

EWING WOULD KEEP BALANCE OF POWER

His Plan for Eight-Club League Would Still Leave Portland Tail of Kite.

McCREDIE HAS FIGURES

Can Prove by Statistics Value of North in Baseball, and All That Is Asked Is Even Break in All Matters of Coast League.

BY W. J. FETTERMAN.
According to a communication received from J. Cal Ewing by Judge McCredie last week that distinguished exponent of baseball management is about to thrust himself on the fans of Portland for a longer or shorter stay.

The approaching visit of the California magnate and president of the Pacific Coast League is for the avowed purpose of broaching a pet scheme long brewing in the brain of the aforementioned Ewing which he believes will bring about the only solution of the Pacific Coast baseball problem. It is a wonderful plan, J. Cal has evolved. In fact it is the finest possible scheme whereby the California moguls can retain the advantage of a majority vote and continue to throw the harpoon into the Portland club as well as any other Northern club foolish enough to tie up with them.

Eight-Club League, but—
This pet idea of "Brer" Ewing is to enlarge the Pacific Coast League to an eight-club affair, but fearing that Judge McCredie's plan to have four clubs in the North and a similar number in the South would give the section of the league just a bit too much influence, J. Cal would have five Southern teams continue to enjoy their franchises and only three other Northern clubs added to the league to the desires of the McCredies. Incidentally this would also enrich the coffers of the quietest Dutch South.

J. Cal Ewing has never been able to recognize the fact that there is any place represented on the baseball map other than California, and in his present proposition he shows this very plainly.

It has been hinted "Brer" Ewing thinks he can "buffalo" the Northwestern League magnates into giving up their franchises just as he twists the National Commission about his small digit. In this surmise the California magnate will find himself mistaken, for he will discover there are a few keen business men associated in baseball up this way who like sport for sport's sake and only ask an even break.

Speaking of the latter reminds us neither Portland nor any other Northern town has ever enjoyed an even break in the Pacific Coast League, except in 1904, and it required an earthquake to get it then.

Portland Gets Small End.

The fans of Portland are satisfied with the quality of baseball furnished by the Pacific Coast League, and right up to the present have enjoyed it, but what they are not satisfied with is to have the apportionment of games so unevenly made that the smallest town in the league has more games at home than has Portland, and to have San Francisco play fully one-third more games at home than does Portland.

With the exception of the year of 1906, Portland has never been accorded anywhere near an even break on the home scheduling of games. This is only a small criticism, but it is one of the dealings Portland has had with the California moguls, but it is a fair sample of the line of bunco they try to hand out.

Mr. Ewing then, proposes to have five clubs in the South and to maintain the astute policy of giving Los Angeles continuous baseball. In so doing he must contend against figures, and the McCredies will shortly give out a set of figures for comparison. If these do not count with the Ewing crowd, they may as well give up the National Commission, even though that body be friendly to Mr. Ewing.

Figures Prove Worth of North.

To give an inkling of the data the McCredies have compiled, it can be stated authoritatively that the Portland Northwestern League team received \$290 more money for the first two games played here than the Walter McCredie received for three weeks in California.

Furthermore, the Los Angeles team for three weeks has been paid more money by McCredie than the latter received in the series he played at Los Angeles with both Berry's club and the Vernon team and the two weeks at Sacramento, or nine weeks all told. If that sort of thing is not criterion enough as to which territory is entitled to recognition in baseball, why there will be more figures cited later on.

Messrs. Ewing et al are simply splitting themselves when they say they cannot see where they are to profit by according to McCredie's plan for an eight-club circuit. The trouble with them is they want the balance of power down California way, and don't care what happens in the Northwestern cities. The situation will not always be so, and some day the bunch in the Southland will awaken to the fact it is not the whole story. When this happens it may be too late.

Now Is Time to Strike.

If the claims of Portland are ever to be recognized, the coming meeting of the National Association of Professional Baseball Leagues is the time and the place for them to be presented. One against five men's country, and three against five will prove no more welcome a situation. In making this fight, the McCredies are not trying to wield the balance of power, for all they wish is an even break in the guidance of league matters and also in the playing of championship games.

Mr. Ewing and the others, when they come to Portland this week, will have the matter put up to them fairly and squarely, and if they turn it down the McCredies should go before the governing baseball body with their proposition, for Portland is absolutely tired of being a tail to a California kite.

