

SOME OF THE CARS AND DRIVERS TO COMPETE IN THURSDAY'S ROAD RACE



GREATEST EVENT ON THE COAST

Automobile Road Races Attract Interest All Over the Country.

EASTERN DRIVERS ENTERED

State and County Officials Co-operating With Committee—Course to Be Kept Clear by Soldiers—Details of the Programme.

BY W. J. PETRAIN.  
Next Thursday afternoon the greatest event in the history of automobilism in the Northwest will take place in the immediate vicinity of this city when the Portland Automobile Club, working in conjunction with the Rose Festival Association, will hold two road races in which at least 20 local and foreign cars will start.  
The coming races will be the first regular endurance events ever held on the Pacific Coast, and are attracting widespread attention throughout the whole country.  
The committee in charge of this feature of the Rose Festival celebration has been kept busy answering queries as to the nature of the races, the prizes offered, distance and other matters pertaining to the events, and so far 15 cars are on the ground and ready for the race, while a similar number will have been prepared or unloaded from the express cars before Tuesday. All told 22 cars have been entered in the 100-mile race, but it is possible that only about 20 of these will actually start.  
The Automobile Club members have labored faithfully in this matter, and the success of the meet, which seems assured at present, will be due entirely to their efforts. The committee appointed by President R. D. Inman is composed of several of Portland's most enthusiastic motorists, and these men have lost no opportunity to make the coming races a success in every respect.  
The ready co-operation of the County Commissioners and the state officials has aided the early efforts of the com-

their praise of the assistance rendered them by the county and state officials. The details of the programme for race day, June 4, so far as completed, are as follows:  
**Details of the Race.**  
Traffic will be stopped along the Base Line and Section Line roads promptly at 12 o'clock noon.  
The Third Regiment, Oregon National Guard will be taken to the scene and distributed about the course between 10 A. M. and noon.  
At noon the militia men will be on official duty and will enforce the order to keep the course clear of all vehicles and pedestrians.  
The exact hour for starting the races has not been determined, but will not be later than 2 o'clock.  
Persons visiting the scene to witness the races are cautioned to leave Portland not later than 12:30 P. M.  
The streetcars visiting the races will not be permitted to cross the Section Line road after the start of the races.  
The complete list of rules governing the races will be published as soon as framed.  
According to the plans of the promoters of the races all machines will be required to report to the starter in front of the grandstand at a stipulated time to be announced later, and mittie in no mean degree, and the automobile enthusiasts are hearty in all machines dilly in this matter with regard to the start of the races.  
The race will be held on the Section Line road, where they will turn east and proceed to Gresham, where the turn will be made to the Gresham road, which is a thoroughfare the course extends to the Base Line road. This route will be lapped seven times in completing the 100-mile event. All the cars will not start at once for the committee has decided that in order to safeguard as much as possible against accidents the machines will start individually, and the best time made counted as the winning.  
The contract for building the grandstand has been let to a construction concern, which has agreed to have the spacious affair completed by Thursday morning. The work of transporting the lumber and material to the scene has already been commenced.  
Among the cars entered in the race are the following: Thomas Flyer, Thomas Six, Kisselcar, Cadillac (2), Locomobile, Stevens-Duryea, Stoddard-Dayton, Rambler, Pierce-Arrow, Oldsmobile, White Steamer (3), Stearns (2), Mitchell, Studebaker (2), Ford, Franklin, Cleveland, Auto-Car, Tourist (2) and Thomas-Detroit.  
A number of these cars will be driven by Portland drivers, but the majority of them will be in control of

imported racing experts. Local experts who will drive cars in the big event and their machines are as follows: Howard M. Covey in a Locomobile; William Gill in a Thomas Six; William D. Wallace in a Thomas Flyer; John B. Kelly in a White Steamer; Harry A. Burgess in a Rambler of Stoddard-Dayton; Fred A. Bennett in a Kisselcar.  
William Silmmon and Harry Johansen, the two San Francisco drivers, who piloted Fernando Nelson's car into Portland, will drive two of the three White steamers entered in the race. Silmmon has made quite a record in California events, and is probably one of the most experienced road drivers entered in the contest. He has acted as chauffeur for Government survey parties in Contra Costa County on numerous occasions, and has had wide experience in other parts of the Golden State. He expresses himself as well pleased with the Portland race course and expects to win the 100-mile event with his big 30-horsepower White steamer.  
Ludwig, the Eastern expert, who will drive the Cadillac racer in the century run, is one of the most noted Eastern drivers. He has competed at Blarcliffe and several other courses, where he has met and defeated men like Barney Oldfield. Oldfield is noted as a track racer, but is also a fairly good driver in road events. However, the local drivers compare quite favorably with the imported men, and some highly exciting contests can be expected next Thursday.  
In addition to planning for the road race the Portland Automobile Club is also arranging to make the big fiesta parade of automobiles one of the grandest affairs ever attempted on the Pacific Coast. The enthusiasts expect the local parade to eclipse that of the floral parade at Los Angeles given in honor of the visit of the Atlantic fleet.  
The following rules and regulations will govern the competition for the parade trophies:  
First—Nothing of an advertising character will be allowed in the parade unless it is a creation of flowers.  
Second—No contestant can enter the same automobile or boat in competition for more than one prize.  
Third—Each and every contestant for prize honors will be assigned to a position in the parade and must be at the point designated by the parade committee at 9:30 A. M. sharp.  
Fourth—The judges awarding prizes will review the parade in the entirety from different places along the route and mark points of merit which are to be compared when the awarding committee reassembles.  
Fifth—The judges will score points favoring decorations of natural flowers over the artificial ones.  
**Play Ball With Japanese.**  
TOKIO, May 30.—The baseball teams of the American Naval Squadron have been playing a series of matches with the Japanese universities, an excellent feeling prevailing on both sides. The Japanese have been winning most of the games.  
A government commission is struggling with the problem of exterminating the Nun butterfly, which has become a plague in Bohemia.

