

SEE OREGON FIRST
AUTO CLUB SLOGAN

W. J. Clemens, President of Association, Is Working for Good Roads.

SCENERY IS WORLD'S BEST

Highway Up Columbia Would Give Journey Replete With Wonders. Circulars Will Give Description of Routes in State.

"See Oregon first" is the slogan of the Portland Automobile Club. And its members are trying hard to have that the object of every person in the state who owns a pleasure car. Incidentally, the association is conducting a campaign to have all motorists of the state contribute individually to the betterment of roads in Oregon, instead of dishing it out to organizations of other states.

"Oregon is sadly in need of better roads," said W. J. Clemens, president of the local auto owners' club, while discussing yesterday the organization's efforts to improve the highways. "If we can get every owner of an automobile in the city to put his shoulder to the wheel and help us in our fight to get better conditions, the needed improvements will come quickly. So far we have been gratified by the success achieved, but much more can be accomplished by united co-operation."

A committee from the club, composed of 26 prominent business men of Portland, is working to gather \$10,000 to be devoted to the improvement of the roads to Mount Hood. This trip is one of the scenic wonders of the state. At present, however, part of it is over exceedingly bad roads. With the spots eliminated, the trip will probably be the most popular one hereabouts. Most of the roads through Multnomah County are in excellent shape, and part of the journey through Clackamas County is good. The last lap is the one that is so urgently in need of repair.

"This state has some of the finest auto tours that can be found anywhere in the country. Yet they need to be developed before they can be of any use. The concerted movement to obtain better traveling conditions is of recent birth, and until the spirit is spread broadcast throughout the state, accomplishing results, automobile owners will never be able to appreciate the wonderful natural beauty of Oregon, the finest on the Coast."

"Eastern people will tell you that there is nothing in the West comparable to the auto trip along the banks of the Hudson River. I've been there, and I want to tell you that when we get the road open from Point Road to the Latourell Bridge, we will have a trip in Oregon that will far surpass the journey up the Hudson Valley. County officials have promised to do their share toward opening this road, and if we keep progressing at the present rapid rate it will be ready for automobiles in a short time."

Officials of the local auto club have been asked as much of late how to get to so many places in and around Multnomah County that they have decided to have all the important routes, with cyclistometer schedule, printed in a little book, for distribution, not only to club members, but all those not familiar with the roads. This scheme was devised partly through the efforts of motorists to pilot themselves successfully to the out-of-the-way places.

Outdoor Trips Entice
Portland Ministers

Pastors and Members of Congregations Plan and Enjoy Visits to Points Far From Scenes of Labor.

MANY of the ministers of Portland churches are now away on their vacations. Among these is Rev. John H. Boyd, pastor of the First Presbyterian Church. Dr. Boyd left with his two daughters for Cloud Cap Inn Friday morning, and will return Tuesday night. He was accompanied by William M. Ladd, a member of his congregation.

Dr. Boyd is spending his vacation month this summer in becoming acquainted with Oregon, as it is but a short time since he came from Detroit, Mich., to fill the place made vacant by Dr. William Hiram Foulkes. The week before last Dr. Boyd spent at Elk Creek. This week, after he returns from Mount Hood, he will go on a tramp from Seaside to Tillamook. Members of the party will follow the line of the new railroad. His daughters, and Mr. and Mrs. Morris Woolley, who recently came to Portland from Chicago, will accompany him. Dr. Boyd will then go on a fishing trip along one of the streams emptying into the Columbia from Southern Washington.

Dr. Boyd's pulpit will be filled today by Dr. Thomas F. Anderson, of the First Presbyterian Church at Bay City, Mich.

Rev. Henry Marcotte, pastor of the Westminster Presbyterian Church, left Portland last Monday, for a visit to his wife, who is at Monterey, Cal. He will return September 1. His pulpit is being filled by Dr. John Thomas Bergen, of Dubuque, Ia.

Rev. H. M. Ramsey, vicar of St. Stephen's Episcopal Church, will go on a walking trip to Tillamook and Seaside this week. He will be accompanied by Rev. Gerald C. Potts, who is in charge of St. Michael's and All Angels' Episcopal churches. They will return in time to fill their pulpits next Sunday.