TURKS PLAN NEW TRUST

Orientalists Back Proposed Tobacco Combination.

LONDON, Oct. 2.—(Special.)—During the past week detailed arrangements which are now almost completed were in active preparation in London, with the definite object of forming a huge Turkish and Egyptian tobacco combine.

Fakhry Bey, a prominent Cairo advo-

cate, and son of Sir Hussein Fakhry Pasha, who for 30 years held different portfolios in the Cabinet of the Khedive, is the prime mover in the combine, which will involve several millions sterling. Fakhry Bey has recently been to Constantinople, where, it is understood, he submitted proposals which have been favorably received by the new Turkish administration. In the course of the past year Fakhry Bey has paid several visits to London in this connection, and last week he was again in town negotiating with several well-known city men with regard to the early flotation of the scheme.

These gentlemen have asked that their names be not disclosed at present, as they are anxious that for the time being the details of the combine shall be kept as secret as possible. It is anticipated that within a month the prospectus will be issued.

It was pointed out, when inquiries were made among some of the well-known importers of Turkish tobacco and Egyptian cigarettes, that a combine had been contemplated in this direction for many months.

The idea of the combine is something akin to that effected a few years ago, when an American syndicate bought up some 25 factories in Havana.

OPINIONS VARY WIDELY

SELDEN DECISION IS TOPIC AMONG AUTO MEN.

General Point of Agreement Is That Decision Will Have No Effect on Trade This Season.

The Selden decision was the principal topic along Automobile Row during the past week. Naturally the sympathies of agents for the licensed and unlicensed manufacturers were divided. The general expression was, however, that the recent decision will have no material effect upon the trade for the coming season anyhow. In the face of the fact that Selden's patent has already run 14 of its 17 years, and the apparent appeal that will be taken by the unlicensed manufacturers from the recent decision of Judge Hough in the New York courts, manufacturers are showing no perturbation over the court's action and are advising their representatives accordingly.

Representatives here of the licensed manufacturers are on the other hand living in high hopes of witnessing the eventual ousting of their contemporaries from their field. One of them in discussing the decision handed down by Judge Hough, said: "There is considerable merit in the decision and it is the forerunner of an eventual victory for inventor Selden and the licensed manufacturer. At the present status of the matter I do not expect any material harm will reflect upon the automobile trade this season. It is probable the Supreme Court will sustain the decision of Judge Hough. In that event, there will come an upheaval in the automobile world. The unlicensed manufacturer will undoubtedly be compelled to liquidate the royalty upon the product of his factory to the inventor. Naturally that fact, combined with the prohibition to manufacture future product, will bring about a financial stress if not bankruptcy upon the outlaw manufacturer. The field for production and selling will then be practically monopolized by the licensed manufacturer and his representatives will be beneficial results."

Badger & Woodworth, of Fairbanks, Alaska, placed an order for a 40-horsepower car through the White Motor Car Company last week. The car will be shipped directly from the factory to its destination in Alaska. Mrs. E. E. Peck, of Portland, also purchased a 40-horsepower touring car during the past week. An order was also placed by G. O. Woodworth, of Hood River, for a 40-horsepower White Steamer Roadster.

The White Motor Car Company reports many sales of White Steamers and gasoline cars. Among the purchasers of the 40-horsepower cars during the past week were State Treasurer George Steel, Edwin Campbell, J. H. Cook, Dr. S. B. Sheldon, B. R. Smith, of Portland; W. M. Stewart, Hood River; E. P. Horn, Forest, Or.; W. A. Vroom, Balliston, Or.; B. T. Norman, Carlton, Or.; H. C. Burns, McMinnville, Or.; and A. M. Bridwell, of McMinnville, Or.

