LESSONS OF THE GLIDDEN TOUR

Superiority of Foreign Metals and of Home Manufacture Proven.

IT IS CONCEDED THAT TEST WAS TOO SEVERE

What Public Wants Is Test Which Approximates Actual Touring Conditions—Story of Winning of Hower Trophy by White Steamer.

(Journal Special Service.)

New York, Aug. 10.—While the results of the Glidden tour were a vindication of American construction for American roads, they were also a demonstration of the superiority of foreign metals, which are being used to some extent by several makers in this country. It was generally conceded that no foreign built car could survive the ordeal, and regarding the Locomobile company's car, Berliet, as a foreign machine, the contestants looked for it to succumb, more especially as it was notoriously being given a harder pounding over the roads than any other. When the Berliet came out with the most perfect record, it was realized that it was, after all, an American car, although built entirely of imported metals. This lesson was repeated in one or two other cases where cars had imported springs which stood up, while those of domestic metal were snapping all around. The Berliet was naturally the chief object lesson and the study of all the makers in the run, this being its first appearance in a contest of the sort, and its absolute freedom from trouble made a profound impression.

With the Glidden tour at an end, it is possible to look back and see certain errors in the rules that will have to be corrected before the tour will be entirely fair to all the contestants.

Defects of the Rules.

J. D. Maxwell, vice-president of the Maxwell-Briscoe Motor company, in an interview after the tour ended, said: "To my mind the tour just passed was as severe as it is necessary to make it. The public do not want a test which is calculated to break machines up. What they do want is a contest which approximates actual touring conditions. One thing is certain, and that is that no private owner would never subject his car to such trying conditions as those which the Gliddenites experienced.

"One glaring defect has manifested itself in the rules, and this undoubtedly will have to be changed before another tour. According to the conditions no car could replace any broken part unless he carried that extra part with him. To show how unfairly this works out, I will cite an example of one of our own cars:

No Extras Allowed.

"While running along a bad road, a projecting stone carried away the truss rod from the rear axle. The cost of replacing this rod would have been but 50 cents, yet under the conditions of the tour and because we had failed to bring along an extra truss rod, it was necessary to run without it. The expected naturally followed—the axle sagged and the car had to be withdrawn.

"Now take for an example another car which breaks, for instance, an engine. According to the terms of the contest both cars had to be withdrawn. One of them could have been fixed up with a 50-cent repair, while the other repair was out of question, yet both were penalized the same amount.

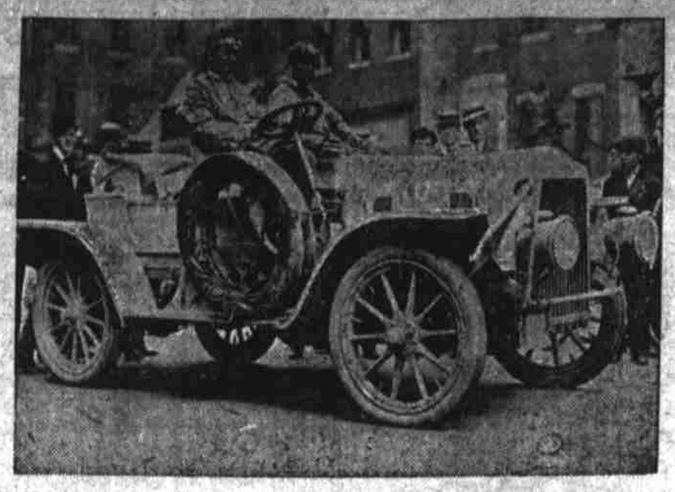
"Such little points as these are hard to foresee and it will probably take the experience gained from one or even two more tours to formulate a set of rules that will be entirely fair to all. Personally, I am a great believer in the Glidden tour. It is a credit to the American automobile industry that as many cars finished as did."

White Ties for Hower.

The winning of the Hower trophy by the White runabout was a fitting climax to the splendid work of the Whites throughout the tour. In the contest for the Hower trophy 13 cars started from Cleveland on the Glidden tour and two of these, one of which was the White runabout driven by H. K. Sheridan, reached New York with perfect scores. These two cars were at once placed in the garage of the Automobile club of America pending a decision with reference to the manner of deciding the tie. Great interest was aroused by the prospect of a contest between the steam car and the gasoline car and considerable money was wagered on Sheridan at odds of 50 to 30. At a meeting between the two contestants and Mr. Hower, it was agreed to start from New York, and to run until one or the other of the cars was penalized. The rules governing the Glidden tour were to apply to the supplementary contest, with the important additional requirement that an observer be carried on each of the cars.

