

EASTERN OREGON ROADS NEED AID

Auto Trip Made by Portland Dealer Proves Worth of Big Machine.

CYCLER PICKED UP ON WAY

O. E. McCarthy, Driving 60-Horse-power Locomobile, Makes Long Jaunt Over All Kinds of Highways in East and South.

O. E. McCarthy, of the firm of Neate & McCarthy, Locomobile agents for Portland, returned Wednesday night from an extended trip through Southern and Eastern Oregon and Northern California in the interests of his firm.

Returning by the way of Fort Klamath he came by the way of Crescent, Portland and Bend to Fossil and then on down the Deschutes River canyon to The Dalles, where the car was shipped into Portland on the boat.

Trip Too Strenuous.

The strenuous trip was too much for Mr. McCarthy's constitution and he collapsed at Fossil and had to give up the motor cycle trip.

At Fossil, Mr. McCarthy picked up two passengers who accompanied him to The Dalles. One of these was L. L. Rowley, son of a banker, Fossil, and the other was H. D. Johnson, correspondent for the Bicycling World, who was gathering data as to the road condition between Los Angeles and the Columbia River.

Mr. McCarthy, of the firm of Neate & McCarthy, Locomobile agents for Portland, returned Wednesday night from an extended trip through Southern and Eastern Oregon and Northern California in the interests of his firm.

Returning by the way of Fort Klamath he came by the way of Crescent, Portland and Bend to Fossil and then on down the Deschutes River canyon to The Dalles, where the car was shipped into Portland on the boat.

Car Proves Equal to Job.

"From Condon to where Rock Creek Canyon was entered, much of the way was through a field where the roads are smooth and hard as a newly plowed field. The road in this particular section was in an awful condition. At John Day River a nice patch of sand was encountered by the Locomobile.

"Fording the John Day River the road was very rough and the other side of the canyon was begun. Here the hill is four miles long, with an average grade of over 30 per cent. In spite of all this, Mr. McCarthy's car negotiated it without trouble, and when the top was reached the remaining 16 miles to Wasco was traversed in 26 minutes.

"Leaving Wasco the roads are fairly good, over rolling plateaus, until the Columbia River is reached, where the deep sand, as many Portland motorists know, is something to be remembered. The grade from the Des Chutes Canyon to The Dalles is almost as bad as the John Day hill, though possibly not so rough. None but a high-powered car can negotiate either.

Praise Given Locomobile.

"After my 2600-mile ride on the motorcycle it was a great relief to be picked up by Mr. McCarthy in his smooth-running Locomobile and transported over a hard part of the journey. I can and do truthfully say that the Locomobile is the easiest riding car, outside of a Pullman standard sleeper, I have ever had the pleasure to ride in, and I want to compliment Mr. McCarthy on his driving. On the entire 104 miles of this last leg of the journey the Locomobile experienced not one bit of trouble."