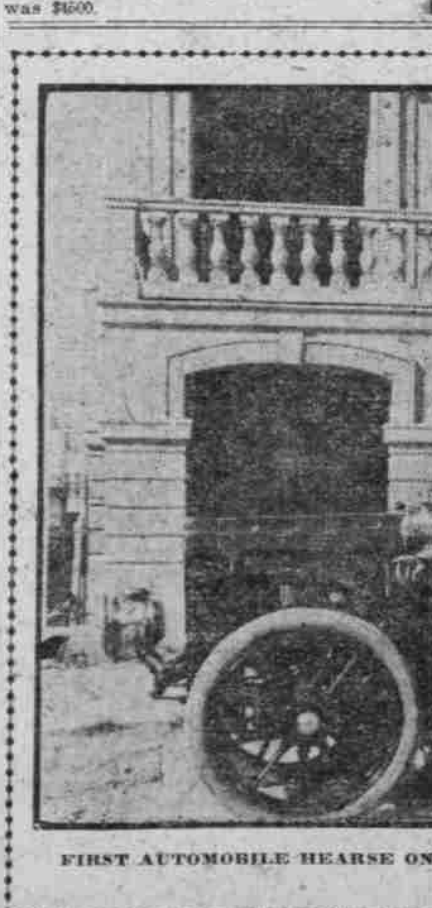
Dealers throughout the city are cheerful over the business indications of the coming Autumn season. They declare prospects for business were never so brilliant. Sub-agencies controlled from this point likewise herald big business through the city.

The Northwest Auto Company has taken quarters at the Covey salerooms, Seventh and Couch streets. The company, which is the most recent to enter the automobile field here, will handle the Knox car. Demonstrations will begin this week.

W. J. Zimmerman and A. E. Brown, of Portland, each made purchases of Pope-Hartford five-passenger touring cars through the H. L. Keats Auto Company during the past week. The cars sold for \$300, fully equipped.

The Portland Automobile Club again evinced its hospitable spirit during President Taft's visit. Members of the organization donated their services and cars during the parades and tours about the city.

William Beckett, of Salem, purchased a Model H. of the Franklin touring design, through the local agency of the company during the past week. The price was \$2600.



FIRST AUTOMOBILE HEARSE ON THE PACIFIC COAST, BUILT ON A WHITE STEAMER CHASSIS FOR JULIUS S. GODEAU.

CHANCE SLIM FOR EXPANDED LEAGUE

Coasters to Remain Intact Unless Spokane and Seattle Join.

ONE TEAM FOR PORTLAND

Californians Oppose Allowing Northwest League Here—Outlaw Question Settled and Terms Are Very Liberal.

BY HARRY B. SMITH.
SAN FRANCISCO, Cal., Oct. 2.—(Special.)—There has been plenty doing this last week in a political way as far as baseball is concerned, even if the tension of the season has somewhat eased. The real news, of course, regarding that meeting in Los Angeles, which was attended by Cal Ewing and representatives of Los Angeles, Vernon and Sacramento, has been told. The Coast cities are now aware that the Coast League will remain intact unless Seattle and Spokane wish to join hands and make an eight-team organization. From the way Dugdale has expressed himself in the past, such a course seems hardly probable, although, of course, it might be brought about.

However that may be, both Vernon and Sacramento indicated their desire to remain in the Coast League, and the organization will not turn them down. Ewing's trip, as has been telegraphed, has been postponed because of the sickness of his wife, but he expects to leave for Portland within a couple of weeks, when he will have ample opportunity to talk the situation over with Judge McCredie.

Outlaw Troubles Settled.

The State League question has also been practically settled and although the final terms are to be arranged, at this writing the outlook is for a settlement. To tell the truth, the league is in a mighty bad way financially and is grasping at straws. Cy Moring, of the Oakland team, told Charlie Graham that he had lost \$20,000 this season and the Sacramento outlaw team is not paying salaries.

Ewing and his associates are offering the independents very liberal terms. They are willing to have teams representing San Francisco and Oakland and also will allow the outlaws to play in Sacramento when the Coast League is not at home. Further, Ewing says the State League can play in San Francisco on Tuesday afternoons and Sunday mornings and can have the use of Recreation Park.

Looks Like Bad Move.

There is some talk, further, that the State League will have either Bakersfield, Santa Rosa, San Jose or Vallejo as the sixth city for the league.

Personally, it looks to me that continuous baseball for Oakland and San Francisco is too much of a good thing and that the sports will tire from too much of the game. However, the men who have their money invested look at it from a different standpoint. This is the way Ewing talks:

"We will save money in salaries. San Francisco, for instance, has 23 players at the present time. Most of them are on the bench and cannot be used. With a Class B league we could be working these men and they would not only earn their salaries, but they would be improving, which is a point to be considered."

