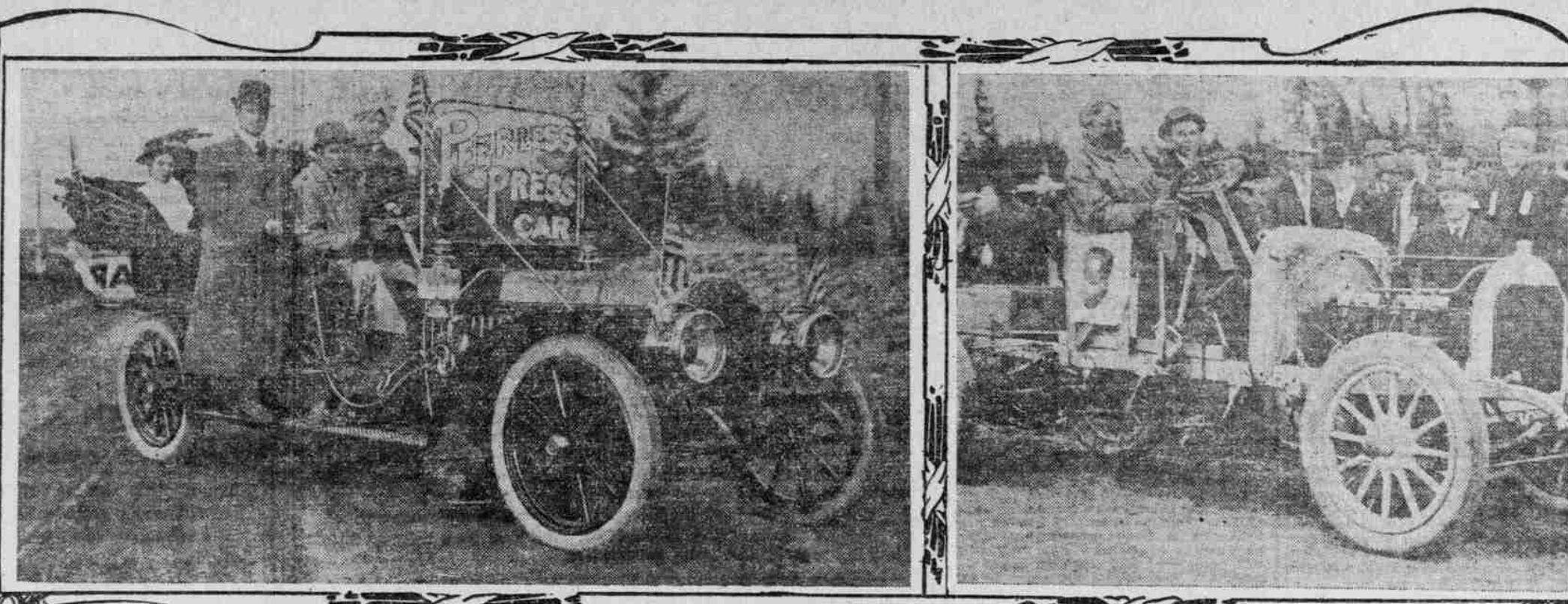
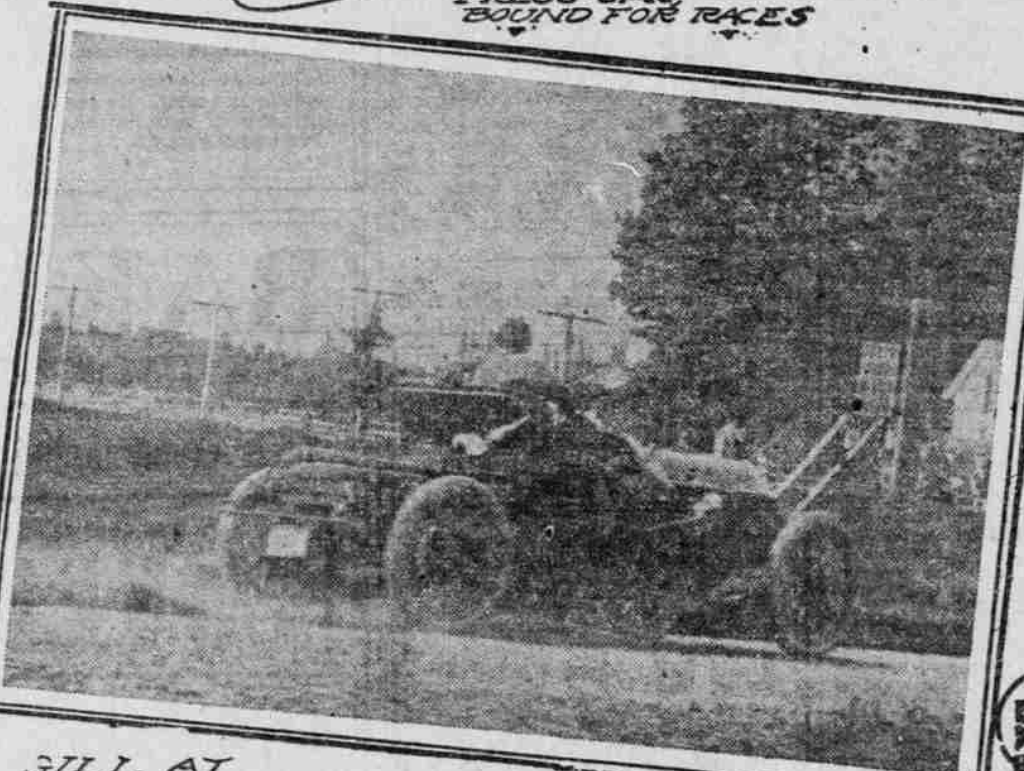


