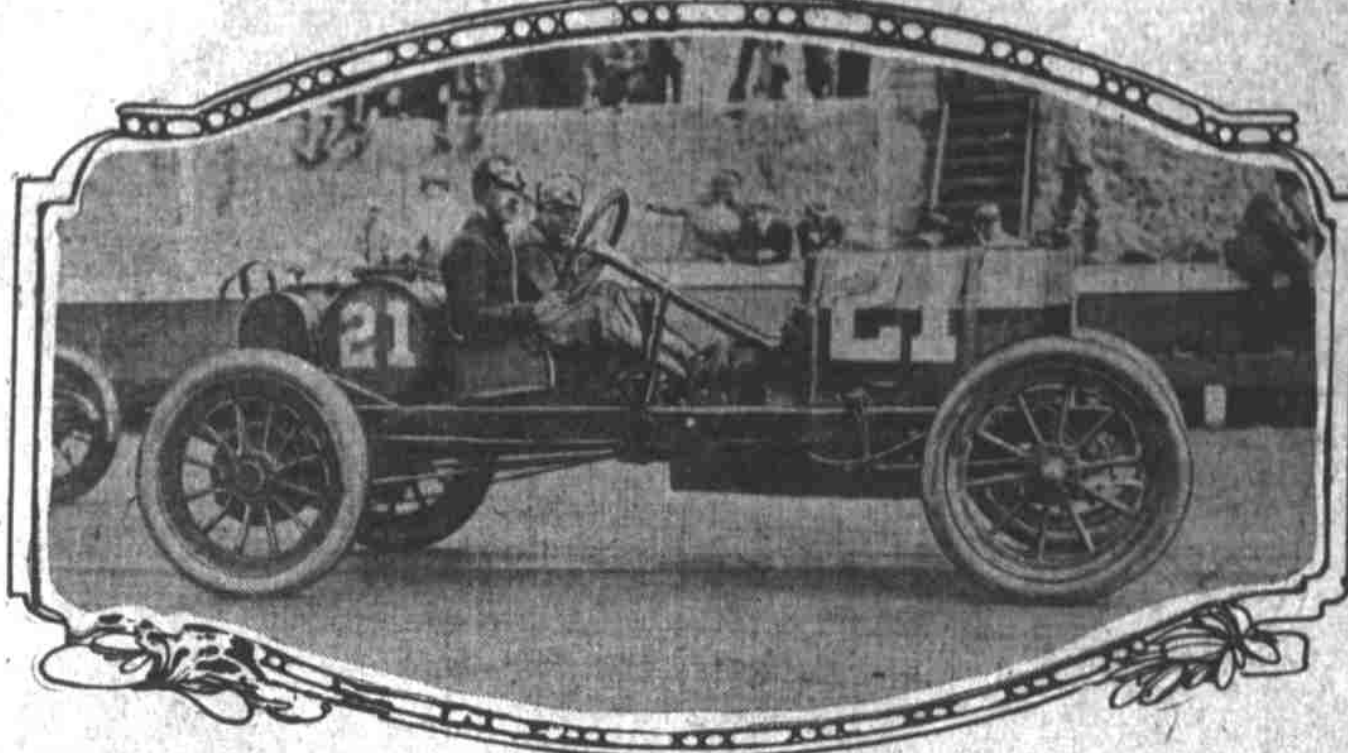


CLEANINGS OF THE AUTO WORLD

WINNER OF 120-MILE RACE AT ATLANTA



Ray W. Harroun in the No. 21 Marmon, winner of the 120-mile race at Atlanta, November 11, 1909. This car was also the winner of the Wheatley Hills sweepstakes trophy preliminary to the Vanderbilt cup race October 30.

AUTOMOBILE CLUB FIXES DATE FOR SHOW

The time—January 24 to January 29. The place—The Armory, corner of Tenth and Couch streets.

The event—The second annual automobile show of the Portland Automobile club.

