FAST CARS ENTER FOR AUTO RACES

Best Drivers in Country Will Compete in Annual Rose Festival Meet.

THREE EVENTS ON CARD

Two Fifty-Mile and One Hundred-Mile Contest Will Make Up the Programme, With Motorcycles as a Special Feature.

Automobile dealers are making active preparations to enter their cars in the races June 12, and each garage that will have entries is the scene of extensive mechanical operations. Cars are being stripped down and remodeled and made as light as possible so that they will offer the least possible resistance to the air. Practically every dealer has signified his intention to take part in the races, and all are choosing the most suitable stock cars to be entered in the events.

The rules and conditions governing the races have been perfected and sent to the various dealers. The entries will close June 9 at 6 P. M. Roads will be closed to teams at 11 A. M. on June 12 and to automobiles at 11:30 o'clock. The first race will start promptly at noon and all races will be made from a standing start.

Three classes of races will be made. Class A will be a 100-mile event, which is open to stock cars of any make which shall have been regularly represented and sold by any dealer of Portland 60 days prior to June 12. The other two are 50-mile events made under the same conditions. Class B and C are regulated by the price at the factory. Class B will be competed in by cars at $650 or less. Cars in Class C will open the races and will cover three laps of the established course of 14.6 miles. The first and second prizes will be valuable cups. Cars in Class B will compete in the second event, which will also be three laps over the same course. The prizes will be the Rose Festival trophy for first and the Criterion trophy for second place.

While preparations are being made for the last and most important contest a motorcycle race will be run. Over 20 motorcycle owners have signified their intention to take part in the one-lap race and two valuable cups are offered as prizes for this event. There will be no delays between races.

The last race is for the Wemme $500 cup and seven laps will be covered. This race will be the climax of the day and close competition is promised for the trophy. For second prize the Archer & Combs trophy is offered.

The rules of the races are as follows:

Stock Chassis—A chassis which, without any changes whatsoever, except that any carburetter or magneto may be used, and spring shackles may either be lengthened or taken up to suit conditions, can, by adding the necessary parts be assembled into a stock car for which it is designed.

Standard Start—The front wheels of each car must be on the tape, and remain there stationary until the signal is given to start.

Delay—A contestant who fails to respond promptly to the call of the clerk of the course, shall forfeit his right to his position and shall take the rear place and start after all other cars have started in the same race.

Foul Driving—Intentional foul driving, the offender shall be disqualified.

Passing—A competitor overtaking and passing another must keep to the left and must not cut into or ahead of the one being passed, until he is at least one length ahead.

There will be an emergency car, which may be called out by the referee in case of accident, and same will have Red Cross signs to show plainly to contestants. This car will keep to the extreme right at all times, leaving the course open.

All contestants driving in these races shall be white male drivers of 18 years of age or over (no exceptions.)

Only such officials as is their duty, shall be allowed on the course. All others shall stay within the fences or places allotted them.

The officials of these races shall be appointed by the race committee, and must be men of fair judgment, not connected or interested with any firm or individual entering cars in these races.

The race committee in charge is: President E. H. Wemme, Secretary Walter F. Beebe, Chairman M. C. Dickinson, R. D. Inman, R. E. Blodgett, Will F. Lipman, Elliott Corbett, Gay Lombard.

Negotiations are being made with the following dealers to have their representative cars entered in the races:

Crowe Auto Company, one Stearns and one Oldsmobile.

F. A. Bennett, three Stoddard-Daytons and two Renaults.

Studebaker Bros. Company, two Studebakers.

Idanha Motor Car Company, two Auburns.

H. L. Keats Auto Company, two Chalmers-Detroit, one Buick, one Pope-Hartford, one Lozier.

Franklin Auto Company, one Franklin.

Tourist Auto Company, two Tourists, two Locomobiles.

White Steamer Agency, two large cars, one small car.

Ford Agency, one small car.

Covey Motor Car Company, two Cadillacs.

George Souls, who drove the Stearns machine in the Briarcliffe and Savannah races and made a good record, will preside at the wheel in the Festival races for the local Stearns agency. Murray Page, who has been driving the Locomobile in California races and winning victories, will drive this same make of car here. H. O. Harrison, who drove the Oldsmobile in the races last year in Portland, has been engaged to drive the machine again this year. Siefert, who has been driving in California, will drive one Stoddard-Dayton. Christopherson will drive the other.