SOME INTERESTING VIEWS TAKEN AT AUTOMOBILE ROAD RACES ON GRESHAM COURSE

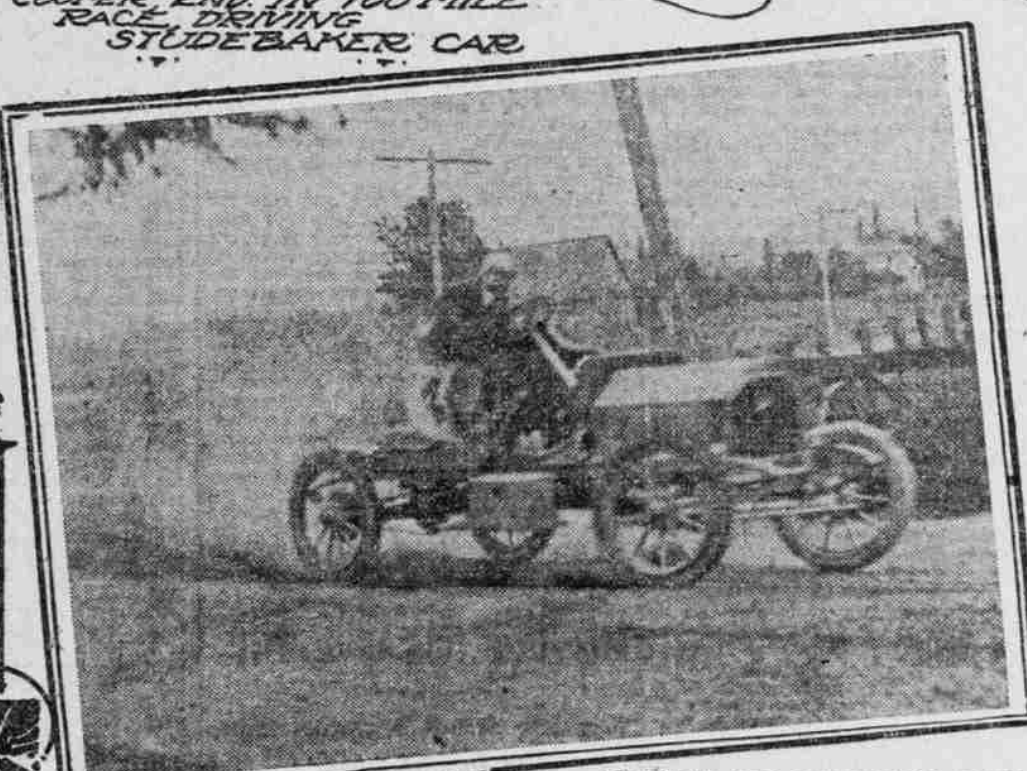


PRESS CAR BOUND FOR RACES

COOPER, 2ND, IN 100 MILE RACE DRIVING STUDEBAKER CAR.



GILL AT GRESHAM TURN



COVEY AT GRAVEL PIT TURN, LAST LAP OF 50-MILE RACE. PHOTOS BY DANA SLEETH

LESSONS OF THE BIG AUTO RACES

Frequent Breakdowns Show Stock Cars Unadapted to Long Course.

COMMENTS ON THE ENTRIES

How the Various Machines Stood the Test of the Hard Course and the Breakdowns That Compelled Them to Retire.

Portland's big automobile race meet is over, and while it was somewhat disappointing, owing to the disabling of a number of the entries, the lessons taught, however, should be fruitful to a marked degree.

The fact that it was the first big automobile race for stock cars ever held on the Pacific Coast caused the event to create widespread interest and representatives of nearly every automobile and automobile equipment factory were on hand to witness the races. In addition, dealers and auto enthusiasts from all over the Pacific Coast were present on the day the races were run. The throngs of spectators assembled along the course were highly enthusiastic. This, despite the fact that long waits were in order owing to the disabling of fully one-half the machines which started in the races, thereby lengthening the periods when machines would pass each point at which the spectators assembled. Had there been more entries, or if all the machines which started had kept in the races, the waiting intervals would not have been so tedious.

In spite of the failure of most of the cars entered to fulfill the expectations of the crowd, the majority of the spectators, as well as the members of the Portland Automobile Club, were well pleased with the events, and hope are entertained for a bigger and better meet to be held next year.

Several lessons were learned in the recent races, and should a similar event take place next year, many more cars will enter, and incidentally stronger made machines, than the ones participating Thursday. Thursday's races demonstrated that speed records cannot be broken with the average stock car unless it is made strong enough to resist the rough spots over which it must travel.

