

AUTO ASSOCIATION ANNUAL BANQUET SATURDAY NIGHT

Dealers Will Meet at Commercial Club in Yearly Social Affair; Election of Officers Held Monday.

Completion of a great year in the automobile business will be celebrated next Saturday night at the Commercial club when the Portland Automobile Dealers' association will hold its annual banquet. The annual meeting of the association was held last Monday.

It is the custom of the dealers each year to get together at a banquet at the Commercial club during which occasion the feuds, engendered through business competition are forgotten and friendships renewed. It gives them an opportunity to enter the next season of selling with more friends among their competitors and something to remember as being part of their business that was not all work.

The Portland Automobile Dealers' association has had its strongest year during the 1910 selling season and the members believe they have a right to celebrate. The season has been the best ever had in this state. The coming year promises much also and as an ending place for the old year and a starting place for the new next Saturday has been selected. Nearly every automobile dealer in the city will be at the banquet.

In the annual election of officers held Monday night, President Charles F. Wright, head of the firm of Ballou & Wright, was re-elected. Mr. Wright has in the opinion of all, made a good executive for the association and they showed their confidence in him by re-electing him to the presidency.

Other officers elected were Robert E. Blodgett, Flintstone tire agent, secretary, who has devoted much of his time to this association, and Treasurer George S. Brant, secretary of the White Motor Car company.

Frank C. Riggs, the Packard agent in this state, was elected vice president, and was the only "insurgent" candidate elected. Mr. Riggs has been in Portland but a year and a half but has made a host of friends not only among the dealers but also among the automobile owners.

AUTO GOSSIP

John A. Crittenden of the automobile department of the John Deere Plow company is in Spokane organizing a selling branch for the Velle cars in that city. The John Deere Plow company, selling agents for the Velle cars, are remarkably pleased with their start in the automobile business all through the northwest.

A carload of Sampson trucks is expected by the John Deere Plow company this week. The Sampson is one of the cars manufactured by the United Motors company.

George H. Ball of Ballston, Or., drove his Maxwell to Portland this week despite the rain and mud.

J. C. Weston, secretary and sales manager of the Morgan & Wright Tire company, paid Portland a visit and was entertained by Ballou & Wright this week. Mr. Weston is visiting all the branch houses on the coast.

Frank Miller of Aurora, George W. Epley of Sheridan, L. Priests of Salem, C. H. Brooks of Sheridan and Tillamook, F. K. Duell of Medford and George H. Ball of Ballston, all Maxwell owners, were in Portland this week looking over the 1911 Maxwell lines.

Norman De Vaux, formerly a member of the Northwest Bulck company here, has taken the Reo and Apperson agencies for northern California, with headquarters at San Francisco and is now actively engaged completing his organization.

A carload of Stoddard-Dayton pleasure cars is expected soon.

The agency of the Motorette, a three wheeled, 10-horsepower, water cooled business car, has been taken by the Stoddard-Dayton Motor Car company. The little car is due to reach here January 1.

Elliott E. Brett, a member of the H. L. Keats Auto company selling organization, returned from a visit to Los Angeles this week and will resume his work tomorrow.

