CHRISTY DRIVES RENAULT RACER

Portland Space Eater Contracts to Pilot Foreign Car Next Year.

Maybe Portland people do not realize the importance which attaches to this city being placed as one of the members of the A. A. A. racing circuit for 1910, but already the big automobile houses are beginning to make plans for establishing agencies here and those that have not participated but have agencies, are beginning to make their 1910 racing plans with Portland as a big part of it.

While in San Francisco recently Si Christofferson, the young Portland driver who made such a reputation for himself while he was bringing the Stoddard-Dayton car in second in the Wemme cup race last June, signed a contract to drive the Renault cars in the races here in 1910 and in San Francisco in October of this year.

The Renault has been represented here for some time by an agency in the hands of F. A. Bennett and at present a number of Renault taxicabs are in service. The company as yet has made but little effort to invade the Portland market. In San Francisco and Los Angeles they have a large number of privately owned cars in service as well as the taxicabs and it seems probable that they will now compete in the northern market as well.

The Renault is, according to custom house figures from New York, the heaviest importer of foreign made cars. They are made in France and have all the best French ideas in their make. French manufacturers are far ahead of Americans in engine making but behind in the nicety and stability of the bodies which they put out. Most of the Renaults coming to this country come in chassis form and are equipped with bodies in the east.

Entered in Long Races.

Christofferson is to drive the Renault car in the long distance race here next year and will drive the Stoddard-Dayton only in the two shorter races. At San Francisco he is to drive the Renault through the long race, too. These races are to take place about the middle of October.

The coming of the Renault car adds another high priced car to the list of machines offered to Portland people. In fact F. A. Bennett claimed during the show that it was the highest priced car in the building. It is a beautifully fitted car and has the peculiar hood used only by the French cars.

Christofferson is well pleased at being employed to drive such a well known car. He spends much of his time in figuring out what his speed will be in the coming races, and it must be admitted he has the speed mania for sure. He has the nerve in addition to the desire to drive fast and will some day have a world wide reputation. Already manufacturers look upon the young Portlander with all kinds of respect. It does not bother him in the least to think that the greatest and most dare devil drivers in the country will be in attendance on the Portland races and confidently expects to bring his Renault in ahead of all the big boys.

Hints to Autoists

Most owners of cars are still driving them as hard as if it were early spring, but they should remember that unless some steps are taken with a view to retaining the appearance of the car, when it comes into the brilliant light of another summer's day the luster of its varnish and polished work will be gone, and such signs of dirtiness as are apparent will greatly depreciate its value. In the first place, if the car is not already provided with an under apron, protecting the engine and gearing from mud, one should be immediately affixed. For this purpose ordinary tent canvas is one of the best materials. Linoleum can be used, but this is clumsy, stiff and ugly, and not very durable. For a chain driven car the apron should reach from beneath the radiator to the countershaft and as far back as the rear axle on a live axle car. To keep the apron clear of the fly wheel or other projection, a light frame of iron can be made and attached to the sides of the car frame. The apron itself should be provided with straps so placed as to secure it without much trouble, and a little examination and measurement will be sufficient to enable the straps to be placed in correct positions.

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When the carburettors persist in flooding, the reason for its doing so will usually be found to be one of two things; failure of the needle valve to seat properly, which can, of course, be overcome by grinding in the valve or to be a punctured float, which allows a small quantity of gasoline to enter, and by destroying the balance allows the gasoline level to rise higher than it should do, and consequently to flood. This can easily be discovered by shaking the float, when the liquid can be heard inside. To find the hole and get the gasoline out is somewhat difficult, but this is the simplest way. The float should be put into very hot water and held beneath the surface. The heat causes the gasoline to vaporize and be driven out through the small hole, when the issuing bubbles will make it clear where the hole is. The float should be thoroughly cleared of gasoline and the hole stopped up with solder. In doing this, it is a mistake to use as little solder as possible, since the job should be done thoroughly and be cleared afterward with fine emery paper. Of course, care must be taken not to allow enough solder to remain and upset the balance of the float, nor should you permit any of the solder to get into the float. Silver solder is better than soft solder for this float repairing. With carburettors of the Longuemare type, where a weighted needle is employed, flooding is sometimes due to a third cause. The weight occasionally bears on the seating and does not allow the needle to seat properly. The result is that flooding occurs either continuously or intermittently when the motor running causes the vibration which shakes the needle from its seat.