Outlook for Portland.

Unless the majority of the Coast League directors weaken, Portland will have but one club next season and that will be a Coast League team. Henry Berry and others think that it was a poor scheme to allow McCredie to have a Northwest League club and say they will not vote to permit such a thing next year. Such a question will not be raised if Seattle and Spokane join the Coasters.

Sacramento Outlaw Troubles.

The Sacramento outlaws are having their troubles all along the line. They are not drawing enough money to pay their salaries and that is the thing that hurts. The other day a constable attached the receipts of a game in Sacramento for something like \$245, alleged to be due to Iverson, Hap Myers and Brick Devereaux. The manager of the club said he would allow the Iverson claim, but asserted that Devereaux and Myers had jumped and that they would have to fight for their cash. Devereaux, by the way, is out of luck. The year before, when he was managing the Santa Cruz team, he didn't get his full pay.

Stricklett had an ironclad contract with San Jose, when that club, after losing \$500, withdrew from the league. The San Joseans had to pay him for the entire eight months, but Stricklett generously offered to join Sacramento. As the club is behind in its payments, he has notified San Jose that he expects the Garden City people to make good.

Tom Hackett has reverted to the Oakland outlaws. When the new Sacramento team was formed, Cy Moring loaned him to the club, but had to guarantee his salary. Sacramento has likewise fallen down in that instance and

PRESIDENT'S CHOICE

PRESIDENT TAFT'S PERSONAL AUTO IS A

WHITE STEAMER



The Incomparable White Steamer—unequaled reliability, flexible control, noiseless operation, greatest hill climber. No odor, smoke or vibration; no cranking, no "spark." Luxuriously appointed, safe, speedy, popular

THE AUTOMOBILE THAT USES EITHER

Kerosene Distillate Benzine Alcohol Gasoline Naphtha

DEMONSTRATION BY APPOINTMENT

WHITE MOTOR CAR CO.

C. A. Eastman, General Manager—G. S. Brackett, Secretary

TENTH ST., NEAR STARK PORTLAND, OREGON

WARNING TO LORDS

Ireland in Turmoil if They Reject Land Bill.

REDMOND TO LEAD FIGHT

Nationalist Leader Says He Will Aid to Pass Bill and if Lords Defeat It, Will Renew Fight on Irish Hillside.

DUBLIN, Oct. 2.—(Special.)—Speaking in Waterford on the occasion of the reception of Captain O'Meara, Condon and John O. Callaghan, the Irish-American delegates, John E. Redmond, M. P., said:

"The Irish party and I have engaged for the last seven months—seven long, weary and laborious months—in the House of Commons in endeavoring to extract some benefit from the British Parliament for Ireland. We have, as you know, succeeded in getting a great land bill introduced and almost passed through the House of Commons. That bill is not a perfect bill. It has its defects. We tried to remedy them. Some of them we have succeeded in removing. Taking it all in all, it is a great and far-reaching land bill, which will go a long distance towards finally settling the Irish land question, and it is almost passed into law, so far as the House of Commons is concerned."

"I don't know what fate the bill may meet with in the House of Lords. It may be mutilated beyond recognition; it may be rejected altogether. In either of these cases we will come back to you in Ireland and will say to you: 'The House of Lords has wrecked the land bill. The duty now of Ireland is to do what she did when the House of Lords rejected the compensation for improvements bill 20 years ago.' Believe me, in spite of the House of Lords, we can pass a satisfactory land bill for Ireland if we only choose. We will pass it on the hillsides of Ireland."

Pass Bill on Irish Hills.

"I have been through so much fight that I am not anxious for more, if we can avoid it; but I say to you here that, if the landlords are mad enough to reject the Irish land bill, I will advise the Irish people to take vigorous action this winter, and I will not only advise them, but I will be in the front rank in conducting the campaign. But it is our duty to see that the land bill is passed, if possible."

Lords Must Face Ireland.

"Some of the critics of the Irish party have been asking us why have we not thrown out the government. Well, to begin with, the government have a majority of about 200, independent of our votes; but, even if we could tomorrow throw out the government, are we to do the work of the House of Lords? Are we to defeat this Irish land bill ourselves? No; we will do our best to carry it. If it is defeated it will not be by any action of ours, but by the action of the House of Lords, and then they will have to face Ireland."