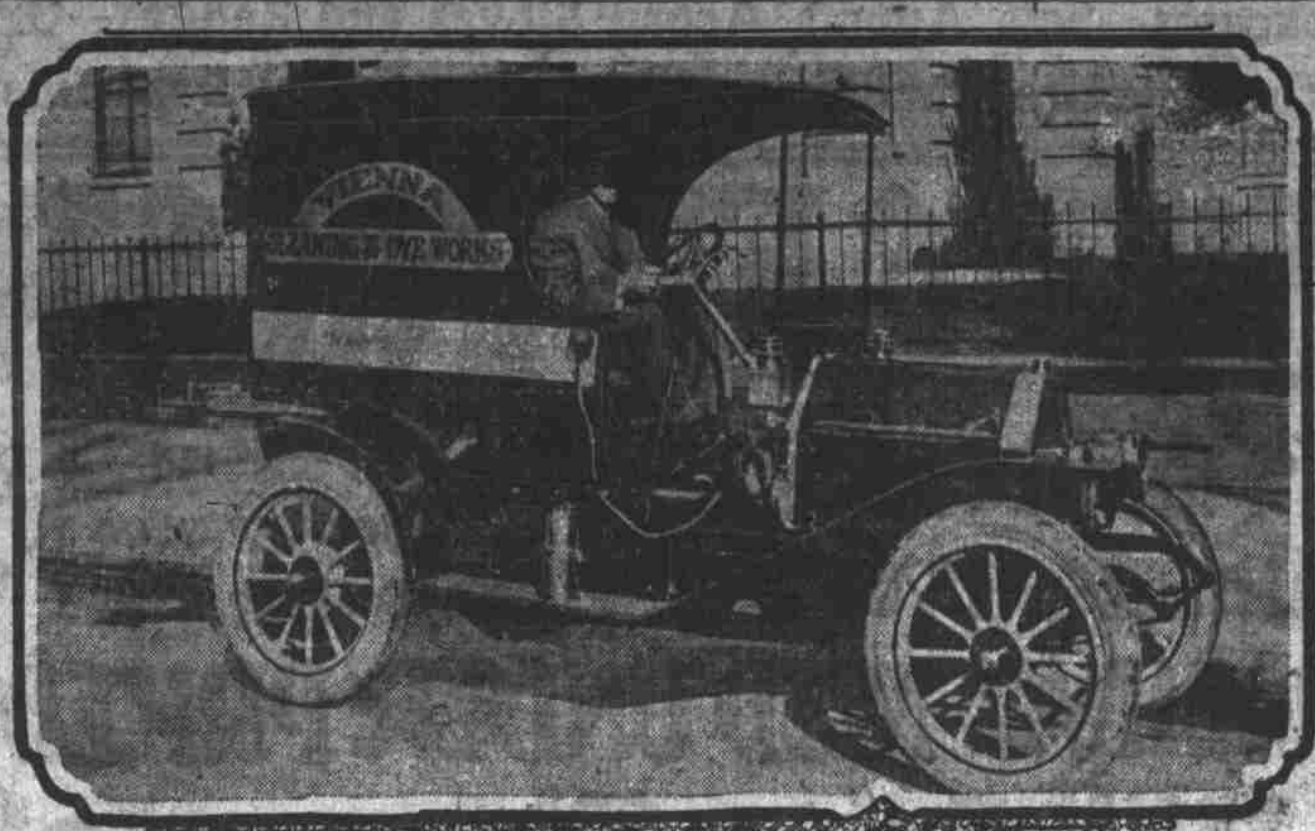
To Improve Southern Waterways.
Albany, Ga., Nov. 12.—Delegates representing the commercial and industrial interests of Florida, Alabama and Georgia attended the annual meeting here today of the Chipola-Flint-Chattooga-Appalachicola-Waterway association. The organization aims to secure federal assistance for the deepening of the channels of the four rivers named some distance inland from the gulf in order to afford communication with many inland points.

Congressional Contest in Iowa.
(United Press Special Wire.)
Dubuque, Iowa, Nov. 12.—Hoping that Gilbert H. Haugen, Republican, will not be admitted to a seat in congress, it is reported today that the Democratic candidate, D. D. Murphy, will take his contest before the house. On the face of the returns Murphy was defeated by 100 votes, but the Democrats refuse to concede Haugen's election and will carry the protest to Washington.

PIANO FREE



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Delivering clothes by automobile. Overland light delivery car owned by Vienna Cleaning & Dye works.

WANT FEDERAL AUTO REGISTER

American Automobile Association Working for National Law to Aid Travel.

New York, Nov. 12.—Working for a federal registration bill in congress, the American Automobile association has through its national effort, focused much attention upon the registration subject in many states, with a consequent betterment in the general convenience for interstate travel. When congress reconvenes in December assurances have been received that the proposed measure will be reported by the committee on interstate and foreign commerce of the house of representatives.

The federal registration bill was one of the things considered at the concluding meeting of the present A. A. executive committee, held at national headquarters, 437 Fifth avenue, New York, Wednesday, November 2, with President L. R. Spears presiding. It is worthy of note to call attention to the fact that Mr. Spears has not missed a meeting of the executive committee or of the board of directors during his two term administration now drawing to a close, and which the Bostonian insists must wind up his occupancy of the chief office of the national automobile organization. Robert P. Hooper of Pennsylvania, the present first vice president, seems to be the unanimous choice as Mr. Spears's successor.

