PORTLAND-SALT LAKE GAME IS POSTPONED

Rain Forces McCredie to Hang Out 'Nothing Doing' Sign.

BEES BRING 16 PLAYERS

Double-Header Scheduled for Sunday Afternoon, Starting at 1:30. Vernon Now Second.

Pacific Coast League Standings.

	W.	L.	P.C.		W.	L.	P.C.
Los Angeles	43	21	.672	Oakland	31	29	.517
Vernon	31	28	.525	Sacramento	26	32	.448
San Franc'o	34	31	.523	Portland	22	34	.393
Salt Lake	29	27	.518	Seattle	21	35	.375

Yesterday's Results.

At Portland—Portland versus Salt Lake game postponed, rain.
At Seattle—Seattle 18, Sacramento 3.
At San Francisco—Vernon 3, San Francisco 0.
At Los Angeles—Los Angeles 6, Oakland 3.

BY HARRY M. GRAYSON.

For the first time this season a ball game at Twenty-fourth and Vaughn streets was postponed yesterday because of the interference of J. Pluvius. A drizzle, which continued during the greater part of the afternoon, forced Umpire Bill Guthrie to hang out the "nothing doing" sign on the opening contest of the Salt Lake-Portland series. Big Bill did not put the damper on the festivities until after the 800 fans present and pastimers had lingered about like a bunch of bailiffs for 20 minutes.

As this is the only trip that Eddie Herr's Bees make here this year, Judge William W. McCredie, president of the Portland baseball company, announced that there will be two games played Sunday, commencing at 1:30 P. M. Because of the Victory Rose Festival parades the games of today, tomorrow and Friday will not start until 4:30 P. M., a sort of twilight league as it were.

As the processions all commence at 2:30 P. M. the rabid ones will have two hours to give the conquering heroes, pretty girls and floats the east and west before trekking to Twenty-fourth and Vaughn streets.

Manager Herr fetched 16 players, the limit, with him. The Mormons broke even at Seattle, where Lyle Bigbee's pitching was the toughest thorn in their sides. Prexy Lane's lads have a percentage of .518 and, as a result of yesterday's games down south, are resting on the fourth rung of the Baum ladder and pressing Vernon and San Francisco for second place. As the Mackian machine is running on high just at this time, there's bound to be a classy lot of trench raids in the front-line zone this week.

OAKS LOSE TO ANGELS, 6 TO 3

Winners Bunch Hits in Sixth, Scoring Four Runs.

LOS ANGELES, June 10.—Los Angeles cinched today's game with Oakland by bunching hits in the sixth inning, scoring four runs. The final score was, Los Angeles 6, Oakland 3. Both teams played a brilliant fielding game. Score:

Oakland—	B	R	H	O	A	Los Angeles—	B	R	H	O	A
Lane,l	4	0	0	3	0	Kil'fer,m	3	0	0	3	1
A.Ar'n,3	4	0	1	1	4	Shorge,s	3	1	0	1	2
Wille,r	4	1	1	0	0	Fournl'r,1	3	2	2	13	0
M'rphy,1	4	1	2	11	0	Crawf'd,r	4	1	2	1	0
Cooper,m	4	0	1	0	0	Ken'tby,2	3	0	0	3	2
Bohne,2	3	1	1	4	4	Ellis,l	2	1	0	2	0
Stumpf,s	3	0	1	1	1	Nichoff,3	3	1	1	0	7
Elliott,m	3	0	0	5	0	Boles,c	1	0	0	2	2
Weaver,p	2	0	0	0	2	Brown,p	3	0	1	0	3
Roche*...	1	0	0	0	0						
R.Ar'n,p	0	0	0	0	1						
Totals	32	3	7	24	12	Totals	25	6	6	27	17

*Batted for Weaver in eighth.

Oakland ..... 2 0 0 0 0 0 1 0 0—3
Los Angeles ..... 0 0 0 1 1 4 0 0 *—6

Error, Elliott. Stolen bases, Murphy, Fournier, Nichoff. Three-base hit, Bohne. Sacrifice hits, Boles 2, Kenworthy. Bases on balls, off Brown 1, off Weaver 4. Struck out, by Weaver 3, by Brown 1, by R. Arlett 2. Innings pitched, Weaver 7, R. Arlett 1. Runs responsible for, Weaver 6, Brown 3. Double plays, Stumpf to Bohne to Murphy; A. Arlett to Bohne to Murphy.

SACRAMENTO GETS HARD JOLT

Seattle Scores 11 Runs in First, Winning Game, 18 to 3.