J. W. Wallace will arrive from Seattle to drive one of the cars for the Keats Auto Co. J. Archie Hess and L. G. Mechlen will compose the team for the Franklin Company. A number of other drivers of note and National repute will be engaged to take charge of other machines.

* * *

The Covey Motor Car Company reports the sale of a Pierce-Arrow six-cylinder touring car, with an extra limousine body for Winter use, to Miss Geneviève Thompson.

* * *

That building of a clubhouse for the Portland Automobile Club will have to be postponed until next year, is the decision made by the members of the club, who are too busy at the present time with arrangements for the June races to give the matter proper attention.

When the property was purchased it was decided to build a bungalow for the immediate use of the members, but during the rush necessary to complete arrangements for the races in time to have them held during the Rose Festival, and for the Lombard tour to be held in July, it was found necessary to wait until the next year.

As it would take at least a month and perhaps more to get the building under way, and as by the time it was finished the season would be practically over, it was thought best to wait until Fall to begin operations. In this way the new home will be finished when the season opens in 1910 and the grounds will be put in shape for the benefit of the visitors who wish to spend the day there. Another consideration upon which this decision was based was the expectation that the club will be better situated in a pecuniary way after the races are over.

* * *

"There's one peculiar thing about the selling of automobiles," said a prominent auto dealer a day or two ago. "Once two or three good makes of machine gain the popular favor in a municipality, it is almost impossible for any other make of car, no matter how good, to be brought into the city and sold to any great extent.

"It's like wearing a certain kind of shoe of a certain shape, or, with men exclusively, a certain kind of hat, say a derby or a fedora. It's hard to break the habit. And the case is more noticeable with women than with men. Mrs. Smith buys a certain kind of car. Mrs. Brown, her friend, wishes to have a machine also, but doesn't know what kind to get. Mrs. Smith immediately insists that her car is the very best machine that money can buy, and urges Mrs. Brown to get one like it. Mrs. Brown is taken out in the machine and shown its good points, and is eventually induced to get one like it. In a good many cases the fact that some other woman or man has a certain kind of car that looks good is sufficient inducement alone for an intending purchaser to get a similar one.

"After several are sold in this way, not in one make alone, but in two or three of the best makes, we dealers have about all we can do to take the orders. Soliciting is not necessary when a community once gets the habit. In one town one make may predominate, and a different make altogether may be in the popular favor in another city. They are afraid to try other cars, or at least don't try to find out their merits. The people to whom we sell our cars are our best salesmen, and it is hard for another kind of car of equally good make to break into this favor or prejudice, or whatever it may be called."

* * *

Fred A. Bennett reports the following cars sold this month:

Reo 22 H. P. touring cars to William Pratt, A. Muetze, F. Lucas, E. R. Clary, A. Soldern, J. A. Gabel, J. W. Ward, F. L. Irwin, A. D. Linse, Medford Auto Co. 3, M. A. Rickard 2, A. L. Lutz 3, American Auto Co. 2, George Cornelius 3.

Reo 22 H. P. roadster to J. W. Donnelley.

Reo 10 H. P. runabouts to Ed Gerlinger, W. P. Franklin, F. G. Berry, C. F. Robinson, J. C. Garner, A. D. Brown, American Auto Co. 2.

Mitchell 20 H. P. runabouts to Dr. Harvey, J. Frank.

Mitchell 30 H. P. touring cars to C. F. Moore, W. D. Hanna, Mulvehill Hat Co., R. E. Trafton, J. E. Tucker, E. Wagner.

Stoddard-Dayton 45 H. P. roadster to Major Miller.

Stoddard-Dayton 45 H. P. touring cars to American Auto Co., E. J. Willie, C. F. Eggert, J. D. Hoge.

16 passenger sight-seeing car to E. D. Stuller.

20 passenger sight-seeing car to E. R. Dwyer.

TEAM THAT PROMISES TO BE IN NORTHWESTERN LEAGUE PENNANT RACE THROUGHOUT SEASON.

SPOKANE INDIANS, WHO WILL PLAY HERE NEXT WEEK.

The players in the picture (from left to right) are: Standing—Burnett, cf.; Dellar, p.; Ostdiek, c.; James, 2b.; Weed, rf.; Holm, p.; Clynes, lf; Gregg, p.; Brinker, p.; Connors, 1b. Kneeling—Jensen, p.; Brown, manager and ss.; Altman, 3b.; Wright, p. (citizen's clothes); Stevens, c.

O. A. C., 8; Salem High, 1.

SALEM, Or., May 22.—(Special.)—In the baseball game between O. A. C. and Salem High School on Willamette Field Friday afternoon O. A. C. won, 8 to 1.