Rev. William Parsons and Mrs. Parsons returned Friday from their trip to Alaska, and Mr. Parsons will resume his work at the Third Presbyterian Church. He went North to inspect the great industrial school, the Presbyterians maintain for Indians at Sitka. Mr. Parsons also spent some time at Skagway.

"This is one of the great industrial schools of the Presbyterian Church on the Pacific Coast," said Mr. Parsons. "It is maintained by the church at large, but we of the Pacific Coast contribute largely to its support. The church has just spent \$50,000 in new buildings and equipment, and in all there are 11 buildings on the ground. Eight new buildings have been erected. In the tract there are 500 acres, and I should judge that the entire plant represents an investment of about \$125,000. It is developing the latent talent of the natives. Instructions in agriculture are given. The institution covers a large territory of Alaska, the Eskimos coming long distances. Our trip was a most delightful one. We had a little rain, but not enough to interfere with the enjoyment of the trip."

Gevurtz' the East Side Store's

Consistent Policy--Good Goods

Low Prices--Easy Terms
Is Again Proven in this Startling Bargain

COMPLETE BEDROOM SET

GENUINE SIMMONS BRASS BED
Very massive, full size, satin finish, with bright trimmings;
Regular price \$32.50.

GENUINE MAHOGANY VENEERED CHIFFONIER
With six drawers, French plate mirror, to match dresser.
Regular price \$30.00.

GENUINE MAHOGANY VENEERED DRESSER
Full swell, large French plate mirror, four drawers with brass handles. Regular price \$35.00.

BIRCH MAHOGANY ROCKER AND CHAIR
To match the set.
Regular price \$6.00.

For Two Days Only---This Bedroom Set Worth \$103.50

\$68.50

\$10 Down--\$7.50 a Week

OUT-OF-TOWN
INQUIRIES
AND ORDERS
RECEIVE
PROMPT AND
INDIVIDUAL
ATTENTION.

"THE EAST SIDE STORE"

GEVURTZ BROS.

EAST BURNSIDE AND UNION AVENUE--ALL CARS TRANSFER
TO GEVURTZ' EAST SIDE STORENEW YORK ALDERMEN AROUSED
OVER BUREAU CHIEFS' JOYRIDES

Officials Denied Use of City-Purchased Cars Decry Expense of Upkeep of Motors and Propose to Establish Municipal Garage--Murder of Broker in Hotel Is Laid to His Lavish Tips.

NEW YORK, Aug. 5.—(Special).—The Aldermen, who have no official automobiles, are much exercised about the bureau chiefs who are indulging in joyrides. This crusade is the result of an investigation made by a committee of the City Fathers, during the course of which they gathered much interesting data.

The whole city automobile business, they say, is run on a lavish, careless, joyriding scale. For example, many department heads have paid as high as \$500 for machines, when "they don't know the difference between an automobile and a wheelbarrow," to quote the language of the report. Also tires, oil and gasoline are invariably purchased at the highest possible prices, simply because the city has to pay the bills.

The only thing that the officials are nigardly about is cyclometers, few of the cars being supplied with them. It might be added that this prevents the outsider from knowing how far the car has traveled, and may be valuable for that reason.

The Aldermen have found that there is lots of joyriding, but absolve the officeholders. They place the blame on the shoulders of the naughty men in the garages, and for that reason suggest that the city build a home for its cars where they can be watched, and their illegal use prevented. Also it would save money, for the private garages "soak" the municipality at every possible chance.

The committee suggests that a considerable saving might be effected by contracting for the use of automobiles, as a four-years' ownership of a machine costing \$2000, inclusive of the chauffeur's salary, maintenance and repairs averages \$11,440.

The report also recommends the general use of cyclometers, and that written permission from a department head must be obtained before a car owned by the city can be used holidays or Sundays, and that a central purchasing agency for automobiles and automobile supplies be established, that the city may reap the benefit of wholesale rates.

This automobile agitation comes up every now and then, but as a rule nothing ever happens. However, this is the first time that the Aldermen have attempted to interfere, and perhaps history will not repeat itself.

Five thousand men and women, employed as fancy leather-workers, are on strike, and they have made a unique complaint now under investigation by Police Commissioner Waldo. They say that the bosses have hired strong-arm workers to interfere with the strike pickets, and that these persons are all women.