Chairman's Resolution.
Following the executive committee's consideration of the federal bill, Chairman Charles Thaddeus Terry of the legislative board, after a preamble setting forth the extent of the campaign that has been waged for the measure, offered the following resolution, which was adopted:

Resolved, That this association and its various officers, and particularly the legislative board and executive committee, be advised and instructed to make the utmost possible efforts from this date to the adjournment of the next sitting of congress to secure the enactment into law of the federal automobile registration bill; and

That every automobile state association and its members, and every automobile club throughout the country affiliated with the American Automobile association, and their members, be called upon and urged to give their immediate and continuous influence and the support to the measure, demand its enactment into law, insist that their representatives in congress not only vote for but work for the measure, and that each and every influence of each and every one of them be invited and employed forthwith and to the end of the sitting of congress, to accomplish the enactment of this measure into law.

Good Roads Increasing.
Chairman George C. Diehl of the Good Roads Board reported that the highway improvement question had never been in such a healthy condition throughout the entire country. If the Fourth National Good Roads convention goes to Atlanta, Ga., as now appears probable, the south will benefit exceedingly from a gathering certain to be in advance of all preceding similar events. Several innovations are now being planned, which will set a new standard for good roads conventions.

The admission to membership of the Motor Touring club of Jacksonville was accompanied by a statement to the American Automobile association touring information board that that organization would be welcome all American Automobile association members who visit Florida. Up to date information of value will be available to visitors, and it should be kept in mind that Florida is thoroughly awake on good roads, realizing that with their building will come many winter motor visitors.

Reports relating to a recent effort to bring about a so-called western automobile association, resulted in the receipt of communications containing assurances of continued loyalty to the American Automobile association. Both the Automobile Club of Southern California, with a total membership exceeding 2,000, and the Automobile Club of Utah expressed sentiments of unwavering faith in the American Automobile association plan of government in motoring affairs.

President Spears was empowered to appoint a nominating committee for the annual meeting, which will take place November 29 and December 1 at the Hotel Belmont, New York City.

Wind Forces Geese to Shelter.
Fort Stevens, Or., Nov. 12.—Storm bound gray geese are landing on the Stevens tide flats in vast numbers, a 55 mile wind forcing them to seek refuge. Despite the rain, despite the wind, local hunters by the score are gathering rich bags of choice game.

Though many restrictions have been placed against the indiscriminate slaughter and other rostrants resorted to in limiting the space in which shooting may take place, a great number daily supply the post larider.

Wedding at Tallman.
(Special Dispatch to The Journal.)
Lewiston, Or., Nov. 12.—The wedding of Leta Long and Elmer McLain took place near Tallman, this county, last Wednesday. They will make their home in the vicinity of Tallman.

Journal Want Ads bring results.

HERRICK WINS GREAT LOS ANGELES- PHOENIX AUTOMOBILE RACE

Arrival and Time of Cars at Phoenix.			
Cars	Los Angeles	Arrive	Elapsed
Kissel	11:15 p.m.	3:47 a.m.	16 hr. 44 m.
Franklin	11:55 p.m.	10:00 a.m.	16 hr. 15 m. 20 s.
Pope	10:55 p.m.	10:08 a.m.	15 hr. 13 m.
Merced	11:25 p.m.	11:25 a.m.	13 hr. 30 m.
Volley	11:50 p.m.	12:20 p.m.	12 hr. 50 m. 30 s.
Parry	11:00 p.m.	11:47 a.m.	12 hr. 30 m.
Duro	11:05 p.m.	11:47 a.m.	12 hr. 20 m. 45 s.
Ohio	11:25 p.m.	11:39 a.m.	12 hr. 45 m.
Apperson	11:30 p.m.	9:45 p.m.	12 hr. 15 m.
Rambler	11:20 p.m.	3:52 p.m.	12 hr. 50 m.
Ford	11:45 p.m.	8:25 p.m.	12 hr. 37 m.

Harvey Herrick in the Kissel-Kar, won the Los Angeles-Phoenix automobile road race Monday. His time of 15 hours, 44 minutes smashes the record of last year by four hours, 20 minutes. The red racer flew over the 418 miles of rough roads to the finish line at a terrific clip. Skimming across the country at a pace no other driver would dare to take, Herrick won on his nerve, and on the perfect work of the motor of the Kissel which proved the fastest car in the desert race. The Kissel's price is \$1200.