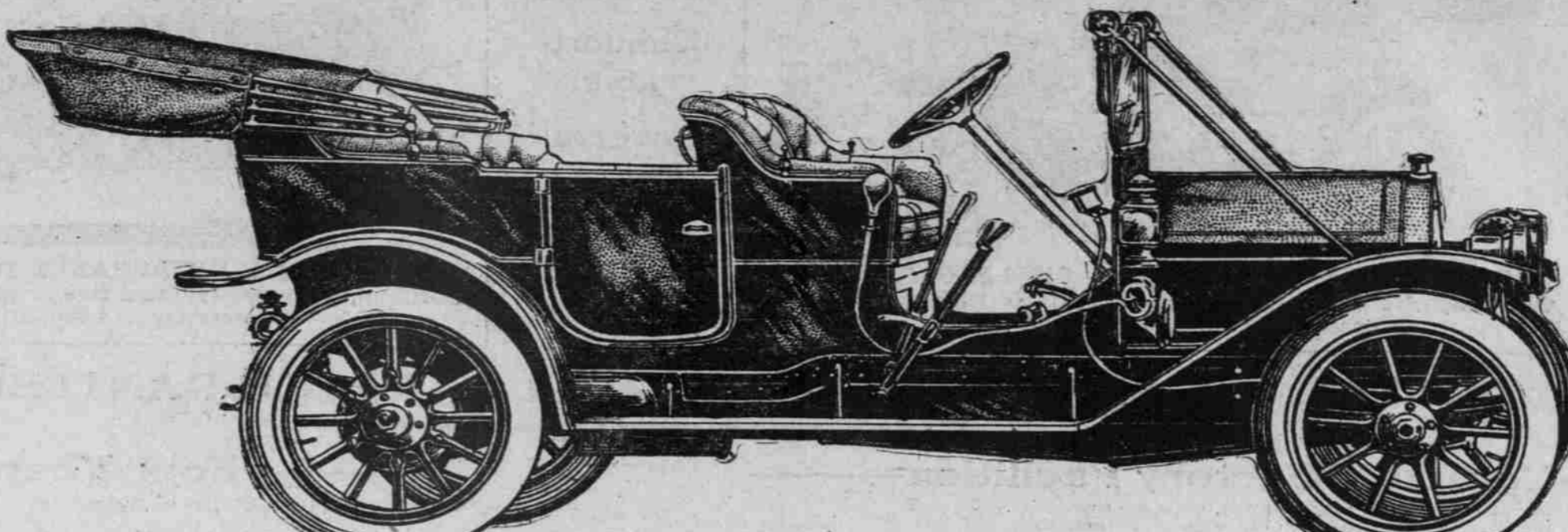
Mr. McCarthy was gone nine days on his journey from Portland to Seattle. He reported not having any trouble at all with his car, and but two stops were made for tire repair. Mr. McCarthy sold three Locomobiles on the trip.

The best day's run of the trip was between Fort Klamath and Bend, a distance of 213 miles through heavy sands and roads winding in and out among scattered trees, which was traversed in 9 hours and 40 minutes.

Valle Has Masonic Lodge.

VALE, Or., July 30. — (Special.)—Vale Lodge, No. 142, of Masons, was organized Monday night by Judge Davis of Canyon City, acting for Grand Master Wolverton, of Portland. The lodge numbers 50 members. Aracida Lodge, of Astoria, assisted by 20 members, while several Masons came from Burns, Nyssa and other nearby towns. The following officers were installed: I. W. Hope, worshipful master; John Boswell, senior warden; J. C. Kelley, junior warden; C. C. Mueller, secretary; J. P. Dunnaway, treasurer; G. A. Hurley, senior deacon, and J. E. Lawrence, junior deacon.

This car will add new lustre to an honorable name



THE most valuable asset the Cadillac Company possesses is its good name—a good name which is not merely the result of popular caprice, but has been earned by what the car has done and what it has been. The Cadillac is, as you know, unique in the kind things that are said, and thought, and felt about it by thousands of people.

This good name, and the extraordinary good will which it has engendered everywhere, we interpret as an obligation to build a car so fine as to remove itself automatically from the likelihood of competition.

For 1911, therefore, our first thought—our one and only thought, in fact—has been to satisfy that widespread and implicit confidence which always expects the exceptional from the Cadillac.

We believe we are justified in saying that in this larger, more powerful, more luxurious car, the Cadillac organization has surpassed itself.

In spite of ten years of devoted adherence to the manufacturing principle that any one of ten thousand Cadillacs should be interchangeable in its parts with any other Cadillac of the same type, we were not ready so short a time as twelve months ago to build a car as worthy and as wonderful as this.

Manufacturing plants, like men, must fit themselves to do truly great things. Even with a system of standardization which has no equal in the world and which insures an absolutely perfect alignment of parts and the almost final elimination of friction, the value of 1911 was not possible in 1910.

You are receiving now, we verily believe, the most advanced type of exact and scientific motor car manufacture which the industry has produced.

Please co-operate with your Cadillac representative by the earliest possible inspection.

