

## GRAY-BELLE IS PREPARING FOR BIG ELKS CONVENTION

Is Adding a "Peacock Room" Which Will About Double Present Seating Capacity. New Room to Be Opened Thursday.

Nothing is too good for Brother Bull, is the opinion of Claude S. Belle, and he is now rushing to completion extensive improvements in the Gray-Belle in order to accommodate the Elks and their host of friends during the Elks convention, which convenes here Thursday.

of the resort and will greatly add to its appearance and present popularity. A new room, opening out of the present refreshment parlor, is being furnished and decorated and will be opened to patrons Thursday.

Mr. Belle has had this enlargement in contemplation for a long time in order to accommodate his constantly increasing patronage; in fact workmen have been actively engaged for nearly a month in making the proposed improvements. No expense is being spared in making this room a fitting addition to the Gray-Belle.

It will be called the "Peacock Room," and its furnishings and general appearance will be in keeping

with the refreshment and restfulness of the rest of the place. It will be just secluded enough to be dignified, and will be an ideal place for banquets and dinner parties for those who appreciate a refined atmosphere.

Mr. Belle says he will be pleased to have the public call and see the Peacock Room.

## FACTS ABOUT YACHT RACES

America's Cup Was English Trophy Originally—Won in 1851 by Stevens.

NEW YORK, July 17.—The first race in 17 years for the America's cup started last Thursday off Sandy Hook, the contesting boats being the cup defender Resolute, and the challenger Sir Thomas S. Lipton's Shamrock IV. It may be interesting at this time both to yachtsmen and to a great many who are not acquainted with this form of sport to read a few facts in connection with this historic yachting trophy.

To begin with the America's cup at first was not an international trophy. In fact it had no significance other than being a prize offered by the Royal Yacht Squadron for a race around the Isle of Wight, England, which was open to all nations. In August, 1851, the schooner yacht, America, owned by Commodore John L. Stevens and four other members of the New York Yacht club, won this race and the cup became their property. Six years later Commodore Stevens and his associates conveyed the prize to the New York Yacht club in trust as a perpetual international trophy, which has since been known as the America's cup, taking its name from the schooner yacht which won it in British waters.

The first race for the America's cup as an international prize, was held on August 8, 1870, over the regular course of the New York Yacht club in New York's lower bay. The challenging boat was Cambria, owned by James Ashbury of the Royal Yacht Squadron, England, and the cup was defended by practically the whole fleet of the New York Yacht club. That, however, was the only race in which the challenger ever had to sail against a fleet and the only contest in which the issue was decided by a single race. Cambria, by the way, finished tenth in that event while the old America finished fourth, the race being won by the yacht Adler finishing second.

In all there have been 12 contests for the cup, in the second of which Mr. Ashbury challenged with the schooner Livonia, and the New York Yacht club agreed to defend the trophy with only one boat in the race. The 1871 contest was the best four out of seven races. Livonia won a single race, owing to the steering gear of the defender Columbia breaking down. Only twice since that day, October 19, 1871, has a challenging yacht crossed the finish line ahead of the defending boat, with the exception of last Thursday's contest. On September 10, 1895, Valkyrie III, after following the defender, finished 1 minute and 16 seconds ahead of the American boat, and on October 4, 1901, Shamrock II finished two seconds ahead of Columbia, but lost to the defender by virtue of conceding 42 seconds time allowance.

In the races of 1876, 1881, 1885, 1886 and 1887 the contests were decided on the basis of the best two out of three races. From 1893 to the last race in 1903 the agreement was for the best three out of five races.

On only three occasions has one of the competing yachts for the America's cup failed to finish. In the last race of the 1895 contest, Valkyrie III withdrew immediately after crossing the starting line. On October 17, 1899, Shamrock lost her topmast and withdrew in the second race of that year, and on September 3, 1903, Shamrock III did not finish in the final race of the series as she was already beaten and had nothing to gain by continuing.

Just once in the history of the cup races has a competing yacht been disqualified. This was in the second race of the series of 1895 when Lord Dunraven's Valkyrie III was disqualified for fouling Defender.

The fastest time ever made in a race for the America's cup is credited to the old schooner Columbia. On October 13, 1871, the day before she was defeated by Livonia, she sailed 20 miles leeward and windward 40 miles in all, in three hours, 1 minute and 33 seconds. It must not be inferred, however, that the Columbia was the fastest yacht that ever sailed for the cup. There is no method of determining the relative speed of two or more boats other than by the results of a race in which they sail together. When Columbia made the fast time referred to, undoubtedly the conditions of wind, weather and sea were most favorable.

