

ENDURANCE TEST FOR AUTOMOBILES

Local Club to Offer Trophy for
Run to Salem, Open
to All Cars.

ROADS IN GOOD CONDITION

Strain on Machines Will Not Be
Severe, as Route Is Not Diffi-
cult—Other News of the
Automobile World.

The Portland Automobile Club is now planning a big endurance run to Salem, which will be held in about two weeks. The event will be open to all cars, and it is possible that a silver trophy will be awarded to the winner. The club has about \$1000 in its treasury, as a result of the race meet held June 22 and 23, and will be able to offer a very substantial prize. So far no definite arrangements have been made, but a meeting of the club directors will be held tomorrow night for the purpose of perfecting plans.

An endurance run to Salem would not be a very trying test of a car, as it would be run in the best of weather. A man could make a good showing. There would be very little need of repairs along the road, and any private owner of a car could feel confident in entering the event.

The roads to Salem are now in fine condition. The run could be made very easily in a day.

Such a race would be a better test of a machine's capabilities than any track meet or hill climbing contest. The real road merit of a car would be shown in such a race, there would be no danger of going through fences or of machines upsetting, as on a track, and no bad curves or dangerous banks as on a hill climbing test.

The endurance run would undoubtedly prove interesting.

In an endurance run, the car entered is usually a fully equipped touring car, carrying a party of guests. The run, if it is held, will come off some time in the latter part of the month.

There is a strong talk of the local Auto Club expending a sum of money for a road between Portland and the coast.

The Portland-Seattle road idea has not been dropped, but at present the Portland to the coast road plan seems to be held in favor. The local men would get a great deal of help from the county authorities, and many of the farmers living along the route of the proposed road would do a great deal to help out the plan.

S. B. Baldwin, one of the old-time livery drivers, is now located at Hood River, Dr.

A. E. Smith's big Thomas livery car was smashed last Tuesday night in a collision with a streetcar at the corner of Twenty-first and Northrup streets. One of the rear wheels was torn off. The back of the car was badly damaged, and the machine otherwise badly fumed. Mr. Smith estimates the damage at \$1000.

F. W. Winchester, a representative of the Pierce factory, who was sent out to drive a 45-horsepower Pierce in the race meet held at Irvington, June 22 and 23, left last Sunday for the East, and will go direct to Buffalo, Mr. Winchester will drive a Pierce in the Glidden trophy contest.

Percy Young and W. B. DuVarney, of Albany, both owners of '07 30-horsepower touring cars, made the trip from Albany to Portland on July 5, and went back on July 6. The trip was made without any injury or accident. Both men, accompanied by their families, left Albany early Wednesday morning, and arrived in town in time to attend the race. They stayed in Portland over the Fourth, helped celebrate, attended the local amusements, and on Friday morning took their machines to the coast. The trip both ways was made without any repairs whatever, and when the machines arrived back in Albany they were in as good a condition as before they left the shop.

R. A. Heath, local agent for the Tourist automobiles, is preparing to enter one or two of his cars in the endurance run to be held on July 7. Mr. Heath is confident that his machine will make a good showing in the contest, but is making no exaggerated claims. The Tourist car has entered a number of meets along the coast this season, and has captured 17 cups. The most recent victory secured was at the Salt Lake City meet, when the Pacific Coast made car captured a first and two seconds. The Tourist factory is at Los Angeles.

F. J. Richardson, of this city, purchased a new six-cylinder 40-horsepower Ford touring car from E. A. Bennett last week. The car is one of the best type of that popular make and is to be seen frequently on the streets. Several other sales of smaller machines of this make were recorded last week.

Harry L. Keats, local agent for the Pope-Hartford and other well-known makes, is authority for the statement that most of the recent sales of machines have been to out-of-town customers. Most of the sales recorded were to residents of Aberdeen, Wash., and other places. According to Keats, Aberdeen has become an ideal automobile city and seven large Pope-Hartford cars have been sold there recently, besides over a dozen small runabouts and cars of other makes. Medford came near rivaling the Washington lumber center in the number of machines purchased. Keats is preparing several of his cars for entry in the coming endurance run contest to be participated in by Portland dealers.

champion woman tennis player of Great Britain, and Miss Sears, the American champion, is planned for the tri-city tennis tournament, which opens in this city the last of August. Nothing has yet been heard from either player, but the officials of the tournament are hopeful of securing the contest, for which a valuable prize will be offered.

