

FAR NORTH RACE CONTESTS

Alaskan Wilds Likely to Stop Racers on New York-Paris Contest.

TERRORS OF ICY TRAIL

Dr. Hornsby Says It Will Be Miraculous if Daring Drivers Are Not Forced to Change or Give Up Plans.

"Alaska with its treacherous glaciers, towering hills, tundra, glaciers, towering hills, and impassable trails should furnish obstacles too great to be overcome by the men and the machines entered in the New York to Paris automobile race," recently declared Dr. John A. Hornsby, superintendent of the Michael Reese Hospital.

For six years Dr. Hornsby roamed the wilds of Alaska, and during that time he touched upon not only the northernmost points of the famous gold country, but penetrated hundreds of miles into the wastes of Siberia on the other side of the Bering Strait.

"It does not seem possible that any of the seven cars in the two expeditions will ever get beyond 100 miles north of Valdez," continued Dr. Hornsby. "If the machines are built to climb trees and perform stunts never before expected of automobiles there is a remote possibility of some finishes in Paris. But the possibilities are all against the racers."

Trial Full of Hardships.

"Several hundred men employed by the United States Government toiled for three years clearing the territory stretching over 400 miles from Valdez to the Yukon River, and the trail has been cleared and used for several seasons it is no uncommon sight to see four big army horses struggling to pull a wagon laden with supplies weighing 500 pounds up one of those hills which average 300 feet in length. I have traveled in water up to my knees during April, which is, I understand, the season of the year when the tourists expect to reach the Yukon country."

"The ice which chokes the river during the winter melts and passes off about the first of May, and the snow on the mountain sides. The entire country is subsequently flooded with water, veritable lakes springing up on the land for hundreds and hundreds of miles, making it dangerous for traffic. The formation of a thin, shell ice about a foot above the main body of ice that has been frozen to the ground all winter then adds further danger to the traveler. Heavy loads are moved through the country while this 'shell ice' is on the pass, and it cuts the animals' legs and feet, and it is certain an automobile could never make any progress under such conditions."

"After leaving Valdez the contestants will run into the Chigmit Mountains, or the Coast Range, which extends across the Yukon, traffic here being over the Government road. Fairbanks, a town of about 25,000 inhabitants, is on this path, which is extensively traveled. On this road I have seen as much as a whole day climbing up one of the hills with my pack sled drawn by a horse. On another trip I traveled 300 miles with horses, dogs and a canoe."

Two Routes Are Available.

"Two routes are available from Valdez to the Yukon, there being a stretch of 150 miles between the roads. The fork in the main line is several miles from Valdez and the north trail to Eagle is known as the shorter way, while the longer journey is around by way of Circle City. After reaching Circle City one finds himself on the upper edge of the Yukon Flats 60 miles in width and about 200 miles in length. Here is a network of islands, channels, sandbars and oceans of backwater loaded with log jams packed up sometimes by ice to a height of 100 feet."

"Ten expeditions dropped through the ice on these flats in 1901, and the poor men who had dared venture through the country were never seen again. The great expense of backwater is always washing over the country in the land along the Yukon. Another route might be blazed which would take the machines 700 miles out of the way, through swamps and untraveled country, but this would be even more impracticable than around the other path."

"The cars should be able to make the trip from Seattle to Valdez, a distance of 100 miles, if the drivers decide to go by boat, but the run from Valdez to Cape Prince of Wales across the Bering Sea will furnish hardships of a nature never before experienced by the drivers. Scores are used in transporting passengers from Cape Prince of Wales across to East Cape on the Siberian shore. The two points are but 19 miles apart. Starting in Siberia, and for 1000 miles down to Vladivostok, the traveler encounters the same difficulties that prevail on the Alaskan side. The other route from East Cape to Iktutu, over the Siberian right of way, is a run of 2000 miles through ice jams, glaciers, niggerheads and treacherous passes."

Will Find Zero Weather.

"The temperature of the Alaskan and Siberian countries when down to 35 below zero has never affected me as does the 20-below days here in Chicago, owing to the stillness of the atmosphere. If the racers are well clothed they should not suffer from the cold in the frozen North."

"Gasoline is sold by the gallon in Alaska and the purchaser is given about a pint of fuel under the pound allotment, for which he pays \$2. Unless the manufacturers behind the drivers and cars have prepared for this contingency the going will be extremely hard after Circle City has been passed."