Running Off the Tie.

On the first day of the contest, Monday, July 29, the two cars ran to Albany, 8 hours and 30 minutes being allowed for the 155-mile run. On the second day the cars continued to Syracuse, 152 miles, the schedule being 7 hours and 45 minutes. The third day's run from Syracuse to Buffalo, 163 miles, proved to be the last, as the White was the only car to arrive on schedule time. The driver, H. K. Sheridan, received a tremendous ovation as he crossed the line and was formally declared the winner by Dai H. Lewis, secretary of the touring board, which had been in charge of the contest. In order to win the Hower trophy, Mr. Sheridan drove the White runabout on a rigorous schedule a total of 2,080 miles, completing the longest and hardest trip without replacements or any mechanical trouble of which there is official record.



H. K. Sheridan, in White Steamer, Winner of Hower Trophy, Prize for Runabouts in Glidden Tour.

HOWARD M. COVEY RIDICULES BAKER AUTOMOBILE ORDINANCE

Howard M. Covey, a member of the board of directors of the Portland Automobile club, and a prominent auto dealer, doesn't think well of the proposed Baker ordinance concerning the driving of automobiles in Portland.

He ridicules Baker's idea of restricting speed within the city limits to two miles an hour.

"Two miles an hour!" exclaimed Mr. Covey. "Why, a man would better get out and walk. There is at present a city ordinance restricting speed to eight miles an hour, and that is certainly slow enough. No man is going to drive his car all over town at the rate of two miles an hour. In the crowded city district, at the street crossings, it is proper to reduce the speed of the machine to almost nothing, and most drivers do so, but out in the residence districts a competent man can drive pretty fast with safety to the public."

Concerning the proposition of making every driver pass an examination before he is allowed to run a car, Mr. Covey thinks they are putting the cart before the horse.

"How is a man going to pass an examination in auto-driving until he has had some experience in running a car himself?" he declared. A beginner has to learn in some way, and unless they can force the auto tyro to take his car outside the city limits and there struggle to obtain the necessary knowledge to pass an examination, I don't see how they'll manage it.

"It may be very well to have a driver pass an examination before he can become a professional chauffeur, and receive a license, but to place such a restriction on the amateur, who drives his car for pleasure, seems to me to be very impractical."

The Baker ordinance proposes that all persons under 18 years of age shall be prohibited by law from running a machine. Mr. Covey declares that many Portland children make as good chauffeurs as an adult and he thinks that the passage of this clause would work an injustice on them. He is acquainted with a number of girls and boys who are running their own machines, and he says that he has found them to be fully as careful as persons of a more mature age, and in other ways quite as competent as the average amateur.

Mr. Covey says there is one way of protecting the public against autos that is better than all the ordinances regulating speed that could be passed, and that is to make the driver absolutely responsible for any damage done by his car while he is guiding it. When the driver knows that it's up to him to be careful of life and property or suffer very serious consequences of his carelessness, he's not very likely to be reckless. In Europe the automobilist is regulated in this way and it works well.

"Most of the socalled reckless driving which frightens pedestrians," says Mr. Covey, "is done, not by amateurs, but by professionals. And most of the time it is not nearly so reckless as it seems. A professional usually knows how to drive his car so well that he can turn out of the way of a passerby in a moment, and there is very little danger of his not doing so. People are often badly frightened by seeing an auto apparently headed straight toward them at close range, while as a matter of fact, the fore part of the machine is headed toward them, but the wheels are already steering its course to one side. The danger from automobiles is far less than people imagine."

MOTORING NOTES

It is better to breathe the dust of another's car than to arrive first at the police trap.

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Women are learning that the "automobile complexion" is better than any brand to be had in the drug stores.

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When on the road and a tire blows out, it is quite proper to exclaim: "Dear me!"

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As a general rule, it is well to keep the ignition as far advanced as possible without producing "knocking," and a good driver is one who continually adjusts his spark to the work of the motor, retarding the spark as the engine slows to hard pulling and keeping it early, in proportion to the lightness of the load on the motor and its running speed.