CADILLAC MOTOR CAR COMPANY - - - - - Detroit, Michigan

Licensed under Selden Patent

Covey Motor Car Company Seventh and Couch Streets, Portland, Or. Phones, Main 6470, A 4587

Important Improvements in 1911 Cadillac "Thirty"

- TIMKEN AXLE, LARGER BRAKE DRUMS, TWO IGNITION SYSTEMS, ENCLOSED WIRING, COPPER MANIFOLDS, REMOVABLE CLUTCH, INCREASED POWER, IMPROVED APPEARANCE, LARGE RADIATOR.

1911 Cadillac Specifications in Brief

- LUBRICATION—Automatic splash system, oil uniformly distributed. Supply maintained by mechanical force-feed. Lubricator with single-throw feed on dash. Most economical and simplest system ever devised. CARBURETOR—Special Schebler, water-jacketed. Air may be adjusted from driver's seat. CLUTCH—Cone type, large leather faced with special spring ring in fly wheel. Clutch readily removable and most easily operated ever devised. Universal joint between clutch and transmission practically noiseless in all positions and easily removable. TRANSMISSION—Sliding gear, selective type, three speeds forward and reverse. Chrome nickel steel gears. Chrome nickel steel transmission shaft and clutch shaft running on five-angular ball bearings. DRIVE—Direct shaft to bevel gears of special cut teeth to afford maximum strength. All gears cut by us. Drive shaft runs on Timken bearings. Two universal joints, the forward telescopic, each enclosed in housing and running in oil bath.

Price \$1700 F. O. B. DETROIT

Touring Car, Demi-Tonneau and Roadster (Coupe \$2250, Limousine \$3000). Prices include the following equipment: Bosch magneto and Delco system, one pair gas lamps and generator. One pair side oil lamps and tail lamp, one horn and set of tools, pump and repair kit for tires. 60-mile season and trip Standard speedometer, Robe rail, full foot rail in tonneau and half foot rail in front. Tire holders.

BIG AUTO JAUNT TAKEN

SAN FRANCISCO PARTY FINISHES TRIP TO SEATTLE.

Lavegas, Father and Son, Enthusiasts for Long Journeys, Find Roads in Fair Condition.

Covering the dust-covered rough roads between Seattle and Portland at the speed of an express train at times, and making the journey of 185 miles in 12 1/2 hours, M. A. de Lavegas and his father, E. I. de Lavegas, arrived in Portland last Tuesday on their return trip home to San Francisco after making an extensive tour of the Northwest in their big touring car.

The San Francisco motor enthusiasts passed through Portland on their way to Seattle and other Northwest cities about two weeks ago, after a six-day journey from San Francisco. At that time the roads were entirely new to the drivers, but on the return trip south the autoists expect to complete the journey in four days, due to having been over the road once.

Leaving Seattle Tuesday morning at 7 o'clock, E. I. de Lavegas, who drove the car, headed the machine Portlandward and opened the throttle to almost full

speed. Although many bad stretches of road were found over which the car was forced to travel at a minimum speed as a whole, the trip was made with the car pounding along the roads on high gear.

The party arrived at Portland at 3:59 o'clock, after having been but 12 1/2 hours on the road. The car was delayed for one hour by tire trouble, and other minor repairs necessary, but this delay was deducted from the actual running time.

The feat of the two Lavegas almost parallels that of the Ford car, which now holds the record for the run between Portland and Seattle. The Ford car was stripped for racing, and made the journey in a little over 11 hours of travel.

The car driven by Mr. de Lavegas was thoroughly equipped with top, extra tires, parts, tools and the baggage of the two men. That makes its record all the more enviable.

were afraid would batter our machine to pieces. "Between Albany and Salem you have one of the finest roads I have ever seen. There it is as level as the floor, and as hard as asphalt. Over this part we were able to speed our car without the least semblance of a jar. This side of Salem, though, and into Portland, we found the road so dust-strewn that our car threw up great clouds of dust, which obscured the road which we had just passed.

"Another thing I was disappointed to find was that there are no sign posts in Oregon for the guidance of motoring parties. After being so used to going by these in California, we were somewhat lost by the non-appearance of them here, but somehow we managed to get along without them, although it was not without difficulty, I admit. However, along the valley towns interest is being stirred up to supply sign posts, and within a short time these posts probably will be installed. This will be a great mark of advancement for Oregon, and it will surely materialize soon."

