

FORTY-FIVE ENTER IN AUTO ENDURANCE RUN

Next Saturday's Contest the First of Its Kind Ever Held in Northwest—Sweepstakes Cup to Be Donated by The Journal—List of Rules to Govern Drivers.

Forty-five cars have been entered in the first annual endurance race to be run on Saturday, July 27, from Portland to Salem and return. The race is the first of the kind ever attempted in the Pacific northwest, although automobile dealers in California and in other places have been carrying on these contests for the past two or three years. Next Saturday's race will be under the auspices of the Oregon Automobile Dealers' association.

The course to be covered is about 120 miles in length. Starting from Eighth and Everett streets, the course will follow the east side of the river to Salem, via Aurora, Woodburn and Gervais, and will return on the west side, via McMinnville, Dayton and Newberg, to Eighth and Everett again. No award for speed will be given—endurance is the only test. Speed is limited to 20 miles an hour, and machines will be allowed to pass another.

Journal Offers Major Award.

The Journal has offered the major award. A cup for the sweepstakes, the winner in all classes, will be presented by The Journal. Altogether there will be seven cups. Ballou & Wright so far is the only other firm offering a cup. Prizes will be awarded in five different classes besides the sweepstakes. There will also be the economy award—an award for the machine using the least amount of gasoline per pound weight.

Observers will be with each machine to see that the rules are carried out, and the judge at the end of the race will determine the awards from their scores. The committee in charge includes F. A. Wright, chairman; Harry L. Keats and W. B. Wallace.

Following are the rules adopted by the association to govern the contest:

Rules of the Contest.

1. Cars will assemble with passengers ready to weigh in and start at Eighth and Everett streets, on the morning of July 27, at or before 7 a. m.
2. The exact route, as laid out and published, shall be followed all the way to the best knowledge of all drivers. But when a car gets off the main road at any point, accidentally and no intention to cut the road is shown, it shall not be penalized.
3. Each car will leave the first control with a score of 1,000 points. One point will be scored against each car for each minute, or fraction thereof, lost with exception of tire troubles. The total of all points lost will be deducted at the finish of the endurance run from the 1,000 points with which each car started. Observers will penalize each and every stop whether penalized or not, and allow the judges to decide whether or not it is a penalized stop.
4. Repairs or adjustments made in a control or on the road must be made in the presence of observer and must be penalized. All repairs or adjustments while car is in motion must also be penalized.
5. Cars will be allowed to coast down hills with engine idle without penalty, but if cranking is necessary to start the engine time for same must be penalized.
6. **Penalized for Breakage.**

6. Upon arrival in Portland at end of contest, each car will be thoroughly examined and any breakage or damage to said car shall be noted and shall be penalized for time which it would require to repair said damage, same as though said car had been repaired en route.
7. All cars must stop and register at each control and each observer's score card must bear signature of the keeper of each control with time of arriving and departing from said control. No car can leave a control until given the signal by the judge.
8. It will be assumed that every contestant is acquainted with the rules of his contest, and by entering he agrees to abide by said rules to the best of his or her ability.
9. In event of a dispute concerning the interpretation of these rules the decision of the judge shall be final. Said judge to be a competent, experienced man outside of the automobile trade.
10. Each entrant shall fill out entry blank fully and give all details asked for. Entrant shall not hold the Automobile Dealers' association of Oregon, nor the management responsible for accidents, thefts from cars, or any injury to cars, which will be at the risk of entrants as though on private tour or run.
11. **Cars to Be Numbered.**

11. Each car shall prominently display endurance run number, on each side, during the whole run. Said entrant will be permitted to carry the name of said car on both front and rear. Said name to be in letters not over four inches high, and said sign or banner shall contain absolutely nothing but the name of the car.
12. First-class certificates will be given to all entrants, who finish the day's run and cover the exact route or all the divisions, for completing the run, who have not lost more than 25 points out of the 1,000 with which they started.
13. At the start each car will start with a full supply of gasoline, water and oil. Each entrant must specify the amount of gasoline contained in the

14. **Tanks of said car upon starting.** False entry may result in disqualification.
15. Cars will stop at Salem for lunch. Cars will be started in order of entry.
16. An average of twenty miles an hour, or less, must be observed throughout the run on all country roads. In passing through towns and villages a speed of ten miles an hour, or less, must be maintained. The observer shall mark against each car at least five points for each attempt to exceed, and when an average of over twenty miles an hour, between controls, is shown by actual leaving and arriving time of a car the judge will penalize said car 15 points for said infraction of rules. The judge shall have power to disqualify or penalize a car for traveling at a speed, in any place, which he considers excessive without reference to the rules, as this is not to be a race and all attempts to turn it into one should be done to create a friendly feeling toward automobilism.
17. **No Racing Permitted.**