* *

The vehicle as a whole when muddy should be thoroughly well cleaned and the body washed by means of a hose pipe with a slow running stream, or by pouring water over those parts which require such treatment by means of a watering can. A forcible jet of water from a hose has a very bad effect on the paint, because it tends to drive any particles of grit into the surface of the varnish, thus destroying its luster. The same applies to dashing water violently from a bucket onto such painted parts. After thoroughly washing the water should be dried by means of a soft sponge and then the whole polished with a soft chamois leather. Particular attention should be given to corners and crevices, and any water which may lodge there should be soaked up with the sponge and well dried. As to the metallic parts, the best treatment for these is to go over them with a painter's brush and with a soft cloth. If gasoline or turpentine is used for cleaning purposes, care should be taken to keep it clear of all paint work.

* *

The best governing also seems to require constant compression and constant low temperature of the charge before compression. In addition to this, a governor which will not hunt, the mechanism of which must be so arranged for stability and possibly some dashpot arrangement as to prevent the governor acting so quickly.

Thief Steals Farmer's Bed.

(Special Dispatch to The Journal.)

Bristol, Wash., Aug. 7.—Ralph Buswell, a Portland streetcar man, on his return today to his ranch near here, discovered that his house had been ransacked during his absence. Bedclothes and a spring matress were the only articles taken.

California Autoists Make Long and Hard Motor Trip in Oregon

Four San Franciscans reached Portland by automobile last week, coming in by a way never before attempted by automobilists. They followed no road in particular, at times ploughing through sage brush and at other times running along country roads that were both good and bad in spots. They passed through the entire trip without an accident of any kind.

The party was made up of four prominent motorists from San Francisco, R. H. Pease Jr., S. L. Abbott Jr. Dr. George O'Connell and A. B. Watson. Watson is the chairman of the executive committee of the Automobile club of California, and one of the most prominent men in the organization. The trip was made in a Pope Hartford pony tonneau car, belonging to Pease.

During the trip the party had exciting experiences galore. Near Webber lake the party encountered a big rattle snake. It was coiled up in the middle of the road, and as the automobile passed over it struck at the radiator. Again it struck at the rear of the machine, and this time missed Watson by a slight margin. It was killed a moment later, and when measured was found to be close to nine feet in length.

Thousands of Feet Above Sea.

At one time the party rode 7000 feet above sea level, while at another time they dipped into a valley which came close to being as low as sea level. Webber lake was the high point of the trip, while Indian valley was the low. Webber lake is the big pleasure resort of northern California, and the party fully enjoyed themselves while there.

From the time the party left Marysville, well down towards the middle of the state, and two days out of San Francisco, till they reached Medford, but two days out of Portland, they were never within sight of a railroad. It is the usual custom of automobiles while coming north to stick to the roads which largely parallel the Southern Pacific from San Francisco north. Nothing of the commonplace and usual for this party, though, so they left the railroad as soon as possible, and for the greater part of the journey were hundreds of miles from a train.

They were not far from a railroad survey, however, for they kept pretty close to the new Harriman survey, the Nevada, California & Oregon, from Madeline Plains to Lakeview. In doing so they were forced to run their machine through fields of sage brush which hardly allowed space for the clearance of their machine, and in fact at times they seemed to be up to the seats in sage brush. The performance of the machine while running under such difficulties was nothing short of remarkable, for but little trouble was occasioned.

Encounter Hardest Running.

From Madeline Plains the course led up through Big Pine creek and through to Lakeview. From Lakeview to Klamath Falls the hardest running of the whole trip was occasioned. One hundred and fifty-seven miles were made that day, at an average of but 9.2 miles an hour. It took 17 hours to make the distance, the party traveling from 6:30 in the morning till 11:30 at night before Klamath Falls was reached. It was a tired bunch of automobilists who "hit the hay" in the little Klamath Falls hotel that night.

The whole trip that day was through the deserts, yet untouched by irrigation and which offered a mighty poor roadbed to the machine. The wheels at times sank 8 and 10 inches into the sand, necessitating running on the low gear most of the time.

From Klamath Falls the route led to Crater lake. The roads to the great national park were in fine condition, and the machine fairly burned them up. A day was spent at the lake, and on the next day Medford was reached. Here the railroad was first sighted, and from Medford into Portland it was but seldom lost sight of. The roads in the Willamette valley were comparatively smooth, but mighty dusty. Portland was reached Tuesday morning.

