

### McCREDEE ACTIVE ON TEAMS' LIVOUT

#### With Ball as Nucleus of New Members, Winning Aggregation Is Expected.

### STEEN AND SEATON LEFT

#### Around Two First-Class Twirlers Portland Ball Magnate Hopes to Build Up Another Pennant-Victor Team—What of Casey?

BY W. J. PETRAIN.

Walter McCredie, manager of the Portland champions of the Pacific Coast Baseball League, has been home from his Eastern trip for only a week, and during that time he has confined himself principally to resting up, though between times he has found time to define a few of his plans for next year's double dose of baseball to be administered to the Portland fans.

Among the things McCredie has accomplished is the securing of Neal Ball from the Cleveland American League team, and this player is one of the best ball players in the country. Ball is an infielder, and according to McCredie's present plans he is to be played at second base on the 1911 Portland Pacific Coast League team, for the Portland manager either plans to play Perie Casey with the Northwestern team, or to allow him to retire. However, wagers have been secured from the other Pacific Coast League clubs on this clever player, and from this it would indicate that McCredie plans to dispose of his erstwhile captain, the man who aided him most in winning the pennant, aside from the great work of Gregg, Krapp and Steen, the trio of star twirlers working for Portland in the recent championship struggle.

Casey's Status Worries.

Casey's status, while not yet definitely decided, will be a matter of interest to the fans, for this player is one of the most popular ball tossers who ever wore a Portland uniform. If he is destined for the Northwestern League, his services will greatly strengthen that team, though the fans would much prefer him as a member of the Pacific Coast team. However, Walter McCredie is manager and dictator of the alignment of both teams and he has used fine judgment during his baseball career in Portland and in the recent championship struggle.

In securing Neal Ball McCredie undoubtedly has landed a high-class baseball player. One of these new players may be Fockinbaugh, the youngster who was to have joined Portland last July, but who was turned over to the New England League by Cleveland. Instead, Fockinbaugh is a shortstop, and if retained by Cleveland will prove a formidable rival to Ivan Olson, Portland's shortstop who goes to the "Naps" next season.

The loss of Gregg and Krapp, as well as the advancement of Gus Frapp, will be felt by the Portland team, for the two pitchers going to Cleveland leaves McCredie with two first-class twirlers, Steen and Seaton, around whom to build his 1911 staff. Mac has secured Frank Archer to draft, but the youngster is the only twirler who is famed as a possible help to the staff of next year's team. Archer is touted highly and may make good, though many twirlers have come West with similar press notices and fallen down wearily. McCredie, however, has been assured by many baseball experts that Archer will deliver the goods, and he is banking considerably on the ability of this youngster. Archer is a left-handed pitcher and is therefore expected to usurp the laurels won by Veau Gregg during the season just concluded.

**Koestner May Come Here.**

Of the regular players who will be the pennant for Portland, Bill Rappie, Tommy Murray, Artie Krueger, Tommy Sheehan and Buddy Ryan are fixtures for next season, but George Ort's place in right field will be usurped by either Rodgers, from the Connecticut League, or Elmer Koestner, the Cleveland pitcher, who is likely to become a Portland-lander through McCredie's deal with Cleveland. Cleveland has asked for waivers on Koestner and McCredie stands a fine chance of landing this versatile player in the event that he is not wanted by other big league teams.

Koestner formerly pitched for Los Angeles in the Pacific Coast League, but is said to be anxious to quit the hurrying art and take up outfielding, and being a good baseman, it is likely that McCredie will use him in the patch in the event that Rodgers proves too slow, or Irving Gough, another possibility, does not show the required batting ability.

McCredie does not expect to be able to announce many of his new players until after the American League meeting, and possibly not until February 1, which time is the limit provided in the big league for waiving on new players by the various major league teams.

**SPORT SEASON ON TONIGHT**

Madison-Square Garden Scene of International Race.

NEW YORK, Dec. 3.—Gotham's indoor sporting season will open this week in a blaze of glory and, as usual, Madison Square Garden, New York, will be the scene of action. The annual international team cycle race starts at midnight tonight.

The idea of a "team" Marathon was suggested by a similar event over a distance of 20 miles, which was held at the Garden on November 9, and which was a tremendous success from a spectacular point of view. The coming race will be over the full distance, 24 miles, 34 yards, and the best long-distance professionals in the world have signed up to compete. There will be five teams—Switzerland and Wood, England, Holmer and Quaal, America, Meadows and Woods, Canada; Lungstrom and Svanberg, Sweden, and St. Yves and Kollemainen, France and Finland.

