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say CLEVELAND'S—Ask a GOOD cook the kind of baking powder to use and she will say CLEVELAND'S.

It is the baking powder of experts—the baking powder used by those who have tried them all.

Cooks who have used CLEVELAND'S and tried others always come back to

CLEVELAND'S SUPERIOR BAKING POWDER

Made from a Superior grade of Pure Cream of Tartar.

CALL FOR CLEVELAND'S BAKING POWDER AND INIST UPON HAVING IT.

Sold and Recommended by the Following Grocers:

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Sold in Neighboring Towns by the Following Grocers

PETER COOK, RICKREAL.
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PATRONIZE THESE GROCERS

THE FIESTA AND THE AUTO RACES

Portland Sees Some "Rapid Transit"
and Records Broken

Barney Oldfield broke his own and the world's record for a mile on a circular track at Portland Saturday on the Irvington course in his Peerless "Green Dragon" racing car, lowering the previous 53-second record to 0:52 2-5.

He made this marvelous time in the second mile of his three-mile race against William Wallace, who drove Inman's 70-horse power Thomas in the second heat of the Fiesta \$2000 sweepstakes. On the first time around, with a short rolling start, Oldfield crossed the mark at terrific speed at 1 minute flat, and took the first turn in one sweeping skid, throwing dust and dirt over the fence, fully 100 feet away. He never slackened speed this lap, and came sliding around the last curve and down the home stretch at a speed greater than ever seen by any one of the thousands of spectators and across the line in 52 2-5 seconds for that mile. In the last mile of the race, having a long lead, he slackened speed, and made it in 53 seconds, finishing the three miles in 1:51 2-5.

This was the first day of the automobile speed contests given under the auspices of the Portland Automobile Club, and more than 4500 people witnessed the exhibitions of the various cars. The large grandstand was crowded to overflowing, and about 100 of Portland's finest machines were scattered around the

time stand in the inner field. A large crowd was scattered all along the fence, except on the curves, where it was considered dangerous and they were kept away by the police.

The greatest interest of the day was centered on Barney Oldfield and in Bruno Seibel, driver of the "Red Devil." Most of the spectators had no idea of real speed until they had seen these two fly around the track in a cloud of dust in their separate exhibition runs. There seemed to be something radically wrong with Seibel's car, as he could not come near his customary time in the day's races. The car could be seen at times to balk and slacken speed. In his exhibition he only made the two miles in 2:08. Oldfield did not crowd his car in his exhibition, but made three miles in 2:52 2-5, keeping his promise of making it under three minutes.

Fiesta \$2000 Sweepstakes.

This race held the surprise of the afternoon. Wallace, a comparatively new man in the speed business, beat Seibel's "Red Devil" in the first heat. Wallace drove R. D. Inman's Thomas 70 horse power machine. The "Red Devil" held the lead until within about half a mile of the finish in the third mile, when it seemed to slacken speed and Wallace drew up, passed him and finished with a good lead in 3:12 2-5.

It was in the second heat of this race that Oldfield shattered the 53-second record, as described before. Wallace really had no chance at all, as his machine had not yet made a mile under the minute mark, and the little green car drew away from him from the first. Oldfield drove a pretty race, never seeming to realize the extreme danger. He always drives in a green coat, the color of his car, and with no head covering except goggles, and holding a half-smoked cigar in his mouth. The "Green Dragon" is not as large a car as might be imagined, and is built low

and close to the ground, everything being sacrificed for speed. The two radiators in front are set at an angle, forming a sharp point, which helps in cutting the air resistance. The car is battered up, and looks as if it had seen much service. Oldfield never leaves it out of his sight.

Wallace Smashes 25-Mile Record.

In the 25-mile endurance race Wallace, in a Pope-Hartford, succeeded in lowering another record. Wallace brought down the record about 30 seconds, making the 25 miles in 29:9 4-5. The best previous time made in this class of car was 29:47 3-5, made at Los Angeles. A Pierce-Arrow car was the only machine that Wallace didn't pass at least once. It finished about half a mile behind him.

There were 10 races on the day's program, but no other records were lowered.

Second Day's Races.

The second day's automobile races were pulled off Sunday on the Irvington course. As a whole they were not the success of those of Saturday. Seibel's "Red Devil" broke down on his first time around on an exhibition run, and was completely out. He had trouble with his machine Saturday.

Oldfield's machine always ran perfectly, except that in his first exhibition today a front tire burst, causing some delay, but he drove his five-mile exhibition later in 4:45, lowering his Saturday's record five seconds.

Wallace Breaks Another Record.

Wallace broke another record driving the same car that he drove in Saturday's 25-mile race. He made 10 miles in an exhibition in 10:56 2-5, about 15 seconds faster than any previous record.

There were a number of other races, but not as many as on Saturday's card. No other records were broken.

REFERENDUM QUESTION ARGUED

Whether merely technical defects in a printed form shall defeat three referendum petitions of over 6000 voters each, is the question to be decided by Judge Galloway, of the equity department of the circuit court.

The case came up for argument on mandamus proceedings this afternoon, in the instance of the petition for the referendum on the University tax of \$125,000 per annum, which was rejected by Secretary of State Benson, upon the opinion of Attorney General Crawford, and in two injunction cases.