Such was the decision reached by the Portland Automobile club over a week ago. Such was the decision reached by the members of the Portland Automobile Dealers' association Wednesday night. The two parties most deeply concerned being willing accordingly the second annual automobile show of the Portland Automobile club will be held January 24 to January 29 in the Armory of the Oregon National Guard.

For awhile it seemed very doubtful whether there would be a show or not for many of the members of the dealer association, the men who make the show, were decidedly averse to holding another show in the Armory. A special meeting of the association was held Wednesday night with the result that after much discussion the dates selected by the Automobile club were ratified, and the show will be held on those dates.

Will Lipman, secretary of the Portland Automobile club, and the manager

of last year's highly successful show, will again handle the reins of the Portland show. The dealers were unanimous in asking that he be selected, and the appointment was made at once. Mr. Lipman took up the duties of the office at once.

The first act of the new manager was to hire the Armory. The contract calls for the use of the entrance hall, dance hall on the second floor, the gymnasium and the main drill hall. The entrance hall and the drill hall were used last year, while additional space has been secured in the dance hall and gymnasium.

With the possibility of using these two additional rooms the last possible objection of the dealers was removed, they had seen no profit in holding a show in which each man could have but little of the amount of space he wanted, and as a consequence many of them were objecting strenuously to holding a show at all. They were won over by the prospect of more room, however, and at the special meeting held Wednesday it was finally decided that no opposition should be offered to the Automobile club in its effort to hold the show January 24-29.

STEARNS CAR TO BE REPRESENTED

Western Sales Manager Visits Portland and Places Agency.

A. S. Holden, western sales manager of the F. B. Stearns company, and who has charge of all the territory west of Denver for the Stearns people, was a visitor in Portland for nearly a week recently hunting for an agent for the Stearns car here. That he was successful was shown by the optimistic views of the future of the Stearns car in Portland that he maintained.

While a hitch in proceedings which will undoubtedly be straightened out within the next few days will delay matters somewhat, the Stearns has virtually been placed in the hands of one of the most wide awake, automobile dealers in the city, and an announcement to that effect can be expected within the next few days. The dealer in question already has a fine line of machines, only lacking a high priced car, such as the Stearns car is, to complete his line.

Holden is one of the youngest sales managers in the automobile game. Since graduating from the Case Technological school he has been through every department of the Stearns factory and has learned his car from the ground. He was well known in the east, where he was assistant manager of sales of the Stearns company before coming west to be the western sales manager.

Holden has had much experience in the handling of exhibits in the big automobile shows and will make a special display in the Portland show this year. He will go east to the New York show and then come to Portland in time for the opening of the show here. His headquarters are in San Francisco, but he expects that much of his time will be spent in the northwest.

NOTED AUTO DRIVER IS GUEST OF HONOR

Harry F. Grant, who drove the Alco car to victory in the Vanderbilt cup race, was the guest of honor at a dinner given by the officers of the American Locomotive company at the Engineers' club. Grant was congratulated on having won the most severe Vanderbilt cup race ever run, and the first one won by a stock car. He was presented with a check from the company for a substantial sum. F. H. Lee, Grant's mechanic; W. J. Harris and George Babcock, who were his training attendants and pit assistants, were also rewarded with cash presents.

Other interesting points brought out in the speeches were the fact that the course was only half the length of former ones, with twice as many turns, and this made it the most bruising of all races, as shown also by there being a greater number of cars killed off.

In six former races for the Vanderbilt cup special racing cars of much higher horsepower were used, yet only once was any faster time made. Grant was congratulated on the fine head work his driving showed, his laps being evenly timed until toward the end, when he began to forge to the front, just as had been planned.

The final lap was the fastest, and his last four laps were made at an average speed of 70.14 miles an hour. Grant re-

NEW MEMBERS IN THE A. A. A.

Atlanta, Waco and Rowan Clubs Secure Proper Recognition.