SEATTLE, June 10.—Sacramento was fairly slaughtered by Seattle's batsmen today in the first of the local series, Seattle winning 18 to 3. In the first frame Seattle gathered in 11 runs, and batting averages for the day were fattened by a total of 22 hits. Score:

Sacramento—	B	R	H	O	A	Seattle—	B	R	H	O	A
M'Gaf'n,s	3	1	2	2	3	Walsh,s	6	1	3	3	0
Wolter,r	4	0	2	0	1	Cunl'm,m	6	3	6	1	0
Rodgers,2	5	0	0	3	4	Harper,r	3	3	0	0	0
Griggs,1	4	0	0	9	1	Co'pton,1	5	1	3	1	0
Middl'n,l	4	0	2	4	0	Knight,2	3	2	2	0	9
Orr,m	4	0	1	1	1	Gleich'n,l	5	2	2	13	3
Pinell,3	4	0	0	1	3	Derrick,s	5	2	2	6	0
Fisher,c	2	0	2	1	1	Lapan,c	4	2	2	1	0
Vance,p	0	0	0	0	0	Regan,p	4	2	2	0	1
McIvor,p	4	1	0	1	0	Gibson,p	1	0	0	0	2
Murray,c	2	1	1	2	1						
Totals	35	3	10	24	15	Totals	42	18	22	27	21

Sacramento ..... 0 0 1 0 0 0 2 0 0—3
Seattle ..... 11 4 0 0 2, 0 0 0 *—18

Errors, McGaffigan 1, Wolter 1, Pinelli. Struck out, by McIvor 2, Regan 1. Bases on balls, off Vance 1, McIvor 2, Regan 2, Gibson 2. Two-base hits, Cunningham 2, Gleichman, Derrick, Knight, Middleton. Three-base hit, Compton. Double plays, Gleichman to Derrick to Gleichman, Knight to Derrick to Gleichman, Pinell to Rodgers to Griggs. Sacrifice hit, Knight. Stolen bases, Cunningham 2, Derrick, Pinelli. Innings pitched, by Vance 1-3, runs 6, hits 6, at bat 3; Regan 5, runs 1, hits 6, at bat 19. Runs responsible for, Vance 7, McIvor 9, Regan 1, Gibson 2. Credit victory to Regan. Charge defeat to Vance.

VERNON SHUTS OUT SEALS, 3-0

Houck, on Mound for Visitors, Hurls Almost Perfect Game.

SAN FRANCISCO, June 10.—Houck, pitching great ball for Vernon, shut out San Francisco, 3 to 0. The Seals crowded the bases in the fifth, but were unable to score when Chadbourne in center field made a wonderful catch of a long drive by Scott. Score:

Vernon—	B	R	H	O	A	San Francisco—	B	R	H	O	A
Mitch'll,s	3	0	0	1	6	Fitzg'ld,r	4	0	1	1	0
Ch'd'e,m	4	1	1	3	0	Schick,m	4	0	0	3	0
High'l...	2	1	0	1	1	Caveney,s	4	0	0	2	2
Borton,1	2	1	0	9	0	Crand'll,2	4	0	0	2	4
Ed'gn,f	4	0	0	4	0	Koerner,1	3	0	2	11	2
Fisher,2	4	0	3	1	0	Con'elly,l	3	0	0	4	0
Beck,3	4	0	1	1	2	Kamm,3	4	0	0	0	2
Devor'r,c	4	0	2	7	0	Baldwin,c	2	0	0	3	2
Houck,p	4	0	1	0	1	Scott,p	3	0	1	0	5
Tot'ls	31	3	8	27	10	T'tals	31	0	4	27	17

Vernon ..... 0 1 0 0 0 2 0 0 0—3
San Francisco ..... 0 0 0 0 0 0 0 0 0—0

Errors, Beck, Crandall, Baldwin. Stolen base, Kamm. Two-base hits, Chadbourne, Fisher, Devormer. Sacrifice hits, High, Borton. Bases on balls, off Houck 3, off Scott 2. Struck out, by Houck 7, by Scott 2. Runs responsible for, Scott 2.

Trapshooting Rules Are Ready.

The revised trapshooting rules, brought up to meet present day conditions, have been put in book form by the American Trapshooting association. These books are now ready for distribution. Sportsmen who desire a copy of the rules can secure one by addressing the American Trapshooting association, 460 Fourth avenue, New York.

ORPHEUM MATINEE after parade today.