In 19 days the party covered 1300 miles, besides hunting and fishing along the way and camping at various places. It was but seldom that a hotel was sought for the night, as the camp bed was the unusual, and that was what the party was after. They will leave for Seattle soon.

FURIOUS FOREST FIRES THREATEN

Accidental Shot by Hunter Thought to Have Started Devastating Blaze.

(United Press Leased Wire.)

Pasadena, Cal., Aug. 7.—A terrific forest fire is raging in Pine Flats, seventeen miles north of Mount Wilson, according to advice brought here from Sturdevant's camp, on the mountainside late today.

Vernon Heff, of Highland Park, who was hunting in the burned district is missing, and it is feared he has lost his life.

According to the reports the fire has been raging for two days and despite the effort of Forest Ranger Dan Granger, Forest Superintendent Long and a score of deputies, hundreds of acres of forest appeared to be doomed.

Heff, with Elmore Nechaus and Mark Welmore, also of Highland Park, have been hunting in Pine Flats for three days. Late Thursday Heff started on a tramp alone. Toward evening his companions heard a shot, and when Heff failed to return they searched for him until driven down the mountains by a firce fire that suddenly broke upon them.

Mark Elmore and Nechause are of the opinion that Heff accidently shot himself, and that the same discharge of his gun started the conflagation that threatens to leave the beautiful mountain forests of the flats a blackened waste. They believe Heff's body lies in the path of the rushing flames.

BEGIN SOON ON KLAMATH LINE

Klamath Falls, Or., Aug. 7.—Work on the extension of the railroad from this city is to begin soon and will be continued until the road is completed through to Natron. Engineer H. P. Hoey, in charge of the construction of the California Northeastern, has been given charge of all work on the Natron-Klamath Falls line. Mr. Hoey states that no definite time has been set for the completion of the road, but that everything will be done to expedite construction.

Both contracting firms, Erickson & Petterson and the Utah Construction company, have arranged to sublet portions of their contracts. Engineer Hoey believes this plan will expedite the work.

The large dredge used in the construction of the marsh dike across the lower lake is now on the way to the upper lake, and will be put in operation as soon as it is launched and the machinery put in order.

Train No. 14 Behind Schedule.

(By Journal Leased Salem Wire.)

Salem, Or., Aug. 7.—Train No. 14, due to arrive at Aurora at 9:26 o'clock a. m., and carrying all the important business to Portland on the east side division, has been late at that point during the past month on an average of 1½ hours each day. Twenty-two times the train has been late more than an hour, eight times it has been late more than two hours, and once it was late four hours and 49 minutes.

The matter will be taken up by the railroad commission at once, and a request will probably be made to have the schedule revised.

NEWS FORECAST OF COMING WEEK

Washington, Aug. 7.—The attention of politicians will be attracted to the Maryland Democratic state convention, which is to meet Wednesday to name candidates for the offices to be filled at the November election. An intresting political situation exists in Maryland at the present time. In recent years the state has come pretty close to being Republican in national elections and has drifted toward the doubtful column in state elections. Now the Democratic leaders, in order to keep the state safely under their party control, are working hard for a constitutional amendment that would result in the elimination of the negro vote. The amendment is to be voted for in November. Some friction exists in the Democratic ranks, however, in regard to the amendment and the official action of the state convention is awaited with interest.

The political pot in the state of Washington, which has been boiling at a lively rate ever since Governor Hay succeeded to office last spring on the death of Governor Cosgrove, will be set a-bubbling again when the legislature meets Wednesday as an impeachment court for the trial of State Insurance Commission J. H. Shively. The trial results from a series of charges and counter charges involving alleged mismanagement and dishonesty in various departments of the state government. The articles of impeachment against Commissioner Shively contain 26 counts, ranging from perjury to the charge of absenting himself from his office for long periods.

War is to be declared against the United States at midnight Friday. Boston is to be blockaded by a powerful enemy the next day, and the federal government in its extremity will call upon the commonwealth of Massachusetts to defend free soil from the invader. This is a summary of the program arranged by the war department for the maneuvers around Boston, to begin Saturday and continue one week. Fifteen thousand troops will be engaged in the war game, which will be conducted on a more extensive scale than ever before attempted in this country.

Monday is the time fixed for the beginning of the national rifle matches under the auspices of the national board for promotion of rifle practice and those of the National Rifle Association of America. The matches will take place on the Ohio state range at Camp Perry, Ohio.