Three new clubs were elected to membership in the American Automobile association at the regular monthly meeting of the executive committee, held recently at national headquarters, 487 Fifth avenue, New York. They were: Atlanta Automobile association of Atlanta, Ga.; Waco Automobile club, Waco, Texas, and the Rowan County Automobile club of Salisbury, N. C. At the same time favorable reports were received indicating that active work is progressing toward the formation of state associations in Texas, North Carolina, Alabama and Florida.

Secretary B. M. Reed, of the Tampa club, stated that automobile interest was increasing rapidly in all parts of Florida and the clubs that are likely to be affiliated with the state body will be the Tampa, Daytona, De Land, Orlando, Bartow, Brockville, Ocala, Gainesville and Jacksonville clubs. President Lewis R. Spear of Boston, who presided at the meeting, announced the appointment of Ralph W. Smith, president of the Denver Motor club, also president of the Colorado State Automobile association, as a member of the A. A. A. executive committee.

Secretary Frederick H. Elliott was instructed to make arrangements for the customary reduced railroad rates for A. A. A. members desiring to attend some of the meetings to be held in New York city during the coming two big automobile shows, the Grand Central Palace show, from December 21 to January 7, and the Madison Square Garden show, from January 8 to 15.

A valuable contribution to the touring material being supplied by numerous A. A. A. clubs for the benefit of their members will be the new road map and route book of western New York that has been prepared by the Automobile club of Buffalo.

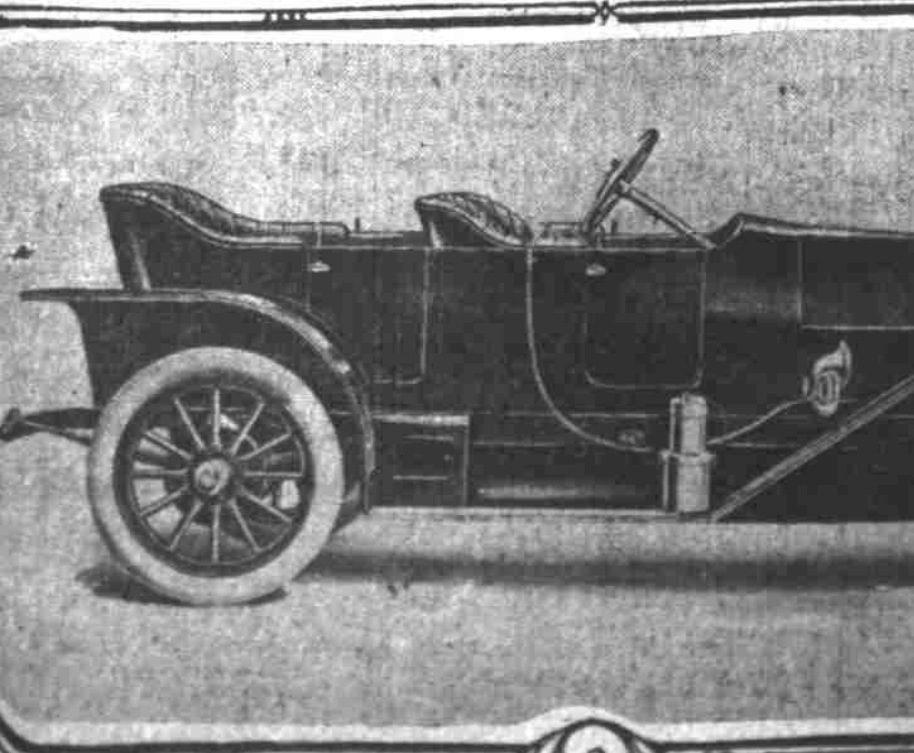
Five draughtsmen have been at work on the maps for several weeks, and a number of cars have been engaged in touring out every available road in the western part of the state, obtaining road and hotel data for scores of routes. The map will be ready for presentation to the members at the annual meeting, December 29.