ORPHEUM MATINEE after parade today.

SOME VIEWS AT EASTMORELAND FIELD, WHEN OREGON'S GOVERNOR ARRIVED VIA AIRPLANE AND THE FESTIVAL FLOTILLA OF FLIERS DRIFTED DOWN.

1—The De Haviland bombing plane, a moment after it alighted, with Lieutenant William McR. Beck, pilot, at left, clambering out of the cockpit, while his passenger, Lieutenant William Bevan, gets ready to stretch himself. 2—Left to right, Milton Reed Klepper, president of the Aero Club of Oregon, Lieutenant-Colonel Henry L. Watson, squadron commander, and Governor Olcott, on Eastmoreland field. 3—The festival squadron of army airmen, left to right, rear row, Lieutenant-Colonel Henry L. Watson, Governor Olcott, Lieutenants Hackett, Schwartz, Neubig and Fetters, Front row, kneeling Sergeants Lajotte, Strokmeier, Kessell and Milkewiski. 4—Governor Ben Olcott, smiling in retrospect of the trip from Salem via the commander's Curtiss plane.

PLANES REACH PORTLAND

AIRMEN SWEEP IN GRACEFULLY FROM VALLEY TOWNS.

Exhibition Flights for Festival Crowds Commence Today; Fliers Leave Saturday.

(Continued From First Page.)

country, rough and hilly, with no place to light in time of trouble, the type of plane adopted should have more than one motor. Thus, if one motor goes wrong, the flight can be continued until a landing field is reached and the difficulty adjusted.

"The flight was of importance in demonstrating the nature of availability of the landing fields selected and in determining the character of the country, from the aviator's viewpoint, between here and California. The route we took was the natural route, and entirely practicable for continuous air service."

Had Governor Olcott, at the eleventh hour, decided that business of state would prevent, most regretably, his participation in the Salem to Portland flight, there was an anxious proxy waiting in the capital—none other than John H. Albert, president of the Capital National bank.

Octogenarian Would Fly.

"Mr. Albert is 80 years old," said Governor Olcott, "but he was wild to go adventuring in the clouds, and my chief regret just now is that he had to remain behind. By gosh, it was great! There was the Willamette river, miles of it, stretched out below us like a nice little canal. It's the honest truth that I enjoyed every moment of the flight."

Members of the reception committee were William McMurray, chairman; W. E. Conklin, Richard W. Childs, H. C. von Borstel, chairman of the aviation committee; Milton Reed Klepper, president of the Aero club of Oregon; A. M. Grilley, and Adjutant Carolyn Jones of the motor corps of the National League for Women's service.

The landings were specimens of skilled cleverness that thrilled the watchers to cheers, and that impelled William McMurray to assert enthusiastically that "this is the greatest day Portland has ever witnessed," predicting that the new era of practicable traffic by the air route has at length reached the city.

Aside from the perfect display of dexterous piloting and the joy of seeing the big planes swoop down to a strange field in unfamiliar territory, with all the certainty of carrier pigeons returning to the home loft, there were two minor thrills that sauced the event with the spice of danger and which terminated happily.

Lieutenant Hackett, nosing his Curtiss in the dive to the turf, came near to collision with an oak, and averted disaster by swift and skillful maneuvering.

"My mechanic, in the front seat, must have had an anxious moment or so, when that tree loomed up in front of us," commented the lieutenant. "But I didn't see the blamed thing till we were almost ready to crash into it."

One plane in the main squadron, leading the rest, turned sharply and went down at a long slant behind the distant trees, apparently over the river. Those who watched it were apprehensively convinced that it had made a forced landing, and were speaking of rescue when the plane rose again and turned in toward the field. It was piloted by Lieutenant Fetters, who used to visit Portland frequently, and whose knowledge of the local typography led him a moment astray.

Wrong Course Spotted.

"I was looking for a golf links," explained Lieutenant Fetters, "and there was the Waverley club spread out beneath me. I circled down for a landing, but there were no markers nor were there any evidence of the other planes. We weren't more than 10 feet off the ground when I decided to look elsewhere, and rose again."

The sixth Curtiss, which arrived later in the afternoon, piloted by Lieutenant James S. Krull, spent the forenoon at Lebanon in exhibition flights, and rejoined its companion, the De Haviland bombing plane, a half hour after the latter had alighted at Eastmoreland. Lieutenant Krull was in high good humor, challenging any and all to dispute the claim of Lebanon as the premier entertainment center of Oregon.