The fastest time ever made on a 15-mile course straight away and return, 30 miles in all, is credited to the defender Vigilant. In a race on October 13, 1893, she covered the course in 3 hours, 24 minutes and 29 seconds.

The fastest time in a triangular race for the cup was made by Columbia on October 3, 1891, the time for the distance, 30 miles, being 3:30:18.

In the first three contests for the cup the challenging boats were schooners, and the defenders for the second and third also were schooners. In all other contests, however, the yachts have been sloops or cutters.

The smallest challenger in the history of the cup race was Atlanta,

which was built at Belleville, Ont., in 1881, she measured 64 feet on the water line and was the first sloop to appear in a contest.

The first yacht ever built especially to defend the trophy was Pocahontas. This was in 1881. Prior to that year the New York Yacht club had selected from its fleet the yacht considered to be best suited for the purpose. Pocahontas did not come up to expectations and was rejected in favor of Mischief, one of the finest sloops of the fleet. Since that year, however, new defenders have been built for every contest.

There were two candidates for the honor of defending the cup in 1885, two in 1886 and four in 1893, and in every contest, excepting one since the race between Atlanta and Mischief the cup has been defended by a yacht built for that particular race. The one exception was in 1901, when Constitution, built for the race of that year, was discarded in favor of Columbia, which successfully defended the trophy in 1899.

### MEN "MAKE" MONEY.

SPOKANE, Wash., July 17.—An ingenious "money making" machine which apparently manufactured money with rapidity, ease and in unlimited quantities, was on display here today following the arrest yesterday of two men who were bound

### TOO LATE TO CLASSIFY

ROYAL ANNE CHERRIES, 10c PER pound in lots of 10 pounds or more, delivered Tuesday morning. Phone 11413.



Monuments of many designs and a variety of materials are always on display here. Call and look them over or phone and our solicitor will visit you.

CAPITAL MONUMENTAL WORKS

J. C. Jones, Prop. 2210 S. Com'l St. Phone 689

## Salem Machine & Welding Co.

General Machine Work  
Cylinder Grinding  
Welding

Tractor Work a Specialty

No Job too Large or too Small

345 Ferry Street

Telephone 493

## NEW Fall Samples JUST RECEIVED

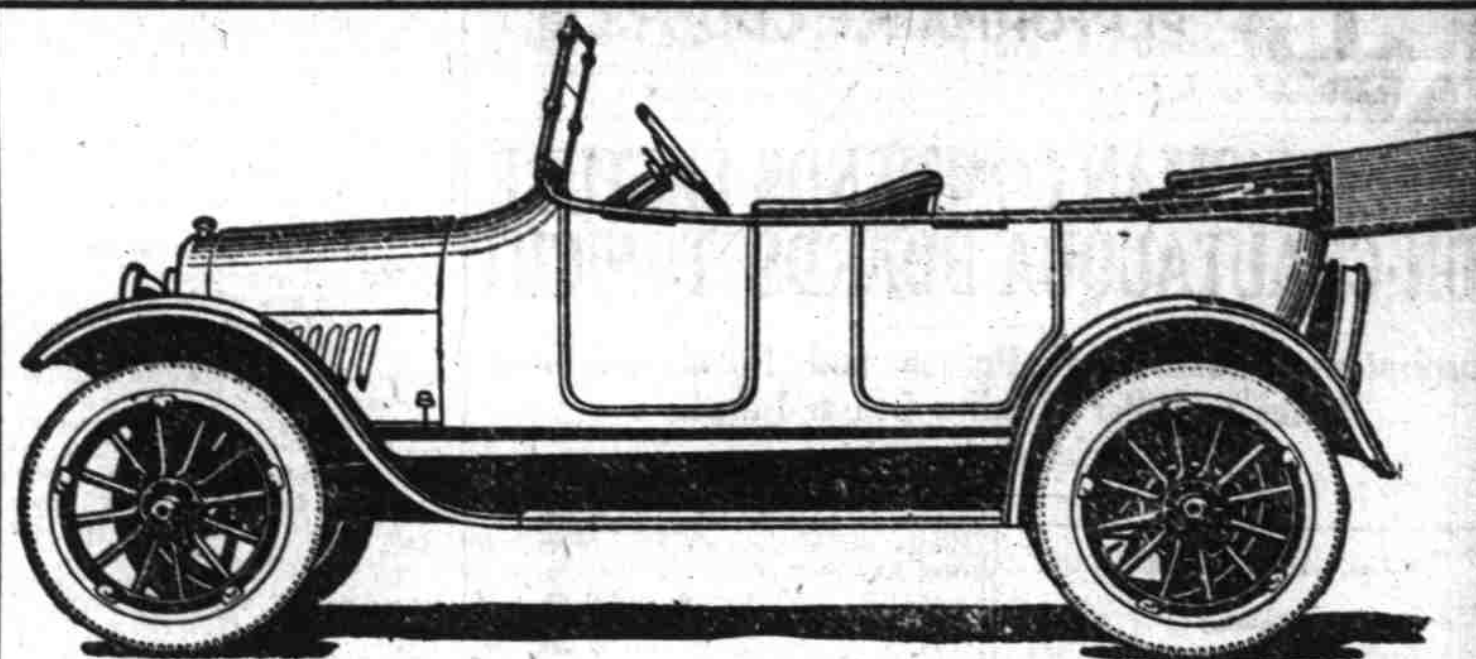
Among this new lot of Men's Fall Samples are some that we are proud to show. They are just right in every way—just the right pattern, just the right colors, just the right weight and materials; the kind men always like.