Ralph Hamlin and the Franklin took second place. His time of 16 hours and 15 minutes, also smashes the mark of the Buick made last year. The Franklin was in fine shape with the six-cylinder motor hitting perfectly. Hamlin shares in the golden prize. He paid a tribute to Herrick when he said:

Herrick Our Driver.
"I was out again, that's all there is to it. My car is right, but I would not take the road at the clip which the Kissel rolled over the rough. I'm satisfied and want to congratulate the man who drove that car."

W. D. Tremaine came to the finish line with the Pope-Hartford and took third place. His time was 17 hours, 17 minutes, a remarkable record, considering the deep sands, as the fast car had to plow into Dos Palmas. The Pope was in the deep silt for more than an hour, but Tremaine, who was the favorite at Phoenix, took third position with a burst of speed which shows the class of his racer. He is the third money winner.

C. H. Bigelow in the Mercer, was fourth, in 19 hours, 54 minutes, which is only a few minutes over the record of the last race. Bigelow changed spark plugs three times, losing more than two hours and one-half. He made a great finish as he whirled the handsome machine over the line and sent it careening around the track at the Arizona Fair grounds.

Thousands See Race.
Thousands of persons watched the greatest automobile race that has ever been held in the west. For miles along

the roads near the finish spectators were thronged in their eagerness to see the cars dashing toward the tape. It was a long, hard grind with the man who was willing to take a desperate chance keeping the lead all the way. Herrick branded himself as one of the greatest automobile men in the racing game today. He ripped through the dust, bounced over the chuck holes, and tore through the silt at a clip which none could follow and which no other car could maintain.

Pursued by Hamlin in the Franklin, the race was exciting and the finish spectacular. For a mile down the road the Kissel could be seen in a cloud of dust and then the motor could be heard as the naked exhaust roared. Herrick was driving to win. He came to the gate at a clip which heralded him the victor. He was the first to reach the finish and rolled into Phoenix at 11:12 o'clock a. m.

No Smile on Face.
Hammering his schedule to ribbons and maintaining a pace which took him through the deep sand over the smooth roads and across the rugged stretches at a speed which was dangerous, Herrick reached the tape with his face set, his teeth clinched and his eyes bulging from the strain of the long journey he had undertaken. He tried to smile as he neared the line but the effort was too much for the plucky young driver, who had keyed himself up for the final effort necessary for the drive which he made to win the Los Angeles-Phoenix motor race.

Those who saw him finish realized how hard it is to handle a car over more than 400 miles of such roads as the desert race route. The Kissel was covered with mud and was called with dust, and the red paint of the racer was almost hidden under the mire.

Weeps for Joy.
Herrick's face was bespattered and his smile was hidden by the worn look of his face. Tears started to his eyes, when he heard himself proclaimed the winner. He received the \$1200 which goes to the first place car in the race. There was not a man who finished

that looked worse than W. D. Tremaine of the Pope-Hartford. His face was seamed with dirt and his brow was beaded with sweat. He had tried his best and had lost. His car reached Phoenix at 11:17 o'clock only five minutes behind the Kissel-Kar but he had left Los Angeles first and had reached the Colorado river behind the racy red Kissel. His time of 17 hours, 17 minutes shows what he might have done

had he been able to swish the car through the deep sand as luckily as several of the other cars went through.

Firebug Near San Diego.

(United Press Special Wire.)
San Diego, Cal., Nov. 12.—A firebug last night set fire to the school house at Chula Vista. The fire was started by placing inflammable material be-

tween the partitions and was not extinguished until the whole town had been aroused and the fire department called from surrounding towns. Three similar fires have occurred at National City in the past few days and the whole section is aroused. Several months ago there were a number of incendiary fires in San Diego. The fires ceased after the sensational capture of a suspect.



It is surely good business to entertain your customers by a spin through the country or an afternoon on the golf links.

No Excuse for Doing Without a Motor Car

Lots of men who ought to do not own automobiles. One man says that prices are too high, another man says that he could not drive a car and take care of it, another that he could not maintain it.