"Strawberries," he exclaimed. "O, boy! They had gallons and gallons of 'em, with thick cream. Look here!"

Berries Come by Air.

He stooped into the cockpit and lifted a full crate of Lebanon strawberries, the gift of the town upon his departure. Off came the top, and in less time than it takes to tell the aviators were demolishing berries and passing the boxes around.

The De Haviland, piloted by Lieutenant William McR. Beck, and carrying Lieutenant William Bevan as passenger, was as ready for war as for festival. Her blue metal machine guns pointed straight out over the pilot's cockpit, her bombing gear was in place and the Lewis gun mechanism—operated by the observer—lacked only the mobile gun for cloudland fighting.

All the way from Corvallis the De Haviland struggled and stuttered with engine trouble, and the officers were dubious about making the trip without being forced to land. But they did make it, though most of the flight was through storm conditions.

"We rose to dodge the rain," laughed Lieutenant Bevan, "and ran into fog, sleet and snow. It was cold, I'll tell you. Flying at 10,000 feet we passed some of the biggest clouds I ever saw."

Bomber Is Fast Plane.

"I kept her on an even keel, didn't I," asked Lieutenant Beck.

"Not all the time, Beck, not all the time," hantered his companion. "There was one stretch in the fog when you flew quite a while on left wing high."

The De Haviland is equipped with a Liberty 12 motor, weighing 873 pounds, and capable of developing 400 horse power at 1600 revolutions. The plane weighs 3200 pounds and attains a speed of 124 miles an hour. Though her wing spread is less than that of the Curtiss type, the big bomber seems far larger in every way. The De Haviland will climb to a height of 20,000 feet.

"Our actual flying time, from Mather field to Portland, was six hours and 40 minutes," said Lieutenant Beck.

Exhibits Start Today.

The Curtiss planes are equipped with Hispano-Suiza motors, developing 150 horse power at 1450 revolutions, and fly at a speed of 80 to 90 miles an hour. They weigh 2200 pounds, are of the Curtiss H J N 4 H type, and will climb 1600 feet.

The squadron of planes will make its first exhibition festival flight at 10 o'clock this morning, from Eastmoreland field, the municipal golf links, bearing the following civilians as passengers, all of whom are to report promptly to Milton R. Klepper, president of the Aero club of Oregon, at the field:

Clyde V. McMonagle, staff photographer of The Oregonian; Miss May Norton of the Telegram; Clyde Beals of the Journal; Sol Haas of the News; Ouida Herlihy, editor of the Oregon Woman's Magazine; Eva Ollivotti of the Alcazar theater; Herman Von Borstel, Sam C. Jaggar, Walter E. Conklin, and A. M. Grilley.

Planes Leave Saturday.

The squadron will leave Portland for the return flight to Mather field early Saturday morning, according to an announcement made last night by Colonel Watson.

Its route will include Albany, Springfield and Cottage Grove on Saturday, tarrying at the latter city that night; Sunday flight to Grants Pass and Ashland, reaching Grenada, Cal., that night and resuming the homeward flight the following morning.

Colonel Watson said that on the flight to Portland, little attempt had been made by local committees to keep the crowds away from the planes and he requested that on the return flight action be taken to prevent similar situations.

CORVALLIS ACCLAIMS BEVAN

Crowds Cheer Getaway of Town's Native Air Pilot.

CORVALLIS, Or., June 10.—(Special.)—Corvallis bade good-bye to the De Haviland-four here this afternoon at 2 o'clock by the ringing of bells and blowing of whistles. The big plane had been delayed all forenoon because of engine trouble, and when she finally soared over the city in triumphant defiance of the elements, a big shout of acclaim went up from thousands of throats.

Corvallis was particularly interested in the De Haviland because it was the first plane ever to come to Corvallis, and it was piloted here by a Corvallis man, Lieutenant W. A. Bevan.

The snappy little Curtiss plane had better luck. Her engines purred energetically this morning at 8 o'clock, and at 8:20 Lieutenant Krull put her nose to the sky, flew over the city and campus grounds, executed all the maneuvers, including loop the loop, tail spin, Immelman turn and side glide. For half an hour he held a large crowd of spectators in admiring gaze at man's successful invasion of the eagle's element.

The Commercial club last night tendered a banquet to the aviators in special honor of Lieutenant Bevan. C. E. Ingalls, president of the Commercial club, acted as toastmaster. Sam Dolan made a clever welcome address in which he exposed for the benefit of the other aviators several pages of Mr. Bevan's career that they knew not of.