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When meeting a road hog, fresh from his pen, give him rooting room; for 'tis better to ditch oneself than to be tossed over-fence onto the green sward. Is it not written that the pen is mightier than the sward?

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It is probably true that the demand for high-powered cars has led to a serious disproportion between power and weight in many cases. It is about as unfortunate to have too much power in too light a car as to have a car too heavy for the motor that is in it. In a car having weight and power correctly balanced, of which the 16-20 horsepower Maxwell, which weighs about 1,700 pounds, may be taken as an example, the result is a smooth-running, quiet machine and a car that is easy on tires.

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A simple trouble that sometimes is very bothersome is due to the float of the carburetter becoming submerged, or the needle valve getting stuck in its seat. This difficulty is easily adjusted by hand. The chief bother is to locate the kink.

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The forms are now being prepared for an edition of 20,000 copies of the "1907 A. A. A. Year Book," which will be a complete compendium of information valuable to motorists. It will be circulated among members of the American Automobile association only. Information concerning membership can be had by addressing F. H. Elliott, 437 Fifth avenue, New York.

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Drivers of high power runabouts must be careful. The appearance of a long, racy looking car is to the ever watchful "cop" what a red flag is to a bull. "This was strikingly illustrated the other night," says Col. Pardee of the Maxwell-Briscoe agency in New York City. "We were running along at about 15 miles an hour when a young fellow passed us in one of those smart racers. He was not going particularly fast and we followed right along behind him in a Maxwell runabout, when suddenly a 'cop' emerged and held him up. We were running at exactly the same rate of speed and no attention was paid to us. In the eyes of the law, appearances are against the high power runabout and its drivers have occasionally to pay for the privilege of looking sporty.

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Secret Service Agent Burns of San Francisco says that an automobile is of great assistance to him in his business. When he was detailed to work up the case against Abe Reuf, the ex-political boss, he had just purchased a Peerless car. He used this car and three other Peerless cars filled with deputies when he went to arrest Reuf. Mr. Burns and his car also played a leading part in the arrest and conviction of former Mayor Schmitz.

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If every motorist understood how vitally important to the life of his car was the lubrication, it would not be so generally neglected. As oiling is such a tremendous factor in the success of a car, the system should be frequently examined, the motorist being well repaid by saving himself expensive repair bills.

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A number of changes have taken place lately in the Dragon Automobile company. John Kane Mills, on account of poor health, has retired from the presidency, his place being taken by A. L. Kull. H. B. Rawle is now vice-president and manager. Nicholas Roosevelt has resigned as treasurer, as has T. F. Randolph as superintendent and designer. Charles L. Kenen has been appointed designer for the Dragon company and is now in charge of the plant at Philadelphia. A number of other changes have been made. Satisfactory progress on the 1908 product is reported.

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Every motorist has occasionally found it necessary to tear down the wiring on his car. It is not entirely easy to reassemble the system again unless it has been marked in some way. An excellent scheme is to prepare a number of small tags in duplicate. Then when a wire is taken off, a tag can be attached to this wire and the duplicate to the terminal. When the time comes to reassemble it will be found very convenient to have the wires thus marked.

THE AUTOMOBILE CALENDAR

Oct. 31-Nov. 7—New York City, Madison Square Garden, eighth annual automobile show, association of licensed automobile manufacturers.

Nov. 30-Dec. 7—Chicago, Coliseum and First Regiment Armory, eighth annual national automobile show and first annual commercial vehicle show, national association of automobile manufacturers.

Dec. 28-Jan 4—New York City, Madison Square Garden, importers' salon, C. R. Mabley, secretary and manager.

Races, Hill-Climbs, Etc.

Sept. 2—Bridgeport, Connecticut, Labor day hill climb, Sport hill, Bridgeport Automobile club.

Sept. 5—Chicago, Cedar Lake economy run, Chicago Motor club and Chicago Automobile Trade association.

Sept. 14—Albany, New York, 96-mile road race, under the auspices of the Albany Automobile club.

Oct. 19—St. Louis, Missouri, international aerial race of the Gordon Bennett prize. Aero club of America.

Foreign Shows.

Nov. 11-23—London, Olympia motor show.

Nov. 12-Dec. 1—Paris, exposition decennale de l'automobile, Grand palais, Esplanade des Invalides, Automobile club of France.