America, Europe and Australia have been raked with a fine-tooth comb in an effort to gather together the cream of the cycle racing world, and beyond doubt the classic field that ever faced the starter will be sent away on the gruelling week-long grind next Sunday at midnight. Although the entire field has not as yet teamed, such combinations have been brought to-

gether as the famous European pair, Walter Rutt and John Stoll; the Australian-American team, Jack Clarke and Floyd McFarland, the former of whom, coupled with Rutt, captured first honors in last year's race after being penalized a lap as late in the week as Friday morning; Eddie Root, the hero of several six-day races, who will ride with Jimmy Moran, McFarland's partner when they pulled down the big end of the purse in 1908; Joe Fogler, who has chosen for his partner in this year's contest the Boston youngster who rode in sensational form last year, Fred Hill; Paddy Hehr, who, with a newcomer, Alfred Goulet, will be one of the teams to represent Australia and the popular blonde-haired Southerner, Bobby Walthour, teamed with the Western star, Iver Lawson.

There will be new faces in the ranks of the contestants from whom big things are expected. Lloyd Thomas, the California youngster who rode in sensational style in the recent Boston event, is one of them. He will in all probability ride with Worthington Mitten, who, to judge from his work in Beacon, will be a great favorite in the Garden. Alfred Goulet, Paddy Hehr's partner, proved his worth in many hard-fought races in the past Summer season in the Boston event this team was only beaten a few feet for first money. One of the foreigners, whose first visit to the States was in 1908, is Poucholski, who is a long-distance rider with a turn of speed that has classed him with the best sprinters in Europe. Mr. Hehr, the Belgian, is another highly tried man who comes here with a big reputation.

### NEW AGENCY IS OPENED

#### DULMAGE AND D. M. SMITH GO INTO PARTNERSHIP.

#### Salesrooms Are Opened in Scott Hotel Building—Business Outlook in the Motor World Is Good.

Their salesrooms and offices located in the Scott Hotel building, Seventh and Ankeny streets, W. S. Dulmage, formerly manager of the Studebaker Bros. Automobile Company in Portland, and D. M. Smith, formerly associated with Frank C. Riggs, at the Packard East, have opened a new agency in Portland for the Elmore cars. They will also handle the Rapid commercial vehicles. The Elmore has never been represented in Portland before.

Mr. Dulmage has just returned from the East, after an absence of six weeks, during which he visited many Eastern cities and automobile factories. There are four models of the Elmore pleasure car, namely, the two-passenger runabout, the four-passenger touring car, the five-passenger touring car, and the seven-passenger touring car. They are already exhibiting the \$1250 model of the Elmore car. Although one of the lesser priced cars, the Elmore ranks as one of the most conservative in the United States, according to Mr. Dulmage, who arrived at that opinion after seeing the general automobile display of the United States on his trip East. This company reports that five commercial vehicles are on the way to Portland, due here in a few days.

Mr. Dulmage and Mr. Smith are two of the most widely known automobile salesmen in Oregon. They have a host of friends, who wish them well in their new business venture.

"There is absolutely no foundation for the report that the automobile outlook for the next few years is poor," said Mr. Dulmage upon his arrival in Portland from the East. "There is no danger to the automobile industry from the farmers' business. I found that 100 per cent more cars were sold in 1910 than were disposed of in 1909. Now if that doesn't indicate prosperity I'd like to know what does."

"What is more, the automobile companies are all looking forward to 1911 as the banner year of the trade. There was some overproduction, it is true, but that comes to any industry at times, and means merely liquidation, not by any means disaster.

"Conservative curtailment of output for a little while will remedy all that. Some weak firms may go to the wall, but they will not be found among the older established automobile companies. The automobile is too valuable and necessary to be in any danger of falling off in public popularity, much less abandonment."

Mr. Jensen, a grocer, acceded to a Martin of his trade and purchased an automobile delivery wagon. He selected the Chase.

### VENISON FEAST EVENT

#### ANNUAL SPREAD AT FARNHAM, SURREY, 126 YEARS OLD.

#### Bishop of Winchester in 1871 Begon Practice of Presenting Townsman With Buck.

LONDON, Nov. 26.—(Special).—A charming incident in the quaint old customs and observance that happen along from time to time. No almanac records them since, but they are beholden to well-informed Britishers for pointers in regard to these survivals.

At Farnham, Surrey, occurred a case that provides an excellent example of this kind of thing. For the 126th year a venison feast has been held there.

