

ENDURANCE TEST FOR AUTOMOBILES

Portland Dealers Plan Run to Salem and Return to Show Cars' Merits.

MORE THAN 30 TO ENTER

Route Going Lies on East Side of Willamette, and Return Will Be on West Side, via McMinnville and Newberg.

A dozen or more motor cars with members of the Portland Automobile Club aboard left the city yesterday afternoon on a run to Willamette Springs. A number of those who had signified their intention of making the run, were unable to do so at the last minute owing to business reasons. The excursionists will return this afternoon.

On account of the endurance tests to be held by the Portland Auto Dealers' Association next Saturday, the auto club has postponed the proposed jaunt to Welch's camp near Mount Hood, and will hold the run August 2 and 3 instead. The Welch camp excursion will be the biggest event in the local auto season, for at least a dozen of the machines are expected to take the trip, which means that there will be nearly 100 in the party.

The members of the club are also taking a great deal of interest in the dealers' association endurance run, and when the 80 odd machines start on the big test race next Saturday, a number of private machines will likely follow them along the route.

The machines entered in this test will assemble at Sixth and Hoyt streets, and will be weighed in there, the weighing in the machines must be occupied by the passengers who are to accompany the driver over the route and must have all fittings and furnishings required of a full-rigged touring vehicle.

The greatest of enthusiasm and the keenest rivalry is evinced by the dealers and their friends, and it is expected that some few wars will be placed on the result by the end of the week.

The route programme named by the committee in charge of the event provides that the machines shall start from Portland and go to McMinnville, thence to Corvallis, thence to Salem and afterwards down the east side of the Willamette to Portland, passing through Gervais, Woodburn, Aurora, Oregon City and other places en route.

The rules governing the endurance test are as follows:

Rules and Conditions

The endurance committee, of which F. A. Bennett is chairman, has announced the following rules and conditions:

Cars will assemble, with passengers, ready to weigh in and start at Eighth and Everett streets, on the morning of July 27, at or before 7 o'clock. The exact time, as laid out and published, shall be followed and must be penalized. The exact time, as laid out and published, shall be followed and must be penalized. Each car will leave the first control with a score of 1000 points. At each subsequent control, the car will be penalized for each mile or fraction thereof lost with exception of tire troubles. The total of all points lost will be deducted at the finish of the endurance run from the 1000 points with which each car started. Observers must score each and every stop, whether penalized or not, and allow the judge to decide whether or not it is penalized.

Repairs or adjustments made in a control, or on the road, must be made in the presence of observer and must be penalized. All repairs or adjustments while car is in motion must also be penalized. Cars will be allowed to coast down grades with engine idle without penalty, but if coasting is necessary, the engine must be started for same must be penalized.

Upon arrival in Portland at end of control, each car will be thoroughly examined and any breakage or damage to said car shall be noted and car shall be penalized for time which it would require to repair said damage, same as though said car had been repaired en route.

All cars must stop and register at each control and each observer's score card must bear signature of the keeper of each control, with time of arrival, name of car, and name of driver. No car can leave a control until given the signal by the control judge.

It will be assumed that every contestant is acquainted with the rules of this contest, and by entering therein agrees to abide by said rules to the best of his or her ability.

In event of a dispute concerning the interpretation of these rules, the decision of the judge shall be final and without appeal. A competent, experienced man outside of the automobile trade.

Each entrant shall fill out entry blank fully and give all details asked for. Entrant shall not hold the Automobile Dealers' Association of Oregon, liable for any loss, responsibility for accidents, thefts from cars or any injury to cars, which will be at the risk of entrants as though on private tour or run.

Numbers Must Be Displayed. Each car shall prominently display endurance run number on front and rear. Entrant will be permitted to carry the name of said car on both front and rear. Said name to be in letters not over four inches high, and said sign or banner shall contain absolutely nothing but the name of the car.

First-class certificates will be given to all entrants who finish the day's run and cover the exact route of all controls, for completing the run who have not lost more than 25 points out of the 1000 with which they started.