OPEN TO AMERICAN TOURISTS

Auto Clubs in Europe to Make Coming Tour a Pleasant One.

Automobile clubs abroad have already shown much interest in the proposed Gold Cup tour which will be made on the Continent this summer. The Royal Automobile Club of Great Britain has practically placed the entire facilities of its splendidly organized club at the disposal of the tourists, and the leading clubs of other countries have practically done the same.

L. W. Orde, secretary of the English club, has not only sent many suggestions and much important information regarding the conditions abroad, but he has also sent maps and guides showing the best possible roads to follow. A number of the maps are quite large and go into the minutest details.

The tour has aroused much interest among many persons who are not motorists. Already enough applications have been received from individuals who are not owners of cars to fill six good-sized cars when the tour begins. A number of Americans who cannot spare the time to make the entire tour have expressed their wish to accompany the automobilists for a month or two.

Cambridge Wins Cricket Match.

LONDON, July 6.—The annual Oxford-Cambridge cricket match was concluded at Lords' grounds today. Cambridge winning by five wickets.

OLDFIELD BLAMES "BOOZE"

DENIES THAT HE ATTEMPTED
SUICIDE IN HOTEL.

Stumbled and Fell Against Window,
Badly Cutting His Hand—Auto
Dealers Exonerate Him.

Barney Oldfield, the champion auto racer of the world, who is said to have attempted suicide at his apartment in the Portland Hotel, early yesterday morning, denies that he contemplated any such action. His version of the affair is that while intoxicated he tumbled over a chair and fell through a window, lacerating his hand. He was in a more cheerful mood yesterday and to some friends expressed confidence in his ability to disprove the charge of fraud now pending against him in the Municipal Court.

He attributes his accident of yesterday morning to over-indulgence in liquor. Heretofore he has refrained from using liquor to any extent. Worry over the pending charges caused him to imbibe on Friday night.

At a meeting attended by many of the most prominent local automobile dealers and held late Friday night, it was voted to place the dealers on record as exonerating Oldfield from all blame for the failure of the race meet at Irvington track on July 3.

Several prominent dealers seen yesterday expressed regret for the untimely notice given the famous racer by the charges of fraud, and were unanimous in expressing the belief that the affair has killed automobile racing in this city.

Those present at the meeting and singing the declaration were: Harry L. Keats, J. B. Kelly, A. E. Heath, Howard M. Coker, W. D. Wallace, Floyd J. Cook, A. D. Perkins, C. B. Miners and E. E. Cohen.

VICTIM LIST IS GROWING

Fourth of July Dead Now Number
Fifty-nine.

CHICAGO, July 6.—With the grim returns still coming in, the number of Fourth of July casualties has now reached 59. At 3 o'clock this morning, had collected all records made by the Tribune in the last nine years.

The total number of dead at this hour was 59. This figure was considerably more than a year ago at the same hour, and was only equaled twice before in the nine years—in 1900 and 1905.

The total number of injured at midnight stood at 387. This total eclipses all records in the nine years, the highest number heretofore reported at 3 A. M., of July 6, being 388, in 1905.

As usual, fireworks claimed the largest number of victims, 174. The victims of cannon, gunpowder, firearms and toy pistols are in relative proportion.

The death toll promises to mount higher as the days go by. Already tetanus is beginning its deadly work, the death of one victim from lockjaw being reported.

New York, which on Thursday headed the death roster, added another victim to its total yesterday, bringing the number up to 11. But even with the increase, Pittsburgh passed the big metropolis in the grim toll, reaching 12 deaths up to 3 o'clock this morning.

Will Look for Martians.

NEW YORK, July 6.—Mars is nearer to earth than in many years—only a trifle of 33,000,000 miles, it is said—and astronomers the world over tonight will have trained on the planet all the improved telescopic, spectroscopic and photographic apparatus known to science.

It may be that July 6, 1907, will give to earth's people their first formal introduction to the Martians, those creatures of romance and imagination. It may be that we shall get positive photographic evidence of engineering work that will make child's play of the Pennsylvania and Belmont tubes and other undertakings that to us are gigantic.

Special preparations have been made at all the American observatories for the work of tonight, and whether or not the great mysteries of Mars are illuminated, it is believed much valuable data will be gathered.

World's Biggest Playground.