According to reports these Amazons are willing workers. Everyone is broad-shouldered and husky. Their plan of campaign is simple. When they see one of the pickets of the strikers they simply walk over and hand him or her a wallop in the jaw. And they always have the best of it.

If the victim is a woman, she is out-clasped. If a man he does not dare to strike back, because his assailant is a woman. So the thugs win either way.

"And they are a lot fiercer than any men I ever saw," remarked one veteran striker.

"Big Bill" Edwards, Commissioner of

Streetcleaning, is having his troubles with this hot weather. It is all because he placed his men on duty at night, the idea being that the horses would be happier if they could be kept out of the heat and glare of the sun.

But if the horses were happier, they have not said so. The cart-drivers, however, who can talk, have been loud in voicing their objections. For a time they discussed the advisability of striking, but decided at last not to do so. Then some of them evolved a plan which they believed would make the innovation unpopular.

When they went out after midnight, they made all the noise possible. They slammed iron cans about on the stone sidewalks, screamed at their horses, and all in all were glittering successes as public nuisances.

Noise Arouses Complaints.

Complaints poured into Edwards' office, but he did not weaken. Instead he issued a general order, telling his men that he perfectly understood what they were up to, and that he was ready for them. Also noisy men would be discharged and never re-engaged.

To make this mandate effective, Edwards sent out some "ash-can sleuths," with orders to snoop about the city and find what was going on. They turned in their reports, and the next thing that happened was the enforced retirement of some human callopes. Now ashes are collected in a calm, peaceful fashion, as is befitting the wretched hours of the night, when people want to sleep.

Bellevue Hospital was 100 years old this week, and at the unofficial celebration of the anniversary interesting figures were given out.

When Bellevue was opened it had six beds. Dr. John Van Buren, who was

in charge, drew \$500 a year, out of which he had to pay for the drugs and medicines he used. The present capacity of the historic institution is 1200 beds, and when two years from now the last vestige of the old building has disappeared, the new hospital, erected in its stead, will accommodate more than 2500 patients.

Death Crossings to Go.

Because of many fatal accidents recently, \$1,500,000 will be expended to do away with crossings of the Long Island Railroad in Queens County. Contracts have been signed whereby the city will pay \$75,000 of this amount, and the corporation the remainder.

Two of the railroad crossings are on Thompson avenue, the main thoroughfare for automobiles between New York and points on Long Island. On Sundays and holidays, it is estimated, a machine passes along every 20 seconds. And the railroad runs an average of 90 trains an hour, the only protection being flimsy gates and watchmen, usually aged and feeble, half blind and nearly totally deaf.

The murder in the Hotel Iroquois, which was so promptly and satisfactorily solved by the police, is another bright button on the official yellow jacket of Commissioner Waldo. Every body connected with the detective force has been complimented, and Waldo has reason to congratulate himself. If he had failed, he would have been blamed; as he succeeded, he is naturally entitled to all the praise that is coming to him.

The Brooklyn Rapid Transit is "teeling" the proposition of a 5-cent fare to Coney Island. That is, the road is carrying passengers to the island between 7 and 9 A. M., and from the island to

the city between 4 and 7 P. M. It is explained that these periods are slack times and it may pay to drum up passengers.

SPENCER MADE ADMIRAL

Portland River Man to Be in Command of Astoria Regatta.

ASTORIA, Or., Aug. 5.—(Special).—Captain E. W. Spencer, of Portland, will be the admiral of the Astoria regatta. His appointment was decided upon several days ago and F. C. Fox, secretary of the regatta committee, has received a letter from Captain Spencer accepting the appointment.

In his letter Captain Spencer says: "It will be my earnest endeavor to make this 16th annual regatta one of the greatest in the history of Astoria. I will begin immediately on the organization of my staff. In view of the visit to Astoria at this time of Colonel John Jacob Astor, of New York, I

think his appointment as honorary vice-admiral would be fitting."

Captain Spencer has been for years one of the best-known shipping men on the Columbia River. He is a lover of clean sport, and has always taken an active interest in Astoria's annual water carnivals. He was vice-admiral of last year's event, so is thoroughly familiar with the duties of the position.

and many of them will be taken to land shows at Omaha and New York, after which the best will be retained by the transportation company to be employed in their permanent exhibit work.