The two Studebaker cars which took first and second places in the century race, and the Cadillac which won the 55-mile event, experienced but little trouble with their mechanics. One of the Studebaker's was compelled to stop for minor repairs, while the winner went through without any handicap whatever. The Cadillac scored in the lesser event with the slightest trouble, but the bumping it received over the rough road in the first race caused the loosening of several bolts and its final retirement after making two slow laps. The other Studebaker experienced trouble with his carburetor shortly after the start in the 100-mile event, and his slow time in the first lap was plainly apparent to the spectators who was in distress. This little car had gained enough glory in the first race, but many of the admirers of its driver deeply regretted his inability to proceed farther than two laps and a short fraction in the big race.

Wallace's big six-cylinder Thomas proved a disappointment to both sexes. Shortly after the start it was found to have a cracked cylinder and compelled to retire on that account. The Thomas Forry was said to have sprung a leak in its radiator, but in reality lacked a fan; but there may have been other adjuncts out of gear, for it did not perform with anything like what was expected of it. In fact, every entry in the race made by Harry L. Keats' establishment met with misfortune. This despite the fact that his mechanics had worked heroically the night before the race to get the cars in shape for the races. Wallace, Gill and Dodd, the three men who drove for Keats, are highly capable men, and were unfortunate that their cars were not in condition to stand the strain.

The Locomobile took considerable glory in the races by scoring the fastest lap made in the meet. Unfortunately this car came to grief shortly after passing the grandstand on its triumphant journey made in 16 minutes, and was out of the race after that time.