18. No car will be allowed to pass another car, unless car overtaken is disabled or driver and observer both give permission. Any infraction of this rule must be reported by observer of car passed, and judge may use his discretion as to amount of fine which should be imposed upon said car for each offense, but it will not exceed five points for each infraction.
19. Gasoline tanks must be filled full on arriving at Portland at end of day's run. Said cars to be filled in presence of observer on said car, on run, and all gasoline taken on during run must be charged against said car on observer's score card.
20. In case road is obstructed, or in case of necessities of nature, so that it is dangerous to life or property to continue, the observer shall instruct the driver to stop car until it is safe to continue.
21. All touring cars must carry four passengers, including observers. Turn to the right and pass on the left. Give a full half of the road and avoid scaring horses. Each owner is responsible for damage which his car may cause. And all parties participating in this run should work for the good will of the public toward automobilism.
22. Each car in the contest must carry an observer, who will be allotted to the respective cars by the managers of the run.
23. Observers will ride on front seat beside driver when convenient to keep close observation. Observers can give seat to another passenger and ride in the tonneau if convenient to all concerned.
24. **Division Into Classes.**

24. All entrants must nominate and furnish one observer for each car entered by said entrant, and must see that said observer is on hand ready to start. And will not be assigned an observer or allowed to start until observer furnished by him is at the starting post ready to be assigned to another car.
25. Each car must be equipped with regular road equipment.
26. Each entry must be accompanied by an entrance fee of \$5, one half of which will be returned to entrant, providing he starts in the run or is not disqualified for not complying with the rules of the run.
27. The entrants will be divided into four classes as follows: Touring car \$2,501 and over; touring car \$1,501 to \$2,500; touring car \$1,000 and under, and runabout, factory finish. The car finishing with the highest score will be the winner in its respective class. If several finish with equal score the amount of gasoline used per pound weight will be first considered and if that does not settle the result, said result is to be settled by drawing.
28. If there should be a tie in the economy prize, said tie is to be settled by drawing.
29. Cups will be awarded for the winner of each class and to car using least amount of gasoline per pound weight. Said cars to be weighed with load ready to start, upon leaving Portland.
30. The official route of the run is to be as follows: Starting from Eighth and Everett streets to Oregon City, west side of river to Aurora, to Woodlawn, to Gervais, to Salem, stop for lunch, to McMinnville, to Dayton, to Newberg, to Eighth and Everett streets, Portland. Salem control will close at 2:30 p. m. Portland control will close at 3:30 p. m.
31. **Endurance Run Committee.**
F. A. BENNETT, Chairman.

AMERICAN ENTERPRISE IN AUTO MANUFACTURE

Much as English motoring publications show their fear of an invasion by American automobile manufacturers they do not hesitate to give makers on this side of the water credit where credit is due. The most recent instance of this is the following taken from Motoring (illustrated, published in London):

"When an American starts manufacturing, whether it be cars or alarm

clocks, he looks around to find the most experienced and capable designer in the line. When unearthed, he approaches him with an offer which the man can not afford to ignore, and his services are promptly bought and transferred to the new field.

The system is perhaps brutal, but it is good business all the time, and if some of our English makers of cars were to realize the important bearing which intelligent design has upon ultimate results, they would be more ready to offer such terms to a designer as would tempt the very best men in the business. A cheaply paid designer produces cheap designs, and cheap designs are generally nasty designs, which sooner or later lead the firm making use of them to Carey street."

"An instance of American enterprise in securing at any cost the very best material available, is furnished by the announcement that the E. R. Thomas company, of Buffalo, N. Y., has just appointed M. Gustave Chedru as its head designer. There is, perhaps, no one in the automobile industry who has had a richer experience of car designing than M. Chedru.

"Eighteen years ago he began his designing work in the service of the Continental Edison company, subsequently joining the Compagnie Electrique Thery. In later years he held the positions of chief designer for the De Dion Bouton company, chief engineer in the Richard-Breault factory, and superintendent of the Clement-Bayard and the Richard-Breault factories, and superintendent of the Gordon-Bennett Cup race. Before associating himself with the Thomas company, M. Chedru was technical manager and consulting engineer to the Societe des Automobiles Thery."

GASOLINE TONIC FOR TRAINING ATHLETES

There is nothing like a smooth-running motor car on a good road for purposes of relaxation. Gasoline tonic has been prescribed in many cases by eminent physicians and no coaches of racing crews, in training, find that the automobile is the ideal recreation for hard-worked oarsmen, after a hard pull in the shells. Recently members of the Columbia Wisconsin and University of Pennsylvania crews made the experiment of taking the rest cure in an Acme car at Highlands, New York, where the crews are training. Captain Davis and Coach Ten Eyck of the Wisconsin forces, took their varsity and freshmen eights out for short spins. Penn's coach, Ellis Ward, who was quite clever at the wheel of the Acme, drove his boys around for joyful rides and the Columbia coxier were whizzed around the highlands at a considerably faster rate than they can paddle the sculls on the Hudson.