We say to the first man; There are good cars to be had at moderate prices. Count the value of the car in the service it will render you in business, pleasure and health. Not on the basis of its price alone. Ask those of your acquaintances who are owners of cars their opinion, and you cannot help but arrive at the conclusion—expenditure for an automobile is money is well invested.

We say to the second man; The modern perfected automobile is a wonderful piece of mechanism, yet it is so easily controlled that it is no unusual sight to see a woman at the wheel of a big touring car, guiding it through the city streets; as for caring for it, this amounts to little more than keeping it supplied with gasoline and oil.

The Hidden Tour of 1910 was a remarkable example of what a car will do with little or no attention. Several cars after traveling over twenty-eight hundred and fifty-one miles of the roughest possible roads, finished in good condition. A Chalmers car won the Tour.

One hundred thousand people every year buy cars, keeping them for several seasons, and then buy later models, apparently without unusual expense. All kinds of figures could be submitted on this point, but what is the use? Do you know one man who ever gave up a motor car because it cost him too much to keep?

The man you see riding in the street in a motor car is not always out for pleasure alone. With a motor car you can combine business and pleasure. It is surely good business to entertain your customers and prospective customers by a spin through the country or an afternoon on the golf links. Any good car can be made to pay for itself in a strictly business way, by saving time, cutting down distances and getting in closer relationship with your business associates.

Buy Any Car You Want But Buy a CAR

We ask you before making your final decision to give the Chalmers "Forty" an unprejudiced examination. If you decide on another car, we will derive a certain amount of benefit, for as you become a motor enthusiast, you will learn from observation, and from your talks with other motorists more and more about the Chalmers. You will learn what a high position it holds in the automobile world. You will learn more and more of its achievements, and we feel sure that the day will come when you will recognize it as the greatest car in the world at anywhere near its price.

The Chalmers "Forty" has the beauty and grace of the most expensive cars. It has the power to compete with the speediest on the level or on the steepest hill. In materials and workmanship it could not be better at any price.

You can pay more for a car but you will find it difficult to buy any better service, more comfort, or greater satisfaction than you can get in a Chalmers "Forty" at \$2750.

We are always glad to explain in detail every feature of the cars and demonstrate them on the road. Call and examine the 1911 models.

H. L. KEATS AUTO CO.

Burnside and Seventh Sts.

CHALMERS MOTOR COMPANY, Detroit, Michigan, U. S. A.

\$1000

CATALOGUE EQUIPMENT—F. O. B. DETROIT

E-M-F

How Can We Do It?

HERE'S AN EXACT PARALLEL—If a country publisher setting his own type, writing his own copy, and with a boy running the sheet off on a hand press, could make a better newspaper than the Chicago Tribune, with its brainy, experienced editorial force, its linotype machines and multiple presses, then concerns that assemble—have their composition done by one outside firm, their presswork by another, and edit with a pair of shears, as it were—could make as good an automobile at the price as we. But neither is possible—common sense will tell you so.

THAT'S WHY WE SAY—and use the strongest terms we can think of, feeling that even then we tell but half the truth—that nowhere on earth can you find such value in an automobile as in the two models made by the E-M-F Co.

AND REMEMBER THIS—It is our firm belief that no concern can hope to enjoy long-lived success which does not either advertise only as good as the goods are or make the goods as good as the ad.

THE E-M-F NORTHWEST CO.

Direct Factory Branch of E-M-F Co. of Detroit

L. H. ROSE, Manager

Corner Chapman and Alder Sts., Portland

The 1911

Ford Model T Touring Car

\$900.00 F. O. B. Portland

EQUIPPED COMPLETE.

The FORD CAR Fits Your Pocketbook

BECAUSE—It costs so little to buy.
—there are no extras. You get a car fully equipped. It is the COMPLETE Automobile.
—repair bills amount to little or nothing.
—fuel bills are light. One gallon of gasoline is good for from 22 to 28 miles.
—tires last longer. A set is good for from 8000 to 10,000 miles.
Some users do even better than that.

No man who buys a FORD CAR need think he is extravagant either in the initial cost or in the upkeep of the car. All FORD owners practice what we preach—ECONOMY.

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6TH AND MADISON ST., PORTLAND, OR.

J. W. Crichton, manager.