DONATES POLAR RELICS

Kaiser Sends German Explorer's Casket to Berlin University.

BERLIN, Oct. 2.—(Special.)—The Kaiser has made a unique present to the geographical institute of the Berlin University. It consists of a metal casket containing the documents deposited in

WARNING TO LORDS

Ireland in Turmoil if They Reject Land Bill.

REDMOND TO LEAD FIGHT

Nationalist Leader Says He Will Aid to Pass Bill and if Lords Defeat It, Will Renew Fight on Irish Hillside.

DUBLIN, Oct. 2.—(Special.)—Speaking in Waterford on the occasion of the reception of Captain O'Meara, Condon and John O. Callaghan, the Irish-American delegates, John E. Redmond, M. P., said:

"The Irish party and I have engaged for the last seven months—seven long, weary and laborious months—in the House of Commons in endeavoring to extract some benefit from the British Parliament for Ireland. We have, as you know, succeeded in getting a great land bill introduced and almost passed through the House of Commons. That bill is not a perfect bill. It has its defects. We tried to remedy them. Some of them we have succeeded in removing. Taking it all in all, it is a great and far-reaching land bill, which will go a long distance towards finally settling the Irish land question, and it is almost passed into law, so far as the House of Commons is concerned."

"I don't know what fate the bill may meet with in the House of Lords. It may be mutilated beyond recognition; it may be rejected altogether. In either of these cases we will come back to you in Ireland and will say to you: 'The House of Lords has wrecked the land bill. The duty now of Ireland is to do what she did when the House of Lords rejected the compensation for improvements bill 20 years ago.' Believe me, in spite of the House of Lords, we can pass a satisfactory land bill for Ireland if we only choose. We will pass it on the hillsides of Ireland."

Pass Bill on Irish Hills.

"I have been through so much fight that I am not anxious for more, if we can avoid it; but I say to you here that, if the landlords are mad enough to reject the Irish land bill, I will advise the Irish people to take vigorous action this winter, and I will not only advise them, but I will be in the front rank in conducting the campaign. But it is our duty to see that the land bill is passed, if possible."

Lords Must Face Ireland.

"Some of the critics of the Irish party have been asking us why have we not thrown out the government. Well, to begin with, the government have a majority of about 200, independent of our votes; but, even if we could tomorrow throw out the government, are we to do the work of the House of Lords? Are we to defeat this Irish land bill ourselves? No; we will do our best to carry it. If it is defeated it will not be by any action of ours, but by the action of the House of Lords, and then they will have to face Ireland."

DONATES POLAR RELICS

Kaiser Sends German Explorer's Casket to Berlin University.

BERLIN, Oct. 2.—(Special.)—The Kaiser has made a unique present to the geographical institute of the Berlin University. It consists of a metal casket containing the documents deposited in

SECURE MINERS' SAFETY

Many Stringent Laws Proposed by British Commission.

LONDON, Oct. 2.—(Special.)—Many recommendations to ensure the safety of mines are made by the royal commission under Lord Munkswell, which, appointed in 1906, has just issued its second report. Every mine, it is said, should have a properly trained brigade of its own or have the right to call on men from a rescue station. Officials of a mine ought to have ambulance certificates. It is suggested to appoint committees of owners to provide rescue stations and train the men, especially in the use of breathing appliances.

As the safety of the men depends greatly on the freedom or despatch, it is proposed that they should be certified after a periodical eye examination, while engine winders should also be medically examined. Where the law is broken the commission prefers prosecutions to fines, but the latter should in all cases go to a charity.

Henry Wardell, a tailor, died in the royal free hospital, Gray's inn road, London, from anthrax, the cloth upon which he worked being suggested as the infecting medium.

Robert Clifton Coombe, who had just died, aged 81, at North Kensington, had been a member of the Royal College of Surgeons 68 years, and was London's oldest surgeon.