Later in the summer Mr. Reuter will make another trip and gather up the many exhibits for which he now is arranging.

Detective's Fees Held Up.

Detectives Carpenter and Price yesterday advised E. I. Nixon, manager of the New York Millinery Store, at 248 Third street, to not pay O. H. Kuiper, local manager of the W. J. Burns National Detective Agency, \$158, as a fee for recovering 84 willow plumes stolen from the store Tuesday night.

Carpenter and Price said they were opposed to the "stool pigeon" method of and-in-house payment on the check and Kuiper obtained the services of Seneca Fouts, an attorney, with the announced intention of suing Nixon for the amount unless it is paid.

Alleged Gem Thief Caught.

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LANDS ARE NOT TO BLAME

Deschutes Farmer Says Failure Fault of Ranchers.

BEND, Or., Aug. 6.—(Special).—The reason that many Oregon ranches upon "dry" farms do not make the success that they should is the fault of the farmers and not of their lands, says Tillman Reuter, the Deschutes Valley farmer who won an almost national reputation by the sweeping victories of his "dry farm" agricultural exhibits last year, in competition with the best products of the West.

Mr. Reuter, who at present is in the employ of the Great Northern Railway, is engaged in touring interior Oregon preparing to gather agricultural exhibits from all sections. These will be shown at the Dry Farming Congress at Colorado Springs in October.

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FRUIT SCHOOL WILL OPEN

Lewiston Valley Growers to Study Practical Horticultural Methods.

LEWISTON, Idaho, Aug. 5.—(Special).—For the purpose of studying the horticultural conditions in their own orchards, a school for the study of fruit trees will be opened in Clarkston, Wash., in January, 1912.

The course will be free to the fruit-growers of the Lewiston-Clarkston Valley. A tuition of \$25 will be charged non-residents.

The school will be headed by Professor W. S. Thornber, formerly of the Washington State College at Pullman, assisted by Professor C. A. Cole, E. S. Wooster, and Miss Alma Bales. Miss Bales will have charge of the department of domestic science.

The school will be in session during the period when a fruit crop in this locality is most uncertain, and with men versed in the preventives for frosts assistance to the growers of the valley is expected.

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The Most Easily Driven
of All Electrics

The most delicate woman—a 12-year-old child—can handle the largest Rauch & Lang Electric with perfect ease.

You merely push a handle forward when you want to start—pull it back when you want to stop. Pulling it back not only shuts off all power at once, but puts on a strong brake. The car stops almost immediately. You can use the foot-brake, too, if you wish, but it isn't necessary.

The steering is nothing more than pushing forward and pulling back on a handle placed directly where the right hand rests naturally and comfortably. It is very easy—not in the least confusing.

After one ride you'll have absolute confidence in your own ability to drive the car any where and everywhere.

We have furnished the car inside and finished it outside just as handsomely, as richly and as tastefully as you would do it yourself.

It's the largest and most luxurious of all electrics.

Write for our new art catalogue showing the styles and all the advantages of

Rauch & Lang Electric

FRANK C. RIGGS
Packard Service Building.
Connell Road, 23d and Washington St.

TRINITY PLACE APARTMENTS

PORTLAND'S MOST BEAUTIFUL APARTMENTS ARE NOW
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Located on Trinity Place, Just Off of Washington, Between Nineteenth and Twentieth Streets. The City's Most Convenient Residential Locality. Unexcelled Car Service.

These apartments are designed to meet the demands of a high-class clientele. Superior to any apartment building in the West. A maximum of convenience, comfort and hygienic conditions, combined with every luxury and magnificent surroundings at reasonable rentals. Also furnished bachelor quarters with shower and tub baths and large, luxurious clubroom in connection.

Distinctive arrangement of apartments, giving the appearance of large resident interiors. All rooms very large, no disappearing furniture necessary. Spacious court provides attractive entrance. Private hallways in each apartment; outside sleeping porches, pantries, built-in buffets, ample closet facilities. Bathrooms tiled, kitchens wainscoted with tile, dining and living-rooms finished in golden oak and ivory white; hardwood floors throughout. All rooms, including bathrooms, have outside windows and ventilation. Cooling closets, refrigerators. Isolated quarters for servants, etc.

SEE SUPERINTENDENT ON PREMISES