Races, Hill-Climbs, Etc.

Aug. 11-29—France, Coupe de Auvergne.

Sept. 1-2—Italy, Brescia circuit, Florio cup. A. C. of Italy.

Conditions in the Canadian cigar-making industry have been unsettled for some time, owing to differences between the employers and the unions.

Stoddard-Dayton Runabout Model H, 1908, Handled by Willamette Motor Co., H. A. Burgess, Manager.

ANGEL CITY MAY YET GET BIG AUTO RACE

(Journal Special Service.)

Los Angeles, Cal., Aug. 10.—There is still a lingering hope that Los Angeles will get the Vanderbilt cup race or a similar motor car speed classic for this fall or winter.

E. R. Thomas, the well-known manufacturer, has come to the front as a champion for California, and in a telegram from Buffalo yesterday he asked for full details of the southern California offer and stated that he would do all in his power to help us.

If the other manufacturers who have built racing cars with the expectations of running in the Vanderbilt follow Mr. Thomas' lead there is no reason why Los Angeles should not have a big race, no matter what the American Automobile association does. This organization has apparently done enough damage already and it is time another club took charge of the matter.

Securing such a contest would mean the expenditure of $1,000,000 in Los Angeles and the citizens could well afford to do a little work toward securing it.

Wallace in the East.

W. D. Wallace, the local record-breaking driver, who recently formed a partnership with H. M. Covey, has been in the east for some time looking over auto factories and closing contracts for next year's business. It is expected that he will return to Portland by August 15.

Covey's Sales of Week.

H. M. Covey has made the following sales during the past week: 20-H. P. Cadillac to J. H. Cook, city; 20-H. P. Cadillac to Dr. G. E. Watts, city; 45 Pierce-Arrow to H. L. Chapin, city.

THE LIFE PRESERVER OF THE AUTOMOBILE

Philadelphia Evening Telegraph.

A motorist was showing off his car to an old sea captain, whose knowledge of recent developments on terra firma was somewhat hazy.

"How fast can she travel?" asked the captain.

"Fifty miles an hour."

"Off the wind?"

"Either off on on," said the owner.

The old sea dog grunted dubiously. His eye caught the steering wheel.

"Is that yer wheel?" he inquired.

"Yes."

"Then where's yer compass?"

"Don't use one."

"Oh! She don't work like a boat then?"

"Quite different."

Again the captain grunted as his eye wandered over the snorting contraption until he caught sight of the extra tire fastened on behind, when he demanded, triumphantly:

"Now, if she ain't like a boat, why in the name of Davy Jones do yer carry that there life preserver?"

From the Philadelphia Evening Telegra

AUTO AGENT IS ON HUNT FOR BIG GAME

C. H. Hawkins, western manager of the White Automobile company of Cleveland, Ohio, was in Portland last week. Mr. Hawkins, in company with Mr. Eastman, also of the White company, left Portland on Friday for an extensive big game hunt in the Olympic mountains. They will be gone a month.

Mr. Hawkins will leave Portland in time to be on hand in Chicago on September 15 and 16, when the contest for the long distance championship takes place between a White Steamer stock car and a high power gasoline car. The latter claims the title of champion, the steam cars having been barred from the former contest. The White challenged the winner.

MANDERS LANDS SIX MOUNTS IN THE MONEY

(United Press by Special Leased Wire.)

Seattle, Aug. 10.—The Meadows Selling Stakes at a mile, the feature of today's racing, was won by Spring Ban after a long stretch duel with Sainrida. Manders outrode Boxton at the finish.

Manders' riding was the feature of the day. He landed all six mounts in the money, with three firsts to his credit. The heavy rain in the morning caused many scratches. The summary:

Six furlongs—David Boland (Manders), 9 to 2, won; Dick Wilson (R. Davis), 9 to 2, second; Ed. Liburn (Gross), 6 to 1, third. Time, 1:15.

Seven furlongs — Metlakatla (C. Wright), 4 to 1, won; Salable (McRae), 6 to 5, second; Col. Bronston (Manders), 10 to 1, third. Time, 1:29.

Five furlongs—Early Tide (Bilac), 5 to 2, won; Wherewithal (Manders), 10 to 1, second; Follie L. (Borel), 6 to 1, third. Time, 1:01¼.