SHORT BOUT NOT CONSIDERED JOKE

San Francisco Sports Believe Papke-Kelly Fight Was on Square.

NELSON IN BAD LIGHT

Dane Takes Nasty Fling at Go. Will Meet Dick Hyland in 45-Round Match on May 29 and Will Be Favorite.

BY HARRY B. SMITH.

SAN FRANCISCO, May 22.—(Special.)—"Stung again," is what I suppose you are saying in Oregon of those of us who saw another one-round fight the other afternoon at the Madison-street arena. Well, it wasn't altogether that, although there is some ground for the conjecture that the fight fans didn't get all that was coming to them. It is the third one-round fight we have witnessed since that particular arena was opened not three years ago and most of us are becoming so accustomed to it, that it occasions no great surprise.

It was not as clean cut a punch as the one by which Stanley Ketchel landed Mike Twin Sullivan on the carpet, but it was as brief an affair. Just one minute and 30 seconds from the time the gong sounded, Kelly was sprawling on the floor, dead to the world. Papke was altogether too strong for his man.

How It Was Done.

First of all, after a clinch, he caught the Italian a right to the body. Kelly dropped his guard and as they came to a clinch, Papke hooked him with a left. It was a fearful blow, just over the temple and felled Kelly like a log. More from habit than because he knew what he was doing, Hugo stood on his feet and received a left and then a right that knocked him completely out.

He tried vainly to stand on his feet, but it was no use. He fell back to the mat from the effort and was counted out. That was the sum total of the fight.

It is hard to explain how it happened. There is one story, however, that should be contradicted. That is the yarn spun by Battling Nelson, who reviewed the match in a local paper and came as close to saying it was a fake as he could and not make the direct charge. There was absolutely no ground on which you could call it a framed fight. Fights are not framed after that fashion. They are usually more spectacular and more long-drawn out. Had Kelly any pre-arranged plan of losing, he hardly would have done so at the outset. He would have gone about it more gradually.

And from what I can learn, Kelly was more broken up over the Nelson story than he was over losing the fight.

"I may never fight again," he told his friends, "but if I can get that fellow Nelson in Chicago, he will find there is still one more scrap left in Hugo Kelly and that there will be a lightweight knocked out."

It was a nasty fling on the part of the Dane and can only be accounted for on the ground that he wanted to write something that would attract attention to him.

Nelson-Hyland Fight.

Our next fight, also in the nature of a championship, will be the Battling Nelson-Dick Hyland 45-round go on May 29. It looked for a time this week as if Nelson would call the match off. He has some new financial conditions on which he insisted, but Coffroth gave in to the champion and the forfeits were finally posted.

Hyland has been in training a couple of weeks and Nelson started at Milletta's the first of the week. There is no question of the ability of either man to make the weight, but from where I stand it looks as if Hyland will be in the better condition of the two.

Fighting Dick and his friends have a great deal of confidence in the belief that Nelson will be knocked out on this occasion and they say they are going to bet their money. The odds have not been established, but Nelson will undoubtedly be a 10-to-6 favorite.

One on the Dane.

They are telling a story in San Francisco and the laugh is on Nelson. The Valencia Theater, which was to produce "Sporting Life," decided it would be a great attraction to have Battling Nelson as one of the men in the prize-fight scene. He was engaged with a blaring of trumpets and at a weekly salary of $1500. The Dane was an awful lemon. He didn't draw his own salary and it was at the expiration of the week that the management discovered that Battling Nelson was not the most popular fighter in the world.

Sullivan-Whitney Fight.

One of the clubs having a San Francisco permit has a bout sandwiched in between on May 25. The main event of the Mission Club's card is a 20-round encounter between Mike Twin Sullivan and Kyle Whitney, a colored welter-weight. Mike Twin and Jack Twin, who is his brother and incidentally acts as the trainer, arrived last Monday and are installed at San Rafael, where they are working. Dick Dawson, a local sport, announced a couple of weeks ago that he would be willing to bet $1000 on Whitney.

Mike Twin wired that he would take the bet, but when he arrived it was another story. He explained that he would be very glad to accept the bet, but that he had left his purse at home on the piano. And that very story will make some difference in the betting, for the public will figure that if Mike Twin doesn't want to bet on himself there must be a nigger in the woodpile.

TO SMASH RECORDS

Oregon Will Set Fast Pace in O. A. C. Meet Saturday.