NEW YORK, July 6.—Jersey City is to have the largest playground in the world. It will be half as large again as the famous park ground adjoining Prospect Park, Brooklyn, which has twenty baseball diamonds, eleven cricket fields and scores of tennis courts and lawns for various other games. The site of the new playground is about 69 acres in extent and as level as a floor. Along the Hackensack River's edge will be an immense swimming pool, recreation pier, and a broad esplanade. Baseball fields, golf links, tennis courts, and cricket grounds will be laid out on the main ground and there will be a great central field house, where all players may make ready for the games. In the winter there will be an immense skating rink free to all.

CAN'T HIT, YET WIN

Apostles Take Another From
the Trunkmakers.

ST. JOHNS PLAYS IN LUCK

Tri-City League Teams in Interesting
Contest on Portland Grounds.

Trunks Have Eleven Men
Left on the Bases.

Those Apostles took another from the Trunkmakers yesterday afternoon on the League Grounds and after the slaughter was over the score board out in center field was decorated with a seven spot for the Apostles and four across for the Trunks. Really, it didn't belong to Moore's bunch. Gardner, Partlow's new phenom, was out on the mound, and allowed the Apostles only six safe hits. Ripley, who was on the firing line for St. Johns, was touched for nine bingles, one a two-bagger and another of the three-sack variety. Bunched hits and a few errors at the wrong time were the causes of the Trunks' defeat. In one fatal inning four of the Apostles ambled over the pan, fixing things for Partlow's crew. The fun started in the third. With one down, Jameson leaped against the sphere, and when the dust blew off, he was resting on the keystone sack. Then Van Nortwick came up, and laid a slow one down to Ripley. The big boy gathered it in but threw wild, and Jameson had plenty of time to wander across the plate. Day lined out a single, and Van went down to second, and Robideaux, the next man up, drew another safe one. That filled the circuit, and the faithful held their breath. But Shockley was mugged at first and the fun was ended.

The real amusement came in the last of the third. Fred Gains, first up, hit safely and stole second. Ripley took the zone, and went back to the bench. Trowbridge located Mr. Gardner, and the outfielder scored. Otto Moore dumped one down to Locke, and while that gent was trying to catch Trowbridge, Moore reached first. Umlire Cheyenne called both safe. Clarke Moore whiffed, but Hinkle hit a safe one, and both Moore and Trowbridge reached. Ray went in to second, and later scored on a hit by Cheyenne. That made it 4 to 1.

The Trunks got busy again in the sixth. Robideaux, first up, hit safely and stole second. Ripley took the zone, and went back to the bench. Trowbridge located Mr. Gardner, and the outfielder scored. Otto Moore dumped one down to Locke, and while that gent was trying to catch Trowbridge, Moore reached first. Umlire Cheyenne called both safe. Clarke Moore whiffed, but Hinkle hit a safe one, and both Moore and Trowbridge reached. Ray went in to second, and later scored on a hit by Cheyenne. That made it 4 to 1.

ST. JOHNS.

AB. R. H. PO. A. E.

Trowbridge, ss..... 4 1 2 1 0 0
G. Moore, c..... 3 2 0 10 1 0
Clarke Moore, 1b..... 4 1 1 2 0 0
Hinkle, lf..... 4 1 1 2 0 0
G. Moore, 2b..... 4 0 1 0 1 0
McKay, p..... 5 0 0 0 0 0
Brown, 3b..... 4 0 0 1 6 2 0
Shockey, cf..... 3 0 0 1 0 0
Ripley, rf..... 2 0 0 1 0 0
Totals..... 33 7 6 37 15 4

TRUNKS.

AB. R. H. PO. A. E.

Locke, 2b..... 5 0 1 2 1 0
Jameson, c..... 5 1 1 8 2 0
G. Moore, 1b..... 5 1 1 8 2 0
Day, 3b..... 5 0 1 1 4 1
Robideaux, lf..... 5 2 3 7 0 1
Shockey, 2b..... 5 0 0 1 0 0
Metzer, 1b..... 2 0 0 3 2 0
Barnhart, rf..... 4 0 0 1 0 0
Sweeney, cf..... 4 0 0 1 0 0
Price, cf..... 2 0 1 0 0 0
Totals..... 42 4 5 24 13 4

RUNS AND HITS BY INNINGS.