One mile—Springban (Manders), 3 to 1, won; Sainrida (Buxton), 8 to 1, second; Tarp (R. Davis), 10 to 1, third. Time, 1:40⅘.

One and a quarter mile—Isabelita (Mentry), 5 to 1, won; Ray (R. Davis), 6 to 1, second; Invictus (Manders), 9 to 2, third. Time, 2:10½.

Five and a half furlongs—Aunt Polly (Manders), 2 to 1, won; Lord of the Forest (Bilac), 4 to 1, second; Amuskeday (McBride), 13 to 2, third. Time, 1:07½.

PROFESSIONAL LEAGUE NOTES.

The National league race is about as exciting as the Scrimp Corners checker tournament.

In about three weeks the minor leaguers will don major league spikes for the fall try-out.

Alton, Illinois, has a team called the Onion Baseball club. A strong team no doubt.

Looks as though we will have to start writing nice things about one Hugh Jennings of Detroit.

With Lajoie, Flick and Bradley out of the game Cleveland hasn't got a chance for the pennant.

A Chicago scribe says that George Davis has to knock a three-bagger in order to get a single. A bum leg is the answer.

The champion Scranton team of the New York State league has made a great climb from second division to first place.

Don't forget that there were 18 cars in the train that took the champion White Sox to Mexico last spring.

President Comiskey would do well to look over the boys at Altoona, Pennsylvania, and Sandusky, Ohio. Both teams have shown up the White Sox.

The Cincinnati club has purchased George Paskert of Atlanta, considered the best outfielder in the Southern league. The price is said to be $3,250.

The only thing that saves the St. Louis Americans from the "coal chute" is a misfit aggregation at Washington.

If either major league could run a race as close as the one now on in the Virginia league it would take the "millishee" to hold back the crowds. Every team in the little Virginia organization is a leader.

Reading, Pennsylvania is the only city of its size in the country having two league baseball teams. The Reading Tri-State league team is at the bottom, while the Reading team in the Atlantic league has been fighting at the top all season.

"Silk" O'Loughlin is a good honest umpire who no doubt tries to be fair and square at all times, and we dislike to hand him anything. But the truth of the matter is that "Silk" has been giving some of the craziest decisions of late ever yelled by an umpire.

Among the old timers who played a game of baseball at Peddock's Island near Boston recently were Harry Berthong, Tim Murnane, Arthur Cummings, "Dicky" Pierce, John Irwin, Emmet, Seery, Moses E. Chandler, Billy Long, George Wood, Jerry Turbody, Jack Manning, "Dupee" Shaw, John Morrill, Tommy Smith and Tommy Bond.

During the western teams' invasion of the east the Brooklyn team won 20 of the 31 games played.

GOVERNMENT BRANDING

System Authorized by the Army Regulations.

Whenever you see the letters "U. S." branded on the left fore shoulder of an animal make up your mind at once that the beast is or was at one time the property of our rich old Uncle Sam.

Then, again, if you knew the key to the system of branding utilized by the quartermaster's department, U. S. A., you would in a moment, says the Washington Post, be able to tell the organization of the army to which that animal was assigned immediately after purchase by the government.

Last October, when the army of Cuban pacification was being embarked from Newport News, Virginia, many of the army horses and mules awaiting shipment became mixed with those of other organizations, but it only needed the knowledge of Sergeant Casey to decipher the hoof brands and despatch the animals to their proper organizations. In other words, these brands serve as identification tags.

Branding public animals is not a matter of choice, but is provided for by the army regulations, which direct that public animals shall, upon the day received, be branded with the letters "U. S." on the left fore shoulder. Horses assigned to organizations will also be branded on the hoof of one fore foot, 1½ inches below the coronet, with the designation of the company.

Branding irons of uniform size and design will be supplied by the quartermaster's department. Letters "U. S." to be 2 inches in height. Letters and numbers of hoof brands on the same line to be ¾ of an inch high, the letter to precede the number, and blocked so as to penetrate 1-16 of an inch. For example, the hoof brands on horses assigned to band, Ninth Cavalry, would be CB9; to Troop A Fifth Cavalry, would be A5; to company A, battalion of Engineers, would be BEA.

DILLON'S ASSAULT ON UMPIRE DERRICK MAY GO UNPUNISHED

Umpire Derrick, Who Is Said to Be Willing That Frank Dillon's Assault on Him Should Go Unpunished.