SEND NO TEAM TO SEATTLE

Examinations at University Prevent Team Participating in Meet, Date for Which Was Changed From June 5 to June 12.

UNIVERSITY OF OREGON, Eugene, Or., May 22.—Since Oregon has won the big triangular meet with the usual big score, attention is now directed toward the dual meet with O. A. C. next Friday.

Oregon expects to win this meet. But the ease with which O. A. C. defeated Idaho without the strength of Chapman, their best high jumper and pole vaulter, and Cross their best distance man, who were incapacitated on account of injuries, shows that Oregon will have a strong rival.

Bill Hayward, the trainer, will enter 20 men in next Friday's dual meet. Among this quota are several who are apt to make new records, the most probable of these are three Portland boys, Huston, Hawkins and Davis.

For Oliver Huston, captain of the Oregon team, this may be his last race run while wearing the lemon yellow. Huston ran one year at Pacific University during his preparatory school course, there and if the conference rules are strictly obeyed by all the colleges he will be debarred by the four-year rule. Huston, with a poor start, won the hundred from Montgomery, of Idaho, in the Northwest record time of 9 4-5 seconds, last Saturday, and might even lower this at Corvallis next Friday if the track is in good shape. However, Huston will be handicapped by just having returned from his long trip to Pendleton, where he won Tuesday to present the University of Oregon cup to the winning team in the Eastern Oregon preparatory school meet.

Hawkins, the freshman, who tied the college record of 16 flat in the high hurdles, last Saturday, has prospects of tieing the Northwest record of 15 4-5 seconds, established by Smithson four years ago at Salem. Hawkins is the fifth Oregon man to run the 120-yard high hurdles in 16 seconds. Heater established the record in 1901; Thar repeated the performance in 1903, still later Moores and Kuykendall made the same time and now Freshman Hawkins has tied them.

In the 880-yard run, Oregon will enter the best trio of distance men that has ever represented an institution in the Northwest. The two members of last year's team, Downs and Dodson, are now in shape to run the race of their lives, and will try to gain back college honors from Davis, the Portland freshman, who broke Dodson's college record of 2 minutes 2 1-5 seconds in last Saturday's meet. The three men will press each other so closely that the record of 2 minutes and 1-5 second now held by Edmerson, of Idaho, and Cooll, of Washington State College, is in danger.

Oregon's mile relay team, composed of Lowell, Reid, McDaniells and Johns, which lowered Whitman's Pacific Coast record of 3 minutes 39 1-5 seconds, by 2-5 of a second, in the recent triangular meet, will make a strong bid toward lowering its own record.

Bill Hayward says of the coming meet:

From past records Oregon ought to win. O. A. C. will get first in the weights and high jump but beyond these events Corvallis will have to fight to win. If Chapman is in good condition he ought to press Williams close in the pole vault. Scott is a fast man, but I do not think that he is in Huston's class. Bergman will give close competition in the high hurdles, while the broad jump will be between Hawkins and Chapman.

The dual meet will be Oregon's last contest, this year, for the University of Washington, by changing the date of the conference meet from June 5 to June 12, has made it impossible for Oregon to enter a team there. Examinations at Oregon begin June 9 and the faculty will not allow the students to leave. At the meeting of the conference delegates, the question of examinations in connection with this meet were discussed, and the earlier date of June 5 selected.

Central Point Wins Meet.

CENTRAL POINT, Or., May 22.—(Special.)—The field meet here today between the Jacksonville and Central Point School was the finest athletic exhibition ever witnessed in this section of the state. The Jacksonville school won the hurdle race, 66-yard dash, 120-pound boys' tug of war and two boys tennis matches, making seven points in all. The home school won all other contests, scoring 21 points.

The baseball game at the close of the meet resulted in a score of 7 to 6 in favor of Central Point, notwithstanding the fact that three players from the Jacksonville first team assisted the visitors. A feature of the game was a home run by Shortstop Clark of the Central Point team, being the longest hit and the first home run ever made on the local diamond.

Splendid records were made in all the contests, and the meet is considered the most successful event of the kind ever held in Southern Oregon.

STODDARD-DAYTON WINS AGAIN

THE 45 H. P. STODDARD WINS FIRST AND THIRD PLACE IN THE BIG NORTHERN CALIFORNIA ROAD RACE held at Santa Rosa last Sunday, defeating many cars of higher horse power rating and which sell for double the amount of the Stoddard-Dayton, including the following:

Two Stearns, Packard, Stevens-Duryea, Thomas "Forty," Pope-Hartford, Speedwell, Comet, Buick, Tourist and Six-Cylinder Acme.