The feast originated in this way. The fine buck which formed the herd in Farnham park, and is the gift of the Bishop of Winchester, the gift dating from the episcopate of the Rev. Hon. Brownlow North, P. D., made Bishop of Winchester in 1751.

The story goes that this ecclesiastic, of finding that the deer were a source of temptation to the townsman, promised to present the Farnham folk with a fat buck every year, on condition that the mysterious depletion of the herd should be stopped and year by year since then, a fat buck from Farnham park has been donated to the virtuous descendants of the wayback purloiners.

Learned deliverers in dry-as-dust records declare that the Farnham feast itself originated in the splendid annual feast the bishops used to give. If this is so, one Joshua Clapham, who in 1650 protested against the excessive expenditure of public money on those junketings, being stirred up as a true ancestor of modern enthusiasts who hand out hot indignation to "boodlers" in this year of grace. But for daring to find fault with the balliffs, his worthy man had to write the following public confession:

"I, Joshua Clapham, of Wrecclesham, was this day overtaken in my tongue, my being overruled by passion suffered my tongue to speak amiss against the balliffs and burgeses of Farnham. These are to certify that I confess it to be an error in me, and know myself to be sorry for the same."

Mere coal is mined a person employed in the United States than any other nation, with Australia ranking next.

### \$3,421,216 IS ASKED

#### Washington State Board of Control Asks That Budget.

#### HOMES MAY BE COMBINED

#### Orting Institution for Old Soldiers May Be Merged With Veterans' Home at Port Orchard, Upon Which Sum Will Be Cut.

OLYMPIA, Wash., Dec. 3.—(Special).—If the Orting Home is continued, \$3,421,216 will be the total of the budget for the State Board of Control, or the event the Soldiers' Home at Orting is consolidated with the Veterans' Home at Port Orchard, \$3,460,657 will be the total the board will ask of the Legislature at the next session.

In addition the five higher educational institutions are asking for a sum in excess of \$2,000,000. These estimates will be submitted by the board to the Legislature without recommendation. Combining them, the total is \$5,900,000, which exceeds that appropriated by the 1907 Legislature for the entire state.

The State Board of Control is mapping out a system of improvements at the various state institutions that calls for a big expenditure. New buildings are wanted at practically every institution and the board would like to see the Port Orchard Veterans' Home deeded by the state to the Federal Government for the establishment of a National home there that would correspond to the one at Santa Monica, Cal. The problem of caring for the old soldier is a vexatious one for the board, as there is one old soldier for every 1166 persons. In 1900 there was one for every 270 people, while in 1902 the ratio was one for every 634 persons in the state.

**Home Is Overcrowded.**

In 1902, 35 veterans were wards of the state. In 1910 the total was 1044. The capacity of the Orting Home is so overcrowded that the place is a disgrace to the state. With accommodations for only 350, there are 452 persons there, or 122 in excess of capacity, and 375 are on what is known as the absent membership roll, making a total of 1827. The Port Orchard Home has only been in operation a short time, yet its accommodations for 180 men and 20 women are nearly exhausted, as the membership roll is 187. The board says there is a steady migration of old soldiers toward Washington, and therefore they have had to require a two-year residence qualification and bar all who receive pensions of \$24 a month.

The manner in which past Legislatures have cut down appropriations for the School for the Blind at Vancouver is condemned by the board, which says that the school is being provided for them except food and shelter and little attention paid to their progress. The board says that the building now occupied is a shanty and that it be abandoned entirely. The board reports that the venerable brick building has fallen into decay and is ready to collapse and to "retain the blind children in this state, is to invite calamity." The board also asks a new ward building for the girls at the School for the Deaf in Vancouver.

**State Has Three Hospitals.**

There are now practically three hospitals for the insane in Washington, the Eastern, the Western and the Northern, the last of which is the one at the Scott-Woolley farm for the harmless insane.

The board wants to carry out a plan of educating the state's minor wards at the State Training School for the Deaf, the School for the Blind and the School for the Feeble-Minded. It wants to broaden the scope of the State Training School for the Deaf, to care for the feeble-minded, who are now confined in the insane asylums. It would also house its criminals better, but they will not be found among the older established automobile companies. The automobile is too valuable and necessary to be in any danger of falling off in public popularity, much less abandonment."