Another disappointment, and a more severe one than any of the others, was the disabling of the Oldsmobile on the last lap of the course. This machine was put out because the threads of the bolts holding the gasoline tank were loose, releasing the nuts, and causing the tank to fall to the ground. The tank came loose on the fifth lap, but Driver Harrison brought his machine to a stop near the Gresham turn, and there tied the tank on as securely as possible with ropes. These fastenings, however, failed to hold the tank in place, and after passing the grandstand the tank fell to the ground. The Olds was placed hors de combat about one mile beyond. This is the same machine which sustained the accident on the course on Tuesday night, and all day Wednesday it had been decided not to enter the car, but H. O. Harrison, of Los Angeles, was anxious to drive in the race, and he managed to get sent in with but little hope of its lasting more than one lap. It proved considerable of a surprise to F. L. Dierro, who was the mechanic in charge of the Olds Motor Works of Lansing, Mich., and to Messrs. Crowe and Gresham, the Portland agents of the car, when it came so close to completing the 100 miles.

The Kisselkar entered by Fred A. Bennett, and driven by Dr. C. B. Brown in the 55-mile race, came to grief immediately after the start, and no effort was made to repair the car and get it on the track again. This car was figured as a strong factor in the short-distance event, but like the majority of the other cars, became disabled, and had to leave the course. The next disastrous failure was to the Stoddard-Dayton entry. This car had previously made such a splendid showing in the tryout tests that it was figured as a formidable competitor in both races. Unfortunately, it failed to make a single lap, breaking down shortly after the start of each race. A. Burgess, the local agent of this car, was considerably disappointed at the inability of the Stoddard-Dayton to continue, for he had figured on capturing at least one of the cups offered for the race.

The cars that make the best showing among the disabled bunch are the White Steamers, for despite frequent stops necessitated to replenish exhausted water tanks, caused by leaks, two of these entries succeeded in gaining a place in the races, one in the first event and one in the second. All of the entries were regular stock cars, stripped in the agencies for the occasion. Some of them had arrived in Portland but a few days before the races and were not sufficiently tried out over the course, but in spite of this, it seems that the average stock car, while amply strong enough to accommodate short distance spins at high speed, is lacking in strength and endurance for such stren-

uous driving as 55 miles and 100 miles over country roads. What is needed in road races is specially built cars for the purpose, and as a suggestion, it would be wise to furnish an additional race of a shorter distance for cars of the stock variety. Thursday's events were exceedingly well conducted by the Portland Automobile Club, and for an organization which experienced its first test in such an event, considerable credit is due the members of its committee for the energy and ability displayed by them. Especial thanks of the members of the press of Portland is extended to E. L. DeCamp and John B. Kelly for their kindness and consideration in extending the use of their cars for the accommodation of the representatives of the different dailies of this city at the auto races. The Portland automobile races attracted widespread interest throughout the country, and let us hope for a bigger and greater event next year.

Chit-Chat of Sporting World

STAKE-HOLDERS of campaign bets announce that they will settle all bets on Monday. This will be glad news to the holders of winning tickets. Those who bet on the losers can have the satisfaction of standing around and watching their money burn.

A big fat man with a contagious laugh had lots of fun with the fans who were pulling for Portland in Friday's game. Any time either team made a hit he would yell "Take 'em out." The gang began to roast him until they got next that he was kidding them.

Any old time you think Ruby Robert Fitzsimmons passed up a chance to get a right hook on a bit of your Uncle Sam's lithographs just think again. Fitz pulled down \$90 for officiating at yesterday's game. Now the question is, Was he worth the price as a drawing card?

A ball player recently fell heir to half a million dollars, and announced that just because he had a few paltry dollars in the bank he was not going to quit the game. The next thing he did was to demand an increase of salary because he was a drawing card.

Signoretta, the 100 to 1 shot that won the English Derby, is the first filly to win the great classic since 1882. Then it was won by Shotover.

