

COMPLETE TELEPHONE SYSTEM INSTALLED AT RACE TRACK

Among other lessons learned last Sunday when the maiden motorcycle race meet of the year was held, was one concerning the manner of announcements. This very important question has been solved, and in such a way as to leave nothing wanted in that respect. A telephone system, complete within itself, will be utilized to convey the slightest bit of interesting news to the public no matter on what part of the grounds he may be during the grand prix July 22-23.

Telephone Reaches Announcers
The system conceived and which the Home Independent Telephone company will install for the two days, is simple enough and will certainly be adequate.

The system will have its source of information at the scorers and timers' box, across the track from the grand stand. Telephone lines will circle the inside of the track, and every quarter mile there will be a telephone station, with an announcer constantly at the telephone. When the information bureau at the judges' stand rings the bell, all announcers will simultaneously answer the call and receive such information as is given out. The pit will be connected with the information bureau, so that during the progress of the long races, should a rider go to the pit for any cause, that fact will be determined, hurried to the stand and from there transmitted by telephone to each announcer who has a circle of automobiles about him, and each individual will then announce the same item at the same time. The

time each rider is making, his relative standing and pertinent information will be shot over the wires to the announcers and from them to the parties who occupy space about the track. Hence any point on the track will be the center of information. Should a rider have ill luck at any point, there will be a member of the information bureau ready to spring to his side learn details hurry to the telephone call up his fellow announcers and in not more than 30 seconds after such an incident might occur anywhere on the track, the patrons will have the news. The system, although costing considerable, is installed to maintain efficiency and insure satisfaction. Thus, with the riders constantly in sight, and close telephone communication with all points, there remains nothing that might be done to increase service.

Lap System Improved
On the huge score board before the grand stand, will be kept close tab of laps on each rider. Sheets of paper consecutively numbered, representing laps from the first to the last, will be placed under the number of each rider. As the first lap is completed the men at the board tear off the first lap sheet and so on through the race. These figures will be large ones so that they can be seen from afar.

This feature in itself will be a great aid to those in the vicinity of the grand stand especially. Similar information will be conveyed by telephone to all parts of the grounds.

BERGER WILL BOX JULY 21



Vic Berger.
Roy McCarroll, a 170-pound boxer of Butte who has won reputation in the fast company which lives thereabouts, has been signed to box Vic Berger of La Grande in this city at the old Elks' auditorium July 21—the night before the Speed'Em Up races. The two men are of about equal weight, and scientific boxing is promised. The Moose lodge is sponsor of the show and there is going to be plenty of fun for the occasion. Jack Horan will be the third man in the ring for the occasion.

SPORT POTPOURRI.

While at work in the Harry McNab field last Friday morning Roy Morelock observed two deer quietly grazing in J. N. Chandler's pasture just across the road and not more than a mile from town, says the Elgin Recorder. Roy states that he gazed upon them for a considerable length of time and they remained undisturbed until a shepherd dog put in his appearance and sent them scurrying into fields and pastures to the north, covering the fences as though they were not there. This is the second time deer have been seen in local fields during recent weeks.

La Grande has no game tomorrow but several La Grande players, including Speed Messer, will join other clubs for the day.

Elgin and Imbler will play two games on the Elgin diamond Sunday forenoon and afternoon, which will be the last contest between the two clubs this season. A double victory gives Elgin the pennant, but a loss of one game still leaves Imbler in the race. The gate receipts will be divided as one of the games belonged to Imbler.

Fire of an unknown origin destroyed the grandstand and dressing room at the Elgin baseball park Thursday at 2:00 o'clock p. m. When the flames were first observed the dressing room, which stands only a few feet west of the grandstand, was enveloped, and before an alarm could be given and assistance given, the room, together with the entire grandstand was reduced to ruins. It was only by strenuous efforts that the

east and west bleachers and a portion of the fence were saved from destruction. Nothing is known of the origin but it is believed that grass west of the structures was first ignited from a lighted cigarette or match thrown carelessly by someone passing by. The loss is a serious one to the ball club and is estimated at \$250. As the close of the season is near at hand it is not likely that a permanent grandstand will be erected until next year.

The bleachers afford considerable seating capacity and next Sunday's double header will be played as announced. A good back-stop will be erected and temporary seats provided to accommodate the large number of fans who will attend the Imbler-Elgin games.

The Union Pacific team of Portland will play the Enterprise team tomorrow. The lineup of the Union Pacific team is: Shade, catcher; Williams or Provost, pitchers; Curigan, 1b; Grimm, 2b; Ritter, ss; Voss, 3b; Bishop, rf; Dunbar, cf; Wallin, lf. For Enterprise, Garrick will pitch and the fields will be the same as in recent games. It is not settled who will catch.