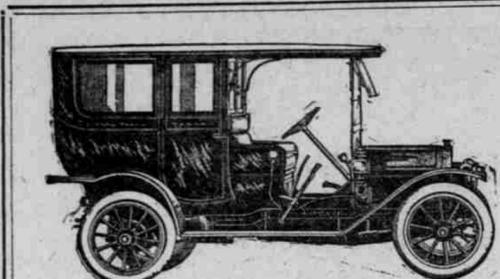
Western Washington Hospital for Insane—Maintenance, construction, repairs and improvements, furnishings, library, 477,906.00  
Eastern Hospital for Insane—Maintenance, construction, repairs and improvements, furnishings, library, 208,287.00  
Northern Hospital for Insane—Maintenance and buildings, 878,000.00  
Institution for Feeble-Minded—Maintenance, repairs and improvements, furnishings, library, 106,512.00  
Purchase of land, 508,287.00  
State Soldiers' Home (if continued)—Maintenance, repairs, construction, 175,350.00  
State Soldiers' Home (if abandoned)—Maintenance, repairs, 70,000.00  
Washington Veterans' Home (if continued)—Maintenance, construction, repairs and improvements, furnishings, 137,540.00  
Washington Soldiers' Home (if abandoned)—Maintenance, construction, repairs and improvements, furnishings, 468,121.00  
State Soldiers' Colony—Maintenance, repairs and improvements, 22,000.00  
State School for the Deaf—Maintenance, repairs and improvements, manual training, 131,772.00  
State School for the Blind—Maintenance, repairs and improvements, manual training, 44,981.00  
State Penitentiary—Maintenance, construction, repairs and improvements, purchase of land, operation of Jute mill, 538,476.00  
State Training School—Maintenance, construction, repairs and improvements, manual training, 194,993.00  
State Reformatory—Maintenance, construction, repairs and improvements, 406,000.00  
State Capitol—Maintenance, repairs and improvements, 48,000.00  
Shelving—Maintenance, repairs and improvements, 70,000.00  
Printing—For State Board of Control and all institutions administered, 10,000.00  
State Board of Corrections—Traveling expenses, furnishings, office, 50,200.00  
Total (if Soldiers' Home at Orting is continued) 3,421,216.00  
Total (if Soldiers' Home at Port Orchard is continued) 3,460,657.00  
Total of estimates for the five educational institutions 2,087,126.70

### Auto Chug Chugs

DESPITE the catastrophe to the D wall of their garage building at King and Washington streets, Neate & McCarthy are able to conduct their garage without more than slight inconvenience. In the course of a few days the wall will have been reconstructed and the machine shop re-equipped that the work can be handled all right.

While he was in Portland seeing the University of Oregon-Multnomah Amateur Athletic Club football game on Thanksgiving day, Fred Moulled, of Eugene, Or., arranged for his Spring delivery of E-M-F cars.

M. A. Rickard, the E-M-F agent at



The 1911 Cadillac "Thirty" enclosed cars embody the same principles and general mechanical construction as the regular Cadillac line. The bodies typify the latest conceptions of the builder's art. Their handsome proportions and graceful lines with the finish and luxuriosness of the appointments appeal to the tastes of dignity, elegance and refinement.

The upholstery and inside trimmings are of high quality blue broadcloth. The seat cushions are Royal Arch spring construction affording the maximum of ease and comfort. Window sash are dark finish mahogany with lights of French plate glass. Windows are made to drop into pockets excepting the front window of the coupe and windshield of the limousine, which are divided and the upper portions made to swing outward or up under the ceiling. Sash are fitted with muffler strips to prevent rattle. Windows are equipped with blue silk curtains on rollers.

The Limousine with its two revolving folding seats affords accommodations within for five pas-

sengers. The equipment consists of two 3 1/2-inch electric dome lights, two toilet cases, clock, robe rail, umbrella holder, speaking tube, sliding arm rests, hat rack, two foot rails, large gas lamps with Prest-O-Lite tank, combination oil and electric side and tail lamps, horn, tire holders, 60-mile standard speedometer. Inside metal trimmings are silver plate. Tires 3 1/2x4 1/2 inches.

The Coupe is equipped with a folding, removable seat affording accommodations for three passengers. The equipment consists of two 3 1/2-inch electric dome lights, card case, and ash tray. Pair gas lamps with Prest-O-Lite tank, side oil and tail lamps, horn, tire holders, 60-mile standard speedometer. Tires 34x4 inches.

The Limousine body is interchangeable on the same chassis with the Touring Car body and the Coupe body is interchangeable on the same chassis with the Demi-Tonneau body.

Deliveries of Limousine and Coupe cars are now in progress.

**Cadillac "30"**  
Coupe \$2250

**Covey Motor Car Co., Distributors**  
Geo. O. Barnes, Sales Manager  
Seventh and Couch Streets

Corvallis, was a Portland visitor last week seeing the Flanders cars for 1911 and arranging his future deliveries of cars.