Trunks..... 0 1 0 0 2 1 0 4
Hits..... 0 3 1 0 1 2 0 1 3
St. Johns..... 3 4 0 0 3 0 0 7
Hits..... 0 4 0 0 0 0 0 4

SUMMARY.

Struck out—By Ripley, 8; by Gardner, 6. First base on balls—Off Ripley, 1; off Gardner, 2. Two-base hits—Jameson, 3; Robideaux, 2. Double play—Brown to G. Moore to C. Moore. Stolen bases—C. Moore, 1; St. Johns, 1. Time of game—1:30. Umpire—Cheyenne.

GUARDSMEN ON BIG GUNS

California Regiments Work With
Regulars at Camp.

SAN FRANCISCO, July 6.—Two regiments of National Guardsmen, who are participating in the army maneuvers at the Presidio, in conjunction with the regulars, last night, slept at the big guns in the forts which line the bay shore. For 15 days the state militia will be drilled with the regulars in the handling of the big guns. A part of the maneuvers will be the repelling of an imaginary night attack from the sea by a host of the fleet composed of launches and small boats. The maneuvers are in charge of Colonel London.

In addition to the troops stationed at the guns, an infantry support was established yesterday under the command of Colonel Cooke. The maneuvers proper will not begin until Monday. Before the expiration of two weeks, it is believed that the militia companies will not only have familiarized themselves with the fortifications, but will have learned how to operate the heavy coast defense guns. According to the regulations, the officers of both the militia and the regulars must live in the camps during the maneuvers, although the homes of the latter are less than half a mile away.

The officers of the regular army did not consider the appointment of the militia as an indignity, as they are well equipped with the National Guard.

Children Killed by Vehicles.

SAN FRANCISCO, July 6.—Lives of two little children yesterday were ground out under the wheels of a car and wagon. Charles Bradford, an orphan of six years, while on an errand, was run over by a car near the Chutes and dragged for 50 feet. The child's skull was fractured, his back was broken and he was horribly mangled. He died in the camps after being taken from under the car. John Paul, a 4-year-old refugee in the camp on Persian avenue, fell under the wheel of a heavy truck, on which he was riding unperceived by the driver, and was instantly killed.

PARADE PHOTOS—FIESTA.

Kaiser Photo Company, Imperial Hotel.

"GET A MOTOR CAR"

There Are Good, Sound, Logical Reasons Why You Should Have One

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You need it. The Motor car "brings the country to you" without the grime, the rattle and the roar of the railroad and trolley-cars.

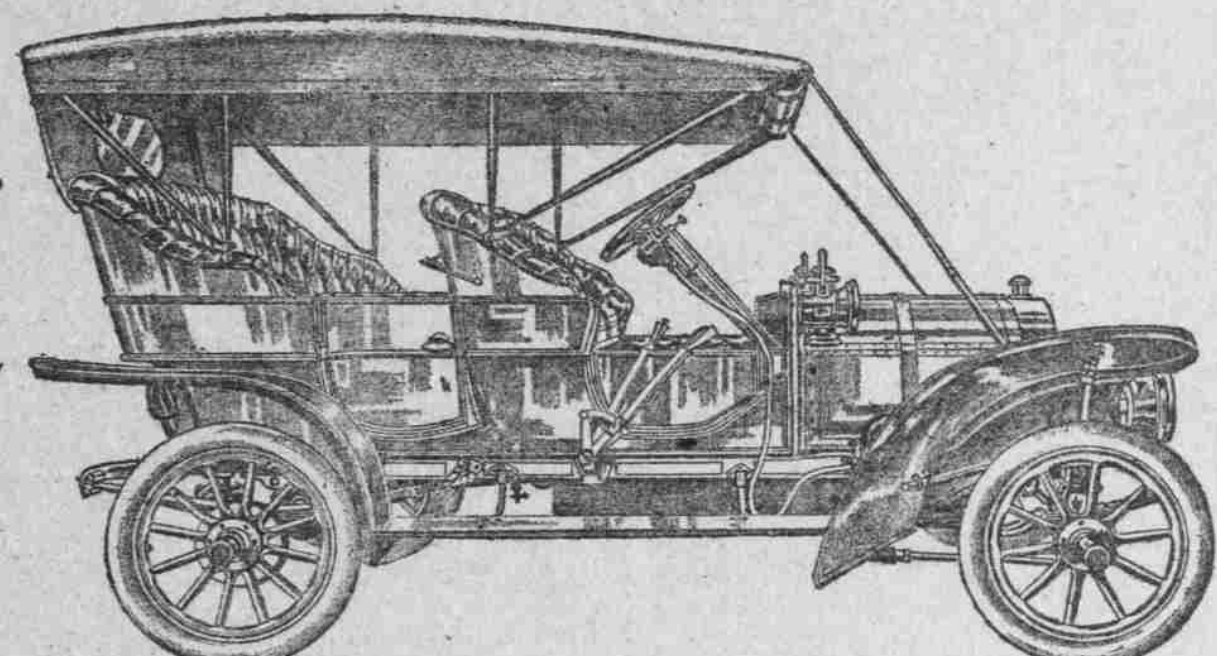
"A car that carries its breeze with it," the exhilarating atmosphere that physicians so often prescribe for tired, overtaxed brains.