We are sure that in this lot you will find the suit you have planned to have for fall. See us at once and let us take your measure.

It will be made "just right" too.

## Scotch Woolen Mills Store

426 State St.



## Do You Buy a Car Every Year?

If you do, you won't need this advice. You know it. But if you are buying a car for the first time, your satisfaction of ownership will depend largely on your selection of a dealer.

A good dealer is one who sells a good car to start with, then back up the sale with ability to provide for the needs the new buyer may not foresee.

Don't make yourself dependent upon an inefficient dealer. This organization is steadily growing more efficient each year.

Some day you'll buy a car.

Come in and see us now.

## CHEVROLET

## SALEM AUTO CO.

F. G. DELANO

Salem—Dallas

A. I. EOFF

## Twenty Years Ahead The Oxo Gas Pipeless Furnace



This sectional drawing plainly shows the construction of the OXO GAS FURNACE.

The heated gases from the burner pass through the inside of the tubular chamber to the chimney. The air to be heated circulates over the outside of the chamber and through the tubes.

This arrangement provides a great heating surface and at the same time makes it quite impossible for fumes or odor to enter the house.

The tubular chambers are constructed of the highest grade Armeo iron, insuring long service and perfect satisfaction.

Contrary to coal, wood or other fuel, OXO GAS is free from those elements which rapidly deteriorate the average furnace.

The OXO GAS Pipeless Furnace will readily maintain a uniform interior temperature of 70 degrees in any building of average construction containing from 10,000 to 15,000 cubic feet of space when the outside temperature is at freezing point.

This capacity is equal to that of the average six to eight room house.

An OXO GAS Pipeless Furnace costs from 40 per cent to 60 per cent less to operate than a wood or coal furnace at prevailing Pacific Coast fuel prices.

The OXO GAS burner consists of four distinct units which permits of any degree of heat desired. When one unit is in operation, pilot lights playing on the generators of the other three units enable one to instantly light the other units by the mere turn of a valve.

The OXO GAS Furnace raises the temperature of the rooms far more rapidly than the ordinary heating system because the air is circulated through the furnace several times an hour.

No investment on the Pacific Coast today offers such dividends as the installation of an OXO GAS Pipeless Furnace. A dividend not only in plain, easily calculated, dollars and cents, but, in a hitherto undreamed of home comfort.

Aside from the pipeless furnace shown above, we have several types of OXO GAS burners for ranges, heating stoves, hot-water heaters, laundries, bakeries and candy kettles.

The OXO GAS HEATING COMPANY hereby guarantees to repair or replace any part of an OXO GAS Pipeless Hot Air Furnace or OXO GAS burner (generators excepted) that may prove defective within a period of one year from date of installation.

For demonstration of OXO GAS heating appliances, call at our display room, 337 Court street, and see them in actual operation.



## OXO GAS HEATING CO.

Of Oregon  
Electric Machinery and Engineering Co.  
337 COURT STREET

## AT YOUR FINGER TIPS

Two golden-hued wires—charged with a universe of energy—are ready to flash currents of cleanliness and economised time into your home.

Such is the power of electricity and electrical inventions, that your summer can be made one delightful round of comfort.

Percolators at \$13.50 Toasters at \$7.25  
Fans at \$11.00 Irons at \$8.00

are these pleasure-giving necessities, and they are found in all modern and fashionable homes—are they yours?

Demonstrations are FREE and you incur no obligation when calling this week upon

## Electric Machinery & Engineering Co.

REGISTERED ENGINEERS

337 Court Street