The big tour recently held to Atlanta, Ga., from New York, in the interests of good roads and the organization and election to the A. A. A. of new automobile clubs in Georgia and North Carolina are clear object lessons in themselves of the growing popularity of the motor car and the desire to obtain better highways. An ambitious plan is now under consideration by the officials of many counties in Virginia, North and South Carolina and Georgia to make a continuous stretch of improved road 750 miles long. It is to be known as the capital highway, because it will connect the state capitals of the four states, Richmond, Raleigh, Columbia and Atlanta.

According to General John T. Cutting, there are 16,544 grade crossings in New York state alone, all of which are a constant peril to motorists.

He received his honors modestly, but said that he could have driven on for 300 miles more.

CAR FITTED FOR WINTER WEATHER



Speedwell "Torpedo" 1910 model expected in this city within the next few days. This car is not only a unique one, but when fitted with top and glass front will be one of the warmest of winter cars. Gear lever and breaks are all on the side of the car. E. H. Thompson Jr., the agent for the Speedwell, is expecting one of these models.

ROBERTSON TO DRIVE SIMPLEX

Winner of 1908 Vanderbilt Cup Will Race at New Orleans.

New Orleans, Nov. 20.—George Robertson, winner of the 1908 Vanderbilt cup, the 1908-9 Falmouth Park cups, the Lowell national cup and two 24 hour Brighton Beach races of this year, will compete at New Orleans during the Good Roads track meet to be held today and tomorrow. This meet is being held by the New Orleans Automobile club in connection with the first Louisiana Good Roads convention, called by Governor J. Y. Sanders, the New Orleans Progressive union and the automobile club.

Robertson will drive the Simplex car with which he has won his honors this season, both on the track and road. He has competed on the New Orleans track in the past, and knows every inch of its wonderful soil. It was Robertson, in fact, who first declared the Fair Grounds track to be the fastest and safest mile track in the world.

Robertson will not be alone when he faces Starter Wagner in the various events in which he will compete. A number of other prominent eastern drivers will be here with the fastest cars shown in the Vanderbilt cup and other races of recent times. One of the certain starters against Robertson will be Lewis Strang, his oldest rival of the present day drivers. Robertson and Strang have always been rivals, even when working together in the establishment conducted in New York by Robertson's father. Strang is to drive the Fiat which he piloted in the Vanderbilt cup race.

A number of other drivers will be here, including the most prominent in America. Entries are promised Secretary Homer George by several manufacturers, but none is being made public until actually in hand. Many local entries are also being received for various local events.

Work has been started on the mile race track at the New Orleans fair grounds in preparation for the good roads automobile race meet. The course will be scraped of all its present top, soil until only the "buckshot" black loam is left. Then that will be oiled and made perfect for such record breaking fast time as was made over the course last February.

Arrangements have been made with Captain W. H. Hardee, city engineer, for the use of the city road repair forces for this work. Captain Hardee and Mayor Behrman are both hearty advocates of good roads, and are doing this work to further the cause, since the greater percentage of the receipts go to the good roads fund being raised by Governor Sanders and others throughout the city and state.

As a result of the excellent work of a motor truck bought by the Pfister Fire company of Jenkintown, Pa., it is possible that the Philadelphia fire department may shortly introduce the automobile into its service.

A shortage of cars is being predicted for 1910. Yet it was only a short time ago that it was predicted that 200,000 cars would be produced.

