

TWO CARS ARE ALL THAT FINISH RACES

Three Put Out Before End of First Contest Due to Series of Mishaps.

PROGRAMME IS ALTERED

Fast Time is Made in Events That Are Run—Motorcyclists Called Upon to Fill Out and Auto Polo Games Are Played.

TWENTY-FIVE-MILE RACE TODAY.

An additional event to today's racing programme was arranged last night. It will be a 25-mile race. The entries will be Deane in his Marmon, Brock in his Wright, Goss in his Endicott, Tetzlaff, Carlson and Hughes in Maxwells, and Barnes in Romano. It is anticipated that this will be one of the best races ever held in Portland.

An extraordinary series of accidents occurred at yesterday's automobile races.

Just as he was starting for the first race Ray Brock, the Portland driver, in backing up to the starting line broke a magnet shaft, which put him out of the race. Kenneth, in his Chalmers Six, was just starting when the differential housing gave way and he was No. 2 out in the same race.

Prior to that Goss, in going round for a preliminary spin before the race started, in the Nyberg Special, threw a wheel, and only just escaped being thrown over. The thread of the screw would not hold, and while efforts were made to drill through the wheel and the axle to bind the two together, the car was unsafe to run and consequently was out of the race.

Two Maxwells and Benz Out.

Of the three Maxwells, which started in the first race, only one was in running order at the finish of the day, that being Tetzlaff's No. 2. One of the other two went out with a broken valve stem, while the second had trouble with the gas line. To make matters worse it was impossible to get the big Blitzen Benz going properly.

This only left the Romano Special and one Maxwell because De Alene was unable to get his Marmon out onto the course at all. In justice to De Alene, it must be said that he worked all night on the car, which will be remembered, turned turtle at Tacoma.

As a result, it was impossible to adhere strictly to the programme and the events were filled with motorcycle races and automobile polo. The latter is an exhibition of skill on the driver's part in handling the little light cars.

In the auto polo two accidents occurred.

Hardly had the first period started when Captain Kennedy, in swinging at the ball, got a severe crash just under his right eye, his face being covered with blood in a moment. In the last period, one of the blue cars driven by Jack Marston turned turtle in trying to make a sharp turn. Marston was stunned for a short time, but pluckily resumed his seat.

While the races from a competitive viewpoint lost interest the times made for one, three and five miles show that the cars were undoubtedly much faster than any that have been here before.

In the exhibition one mile by the drivers, Barnes in his Romano did 1:5-1.5 seconds. Then Teddy went round in 2:5-3 and the young Brock started out and beat Tetzlaff by exactly one second, doing the course in 1:5-1.5. Oldfield's record for the track in his huge Christie until it was beaten by Burman was 51:8-5 seconds.

In the three and five miles races the cars all did an average of around 53 seconds for each lap. In the three mile instance, Tetzlaff won with a time of 2 minutes 40-1.5 seconds, which is a new record for the track. Then two races later the Romano was driven by Barnes, did 2 minutes 38-5-5 seconds. This is better than 53 seconds for the mile average.

Another thing which will show the fast time was the way in which Barnes in the Romano was made to look slow by Hughes before he went out of the race. Barnes took everything in his stride and with his quick get-away, was figured to have a good chance again.

As it turned out the Maxwells were equally as fast or almost so in the get-away and faster on the straightaways.

The motorcycle race provided an exceptionally fine finish. The race was for five miles and Harry Bryant, on a Thor, won by a wheel from Harry Corburn, on an Excelsior. Peppel, on a Merkel, was third.

Cosburn Goes After Record.

Corburn went out three times after the track motorcycle record of 48:2-5 for the mile. He failed at his first attempt and on his second, through the failure of the starter to give the right signal, the starters took the wrong lap. At his third attempt he got within 2-5 of the record and will try once more today.

For the races today, which start at the same hour, 2:30 o'clock, Manager E. A. Moross grants his three best wells will be in proper shape. Brock said he can easily get his magnet shaft fixed, and DeAlene will be ready to start. The Romano is all right any way, and the Endicott can be repaired. Whether the Chalmers can be fixed is not known.

Break Most Unfortunate.

The accident to Brock's car was the most unfortunate of any. He had driven it all the way from Tacoma to test out the frame, and had gone round the track in such time that great race was assured, and was backing his car into line when something went wrong and they could not start the engine.