A number of national conventions and other gatherings of wide interest are scheduled for the week. Among the most important will be the national encampment of the Grand Army at Salt Lake City, the National Irrigation congress at Spokane, the annual convention of the American Prisons association at Seattle, and the meeting of the International Typographical union at St. Joseph, Mo.

The city of Fargo, N. D., has voted down a proposal to adopt the commission plan of government.

GENERAL FUNSTON BUYS FARM WHERE FARMS ARE MINTS

(United Press Leased Wire.)

San Francisco, Aug. 7.—Brigadier General Frederick Funston, famous for his military victories in the Philippines, has bought a farm at Haywards in Alameda county, where he will build a residence shortly.

Though the general has remained silent as to his future plans, it is rumored that he will turn the sword into a plowshare, and become a farmer.

Other reports are to the effect that Funston will don the blue jeans instead of the khaki only when on furloughs.

The National Women's Trade Union league has issued its call for the next annual conference, which is to be held in Chicago on September 27 of this year.

IDAHO HONORS FAVORITE HERO

Statue of George L. Shoup to Be Placed in National Statuary Hall.

By John E. Lathrop.

Washington, Aug. 7.—When the next session of congress assembles, the statue of George L. Shoup will be unveiled in statuary hall of the national capitol, at the time when those erected to the memory of George Washington and Robert E. Lee by the state of Virginia are unveiled.

The Shoup statue was contracted for in August, 1907, by the Shoup statue commission, composed of Senators Heyburn and Borah, Former Representative Burton L. French and Joseph Perrault of Idaho, with Addison T. Smith, Senator Heyburn's secretary, as secretary of the commission.

Frederick E. Triebel, a noted sculptor, native of Peoria, Ill., created it. Triebel carved it at Rome, Italy. His work is said to rank among the best; indeed, it is claimed that he has added fame to the American artists' hitherto high reputation among his kind in foreign centers of sculptural art. He created the statues of John A. Logan and Robert G. Ingersoll, the Iowa state monument erected at Pittsburg Landing, Tenn., the Mississippi state monument at Vicksburg, Miss., and the soldiers' monument at Peoria, Ill.

Idaho may be proud of its representation in statuary hall, when the figure of George L. Shoup has been unveiled. He had a career distinguished, even when compared with the most distinguished of the nation's dead. He was the first governor after the state was admitted to the Union; he was one of the first two senators, and his life was filled with accomplishment from the time he grew to strong boyhood until he died. This is a brief epitome of his life:

Biography of Shoup.

He was born at Kittanning, Pa., June 15, 1836, was educated in the public schools of Freeport and Slate Lick, moved with his father to Illinois in 1852, engaged in farming and stock raising near Galesburg until 1858, moved to Colorado in 1859, was a miner and merchant there until 1861, when in September he enlisted as a scout and became a second lieutenant.

He served with distinction in the Civil war, gaining rank as colonel. In 1861 he served as a member of the constitutional convention of Colorado, returning to the army when those labors were ended.

In Montana and Idaho.

Shoup went to Montana in 1866 and entered the mercantile business. Later he opened an establishment at Salmon City, Idaho, and became a member of the territorial legislature of Idaho. He was a delegate to the national Republican convention in 1880, member of the national committee in 1880 and 1884, United States commissioner at New Orleans at the world's cotton centennial in 1884-5.

In 1888 he was replaced on the Republican national committee and was appointed governor of Idaho territory, serving until elected governor of the state of Idaho at the first election after admission into the Union.

To crown his public honors, Shoup stood as a candidate for United States senator as a Republican and was elected December 28, 1890. He was reelected in 1895 and remained a member of the higher body until March 3, 1901.

TOWN GOES INTO RECEIVER'S HANDS

Nashville, Tenn., Aug. 7.—Governor Patterson has appointed Daniel J. Reeder of Shelby county as receiver for the town of Lenox, a suburb of Memphis. The appointment was authorized by the last legislature in chapter 169 of the acts. The repeal of the charter was for the purpose of adding this community to Memphis. After August 31, the town will be extinct and the receiver will take charge.

Drowned in Sewer.

Los Angeles, Cal., Aug. 7.—Henry G. Parker, 40 years of age, for five years assistant city engineer, fell into one of the large chambers at the Los Angeles outfall sewer at Hyperion station, near Playa del Rey, and was drowned. The body was swept out into the ocean and was recovered shortly afterwards by two fishermen.

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