A number of the oarsmen of each crew suggested that it would be a good idea for their alma maters to provide an auto for their crews' permanent use. This is a condition which will undoubtedly prevail in the near future, when it will not seem at all strange for an automobile to be a part of the equipment of a college's training quarters.

A sign car was used in coaching the crews.

ONE WAY TO DODGE PAYING SPEED FINE

Tell Country Constable That You're Broke and Can't Get Money for a Week.

Even those motorists who are most vigorous in their denunciation of those who disobey speed regulations can scarcely fail to enjoy the escape a Buffalo driver had recently in Pennsylvania.

The instance came when E. C. Richard, who, with George M. Davis, completed a trip around the Glidden tour route in a Thomas Speedway Flyer, crossed the bridge over the Susquehanna river at Columbia, Pennsylvania. A sign warns drivers not to exceed 10 miles an hour over this bridge, which is a mile long. Richard accordingly sent the Thomas along at a very leisurely pace and was surprised when he reached the other side to see the gate dropped in front of him.

"Young man you are under arrest for speeding across this bridge," said a deputy sheriff, stepping up to the side of the car.

Richard saw that he was in for it, even if he had not gone above 13 miles an hour. He explained that it would do no good to arrest him, as he had no money.

"I have only about a dollar and can't even borrow a penny until I get to Philadelphia," he said. "But go ahead and find some way to pay the fine. The car and a hotel where I can stay and I'll send to the factory for some."

"How long will it take?" the deputy asked.

"A week at least," Richard assured him.

This was something entirely unexpected. The deputy and the bridge tender went into immediate conference. Result: They found it would cost more to keep Richard and the car than the fine would amount to and a few minutes later he was on his way to Philadelphia, unharmed.

GERMANY WILL TRY FOR DAVIS TROPHY

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The other great center of lawn tennis is the Hamburger Lawn Tennis Glide. Here the championships of Germany are played on some of the best gravel courts that can be found in Europe. The tournaments on the Uhlenhorst ground are justly reputed to be the best managed meetings of the year, and great interest is taken by inhabitants of Homburg in everything in connection with the game.

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The pay of a chauffeur averages \$25 a week, the work is pleasant and healthful, and in many cases the owner of the car pays the expenses of the driver, so that his salary is velvet in Chicago and New York particularly there is now a great demand for men to drive commercial cars, and the reputable schools have calls for more men than they can supply. The oldest automobile school in the west, the Chicago School

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Ottawa, Canada, now has a motor association.

Leadville, Colorado, the famous mining town, has but one automobile.

Forty thousand automobiles in France are using 600,000 hectolitres of gasoline per year.

The timing at the Schooley's Mountain, New Jersey, hill climb next Saturday will be done by telephone.

Chauffeurs of the Quaker City have organized the Philadelphia Mechanical Chauffeurs' Association.

Of the 85 starters in the sealed bonnet test of the Chicago Motor Club, fifty-five came through with clean scores.

Sealed mechanical contests are all the style now, yet a year ago, when first suggested, they were scoffed at.

Newark, New Jersey, motorists are talking of forming a second local organization to be limited strictly to residents of the city and nearby towns.

Affairs at the Jamestown exposition are in such an unsettled condition that it is likely that the motor boat contests will be abandoned.

A standing reward has been offered by the Minneapolis club for the conviction of any person stealing a car owned by any of its members.

Although only in its infancy the automobile industry and its allied trades in the United States nourishes an army of over 500,000 workmen.

Philadelphia's autobuses began running the past week. Twenty-five were put in service on Broad street, the longest paved street in the world.

Skeptical of the asserted smoothness of the route mapped out, many Glidden tourists took precautions to fit their machines with shock absorbers.

A Connecticut lawyer gives it his opinion that many town treasurers in the Nutmeg state depend almost solely upon the capture of alleged speed violators.

With the victory of Nasarou in the French Grand Prix the international racing score for 1907 stands three Italian victories, one British and one German.

A manufacturer who is in a position to know declares that only about ten per cent. of the 150 concerns which build cars in this country do so with a profit.

George Gould and his family have been making a series of automobile trips through western Europe, using Paris as a base.

The Importers' Automobile salon will hold its fourth annual show of foreign cars and accessories at Madison Square Garden, New York, December 28 to January 2.

For the first six months this year the state of New York issued 6,288 licenses to owners of automobiles and 3,255 to chauffeurs, for which it collected \$28,552 in fees.

Members of the Germantown (Pennsylvania) Automobile club have begun a crusade to enforce the ordinance in Philadelphia against the throwing of nails and glass on the streets.