"Hex Beach is right when he suggested that not one of the cars would complete the trip, for he has been all over Alaska and has been up against the 'real thing.' For my part I sincerely hope the cars and their passengers are successful in fighting their way through the country. The feat if accomplished should be regarded as one of the seven wonders of the world and would give the automobile the greatest boost that could possibly be received."

Sends Challenge for Tennis Cup.

NEW YORK, Feb. 29.—The American Tennis Association has sent a formal challenge to Australia for the C. H. Davis

cup, which was won by the Australians in England last year simply to qualify and it is not certain that a team will go to Australia. It has been tentatively proposed that the English team, for which a challenge has also been sent to Australia, come to America and play the American team to be selected to play for the cup. Then only the winning team would make the trip to Australia.

Notes of Automobile World

ALTHOUGH Bluefield, W. Va., is a city of 20,000 population, with fine, paved streets, there is not an automobile in the place. Apparently the manufacturers have overlooked a good field.

Though only entering upon the third year of its existence, the Society of Automobile Engineers already includes in its ranks a large percentage of the most prominent builders in the country.

So keen was the competition between local makers to furnish Indianapolis with its first automobile police patrol wagon that the city secured for \$1500 a car that cost over \$2500 to build.

Many rural convents in France, emptied of their tenants by the Separation law, have been purchased by the syndicate which is establishing hotels to meet the steadily increasing demand from touring motorists.

Nine cars from outside France, representing Germany, Italy and Belgium, already have been entered for the Grand Prix in July, which is expected to bring together more than 50 of the speediest cars in the world.

A recent decision by the Los Angeles District Court of Appeals was to the effect that motorists must look out for pedestrians and that the latter cannot be charged with contributory negligence for not avoiding cars.

Lines of from \$10 to \$100, imprisonment of from 30 days to a year, or both, are the penalties provided in the bill which the Rhode Island Automobile Club has asked the Legislature to pass to cure the reckless-driver evil.

One of the most daring auto rides ever attempted was recently taken by two machinists of Alamosa, Cal., who drove a motor car from the city through the Petrified Forest of Arizona. In order to cut off 20 miles they drove over a railroad trestle 404 feet long and spanning Diablo Canon at a height of 290 feet. The slightest mishap would have meant death.

The diversity of the fair motorist's ideals has been exemplified by the California Women's Automobile Club, which recently elected Lady Beatrice Montague, of London, an honorary member and immediately afterward entered upon a discussion of ignition.

The Massachusetts Legislature fairly was deluged with bills affecting motoring when it convened, the Safe Roads bill being alone sending in eight, designed to make the use of both motor and horse-drawn vehicles less hazardous.

According to a Federal Department of Commerce and Labor official who understands the situation of the world, automobiles rapidly are taking the place of horses and mules as a means of transportation in almost every land where railroad facilities are limited.

With the running of special trials by the Chicago, Minneapolis & St. Paul Clubs to the Ormond Beach races, combined with the fact that the contests will be held at the height of the Florida season, the automobile is being one of the largest attended ever held in the United States.

In the big races at Savannah, Ormond and other points on the Southern circuit Harry Maynes, of Philadelphia, will drive two cars. In the short-distance events he will use a steamer designed by a Harvard student, while in the longer races he will drive a 150-h. P. gasoline car.

Probably the first hospital in the country to have a bed specially endowed for the accommodation of victims of automobile accidents, will be the new Garretson Hospital at Philadelphia. Money for the purpose will be raised by the Quaker City Ladies' Motor Club.

Professor Goss, of Purdue University, who has been experimenting with lubricants for ball bearings, has reached the conclusion that a combination of graphite and oil will accomplish everything that oil alone will do, and at the same time give a lower frictional resistance and permit a larger load to be carried.

By the organization in England of a branch of the French Association Generale Automobile, an American motorist arriving cars be met by an agent of the concern with tours mapped out, licenses secured and all other details arranged, even to the shipping of the car to the Continent when he is ready to leave Great Britain.

If the bill which Representative "Windy Bill" Thompson, as he is known, has introduced in the Kentucky Legislature,

PENTATHLON MEET AT Y.M.C.A.