Racing at Emeryville closed yesterday. President Williams gave the lovers of horse racing just 180 days of racing. It was by all odds the longest race meeting in the history of the American turf.

An Indiana woman was acquitted of murder the other day on the ground that she mistook the man she killed for her husband. We naturally expect that a lot of Indiana ball players will be wondering if they in any way resemble the woman's husband.

The next time Portland holds an election, what's the matter with making the candidates declare themselves as to how they stand on race suicide and Sunday baseball? Then if they gig back, we can invoke the recall.

Getaway Day at Oakland.

OAKLAND, June 6.—Getaway day recalls: First race, six furlongs—Aunt Polly won, J. W. O'Neill second, May Amelia third; time, 1:13 1/2. Mile and sixteenth.—Day Star won, Baubla second, Eckersall third; time, 1:47. Mile and sixteenth.—Stoney Lee won, Sea Lad second, Rubicon third; time, 1:47 1/2. Mile and sixteenth.—Presidio Handicap—Boggs won, Johnny Lyons second, Cadillac third; time, 1:45 3/4. Mile and 20 yards.—Black Mate won, High Gun second, L. C. Ackerly third; time, 1:11 1/2.

TEAM GOES SOON TO HOTTER CLIME

California Sunshine Expected to Take Stiffness From the Beavers.

GAMBLING UNDER THE BAN

Judge McCredie Has Plain-Clothes Man to Head Off Big Bets on Grounds—Evil of Baseball Betting.

BY WILL G. MACRAE. One more week of baseball and Portland will take a hike down South, and let's hope that the team gets away from the gloom and chilly weather that has marked its opening six weeks at home. Just now the team is in a bad way, for not only has the pitching staff been knocked galley west by the long-drawn-out spell of rainy and chilly weather, but almost every man on the team is suffering from sore muscles or bad colds. With this handicap, and with pitchers that were forced to work when their arms were as stiff and lifeless as boards, the team has played winning ball.

Yet, in spite of this, some of the cranks are howling their heads off. Because Manager McCredie's crew dropped two straight games to Los Angeles, the crabs began to rail. In all the crabbing there is reason of balm, for the wall of the team "going to pieces" comes from a certain lot of baseball bugs who have been making it a business to gamble on the games. Ever since the game was played there has always been more or less wagering on the outcome, but the bets were made between man and man, and it was not until this season that gambling on the games became a mania. J. Cal Ewing, president of the league, served notice on some of the people who were wagering on the game that he would not tolerate it on the grounds, and gave warning that if it was not stopped, he would appeal directly to the city officials. This step was not taken because the gambling mania had developed to the dangerous point, but the habit may as well be stopped now and save any possible chances of scandal.

Even Reached Handbook Stage. There is no harm in making a small bet on any game or any kind of sport, but when the betting becomes a business, it is time to cry a halt. At one time gambling on the games was winked at in San Francisco. There even was a time when a handbook was made, opening underneath the grandstand. This furnished until the gamblers, not satisfied to take an even break, set out to bribe the pitchers. As luck would have it the crooks picked on the wrong man, Jimmy Whalen. They wanted Whalen to throw the game and the howling out he gave the thieves, resulted in driving them out of the grounds. Since Cal Ewing became president he has broken up gambling and only the other day he had a man thrown out of the grounds that was caught going through the crowd making bets. Ben Johnson, the president of the American, is another baseball magnate that has put the lid on gambling. In order to break up gamblers and put them out of business, President Johnson appealed direct to the Mayor of Detroit, Judge W. W. McCredie has taken pre-

cautions to head off the spread of the craze on the local grounds. He has employed a plain-clothes man who moves around the grandstand and through the bleachers keeping an eye open for Mr. Gambler, who goes out of his way looking for a chance to make a bet. So far those who make it a point to bet big money on the games, have confined their operations to the downtown districts. If they ever attempt to operate on the grounds, there will be troublesome times ahead. Anyway, it's time to break up the business, for now, while only short money is being bet, there is a chance that somebody whose conscience is not straight will try to get to gamblers. It is because the game has been kept clean of the gambling spirit that it is held in such high esteem by the American public. Let's keep it there. This is a tip to those who ought to be wise.