At the start each car will start with full supply of gasoline, water and oil. Each entrant must specify the amount of gasoline contained in the tanks of said car upon starting. False entry may result in disqualification.

Cars will stop at Salem for luncheon. Cars will be started in order of entry. An average of 20 miles an hour, or less, must be observed throughout the run on all country roads. In passing through towns and villages a speed of 10 miles an hour, or less, must be maintained. The observer shall mark against each car, to lose two points for each attempt to coast, and when an average of over 20 miles an hour is maintained between controls, the judge will penalize said car 15 points for said infraction of rule. The judge shall have power to disqualify or penalize a car for traveling at a speed in any place which he considers excessive without reference to the rules. This is not to be a race, and all attempts to turn it into one should be frowned upon and everything done to create a friendly feeling toward auto-mobiling.

No car will be allowed to pass another car unless car overtaken is disabled or driver and observer both give permission. Any infraction of this rule must be reported by observer of car passed, and judge may use his discretion as to amount of fine which should be imposed upon said car for each offense, but it will not exceed five points for each infraction.

Gasoline tanks must be filled entirely full on arriving at Portland at end of day's run. Said cars to be filled in presence of observer on said car en route, and all gasoline taken on during run must be charged against said car on observer's score card.

In case road is obstructed, or in case of necessities of nature, so that it is dangerous to life or property, the driver and observer shall instruct the driver to stop car until it is safe to continue.

All touring cars must carry four passengers, including observer.

Obey the laws of the road, turn to the

HOOBOO PURSUES THE BEAVER TEAM

Portland Fighting Hard, but Continues to Lose Majority of Games.

M'CREIDIE STILL HOPEFUL

Trying to Get New Man and Thinks There is Yet a Chance to Land on Top—Boston Agent After Coast Players.

Goodly crowds have marked the opening week of another six-week season on the Vaughn-street grounds, and the fans who have assembled there each day have been given a run for their money; each game being hotly contested and the victory marked by one or two runs.

The addition of Atherton and the playing of Schimpff at short, seems to have strengthened the team considerably since its last appearance. Atherton, while appearing somewhat awkward, is a nifty first baseman and above all, can hit the ball at timely intervals, which was one of the attributes M'Creddie's men most lacked in the earlier part of the season.

The disastrous series with the San Francisco team during which Portland has sustained defeat after defeat by the margin of one run, proved highly discouraging to the fans, but they remained loyal and turned out handsomely at the opening game of the present series last Tuesday.

The attendance at the local game caused Hugh McCreddie, secretary of the Boston American League Club to remark that he had never seen a minor league town of the size of this city, turn out so loyally for a ball game.

The Boston "magnate" also expressed his approval of the class of ball played by the Pacific Coast League clubs, which he compares favorably with that of the Eastern League and the American Association.

McCreddie is making the present trip in order to size up the baseball talent in this league for the purpose of purchasing some new talent for the Boston club of 1908. Before leaving this city he refused to announce whether he had purchased any players for the drafted part of the Portland players, nor would he say what he had decided upon regarding the players of the other clubs.

It is pretty certain, however, that Pat Donahue, the clever and hard working little catcher of the Portland team, will go to the big league next season, and incidentally Boston will be the club to get him. Judge W. W. McCreddie denies that Donahue has been sold, or that this sale is even contemplated of the Portland players, and emphatically announces that he is on the market to buy men, and not to sell them.

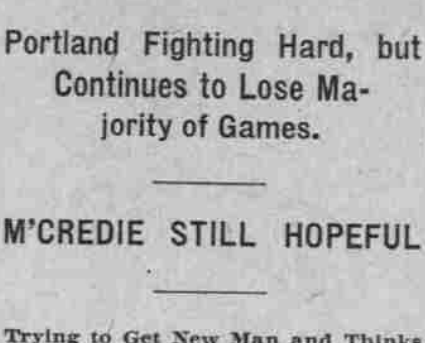
McCreddie is using every endeavor to secure new talent, for in spite of the big handicap the Portland team is now laboring under in the matter of percentage, the president of the club still entertains confidence in the ability of the team, with a few new men, to climb up the ladder and gather in the honors as was done last year.