Lieutenant Bevan came back strong. Lieutenant Beck also came to the rescue of his comrade in flying in true aviation style, and brought rounds of applause when he assured his hosts that Lieutenant Bevan was the only man at Mathers field that thoroughly understood the liberty motor with which the De Haviland plane is equipped.

The De Haviland made its trip from Sacramento to Corvallis in five hours and 40 minutes actual flying time. The aviators estimated the plane had traveled 500 miles. They made the 200 miles flying distance from Grenada, Cal., in two hours and 40 minutes. Twice on the trip they were so high that ice gathered on their radiators. Going over Mount Shasta they attained an altitude of 15,000 feet.

Perry Adair and Bobby Jones, the clever young college golfers of Georgia Tech, may go abroad next year and play in England as well as other European countries.

AFTER PARADE today, Orpheum matinee.

AFTER PARADE today, Orpheum matinee.

AFTER PARADE today, Orpheum matinee.

ARMY BOARD ASKED TO SELECT REFEREE

Favorable Reply Expected by Promoter Tex Rickard.

WILLARD GOES 12 ROUNDS

Dempsey, Suffering From Wound Over Eye, Unable to Continue Ring Work; Crowds Visit Camp.

TOLEDO, O., June 10.—Tex Rickard, promoter of the heavyweight championship contest between Jess Willard and Jack Dempsey here July 4, tonight requested Major Anthony J. Drexel Biddle, president of the army, navy and civilian board of boxing control, to select the referee for the contest. Rickard said Willard and Dempsey had agreed to accept the selection of the board.

Rickard in his letter to Major Biddle suggested the board name all of the officials to be connected with the contest, which includes the referee and two judges, if the board so decides; to appoint the official timekeeper and to alter any conditions of the match which the board believes will be helpful to the glove sport.

Willard Covers Four Miles.

Rickard's startling announcement came as a distinct surprise to the score or more of candidates who have sought to be appointed referee.

Major Biddle, a millionaire sportsman of Philadelphia, always has been a supporter of boxing and won some amateur glove championships himself.

It was said tonight the board would respond favorably to Promoter Rickard's appeal.

Willard covered four miles on the road this morning and boxed seven rounds this afternoon. The cut over Dempsey's eye did not permit the challenger to do any glove work.

Rickard's letter to Major Biddle follows:

"I am writing to you in your capacity as president of the army, navy and civilian board of boxing control.

Better Organization Sought.

"For many years I have been convinced that boxing in this country is handicapped because of the absence of a proper organization to look after its interests.

"Boxing was in an even worse condition in England when Lord Lonsdale had the moral courage to come forward and establish the National Sporting club and a board of boxing control.

"All honor to you for having done the same thing in accepting the presidency of the army, navy and civilian board of boxing control, which I understand Colonel Roosevelt would have done had he lived.

"I feel that in being responsible for the exhibition between Willard and Dempsey, it is in my power to do something to strengthen the authority of your board, and after discussing the matter with the Toledo boxing commission, two of the members of which—the mayor, Cornell Schreiber and its chairman, Christopher Wall—are on your board, we have decided to invite you to assume control in regard to the appointment of all the officials, the referee, two judges (if you think them advisable) and the timekeeper.

"I also ask you to alter any conditions under which the exhibition will be conducted, if in the opinion of your board any such conditions are inconsistent with the laws of humanity and the rules of clean and wholesome sport.

"Before sending this invitation to your board, I of course consulted with Willard and Dempsey, and when I pointed out the great amount of good it was in their power to do to boxing by supporting your board, to their credit be it said, they readily assented.

"I will be obliged if you could inform me at your earliest convenience of the decision of your board in the matter."

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ENTRY BLANK FOR THE ROLLER MARATHON JUNE 12, 1919.

I hereby make application for entry in The Oregonian Roller Marathon to be held in conjunction with the Rose Festival programme on the morning of June 12.

Full name .....

Address ..... Age ..... Years

Year of birth ..... Month ..... Day .....

Weight ..... pounds. I am a pupil of the ..... school.

I, the undersigned parent or guardian of the above boy, give my permission for him to participate in The Oregonian Roller Skate marathon.

(Fill this blank out and mail to The Oregonian Roller Marathon Editor, The Oregonian, at earliest possible date.)

Race will start at 11 A. M., June 12. Entries close 1 o'clock P. M. June 11.

Restricted to boys from 9 to 14 years of age weighing 125 pounds or under.

Parent's signature .....

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