Juniors Will Hold Public Contest on March 9.

Larry Larimore, physical director of the Y. M. C. A. boys' department, is planning to hold a junior pentathlon meet Monday, March 9. This meet was to have been held on March 6, but the

big game with the Muscatines caused it to be postponed three days. Mr. Larimore has devoted much time to putting his boys in trim for the contest and he has every hope that some of the previous junior records will be broken.

Of necessity the races will be mainly against time, and however fast a runner may go he can never catch up with his imaginary opponent. To avoid monotony an endeavor will be made to run one contestant against another in the distances, while the dashes will probably be run in heats.

In the races one and three-fifth seconds will be allowed for the circular

John Smutski second, Gilpin third; time, 2:08 3-5.

Rhodes Man Excels as Athlete.

OXFORD, England, Feb. 25.—A. M. Stevens, of Williamstown, Conn., a Rhodes scholar from Yale University, won the high jump and hammer-throwing contest in the University sports this afternoon. He cleared five feet six inches in the jump and threw the hammer 129 feet 5 inches.

The curious fact is noted by Professor Landelin, of Breslau, that careful measurements of the intensity of gravitation in different parts of the globe show this to be greater on islands than on continents.

A newcomer to the fold of the A. A. A. is the Delaware Automobile Association.

Mitchell AUTOMOBILE THE CAR YOU CAN AFFORD TO BUY AND KEEP. You may feel that a cheap machine is all you can afford to buy, but can you afford to keep it? It costs as much to keep a cheap horse as a good one. It costs a whole lot more to keep a cheap automobile than a good one. Automobiling is getting down to that point reached in bicycling some time ago, where the idea is given up of trying to buy a new model each year. The machine you buy now you must expect to keep—and you want to buy a machine that you can afford to keep—one that the seller has more than a passing interest in, and protects you for the future with a good stock of repairs.

PORTLAND WINS AT GOLF

TACOMA BEATEN IN NINE OUT OF ELEVEN MATCHES.

Two of Most Interesting Games Taken by Visitors—Kershaw Beats Wright, of Waverly Club.

Eleven splendidly-played golf matches were played between the representatives of the Waverly Golf Club, of Portland, and the Tacoma Golf Club, on Waverly links yesterday afternoon.

The matches were of the most interesting character, and in spite of the fact that the visitors were victorious in but two of the 11 contests, their style of play demonstrated that they were capable players, and probably some of the defeats can be charged to lack of familiarity with the links on which they were played.

The most interesting game of the day, from a scientific point of view, was probably that between Allan A. Wright, of the Waverly Club, and T. Kershaw, the crack golfer of the Tacoma Club. Kershaw was victorious in the 19th hole, but it must be said that his opponent gave him a splendid contest which excited the greatest interest on the part of the players and spectators who witnessed the contest.

President Alexander A. Bailey, of the Tacoma Club, defeated Walter J. Burns, of the Waverly Club, in a most interesting game, the score of which was two up and one to play.

In a closely-contested game, during which some excellent putting was noticeable, J. Wesley Ladd, of the Waverly Club, succeeded in scoring over C. H. Hurley, of Tacoma, with four up and two to play. Chester G. Murphy and H. F. Griggs played a most interesting game, which resulted in a victory for the former by four up and two to play.

The results of the other games, all of which were decidedly interesting, were as follows: Gordon Voorhees defeated Parsons, three up and two; Young defeated Franciolo, six up and five; Wirt Minor defeated Stebbins, seven up and two; Gilbert defeated Thompson, six up and five; Webb defeated Smith, two up and one; Ayer defeated Simpson, six up and two; and Cookingham defeated Brown, six up and three.

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MAY BUILD A CLUBHOUSE

RIVERSIDE DRIVING CLUB IS CONSIDERING PLANS.

Sanction of Portland Country Club and Livestock Association Will Be Asked.

The Riverside Driving Club will build a handsome clubhouse on the grounds of the Portland Country Club and Livestock Association at Rose City Park. If this proves agreeable to that organization at a meeting which is to be held today.

This decision was arrived at by the Riverside Driving Club at its regular monthly meeting Friday night. The proposition was advanced by the reading of a letter from the Country Club suggesting such an action and containing certain provisions whereby permission for the erection of such a building would be granted, and it was decided to accept the proposition and a committee was appointed to meet the delegates from that association.