The optimistic opinion of McCreddie is shared by a goodly percentage of the fans who have become reconciled to the team after the acquisition of Atherton and the evident effort the management is making to gather new material.

Persons who have watched the work of Umpire Derrick during the past week, can not be convinced that he is a good official, yet all concede that the fellow is honest and is endeavoring to do his best. The principal defect in his work is the evident fact that the moment a ball is hit to an infielder he has practically decided the play, and at its consummation he announces his verdict irrespective of whether the throw has been beat out or not. This was glaringly apparent at Friday's game, when he rendered several queer decisions. All these decisions were not against Portland, for San Francisco suffered some.

ALMOST ANY FAMILY CAN AFFORD TO OWN A

Cadillac Cloud Climber



Single Cylinder Touring Car, Price \$1050

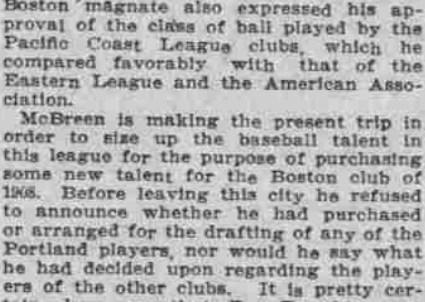
You hear lots of people say that an automobile is a nice thing to have and all that, but cost too much to keep. Maybe that is true—in many cases. But cost of upkeep depends largely upon the kind of car.

If economy and efficiency appeal to you the "Single-Cylinder Cadillac" will come nearest to meeting your ideal.

It is a most significant fact that the Single Cylinder Cadillac is the only Automobile in America, if not in the world, which can truly be accredited with having successfully withstood the test of five successive seasons, which has been made in continually increasing quantities each succeeding year, and which gives promise of continuing to be made for many years to come.

There has, during the past year, been a wonderful awakening to the fact, which is now generally conceded, that in moderate-priced cars the Single Cylinder is the only type that has truly "made good" in every sense of the word, and the position of the Cadillac in that class is so pre-eminent that it is not even a subject for argument.

These little cars are so thoroughly good and are so fully tried out, that we are justified in guaranteeing them free of repairs for one year. There are 18,000 Single Cylinder Cadillacs making good throughout the world, and we fully expect the new 20 H. P. 4-cylinder Light Touring Car to equal the wonderful record of the famous Single Cylinder.



Model G, 20 H. P., 4 Cylinders, Price \$2150

Covey & Wallace Motor Car Co.

16th and Alder Streets

Agents Pierce, Cadillac, Locomobile, Columbia and Knox

AUTO RACES AT BRIGHTON

GOOD PROGRAMME ARRANGED FOR AUGUST MEET.

Fifty and One Hundred-Mile Events to Precede Big 24-Hour Event.

Judging from the list of events which have been arranged for the Brighton Beach automobile race meet of August 9 and 10, the affair should be the greatest of its kind in the history of the sport. The feature event is a 24-hour international endurance derby, with a gold and silver trophy for the owner of the winning car and \$100 in gold coin to be divided among the two drivers.

Preceding this contest two five-mile, two ten-mile, a fifty-mile and a 100-mile race will be run on.

The entry blanks for the Brighton meet have been sent out and the early receipt of a goodly number of entries is expected, particularly for the long-distance races in which the number of starters will be limited.

The 50-mile and 24-hour contests are open to stock cars, which may be stripped of 50-horsepower or under. In the last named event each entrant may nominate two cars and the second car may be substituted in case of accident to the first under a sliding regulation of laps.

Automobile track racing has come to the front again this year, largely through the excellent test and thrilling sport provided by long-distance races. This is conclusively shown by the 24-hour race held in Detroit, on June 21 and 22. This contest drew the largest attendance ever produced the most interesting and exciting sport ever witnessed at an automobile track meet.