POLICE JOIN "FRAMEUP"

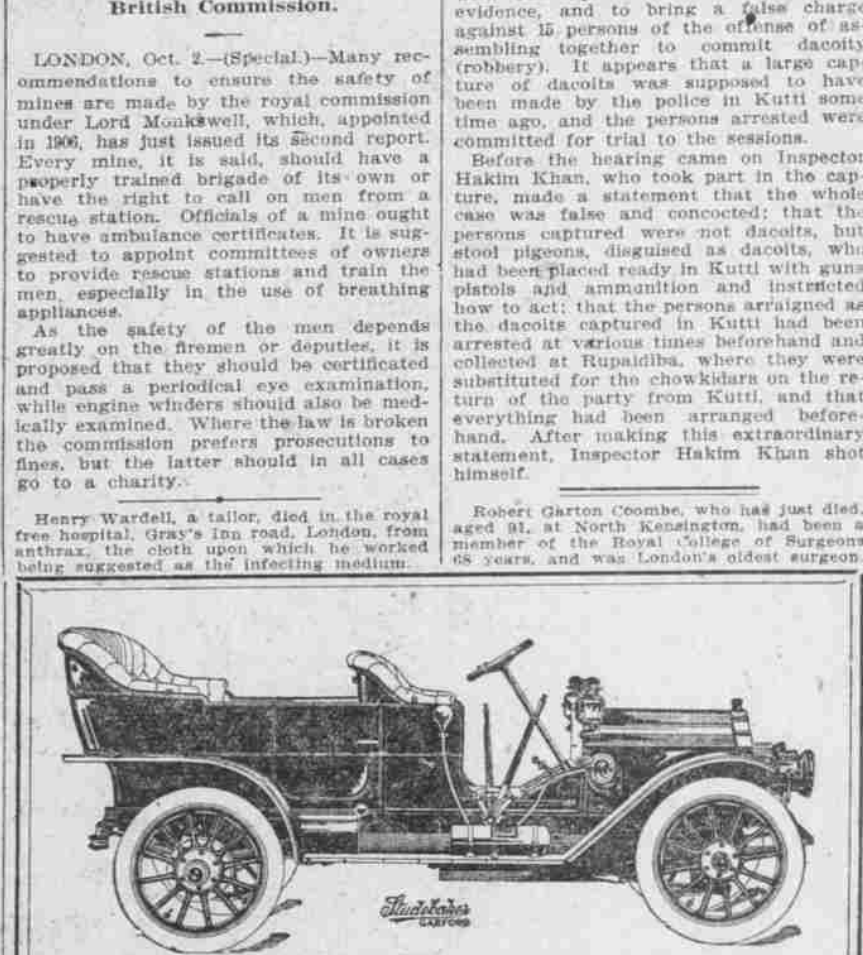
CALCUTTA OFFICERS MAKE FALSE CAPTURE OF THIEVES.

Inspector Tips Diabolical Plot and Commits Suicide—Says Arrests Put-up Job.

CALCUTTA, Oct. 2.—(Special.)—A case of the most remarkable kind which has come before the Additional Sessions Judge of Gonda, at Bahraich, is exciting the greatest interest throughout India. Ten police officers, including Inspector Makur Jagannath Singh, and two inspectors, were accused of conspiring with other prisoners to fabricate false evidence, and to bring a false charge against 15 persons of the offense of assisting thieves to escape from a jail. It appears that a large capture of dacoits was supposed to have been made by the police in Kuti some time ago, and the persons arrested were committed for trial to the sessions.

Before the hearing came on Inspector Hakim Khan, who took part in the capture, made a statement that the whole case was false and concocted; that the persons captured were not dacoits, but stool pigeons, disguised as dacoits, who had been placed ready in Kuti with guns, pistols and ammunition and instructed how to act; that the persons arraigned as the dacoits captured in Kuti had been arrested at various times before and had been collected at Rupaibidha, where they were substituted for the chowkidars on the return of the party from Kuti, and that everything had been arranged beforehand. After making this extraordinary statement, Inspector Hakim Khan shot himself.

Robert Clifton Coombe, who had just died, aged 81, at North Kensington, had been a member of the Royal College of Surgeons 68 years, and was London's oldest surgeon.



The New Studebaker 40 Car

has arrived and we are ready to show you the easiest riding car built in America. A quiet motor with beautiful control and so simple to operate and care for that you will wonder how it is such a car can be produced for the money. Seats seven passengers comfortably and has disappearing seats when you wish to convert it into a five-passenger car. The handsomest Touring Car built in America.

Now on exhibition at

Studebaker Garage

Chapman and Alder Streets, Demonstration by Appointment. Phone M. 1853.