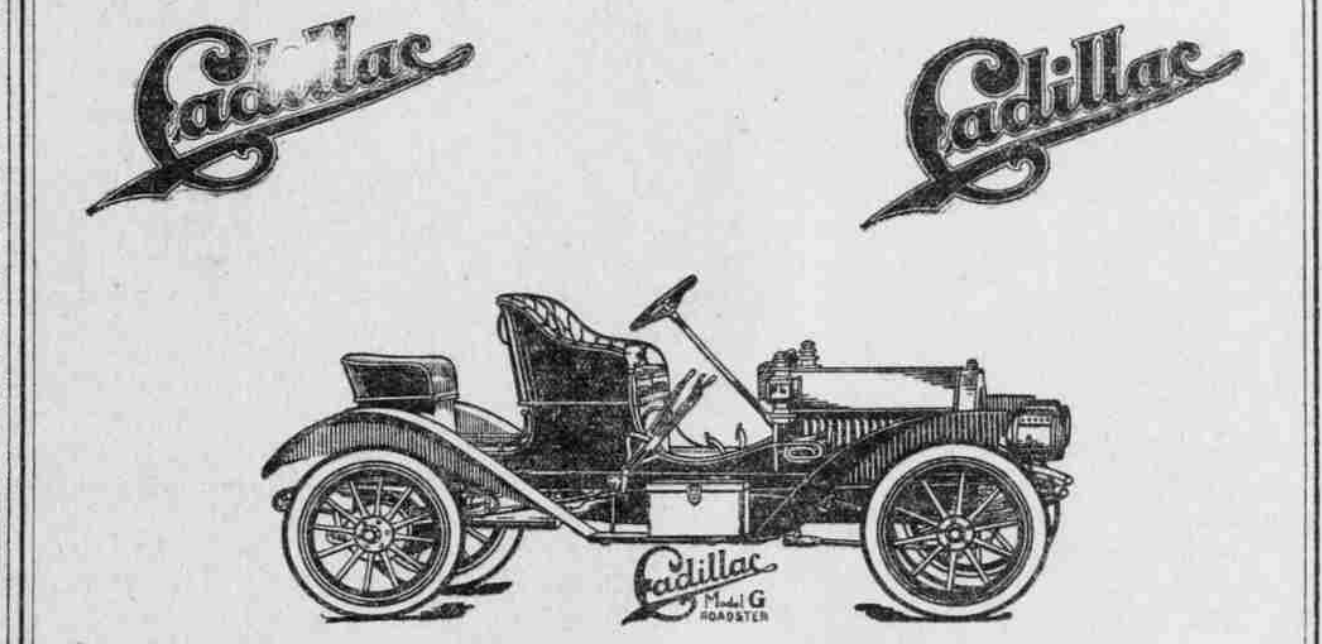
Weather Hit Locals Hard.

Portland's crippled condition comes at a time when it looked as if we had a chance to wind up the home series and go south on the top of the heap. It will certainly help Los Angeles to stay where she is. The sudden retrograde movement of Oakland has also been a mighty fine thing for the Seals, for they have had a chance to retrieve some of the kicks backwards that they got in their last series here. This is the luck of the game, however, and it is the very thing that keeps the fans going. With anything like a break in the weather, nothing on earth could have kept the team from being the leaders, for once it got going, it never would have been stopped. Some of the fans were inclined to take it out on Manager McCredie because he pitched Ot-

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Johnson. This was not done because Manager Mac wanted to, but because he was forced into it. His pitching staff is shot all to pieces, yet some of the bugs that McCredie should have had a reserve of bushers on tap. Keen critics who saw the game Johnson pitched say that with any kind of support, the score would have been lots closer. Dolly Gray wasn't allowing our swatsmen much of a chance to connect with his delivery, and that also gave the game a lop-sided look. Johnson, if he were worked regularly in the box, would turn up about as nifty a