Make your trip to and from the city a pleasure jaunt, not a never-ending, nerve-racking ordeal.

Get something out of life. If you want real relaxation after a hard day, your motor car in an hour gives you more of an outing, carries you further and is more gratifying than any other form of recreation.

If you want a tour, get a motor car which has demonstrated its ability on the road—on all kinds of roads—on such a road that everyone knows that the car has it—road-ability.

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Our cars not only win on the track, but on endurance runs and hill-climbing contests always lead. We offer you the greatest line of cars in the world to choose from.

H. L. KEATS AUTO COMPANY

80 and 82 Seventh Street, Portland, Oregon

Agencies—Tacoma, Seattle, Spokane and all important centers

OLD CAR WINS RACE

Pioneer Selden Machine Still
in Good Running Order.

WAS CONSTRUCTED IN 1877

Makes Show of Speed When Tried
Out in Connection With Suit
Over Selden Patent.

ST. LOUIS, Mo., July 6.—A car built in 1877, and known as the "gas buggy," was taken out for a test run yesterday in connection with a suit over the Selden patent.

There was a race meet on the old Gutzgenburg, N. J. track the other day in which the first gasoline car ever constructed—or alleged to be the first—was the winner. It was like old times at "The Gut." The star performer was the Selden "gas buggy" built in 1877, and among the "rooters" were George B. Selden, hailed as the pioneer in road locomotion by hydrocarbon engine, and Charles E. Duryea, another pioneer in automobile construction.

It was a very select audience that witnessed the Selden flyer put through its paces—principally lawyers and technical experts. Of the latter, besides Mr. Duryea, were Professor Carpenter, E. M. Bentley and Professor James E. Denton, of Stevens Institute. The legal lights included S. R. Bates and W. A. Redding. In the Selden colors, and R. A. Parker, who wore an anti-Selden badge.

The betting was lively. Messrs Redding, Bates, Bentley and Denton picked the "77 gas buggy" against the field, while Messrs. Parker, Duryea and Carpenter took the long end of it. Nobody else was allowed within the enclosure but drivers, trainers and bottle holders. The press was rigorously excluded, while only a single official photographer was contented, and that simply that a record might be kept of the performance. The other cars present were a Lozier, Columbia and six-cylinder Ford.

The race was the most exciting on record—but the excitement is yet to come. Seriously, it was momentous. It was conducted with such secrecy, however, that probably the whole motor world would not have known anything about it—for a while, at least—had not the New York Herald's airship hovered near enough to permit of both photography and notes of the proceedings.

To go into details, the race had been ordered by the court, and is the first instance on record of the court fostering automobile speed. Mr. Parker, counsel for Henry Ford in the famous Selden suit, had argued that the "gas buggy" patented by Mr. Selden in 1877 would not go, never had gone and was never intended to go—that is, under its own power. Messrs. Bates and Redding argued otherwise. Mr. Duryea, as an expert and the thing called a "gas buggy" belonged to a lower stratum of society than even a "skate" or a "rolling pin." Herman Kottitz, a noted Selden expert, alleged that the "buggy" would be fast enough for the Vanderbilt cup race of 1907.

So what was there for the court to do but order a race against time? The Nassau circuit in Long Island was first suggested, but fear of the vigilance of the bicycle police in locating speeders changed that plan. So to "The Gut" went the whole of the sporting fraternity, where they engaged in their "outlaw" meet in blissful ignorance of all the "A's" that they were to fathers and mothers to the automobile sport.