EVENTS TO COME IN WORLD OF MOTORDOM

- November 19-27—Thirty-third annual Stanley Show of motor vehicles. In Agricultural hall, London, England.
- November 20-21—Annual fall track meet, New Orleans Automobile club, New Orleans, La. Homer C. George, secretary-manager.
- November 22—Start from Denver of the Flag-to-Flag reliability run.
- November 25—Hill climbing contest at Redlands, under the auspices of the Mile High Climbing association.
- December 5-19—Reliability trial for light cars, under direction of L'Auto, Paris.
- December 29-30—Fourth annual mid-winter endurance contest, under direction of the Quaker City Motor club.
- December 31-January 7—New York city, Grand Central Palace, tenth International Automobile Show. Under the management of the American Motor Car Manufacturers' association with Importers Automobile Salon and the Motor and Accessory Manufacturers. Allyn Reed, general manager, 566 Fifth avenue, New York city.
- January 8-15—Tenth annual National Automobile Show in Madison Square Garden, New York, under the auspices of the Association of Licensed Automobile Manufacturers.
- January 17-22—Annual Automobile Show of the Automobile Trade association of Philadelphia, in the Second Regiment Armory, Broad street and Susquehanna avenue. Second Annual Automobile Show of the Portland Automobile club of Portland, Or.
- January 24-29—Third annual Automobile Show in Detroit, Mich., under the direction of Detroit Automobile association.
- January 28-February 3—Automobile exhibition at Waverly Market, Edinburgh, Scotland, under direction of Scottish Motor Trade association.

RATHSKELLER AT AUTOMOBILE SHOW

A revelation in the rathskeller line is promised for visitors to the tenth National Automobile show, which is to be held in Madison Square Garden during the week of January 8 to 15. Every nook and cranny of the historic building has been considered in the plan of decoration, and those who have been privileged to see the decorative scheme adopted for the forthcoming show by the committee in charge, saw the big amphitheatre will present a scene of unsurpassed grandeur that will make it unrecognizable to its regular patrons.

The basement, where the commercial vehicles and motorcycles are to be on view, will be decorated more attractively than ever before and here, buried among dangling foliage, the rathskeller will be found. The rathskeller is of the Dutch-colonial type and is painted in cream white. The entrance with its two Gothic columns is unique and it is said that there is nothing along New York's "great white way" to compare with it.

Crimson and green ramblers, clinging to lattice work effects, adorn the edges of the inn and autumnal foliage trails to the top of it on each side of the entrance. There is a passageway on either side of the inn, and a glimpse of what is within its clapboarded walls can be had by peeping through the old fashioned windows, which front on the passageways. Bay-trees in boxes adorn the base of each column in front of the inn, and one side of the entrance is flanked with a rustic seat.

Both New York state and New Jersey have practically abolished oil tax on Pennsylvania has 17,018 miles of toll roads, through 21 counties.

The Automobile club of New Haven is planning to hold a paper chase or a gymkhana some time this fall.

CADILLAC CARS FOR EXPLORERS

Railroad Surveyors Will Give Motor Severe Test in Australia.

The premier of Australia has designated a Cadillac "Thirty" for one of the most difficult tasks ever assigned to a motor car—the exploration of the proposed route of the Australian transcontinental railway, for hundreds of miles, lies through trackless wilderness, including some of the wildest country on a continent which abounds in wild country. It will be necessary to complete the stupendous undertaking for the car to carry all the essentials for living in the desert. Tents, water, food, etc., will form the most important part of the equipment.

The idea of exploring the route of the railway was promulgated by the Australian newspapers, which secured the government's sanction and support of a project which undoubtedly will save thousands of pounds when construction work actually begins.

Doubtless the premier's selection of the Cadillac for this work was impelled by the car's recent feat in crossing the continent from Sydney to the Gulf of Carpentaria. At the time that trip was undertaken, no motor had ever attempted the terrible journey, and none has yet assayed to duplicate it. On this occasion the route followed was practically identical with that proposed for the railroad. At one period of the pilgrimage, no white man was seen for five days by those in the car; and the blacks fled at the motor's approach. They had never before seen an automobile.

It was necessary for a great part of the distance to travel by the compass alone, keeping in the general direction as closely as topographical conditions would permit. Again it was impossible to make progress until the undergrowth and bush has been subdued with axes and knives. There were rocks and boulders innumerable and deep sand for miles, but the Cadillac emerged triumphant, with the distinction of having blazed the first motor trail across an almost unexplored continent.

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