The first carload of 21911 Premier Side Automobile Company, One "4-40" fore-door Clubman and a "6-60" fore-door seven-passenger car were the ones in the shipment. These cars are gracefully looking and durable.

A. I. Eoff, who represents the Moline, Knox and Premier in Marion and Polk Counties, closed with the East Side Automobile Company for Spring delivery of cars. Mr. Eoff purchased a baby-tonneau car for his demonstrator. It is a four-passenger Moline. Moline and Polk Counties are some of the best automobile sections of the state and Moline has a favorable standing, five cars having been sold there in one week last year.

Frank C. Riggs, distributor for the Packard, returned yesterday from Seattle on a business trip.

The E-M-F Northwest Company has received its first carload of 1911 Flanders cars. The features of the new car are very attractive and they look every inch an automobile.

C. L. Rose, manager of the E-M-F Company, of Spokane, a sub-branch of

the E-M-F Northwest Company, of Portland, spent Thanksgiving in Portland as the guest of his son, L. H. Rose, manager of the local E-M-F company. He gave out the statement that the Spring business in his line of cars is in excess of the supply.

L. H. Rose owns one of the most unique cars ever seen in Portland. It is a Studebaker-Garford with a specially designed body, a creation of the owner's brain. The car is a torpedo body in every sense of the word. The rear of the car projects much like the stern of a vessel. Even in the East where novelties in automobile construction are common Mr. Rose's car attracted considerable attention.

George Ross, a Portland contractor, left last week for San Francisco, where he will tour California for about two months in his Maxwell "20." Mr. Ross did not make the overland trip, but shipped his car down. He will return early in the Spring.

Edward E. Gellinger, manager of the Stoddard-Dayton Motor Car Company, has 12 Stoddard-Dayton cars on the road to Portland. He also has two Kissel Kar trucks being shipped to him and is anticipating their arrival soon. He will continue to handle the Kissel Kar truck for Oregon, although J. W. Leavitt & Co. have secured the agency for the Kissel Kar pleasure cars.



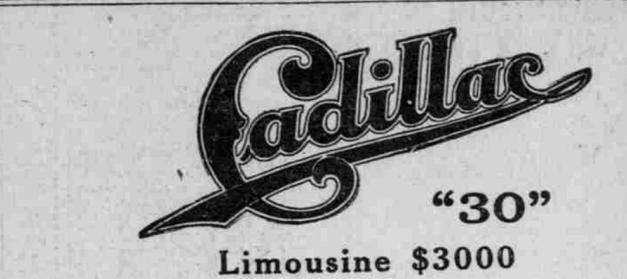
### CHRISTMAS SHOPPERS

will find many suitable gifts in our stock. We are showing the finest line of Touring and Picnic Lunch Outfits, Thermos Bottles, west of New York.

Auto Robes, including many handsome patterns from the Pendleton Woolen Mills.

Everything in Auto Necessities and Novelties. Bicycles and Motor Cycles. Athletic Goods.

**BALLOU & WRIGHT**  
86 SIXTH ST.



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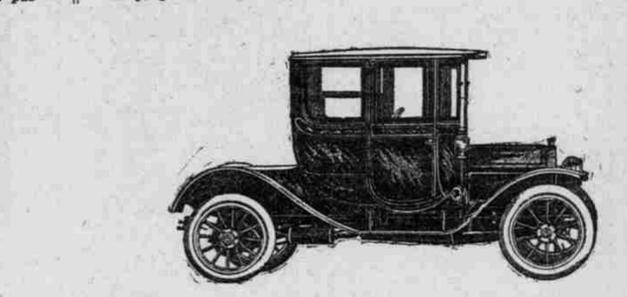
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**BUSINESS RUNABOUT OR RACYTYPE ROADSTER**  
\$700.00 F. O. B. Detroit

**4-PASSENGER SUBURBAN MODEL**  
\$725.00 F. O. B. Detroit

We have just received our first carload of these snappy little business rigs, which are designed and built especially to meet business requirements. Light, powerful, simple to operate, quiet and economical. Furthermore, the price is practical.

Every car guaranteed for one year against break or defect. This guarantee backed by a \$7,000,000 organization and when you buy of us you deal directly with the people who build the car.

This guarantee and protection is the strongest offered on any car regardless of price.

**E-M-F**  
\$1000.00 F. O. B. Detroit

**E-M-F Northwest Co.**  
Direct Branch E-M-F Co., Detroit  
L. H. Rose, Mgr.  
Chapman and Alder Sts., Portland