Mention must be made of the perfect condition of the track. It was thoroughly oiled and there was no dust at all.

DISTURBER IV STARTS TODAY

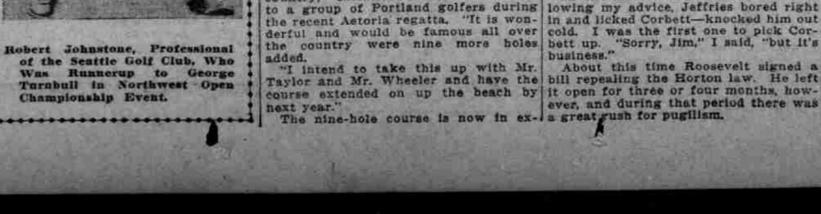
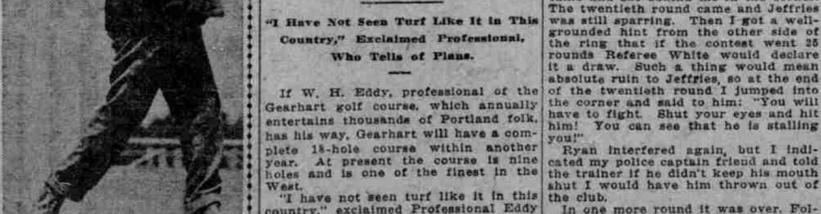
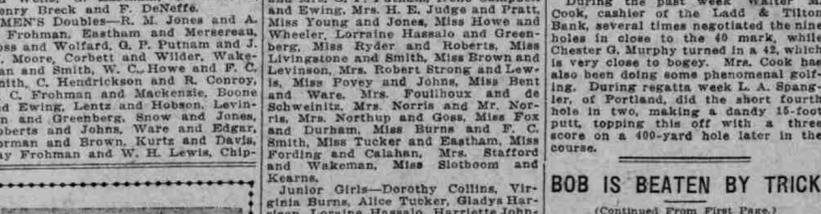
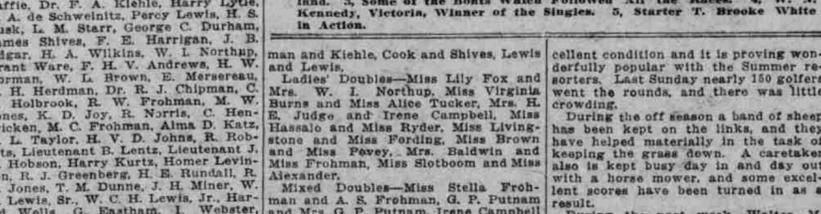
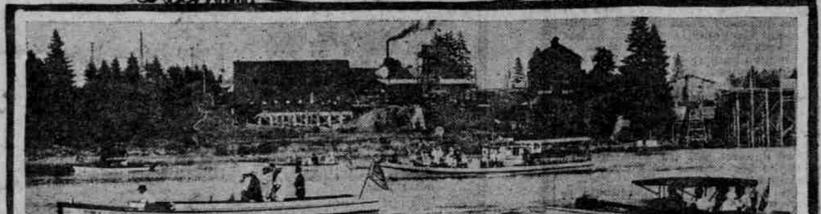
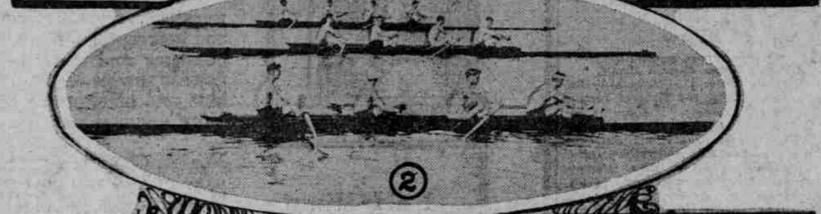
American Hydroplane Goes Across Water to Enter World's Races.

CHICAGO, July 11.—Disturber IV, the 1899-horsepower hydroplane built by James A. Hugh, as challenger for the Harnsworth trophy, had its final try-out here today. The race will start on its journey to Cowes, England, where, on August 15, it will meet foreign boats in the first race for the world's championship.