The Riverside Driving Club is in a most flourishing condition financially and the members were unanimously agreed that the expenditure of a certain amount of the funds on hand for the erection of a suitable clubhouse was most advisable. If more funds are required many of the members agreed to subscribe to the fund for the purpose of insuring the erection of such a building.

The County Club is engaged in building its racetrack and livestock show grounds and expects to have the race course completed within a few months, and the Riverside Driving Club has made arrangements for holding its annual Fourth of July matinee at that place.

The game of football is gaining a steady foothold in Vancouver, and bids fair to become a popular form of outdoor amusement. A game played recently in Cascade was a social event, being attended by the wife of the President and many people of prominence.

At Santa Anita. LOS ANGELES, Feb. 29.—Santa Anita race results: Five furlongs—Senator Barrett won. Burt G. Lewis second; Halaca third; time, 1:31. One mile—Dredger won, Fisher Boy second, Ampedo third; time, 1:46. One mile, handicap—Wexford won, Colonel Jack second, Early Tide third; time, 1:58 2-5. Four furlongs, the Woodland stakes—Aunt Argie won, Lee Rose second, Horace H. third; time, 0:47 3-5. Mile and three-sixteenths—Merlingo won, Avonatus second, Elie third; time, 2:00 5-5. Six furlongs—Hidden Hand won, Pal second, Harvest third; time, 1:13 1-5. Seven furlongs—Huron won, Halton won, Korosally second, Gillette third; time, 1:07.

At New Orleans. NEW ORLEANS, Feb. 29.—Results of races: Three and a half furlongs—Sea Swell won, Anne McGee second, Pinton third; time, 0:41. Six furlongs—Rhinestone won, Bess Ward second, Florence N. third; time, 1:14 4-5. Six furlongs—Blitter Sir won, Rural Boy second, Arrow Swift third; time, 1:14 3-5. The Pickwick steeplechase handicap, full course—Sam Hoffheimer won, Dr. Hoard second, Rejactable third; time, 3:54. One mile—John Carroll won, Hyperion II second, Biagg third; time, 1:40 2-5. Mile and sixteenth—Alma Dufour won, Greenal second, Beau Brunel third; time, 1:47 1-5. Mile and quarter—Belle Scott won.

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MOON CARS

ROADSTER, \$3,000 5-PASSENGER, \$3,000 7-PASSENGER, \$3,750

F. O. B. St. Louis.

First convinced Boston when a regular Stock Car broke and still holds their track record.

NEW YORK was convinced when the celebrated HOL-TAN COMPANY selected our factory product to replace the FIAT and to be sold to their existing clientele in New York, Philadelphia and New England—precisely the same customers they had been selling their high-priced imported cars to.

CHICAGO HAD TO BE CONVINCED, so we won their big Algonquin Hill Climbing Contest against a large field of all priced cars.

AND THE PACIFIC COAST BECAME CONVINCED when we won the Los Angeles Economy Contest, taking five passengers over 199 miles in the mountains on 10 1/2 gallons of gasoline.

NOW KANSAS CITY is convinced, because more MOON CARS were sold at the recent Automobile show than any other high-grade car, and this is due to the wonderful performance over 199 miles in the mountains on 10 1/2 gallons of gasoline.

PORTLAND, let us convince you that the logical car for our local conditions is the MOON. Its combined lightness and steadiness on the roughest roads. Its power, speed and noiselessness make it absolutely unsurpassed for the local conditions. Of course we could print volumes regarding its remarkable qualities, but it would be better if you would call upon us and have a look at the car and demonstration.

At Santa Anita. LOS ANGELES, Feb. 29.—Santa Anita race results: Five furlongs—Senator Barrett won. Burt G. Lewis second; Halaca third; time, 1:31. One mile—Dredger won, Fisher Boy second, Ampedo third; time, 1:46. One mile, handicap—Wexford won, Colonel Jack second, Early Tide third; time, 1:58 2-5. Four furlongs, the Woodland stakes—Aunt Argie won, Lee Rose second, Horace H. third; time, 0:47 3-5. Mile and three-sixteenths—Merlingo won, Avonatus second, Elie third; time, 2:00 5-5. Six furlongs—Hidden Hand won