much of the penetrative luminosity of expensive headlights is wasted and lost by inattention to and ignorance of the proper setting of the lamps upon the frame. According to a lucidly written article in our copy of contemporary, La pratique Automobile, it is most important to see that the forks of the lamp brackets are absolutely perpendicular to the horizontal plane of the car. In order that the axis of the conical beam of light projected by the lens should be at right angles to the vertical plane. This principle is an absolute with the great lamp making houses and is also the principle of some drivers, who think that the lamps should be set slightly forward out of the perpendicular by the lower portions of the beam. The idea of good road illumination is not to light up the immediate surface of the road itself, but to illumine space far ahead of the car for the distant discovery of everything in the roadway. The rays will strike and light the surface quite early enough to discover loose material, bad holes or bad crossings. A photographic example of the manner in which the light should be set is shown by a photograph taken at night, where a hooded wagon and two horses are plainly discovered at a distance of upward of 150 yards, the forms—almost the features—of the animals being quite distinguishable, while the curtains of the wagon show up very clearly. To correctly position lamps, the car should be placed on a level piece of ground or jacked or shored up until the frame is level each way, then the forks carrying the lamps should be set so that the lenses are vertically parallel with a plumb line held in front of them, and are proved to be dead square with each other, by a straight edge being placed horizontally across both lenses.

In for a Dig.
From the Macon (Ga.) News.
Digging dirt in Panama does not appear to be the only digging to be done in regard to the canal. It is proposed that congress dig into the transactions at the purchase of the French company and make the covering dirt fly from a few large domestic scandals.

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tion, Transmission and Prevention. 1908. BOOKS ADDED TO REFERENCE DEPARTMENT.
Baker—Dictionary of Engraving, 1908. Carnegie Institution of Washington. Handbook of learned societies and institutions in America, 1908.
Lake Placid Conference on Home Economics. Proceedings 1899-1907.
Los Angeles Chamber of Commerce. Report of the citizens' relief committee for the relief of sufferers from the earthquake and fire, 1908.
Merck's Index: An encyclopaedia for the chemist, pharmacist and physician, 1907.
National Conference on State and Local Taxation. State and Local Taxation; first national conference, 1908.
Rhead—Studies in Plant Form; intended to demonstrate the method of deriving ornamental suggestion from natural growths, 1908.
San Francisco; Charter of the city and county, 1908.
San Francisco; Auditor, annual financial statement of the city and county, 1908.
T Square Club (Philadelphia); American competitions; comp. and ed. by A. B. Lacey, 1907.
Zwemer—Works; ed. by Hallam, Lord Tenyson, 5 v., 1908.
Zwemer—The Moslem World, 1908.
BOOKS ADDED TO JUVENILE DEPARTMENT.
Janvier—In the Sargasso Sea. National Rhymes for the Nursery. Williams—How It Works.
Where a Man's His Own Boss.
From the New York World.
In New York city 146 flagmen stand guard at 67 points. Without these men every streetcar would be in danger, for it is the flagman's duty to see that other cars are held back while one is safely crossing. This necessitates five or six distinct signals in as many different directions, almost simultaneous. Between the hours of 4 and 6, when traffic is at its height, the signals by which collisions and delays are avoided, are made by amazing contortions and spectacular gestures. In crossing Broadway at Thirty-fourth street and downward course to the sea.

Sixth avenue, one's attention is suddenly arrested by a man, who, frantically waving his flag, stands in the tracks in the midst of a seething rush of automobiles, horses, bicycles and human beings. With the thunder of the overhead wires in his ears and alert to the movements of cars in all directions, now looking backward, suddenly leaping forward, waving his flag to the left and right, mad dance goes on until one marvels at the endurance of the man.
"When asked if he felt the strain of such an occupation, the flagman replied:
"Why, I am so used to the noise that I don't even hear an elevated train when it passes overhead. Of course, you have seen me at my busiest hour, and I guess couldn't keep it up any way all the time, for we work 10 hours a day, but a lot of men prefer the worst sections and I am glad when the busiest time comes."
When asked if he would not prefer to be a conductor or motorman and receive higher wages, he replied:
"I'd rather be out here in the street and get less pay than to be on a car. There are no passengers here to bother with and a man is his own boss."
Instinct of Eels.
From the London Outlook.
We know that every autumn and winter the big eels run downward to the sea. But what became of the eels when they reached the sea, and where the young eels came from that every angler has seen swimming their way upstream in the spring, were problems on which there was room for speculation. We know now, thanks to the patient research of scientists at sea, that the parent eels make their way to very deep waters right out from the land, and there the young eels are born or hatched, and it is from thence that they have their starting point on the wonderful journey which instinct leads them, back to the fresh waters of river and lake in the heart of the country where their parents started on their Broadway at Thirty-fourth street and downward course to the sea.