The Stoddard has won practically every contest on the Pacific Coast this year, excepting a couple of the Hill Climbs held on macadam roads of distances not to exceed two miles, but in practically every contest of any length, over rough roads, which demanded speed, power and flexibility the Stoddard has been in a class of its own; these are the contests that prove whether a car will stand up and stand month after month of pounding over our rough Western roads, any of them should behave nicely for a mile or two on an asphalt pavement or a macadam road, but when it comes to hard work the Stoddard leads them all.

45 H. P. SEVEN PASSENGER TOURING CAR EQUIPPED WITH EXTRA SEATS, BOSCH MAGNETO, 4½-INCH TIRES, TOP, GLASS FRONT, PRESTOLITE TANK, and FULL LAMP EQUIPMENT, $3100.00 f. o. b. Portland. We can make ten-day delivery on three of these cars.

30-H. P. ROADSTER, EQUIPPED WITH RUMBLE SEAT OR TOY TONNEAU, MAGNETO, TOP OVER BOTH SEATS, PRESTOLITE TANK and FULL LAMP EQUIPMENT, $1890.00, f. o. b. Portland, July delivery.

FRED A. BENNETT

Largest Distributor on the Pacific Coast.

495 ALDER STREET

STODDARD-DAYTON RENAULT REO RAPID MITCHELL

1420 Broadway, Seattle, Wash. 101-3 So. Third St., No. Yakima, Wash. 814 Second Ave., Spokane, Wash. 1118 Main St., Boise, Ida.

REGATTA DATE SET

Oregon Yacht Club Will Hold Races May 30.

EVENTS IN THREE CLASSES

Fast Boats Are Entered for All Contests, Which Promise to Surpass in Interest Even Those of Past Years.

Owing to the rather cold and threatening weather of the past two weeks yacht-owners have been taking very little interest in bedecking their sails but while waiting for the sun to shine they have been making plans for the Summer's sport and have set Decoration day, May 30, as the date of the opening of the racing season. A regatta has been arranged for this day and a number of races are scheduled.

Three classes of yachts will be entered and the races will be arranged according to the size of the boats. The letters A, B and C will be used to designate the classes. Class A will comprise the smaller boats, class B will include the medium-size boats and class C will cover the larger craft. Among the small boats to be entered will be the fast little yacht Mischief, owned by R. W. Foster, the present commodore. This boat is held to be the fastest boat on the river and has taken several prizes in past contests. It won the Lewis and Clark cup during the Exposition and twice won the perpetual trophy offered the winner in the Oregon Yacht Club. The third attempt failed on account of the carelessness of the sailor placed in charge. At that the boat was beaten only a few feet. The Anona, owned by Gilbert Herken, will also be entered in this class, beside others which are expected to be entered later.

In class B, the following yachts will probably be entered: Comet, owned by Lee Wells; Fore and Aft, owned by H. F. Todd; Dancin' Sal, owned by Frances D'Arcy; Fantana, owned by Charles Chaney, and Terrier, owned by J. E. Hackenteus. The race will be a handicap event. The start will be at the clubhouse, at 2:30 o'clock, and the course will extend to the Madison-street bridge and return. These races have been one of the interesting features of Summer sports in Portland in past years, and the indications are that they will be more popular than ever.

Since the election of the new set of officers to the Oregon Yacht Club new interest has been taken in the sport and the coming season promises to be the best in the history of the club. The officers elected were: Commodore, R. W. Foster; vice-commodore, Ira F. Powers; secretary, P. Wagner, and treasurer, G. Stevens. With the support of the former officers who are working in conjunction with the new men, matches to be made with other clubs on the Coast are being put under way. As soon as the weather clears up, the yacht enthusiasts will take to the water and enjoy the pleasure this sport affords. In the meantime the boats are being given fresh coats of paint, new rigging and sails are being put on, and all will be in readiness for the Decoration day races.

BALL GAME AT BURLINGTON

The newly organized Burlington baseball team will play its first schedule game today with the Linton team. The game will be called at 1:30 on the grounds that have just been provided at Burlington. Take United Railways train at the Chamber of Commerce building. Fare for round trip, only 25c. Admission to grounds free. **

GALBAS?

A most delicious little smoke, made of finest Havana tobacco. Sig. Sichel, & Co. **

Competition will reduce the price of street paving. Vote for charter amendment.

Some Recent Affairs of Interest in Sporting World, as Seen From Where Cartoonist Sits