The racer attained a speed of 50 miles an hour at one time, with much power in reserve. At this speed the boat was traveling with four planes out of the water, the air system keeping the water away from the sides at all times.

Saxony has 35,555 enterprises, employing 457,900 male workers.

SOME VICTORS AND SCENES OF THE CLOSING DAY OF THE NORTH PACIFIC ASSOCIATION REGATTA, WON BY PORTLAND.



ENTRY LIST IS LARGE

Oregon Tournament Will Open Tomorrow at Multnomah.

MEN'S SINGLES POPULAR

Women Also Playing More Prominent Role Than Previously and New Champion Likely to Be Made in Week's Events.

Expectations of Chairman A. D. Wakeman, of Multnomah Club, in charge of the Oregon state tennis championships, were fulfilled regarding entries. The biggest list ever is now on hand to start the play tomorrow morning.

The most popular list is that of the men's singles, which have brought many new men out. Some of them are: Lovell, head of locally and it is in some of these that the tennis followers are looking for new champions. The entries follow:

Men's singles—Mr. W. I. Northup, Miss Lily Fox, Alice Tucker, Virginia Burns, Irene Campbell, Lorraine Hasaalo, Miss Ryder, Miss Povey, Mrs. Putnam, Miss Fording, Miss Beall, Miss Brown, Miss Smith, Miss Collins, Mrs. Stafford, Miss Ballin, Miss Claire Tucker and Miss Howe.

Men's doubles—R. McAlpin, James F. Ewing, E. S. Frohman, L. K. Richardson, Brandt Wickersham, S. S. Humphrey, Hamilton Corbett, Kirk Smith, A. D. Wakeman, G. P. Putnam, J. W. Moore, Charles H. Marlar, R. Conroy, J. W. Wislerell, J. B. Bilderbach, Jack Latourette, W. A. Goss, R. Wilder, W. A. Kearns, H. S. Boone, C. D. Macfarlie, Dr. P. A. Kiehle, Harry Lytle, E. A. de Schweinitz, Percy Lewis, H. S. Luak, L. M. Starr, George C. Durham, James Shives, E. E. Harrigan, J. E. Grant Ware, F. H. V. Andrews, H. W. Norman, W. L. Brown, E. Mersereau, H. H. Herdman, Dr. R. J. Chipman, C. E. Holbrook, E. W. Frohman, M. W. Jones, K. D. Joy, R. Norris, C. Hendrickson, M. C. Frohman, Alma D. Katz, H. L. Taylor, H. V. D. Johns, R. Robt. Lieutnant, B. Lentz, Lieutenant J. M. Hobson, Harry Kurtz, Homer Levinson, R. J. Greenberg, H. B. Rundall, R. M. Jones, T. M. Dunne, J. H. Miner, W. H. Lewis, Sr., W. C. H. Lewis, Jr., Harold Wells, G. Eastham, I. Webster, Henry Breck and F. DeNoffe.

Men's doubles—R. M. Jones and A. W. Lewis, Sr., W. C. H. Lewis, Jr., G. Soss and Wolfard, G. P. Putnam and J. W. Moore, Corbett and Wilder, Wakey Smith, C. Hendrickson and R. Conroy, M. C. Frohman and Mackenzie, Boone and Ewing, Lentz and Hobson, Levinson and Greenberg, Snow and Jones, and Durham, Miss Burns and F. C. Smith, Miss Tucker and Eastham, Miss Fording and Calahan, Mrs. Stafford and Wakeman, Miss Stoboom and Kearns.

Junior Girls—Dorothy Collins, Virginia Burns, Alice Tucker, Gladys Harrison, Lorraine Hasaalo, Harriette Johnson, Mabel Ryder, Lorna Brown, Bessie Povey, Miss Stoboom, Miss Alexander and Miss Howe.

Junior Boys—Catin Wolfard, Webster Jones, Kenneth Joy, William Levis, Jr., Everett Cobb, Harry Kurtz, J. Cameron, O. Lewis and M. Davis.

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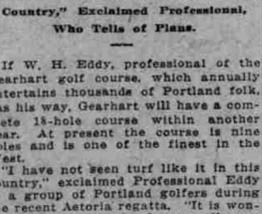
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PICTURES OF HAPPENINGS AT FIRST DAYS AUTO RACES.



Tetzlaff Beating Hughes.



Romano Leading on First Turn.

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