MOTOR AND AUTO

Charles Geisser, Company F-26, U. S. I., is a modern Paul Revere. He saved the American outpost at Barrera, Texas, recently from Mexican bandits by a wild ride on a motorcycle.

The attack occurred at 2 o'clock one morning, and the nearest village was San Benito, six miles away.

The speed which Geisser attained in covering the distance would have put Paul Revere's best efforts to shame, and his reinforcements saved the outpost.

It begins to look as if the new motorcycle gun will completely replace old-fashioned field artillery. The new war engine is so constructed that the gun carriage can be detached from the motorcycle in thirty seconds and wheeled into firing position. The motorcycle can then go back to the main lines. The machine is able to carry two riders and they are protected by a shield of armor plate. With its crew and gun the motorcycle can make a speed of forty miles an hour.

The fact that the ordinary motorcycle speed cops are easily "spotted" by the experienced motorist has caused policemen in many cities to abandon the motorcycle in favor of the automobile for the catching of speed "fiends."

The replacement of the fire horse is increasing in rapidity in all parts of the United States. It was predicted recently, by a prominent fire chief, that in space of another two years the faithful old equine would be almost unknown in fire service.

The conversion of the automobile truck into a railroad car is made possible by an invention which consists of a steel flange in two parts which can be bolted over the tires of the truck.

The entire truck can then be placed on a railroad track.

Hair-raising feats are becoming more or less common in the automobile world—and here's another one. Two men in a machine recently dashed upon a rising jack-knife bridge at Dearborn Street, Chicago, and kept climbing up the constantly increasing ascent as the bridge rose. Finally the machine stopped at the edge of the bridge in mid-air as onlookers gasped. This "stunt" was managed by the Stewart-Warner Company to prove that the Stewart Vacuum system will feed gasoline automatically under all possible conditions. But the success of the feat was further assured by the use of Goodrich tires.

Race Drivers Object to Board Track.
Omaha, Neb., July 15.—Although it is believed to be one of the fastest tracks in the world, several of the famous auto drivers entered in the

CUBANS WHO HAVE MADE GOOD



Left to Right—Baldomero Acosta, August Luque, Armando Marsans. Below—Rafael Almeida.

Omaha speedway races here today object to the fact that it is built of boards. None of the drivers refused to race on it, however, except Josef Christiaens and Frank Galvin, the Sunbeam team, and they were expected to capitulate before the starter's pistol sounded. Estimates early today placed the probable attendance at 50,000 persons. Eddie Rickenbacher, the winner last year, will have no easy victory this time. He ran away from the field last year, averaging 91.87 miles an hour. Rickenbacher, Resta and DePalma will battle today in the 50 and 150 miles run. Experts have estimated that the time will top the 100-mile mark. Resta will drive a Peugeot; Rickenbacher a Maxwell; DePalma a Mercedes. Henderson a Maxwell; Cooper a Stutz; d'Alene a Dusenber, Milton a Dusenber, Devlin a Rose-Joyce, Chandler a Crawford, Johnson a Crawford, Thompson an Olson Special, Mulford a Hudson and Vail a Hudson.

The ideal automobile is far in the future according to A. Ludlow Cleyden, chairman of the Standard Committee of the Society of Automobile Engineers, who recently discussed automobile possibilities in an engineering meeting in Detroit.

"The ideal machine," said Mr. Cleyden, "will be not only vibrationless but also noiseless. It will require no mechanical knowledge for its operation; also it will be inexpensive, both in first cost and in operation."

Joseph Berlo, of the Sales Promotion and Advertising Department of Goodrich Boston Branch, recently attained the most perfect individual score of all the riders in the Massachusetts motorcycle run from Boston to Buffalo and return.

The distance run was 1,000 miles, and although it was Mr. Berlo's first try in the motorcycle marathon, he had the distinction of coming out winner in a field of twenty-two machines. The gasoline consumed amounted to twenty-one gallons and cost \$5.38. The total expenses of the trip were only \$14.13.

R. S. Wilson, state agent for the Hupmobile, is in the city looking after future business for the Hup. The word Hup and the proper name of Wilson seem to go hand in hand, for it will be remembered the La Grande agent's name is Wilson, and the Wilsons both state and local are still making the long claim for their machines and telling of the good points which they assert only the Hup possesses. The state agent will be here for a few days.