The San Francisco party left for home on Wednesday morning by the overland route. E. I. de Lavegas and son have made many motoring junkets along the Coast.

Gettins Files Candidacy. SALEM, Or., July 30. — (Special.)—Fred K. Gettins, of Marshfield, assembly candidate for Water Commissioner from District No. 1, today filed his declaration of intention to become a candidate for nomination for that office. This places two men in the field for that position on the Republican ticket.

FAST GAME IS EXPECTED

DERBIES AND WEST PORTLAND TO PLAY BALL TODAY.

Semi-Professional Teams, With New Players in Each, Strong Rivals for Tri-City Honors.

Portland baseball fans expect to see a good exhibition of the National game this afternoon on the Vaughn street diamond, when the Dilworth Derbies and West Portland teams of the Tri-City League will clash at 2 o'clock. The local semi-professional players have been playing good ball this season and most of the games have been close. With Manager McCredie's men absent in California, many fans are expected out.

The Dilworth Derbies are in first place and fighting hard to maintain their position. Manager Rupert has strengthened his team considerably. The West Portland aggregation has been steadily advancing toward the top the last few games. That a fast game can be expected is apparent by the number of fast boys on both teams who have been tried out by Pacific Coast League teams. Turk and Lodel, who were tried out by the Portland team the past Spring and who played in the California State League un-

til that organization disbanded, will play with West Portland. "Colly" Druhot, the former National League southpaw, probably will pitch for West Portland. Johnnie Shea, a brother of Dan Shea, the Seattle star catcher, will do the receiving for Rupert's team.

Either Townsend or Van Hommission will occupy the mound for the Dilworth Derbies and Bill Bauer, whose hand was split in a game at Salem recently, will catch. Cain, the new man, will play right field for the Derbies. The players: Dilworth Derbies. West Portland. Townsend, C. F. Druhot, Van Hommission, J. P. McMinville, Bauer, J. P. McMinville, Turk, McConnell, J. P. McMinville, Brown, Robinson, J. P. McMinville, Taylor, Hughes, J. P. McMinville, Briggs, Cain, J. P. McMinville, Rupert.

The new Peninsula Club will make its first appearance at Salem Sunday. Salem will use Melow Lake, the crack slabster, who has been pitching grand ball for the Gresham Giants, on the mound, while Parker will care for the chances of the Peninsula Club.

City Attorney Moves Offices. City Attorney Frank S. Grant is removing his office headquarters from the McKay building to room 310, in the City Hall. This room will be occupied until the rooms now used by City Superintendent Rigler, and County Superintendent Robinson are vacated, when they will be given over to Mr. Grant and his deputies. The change will be made the first of the week. Rooms are

being fitted up in the Tilford building, Tenth and Morrison streets, for City Superintendent Rigler. The office of the County Superintendent will in future be located on the eighth floor of the Spaulding building, Third and Washington streets.

POSTAL CLERKS PROMOTED

Salaries Materially Raised in State Postoffices.

OREGONIAN NEWS BUREAU, Washington, July 30.—The Postoffice Department today authorized promotions of postal clerks as follows: Portland—Seventeen from \$600 to \$800; one from \$800 to \$900; three from \$900 to \$1000; two from \$1000 to \$1100; five from \$1100 to \$1200. Albany—One from \$600 to \$800; one from \$1100 to \$1200. Ashland—One from \$600 to \$800. Eugene—One from \$1000 to \$1100. McMinnville—Two from \$600 to \$800. Chehalis—Two from \$200 to \$300.

Pendleton Lawyer Loses Arm. GREEN RIVER, Wash., July 30.—D. P. Smythe, an attorney and business man of Pendleton, Or., was seriously injured near Stockade yesterday when he fell under a moving Northern Pacific train. He suffered the loss of his left arm and sustained a fracture of the frontal bone over the eye. He was on his way to Tacoma in charge of a trainload of sheep.