Model G. 25 H. P. \$2000

Winner 50-mile road race, June 4, in the remarkable time of 1 hour, 13 minutes and 20 seconds, averaging 47 8-10 miles per hour; 18 minutes, 35 seconds slowest lap; 18 minutes, 5 seconds fastest lap—pretty consistent running. This car was a regular stock car in every way, with the exception that extra provision was made for lubricating oil; body was on and no gears were changed, all that's being said to the contrary notwithstanding. I was laughed at for putting the little Cadillac in against all the supposed seventy-mile-an-hour cars, but those who laughed did not know the Cadillac as I did nor as they do now. It was simply a case of show them.

HOWARD M. COVEY FOR Covey Motor Car Co. 16th and Alder, Portland, Or.

slabster as there is in the league, so the crabs can howl if they want to.

Team Takes on Oakland Next. There will be one satisfaction in the closing week, and perhaps after all there is a chance to reach the top. This week we wind up with Oakland, and unless the Athletics take a brace we will have easy picking while the Seals and Los Angeles are fighting it out. By this time, also, Garrett, Finnance, Pernoll, Groom and Kissella may be off the sick list. If they are Oakland will do well if it takes one out of the series. Groom pitched a swell game Friday, showing that he was about recovered. He was steady, allowing only two passes and fanning out seven. With any kind of luck breaking for the home talent we would have beaten Hoop for he was a trifle wild. Kissella won his game when he was so ill that he could hardly draw on his glove. Several times McCredie had Pernoll and Bloomfield warming up, fearing that the big fellow would have to retire. It was sheer gameness that made him stick it out. Bloomfield Feels Cut Up.

I feel sorry for Billy Bloomfield. Billy has been a victim of the weather also. Had we have enjoyed our usual fine Spring weather, Bloomfield would have rounded to. All the little fellow needs is to get his control back, and a few real hot gas would have undoubtedly accomplished this. He feels his failure to get back his control very keenly, and he said the other day: "I'd be willing to work all Summer for nothing if I could get control. Why, I'm so bad that I'm afraid to throw a ball even in practice. I can't understand it, and am about broken-hearted."

HALF DAY'S CATCH 77 FISH

Two Marshfield Men Hold Season's Record for Coos.

MARSHFIELD, Or., June 6.—The best fishing record of the season for the Coos Bay country has been made by Otto Schaeffer, manager of the Western Union office, and Harry W. Skinner, until lately purser of the steamer Alliance and now agent for the California & Oregon Coast Steamship Company at Marshfield. The two fishermen took a week-end outing at Ten Mile Lakes and in one afternoon spent in casting the fly captured 77 trout ranging in size from one-half to three pounds. This is the best catch of the season to date.

A number of Coos Bay people have built Summer cabins on Ten Mile Lakes and many others have purchased land with the view of erecting houses.

Fight in Los Angeles July 4.

SAN FRANCISCO, June 6.—Acting for Jim Jeffries' Los Angeles fight club, Baron Long, who arrived in San Francisco yesterday, signed up Packy MacFarlane and Fred Dick Welch to box 25 rounds in Los Angeles on the afternoon of the Fourth of July. Both men agree to weigh 125 pounds at 3 o'clock on the morning of the fight. Jim Jeffries is selected as the referee.

Mexico to Aid Irrigation.

CITY OF MEXICO, June 6.—Minister of Finance Llanantour's bill providing for an appropriation of \$25,000,000 for the initiation of irrigation works throughout the republic, was passed by the Senate yesterday. That portion of the bill providing for the establishment of a re-discount bank was amended so that the bill now calls for the establishment of as many of those banks as may be needed in the aiding of farmers.

Congress took a further step in the protective tariff policy by raising the import duty on iron and steel 1 percent per kilo (about 2 1-3 pounds) yesterday.

Tani! Tani! Tani! at Rosenthal's.