Frank Dillon, captain of the Los Angeles Coast league team, who assaulted Umpire Derrick here more than three weeks ago, is still playing at his regular position. He has neither been blacklisted, suspended nor even fined, though by all precedents of organized baseball his offense is an unforgivable one.

Now comes word from 'Frisco that Derrick has a case of cold feet and is so afraid of losing his job that he is willing to let the assault matter go by default. More than that, it is said that Dillon will have the unmitigated gall to protest the game which was forfeited to Portland because Dillon refused to get off the field after beating Derrick.

The blame for Dillon's continuing to play lies at the door of President Cal Ewing of the Coast league, who has throughout the season exhibited extreme incompetency and partiality. It is up to Ewing to settle the Dillon matter and settle it quickly and if he does not do it Derrick should raise a howl that will be heard throughout the length and breadth of organized baseballdom. Here's the kind of talk the San Francisco Bulletin hands out about the Dillon-Derrick episode:

"Umpire Derrick wants to forget all about that run-in he had with Captain Dillon at Portland. This is a 'closed incident' with the gray-haired arbitrator, and the beautiful weather is a far more pleasant subject with him. If you believe the Angels the umpire was entirely in the wrong, but, of course, Derrick won't say amen to this. 'When Derrick ordered us to play there were 100 people on the field,' said one Angel yesterday. 'Dillon had left the field, as ordered and Hogan was getting his glove to take his place, when the umpire gave the game to Portland. We wanted to finish, and would if we had been given a chance. It was the fault of the club that the police didn't keep the crowd off the diamond. The visiting club is entitled to some protection.'

"President Cal Ewing will interview both Dillon and Derrick before there is any action taken. An opinion was ventured yesterday that the game would be thrown out."

TO PROVIDE HORSES.

General Aleshire's Plans for Improved Remount System.

The new quartermaster-general of the army, Brigadier-General James B. Aleshire, entertains some ideas of his own concerning what is known as the remount system; that is, the sources of supply of horses for military use.

Some idea of the number of horses needed, says Harper's Weekly, may be gained by the fact that there will be required to equip the army as at present organized riding horses as follows: Cavalry, 12,215; field artillery, 3,450; infantry, 600; engineers 231; signal corps, 200; medical department, 430; hospital sections, 32; ambulance company sections, 44; division and department headquarters, 5; general depots, etc., 7; military academy, 215. Should an emergency require an increase in the army, it would be necessary to provide 3,524 riding horses, 72 draught horses, 4,100 draught mules, 182 pack mules and 187 riding mules.

It is General Aleshire's idea that there be established in his office a remount division which shall have charge of the establishment of depots for the purchase of young horses for both cavalry and artillery (from three to four years old) to conform with prescribed specifications, and to be held at depots until they are in condition and of suitable age for issue to troops (generally from six to nine years old.)

Among the places which are regarded as available are near Springfield, Ohio, in the vicinity of Lexington or Danville, Kentucky, in Virginia near Washington, near Plattsburg in Missouri, in the Sequoia National Park, and the Yosemite National Park in California.

The advantages of the remount system include the supply to the army of young, fresh, sound and well-broken horses; the creation of a market for young horses; the prolongation of the life or period of duration of the animal with a corresponding reduction in expenditures; the affording of time and means to properly handle and break young horses; the establishment of uniformity as to conformation, action, etc.; and the standardization of a special type which would be understood by breeders and farmers; the shipment of horses in sanitary cars; and finally, the equipment of the United States army with the best mounts of any army in the world.

CHEATED IN DIVIDE?

Casey's Perplexity in the Matter of a Catch of Blackfish.

Casey was on his way home from a fishing trip down by the bell buoy. He had a fine string of blackfish, so heavy that he thought he needed a counterweight to balance them. Not having a can with him, he had dropped in to put another weight in the middle, where he believed it would do almost as much good.

"And ivery wan of us," he said, winding up his story of the day's fishing, "wint away with 15 foine blackfish on his string."

"How many fish did you catch in all?" someone asked.

"Sixty," said Casey; "there were four of us."

"Who were they?"

"Well, I was wan, and the two Kelleys was two, and Finnegan was three, and—Finnegan, he was three, and—I'm sure there were four of us! But who the devil was the other fellow?"