New records were made by Frank Kulk, who covered 1125 miles in the 24 hours in a six-cylinder Ford, taking advantage of the rule permitting the use of two cars. The three contestants who finished next in order were also within the old figures.

The marked success of the Detroit meet demonstrates the ability of the United States Motor Racing Association to promote and manage such events. The meets being run by this association to promote and manage such events. The meets being run by this association in all parts of the country are characterized by the absence of accidents and well high perfect management which have given the utmost satisfaction to both the contestants and spectators.

Japanese Steel King Automobianic NEW YORK, July 20.—K. Okura, son of the steel king of Japan, who has been studying at Cambridge, has arrived here from Europe with four

GAULD TEAM WINS AGAIN.

The Gauld Company has maintained its claim to the championship among the plumbers by defeating the Jacobs & De Temple Company team in a hotly contested game by the score of 6 to 4. The feature of the game was the catching of Fleming, of the Gauld team. Score: Gauld Company.....0 0 0 0 0 0 0 0 Jacobs & De Temple.....0 0 2 2 0 0 0 4 Batteries—Thayer and Fleming; Haines and Rogers.

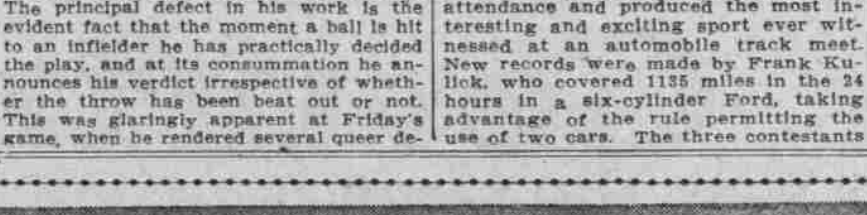
The Eugene Baseball Team has record of ten games won and only three lost.

EUGENE, Or., July 20.—(Special.)—The members of the Eugene baseball team, reading from left to right, are: Top row—Branstetter, Edwards, Hobbs (captain), Moshberger. Center row—Leslie, Whitaker, McCormick (manager), Johnson, Harper. Lower row—DeNeffe, Weed and Johnson.

The team was organized early in May, but in the 13 games played it has lost only three, two victories going to the strong University team and the other going to Coburg one day when DeNeffe, the Eugene pitcher, was a out of the box. Since the Lane County League was organized, consisting of Eugene, Springfield and Coburg, Eugene has won every game she has played and now leads in the standing of the league nine.

The scores in the order that the games have been played this season is as follows: Eugene 11, Coburg 4; Eugene 8, Coburg 2; Eugene 7, Roseburg 2; Eugene 6, Oregon 2; Eugene 3, Coburg 4; Eugene 3, Oregon 5; Eugene 7, The Dalles 5; Eugene 4, Roseburg 3; Eugene 3, Salem 2; Eugene 6, Springfield 5; Eugene 7, Coburg 7; Eugene 3, Springfield 2; Eugene 3, Springfield 1; Eugene 3, Coburg 3.

I AM MASTER OF MEN'S WEAKNESS



Note the announcements of all other specialists and medical institutes and you will see how little they say about their treatment for Men's Weakness and how lightly they pass over the subject. Yet one man out of every four has a vital weakness which constantly drains his power, and that man must continually force himself along in his everyday path of living. There is no real joy or happiness that is not marred by his ever-present feeling that he is not as other men. Now to such men I offer hope. I not only hold out a helping hand to lift them up, but I urge them earnestly to accept my aid. I can gain their confidence from the first examination by locating the seat of their trouble exactly, and can always entirely convince them of the logical effect of my treatment when I explain its action. I never charge for this examination or consultation.

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I offer not only FREE Consultation and Advice, but of every case that comes to me I will make a Careful Examination and Diagnosis without charge. No ailing man should neglect this opportunity to get expert opinion about his trouble.

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EUGENE BASEBALL TEAM HAS RECORD OF TEN GAMES WON AND ONLY THREE LOST.