Two other referendum contests were argued before the court. Markey and Logan appeared to secure injunctions against the placing on the ballot of the proposed law to break up the graft supposed to accrue to Sheriff Stevens, of Portland, in the boarding of prisoners. They also demanded an injunction against placing the official free pass bill on the ballot by the secretary of state. That is another graft the referendum is aimed at and will destroy if left to a vote of the people. County Judge Webster argued in favor of the people having a right to kill the Stevens graft, regardless of technical objections.

The big fight of the day was put up by Tillmon Ford and M. E. Pogue, to compel the secretary of state to put the University tax bill on the ballot. Attorney-General Crawford and his assistants, Van Winkle and Bingham, appeared for the secretary of state, and to sustain the University managers in keeping their bill from going to a popular vote.

The main question in the last case is whether a new tax can be imposed on the people without their consent being secured under the referendum clause of the constitution.

No Fire at Dallas.

One of the rural carriers coming in from Polk county this afternoon reported a big fire raging in the direction of Dallas, and that apparently the town was on fire. An inquiry by phone was answered: "No fire here, and none in sight." It is probable the smoke seen was from a timber fire some distance this side of Dallas.

Wind Blow It Off.

W. E. Wann came over from Salem Monday evening. We E. had evidently been out in a breeze somewhere and lost his mustache—Newport News.

NAMES CHARTER MAKERS

Mayor Rodgers Selects Men to Frame
New City Codes

Mayor Rodgers has issued a circular letter naming the men who are to

Following is the list of standing committees of the Salem Charter Board, together with assignments made by the undersigned by authority of a resolution passed at the last meeting of the board:

1. Highways, Albert, Stockton.
2. Finance, parks and public utilities, McCornack, Gile.
3. City officers, (executive and administrative) Thielsen, Gesner.
4. Legislative body, (number, powers, etc.) Kay, Condit.
5. Accounting, procedure, suffrage and elections, Meyers, Greenbaum.

Notice of Intention to Improve a Portion of State Street in the City of Salem, Oregon.

To Whom It May Concern:

Notice is hereby given that the Common Council of the City of Salem, Oregon, deems it expedient to improve, and proposes to improve, State street, in said city, from the west line of Church street to the west line of Twelfth street, in said city, with full intersections, and full intersections, and full width between curbs, save and except a strip seven feet wide in the center of said street, in the following manner, to-wit:

1. By changing the grade of said portion of said street so that the same will be slightly lower than at present established.
2. By excavating the roadway of said portion of said street full width between curbs, save and except a strip seven feet in width in the center of said street, to the depth of six inches below the grade provided for in the specifications for the doing of said work now on file with the recorder of said city, and hereinafter referred to, and by thoroughly rolling said portion of said street after such excavation with a steam road roller weighing not less than 12 tons.
3. By placing on this foundation crushed rock which shall be thoroughly rolled with a steam road roller weighing not less than 12 tons, the said crushed rock to have a depth, after such rolling of four inches, and to present a uniform even surface with proper crown.
4. By spreading on the said crushed rock foundation a heavy coat

of Warren's No. 24 Portland Brand Bitulithic Cement, one gallon of Bitulithic cement used to each square yard of the foundation surface.

5. By laying on said foundation so prepared a wearing surface composed of sound, hard, crushed stone, mixed with bitumen and laid on said foundation to the depth of two inches after being thoroughly compacted with a steam road roller, and by spreading on said surface a thick coat of Warren's Quick-Drying Bituminous Flush Coat Composition, and fine particles of hot crushed stone.

6. By constructing artificial stone curbing along each side of said portion of said street where no artificial stone curbing now exists, except at street crossings and alleys, and by constructing artificial stone curbs, including corner blocks, at all corners where no curved curbs now exist and by raising the artificial stone curb on the north side of the roadway of said portion of said street between the east boundary line of Summer street and the west boundary line of Waverly street, so that the top of the same shall be 2 1/2 inches below the established grade of the street when completed.

All of said improvements to be made in accordance with the charter of the City of Salem, Oregon, and the plans, specifications and estimates for the doing of said work heretofore adopted by the Common Council of said city and now on file in the office of the recorder of said city, to which said plans, specifications and estimates the attention of all persons interested in said improvement is hereby called.

The cost of all said improvement to be assessed to the owners of property adjacent to said portion of said street hereby proposed to be improved.

Remonstrances against the above improvement may be filed in writing with the City Recorder of said city within ten days from the final publication of this notice.

By order of the Common Council of the City of Salem, Oregon.

W. A. MOORES,

Recorder.

Date of final publication of this notice July 8, 1907. 6-24-11t

Saturday's Storm.

The rain storm Saturday was one of the heaviest that has visited the valley for years. Half fell over a small section, doing some damage to fruit, but, for every dollar's damage done a hundred dollars benefit went on the other side of the ledger. The rain was needed, but the weather clerk need not have been in so much of a hurry about delivering it. Here in Salem the streets were given a generous and much-needed washing, and the sewers were worked to capacity for half an hour.

IF YOU INTEND TO BUY A COOL SUMMER SUIT

Come Where you will find the style, fit and finish you want.

Bishop's Ready Tailored Summer Suits

cannot be beat in quality, workmanship and finish.

Prices \$8 to \$25

We have a tailor to make any alterations necessary to give you a perfect fit free of charge.



SUMMER UNDERWEAR

Best because they are the coolest, best wearing and most comfortable. Knee length in drawers, short sleeves, two piece or union suits. 50c to \$2.50 per garment.

Salem Woolen Mill Store