Casey began again.

"Try it this way," he said: "Finnegan was wan, and the two Kelleys was two, and I was three, and—and, I'm blest if I can think who was the other wan."

Then Casey laid down his string of fish and began counting off the members of the fishing party on the fingers of his disengaged hand.

"I was wan," he said, doubling up a finger as he went along, "and the two Kelleys was two, and Finnegan was three—"

"But the two Kelleys were three," some one broke in.

"Do you know the two Kelleys?" asked Casey, warmly.

"No."

"Well, then how can ye say the two Kelleys was three? Go on, man; you're drunk!"

Casey stood thinking it over for a minute and then picked up his string of fish.

"I'm dommed," he said, "if the rascals didn't do me out of—three is in 60, 20 times—out of five fishes!"

Dr. George Dreyer, lecturer in general and experimental pathology in the University of Copenhagen, has been elected to the newly-established professorship of pathology in the University of Oxford.

HARRIMAN PUTS AWAY ALL CARES

Out for a Little Fun, He Says —Other Matters Don't Worry Him.

(Hearst News by Longest Leased Wire.)

Chicago, Aug. 10.—E. H. Harriman, the railroad "wizard," spent three hours in Chicago today, en route west, where he will inspect branches of the vast system which bears his name.

The railroad man apparently was anxious to forget the attacks being waged by the government and threats of the interstate commerce commission and hastened to assure a reporter that his trip was purely one of pleasure.

"Are you worried about Attorney-General Bonaparte's threat against the Harriman system and the results of the interstate commerce commission's investigation?" Mr. Harriman was asked.

"I am not thinking of those things at present or any other business matters," he replied. "They are not in my mind. I am trying to have a little fun."

Mr. Harriman did not care to discuss the fine imposed on the Standard Oil company by Judge Landis.

Ostrich Farming in South Africa.

From the Rhodesia Herald.

Nineteen permits to capture ostriches for domestication and farming purposes were issued during the year. These permitted the capture of 943 ostriches.

"Ostrich farming," says the report, "is becoming quite an industry in the Enkeldoorn district, and I have recently been approached for government aid in providing farmers with fencing wire and a proposition is being laid before the administration with a view to this."

Tomorrow's Engagements.

From Pall Mall Gazette.

The king, accompanied by the queen and Princess Victoria, visits Cardiff for the opening of the new deepwater dock.

Primrose league: Meeting of the executive committee of the Ladies' grand council, noon.

Royal Masonic Institute for Boys: Quarterly court, Freemason's hall, 4.

The Gaiety restaurant—The United club dinner in the Georgian hall.

Cricket: Eton v. Harrow, Lord's.

Almost Any Family Can Afford to Own a Single Cylinder Cadillac

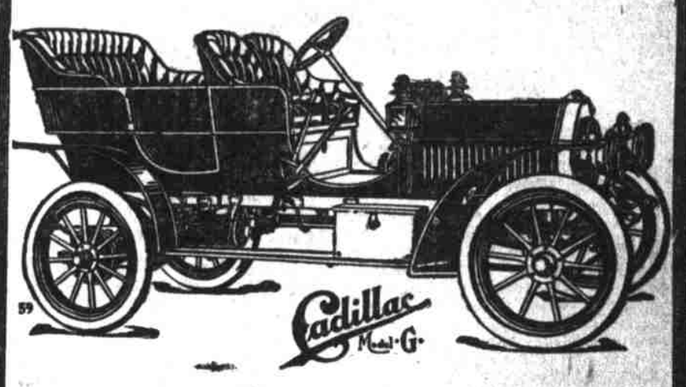
Single Cylinder Touring Car

$1050.00

Suppose you could be convinced that for the small sum of $25 per month you could get an average of 20 miles a day—and do it in less than half the time you now consume, would you buy? Of course you would. I can prove to your entire satisfaction that it is being done by a good many owners of SINGLE CYLINDER CADILLACS right here in Portland.

There has, during the past year, been a wonderful awakening to the fact, which is now generally conceded, that in moderate priced cars the Single Cylinder is the only type that has truly "made good" in every sense of the word, and the position of the Cadillac in that class is so premeinent that it is not even a subject for argument.

It must be "good" or we could not afford to GUARANTEE IT FREE OF REPAIRS FOR ONE YEAR.



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