An officer of the German army will attempt to cross Africa in an automobile by way of German East Africa, British Central Africa, Rhodesia and German Southwest Africa.

Since the removal of the limit on active membership by the Worcester (Massachusetts) Automobile club that organization has been forging ahead rapidly in point of numbers.

During the fiscal year ending June 30, 1,435 cars valued at \$6,099,000, were imported through the port of New York, a gain of 110 cars over the preceding fiscal year.

Governor Gillette of California is one of the most active autolets of any state executive in the country. He did a deal of work in the last campaign with the aid of his car.

Beautiful ties—two at almost the price of one—during special sale at Robinson & Co. See page 47.

REO Automobiles

20 H. P. Touring Car

THE REO MOUNTAINEERS

This car will carry five people anywhere that any car will go at a lower maintenance than any large car, so why pay \$4,000 for a car to do the same work? The longest trip ever made by an automobile was made in a Reo—this was twice across the continent.

The Reo 20 H. P. Touring Car on the Rose City Park run has run 8,000 miles in five months and is still making its regular trips daily.

20 H. P. Touring Car... \$1,500
10 H. P. Runabout... \$700
With Folding Seat... \$725

Prices f. o. b. Portland.

Cars in Stock for Immediate Delivery

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495 Alder St., Portland
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REO OPTICAL CO.

Twenty-horsepower Reo Touring Car, the Property of J. D. Duback.

GERMANY WILL TRY FOR DAVIS TROPHY

Germany is preparing players to challenge for the Davis international cup in future years. Germany, with characteristic painstaking thoroughness, is going about the matter like a business proposition, and now the sport promises to become one of the leading pastimes of Emperor William's domain. One tennis courts marked out everywhere and Americans have done much to make the game popular in Germany. Lawn tennis in Germany has four chief rallying points—the cities of Berlin and Hamburg and the watering places of Homburg v. der Höhe and Hellighamm. Thanks to the energy of Mr. Derings, now secretary of the British embassy at Stockholm, the Berlin Lawn Tennis Club has made a most auspicious start, and recognizing the importance of grounding its players, has engaged a professional, Kerr, the celebrated Fitzwilliam club coach.

The other great center of lawn tennis is the Hamburger Lawn Tennis Glide. Here the championships of Germany are played on some of the best gravel courts that can be found in Europe. The tournaments on the Uhlenhorst ground are justly reputed to be the best managed meetings of the year, and great interest is taken by inhabitants of Homburg in everything in connection with the game.

BIG PAY FOR YOUNG MEN DRIVING AUTOS

The rapid growth of the automobile industry and the consequent demand for men to handle the cars has brought into existence numerous automobile schools where those who desire may learn the mechanism of the car so they can care for it. Young men from the country and the smaller towns are flocking to the cities to become chauffeurs, as the salaries are many times larger than in most of the ordinary vocations for which they are fitted.

The pay of a chauffeur averages \$25 a week, the work is pleasant and healthful, and in many cases the owner of the car pays the expenses of the driver, so that his salary is velvet in Chicago and New York particularly there is now a great demand for men to drive commercial cars, and the reputable schools have calls for more men than they can supply. The oldest automobile school in the west, the Chicago School

REPAIRERS DESIGNERS OF ALL MAKES OF AUTOMOBILES.

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68-70-72-74 North Sixth St., Cos. Everett.
A. D. PERKINS, PRES.
Tel. Main 41.
"Largest Automobile Repair Factory in the West."

WOODLANDS WON AT A HUNDRED TO ONE

(Special Dispatch to The Journal.)
Seattle, July 29.—Three favorites and two well played horses brought home money today at the Meadows. The Woodlands handicap, however, was won by Glorio, who opened at 100 to 1. So much money appeared in her support that she was backed to 12 to 1. She got off well and was never headed.

Summary:
Five furlongs, selling—Money Mues, 9 to 10, won; Willie Gregg, 4 to 1, place, second; Elfin King, 1 to 2, show, third. Time, 1:09 1/4.
Seven furlongs, purse—Kruka, 10 to 1, won; Alta Nero, 8 to 1, place, second; Sacket, 2 to 5, show, third. Time, 1:27 3/4.
Five and a half furlongs, purse—Cadhichon, 7 to 1, won; Aunt Polly, 3 to 1, place, second; Nappa, 5 to 1, show, third. Time, 1:04.
Woodlands handicap, five furlongs—Glorio, 12 to 1 (opened at 100 to 1), won; Hicoria, 5 to 2, place, second; Early Even, show, third. Time, 1:06.
One and one eighth miles, selling—Kermit, 10 to 1, won; Fantoos, 4 to 5, place, second; Tarrigan, 8 to 1, show, third. Time, 1:53.
One mile free handicap—Orlena, 7 to