Complaint is being made by auto tourists that Umatilla county's roads are not marked adequately with signs directing the travelers. Particular complaint is made because there is no indicating sign at the branching of the Meacham and Cabbage Hill roads, says the East Oregonian. In this connection, Major Lee Moorhouse this morning received the following letter, written from Boise, from R. E. Dawdy, cashier of the bank at Hoquiam, Wash., who passed through here a few days ago:

Boise, July 11, 1916.
Major Lee Moorhouse, P. O. Box, 56, Pendleton, Ore.

Dear Major—Upon the summit out of Pendleton there are absolutely no signs and many roads. We were lost once and after running into bad roads and a canyon, found we were lost. At that spot Jos. Beltzue told us that at least 75 cars had taken the wrong road this year and we know of three cars the day we crossed. This is not fair to the tourist. We can forgive a bad stretch of road because they cost money, but a few signs will cost you but a few cents. You have a splendid city and surrounding country and automobile parties should see it but

CUBANS ARE GOOD PLAYERS

FOURTEEN NOW EMPLOYED IN AMERICA.

Several Distinguish Themselves on American Diamonds.

When Juan Viola sailed from Havana 10 years ago to play with the Jacksonville club he started something.

Today there are 14 clever Cubans earning good salaries with major and minor league clubs. Of these only two are in the big circuits—Marsans, center fielder of the St. Louis Browns and Miguel Gonzales, catcher and first baseman of the St. Louis Cardinals.

Almeida, formerly with the Cincinnati Reds, is now with the Montreal International league club.

Two clever pitchers, Emilio Palmiero, southpaw, late of the New York Giants and August Luque, former Boston Brave, right hander, are starring this season for the Louisville A. A. club. The New York Yankees last spring tried out Angel Aragon, second and third baseman, but he later was turned over to Richmond, Va.

The Washington club once carried Baldomero Acosta and Jacinto Calvo, outfielders, but both drifted to the minors. Acosta going to Minneapolis and Calvo to Vancouver. Washington has just recalled the former. Another Acosta, first name Jose, is a pitcher. He, too, is with Vancouver.

Of the others another member of the Gonzales family is with Birmingham, Manuel Cueto with Jacksonville and Jose Rodriguez with New London.

many will go other routes unless your city shows some indications that you want them. This is really a serious matter and should be taken up by your commercial club. We left \$49 in your city, \$10 in La Grande and so on down the line. Idaho will work with you to make this a popular route and we hope you can get your commercial body and automobile clubs busy on marking roads so far as funds will permit.

Yours truly,
R. E. RAWDY,
Hoquiam, Wash.

In all probability the Haynes "Light Twelve" car, offered for the oldest Haynes car that is running in America at the present time, will be awarded to Walter E. Smith, Bound Rock, New Jersey, who has an old two cylinder car that was built in 1897. The car is in operation today, and this spring won a prize as the oldest car in a county contest. Its nearest competitor was a 1902 two-cylinder car.

The automobile retains its original appearance almost in entirety. Even the rubber matting which was furnished with the car is still intact, and the original warning system, a bell operated by a foot lever, is used by Mr. Smith today. Throughout its tenure, the old car has received the best of attention, and has never been in any sort of an accident.

The old automobile weighs 1950 pounds and originally cost \$1500. It is a surrey that provides ample room for four passengers, and is steered by a lever. The car today makes from 15 to 20 miles an hour over good roads.

The body plainly shows the designs and panels that were common in the carriage work of nearly twenty years ago, and the old car evidently stands on the borderline between the horseless carriage and the automobile. The comparatively high wheels, with single tube 36 in. by 5 in. tires, and full elliptic springs raise the body to what appears to be an ungainly height, although the riding qualities

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Oregon.

WALKER IS COMING.

Otto Walker, winner of second place in last year's races here, and soon after that winner of first place at the Dodge City races, is coming to La Grande July 21-22, according to the Harley factory which wired this morning to that effect. Two other riders are coming with equal reputation. Walker was seriously hurt three weeks ago but is getting out of a sick bed to come to La Grande—he couldn't stay away he says in the telegram. Thus one of the most popular riders, and incidentally one of the very best in the United States, is assured the races this year.

are not impaired in the least and are certainly one of the virtues of this motor conveyance.

The Bound Brook car was built shortly after the Haynes company began building two cylinder models in 1897. With the exception of three one-cylinder cars that Elwood Haynes built himself and have since been lost trace of this car stands, according to present records, as the patriarch of the old Haynes cars in America.

Several car owners have overlooked a fact of importance. I again want to remind you that you can find a well-selected stock of staple auto accessories here. I have not had a customer yet tell me I was too high in prices, but on the other hand many have said they no longer patronize the mail-order houses as they could do better right here.

F. E. OXNER

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