NELSON WILL TRY AGAIN FOR RECORD

Determined to Beat Train Time From San Francisco to Portland.

HIS STORY OF THE TRIP

Millionaire Motorist Tells Many Amusing Incidents of Two-Days Ride Without Pause for Sleep or Rest.

Anyone that could hear Fernando Nelson tell of the hardships encountered on the trip from San Francisco to Portland would draw the conclusion that he had about all he wanted of such a journey. But Mr. Nelson is by no means a quitter. "When the roads are better I will make the attempt again," he declared.  
The millionaire motorist, with his 60 horse power Columbia, was nine months after the Los Angeles record that had been held by a White steamer for nearly two years. Mr. Nelson finally turned around and bettered the time with a White Steamer car of his own. Chances are that the same persistence will be shown by Mr. Nelson in setting a phenomenal mark for the overland run between San Francisco and Portland.  
Although Mr. Nelson failed in his attempt to beat the railroad train's time north, he nevertheless succeeded in being the first one to establish an authentic record for a continuous run between San Francisco and Portland.  
**Throws Out Challenge.**  
"While the total elapsed time of 31 hours and 30 minutes seems to be unreasonably long," said Mr. Nelson last night, "I gladly invite any automobilists to go over the route and do better."  
"Midnight driving past Mount Shasta was so cold that we couldn't touch our face but what it would hurt. Wagner, who was at the wheel, had on a thin duster, and we loaned him three vests. Otherwise he would have frozen sure."  
"They were well pointed all along the line on the record trip," continued Mr. Nelson. "Near Glendale, finding the pumps too slow, we stopped at a trough. In a moment an entire family poured out of a nearby farmhouse. The small boy beat them out and remarked that we looked rather worn and had come a long way. For the lad's instruction, I asked him to guess what time we had left the city, thinking the fast time we had made would surprise him. But instead the lad surprised us by his thorough knowledge of our start and future movements."  
"Youse left Vallejo at 4:15," he uttered, "and we've been waiting all night." At another place where we stopped for water an old man rushed out and wanted to know what in the world was delaying us. "You ought to have been here four hours ago," he said, glancing at a sheet of paper on which I noticed he had figured out a schedule of his own.  
Harry Johanson, who rode in the car all the way from San Francisco, says the excitement ran so high at Myrtle Creek that as the car sped through the town he noticed a man who was getting shaved rush out of the barber shop into the street, with towel still around his

Pry Car From Mud.

"You would have to be along to realize what we went through," said Mr. Nelson. "For instance, at Pass Creek we got into a mudhole and worked in the dark and rain for an hour and a half, prying up the car by hand. The dangerous position the machine was in, together with the extremely difficult operation, necessitated our working like beavers. We rolled and finally moved the car 10 feet, inch by inch. One thing I must say, the machine came every inch of the way from San Francisco to Portland under its own power."  
"The experience gained in this first mudhole taught us the necessity of carrying bridge timbers consisting of heavy planks, which were carried lengthwise on the seats of the car. The occupants thus were compelled to ride on top of the planks, an extremely hazardous operation."  
Mr. Nelson, upon his arrival in Portland, remarked that he had found a new cure for insomnia. For the benefit of the public he gave it out—travel in an automobile two days and two nights and the patient will surely sleep on the third.

GETS DECISION OVER BROCK

Welsh, of England, Wins Hard Fight With Cleveland Man.

LOS ANGELES, May 30.—Freddie Welsh, of England, was given the decision over Phil Brock, of Cleveland, after 35 rounds of hard fighting before the Jeffries Athletic Club at Vernon today. Brock, who was a 10-to-1 favorite, was outclassed from start to finish, his opponent punishing him severely in nearly every round.  
Welsh used both hands to advantage and his fast footwork and clever ducking kept him out of the way of Brock's rushes, which gradually weakened toward the end, while Welsh was strong at the finish and still cutting his opponent's face to pieces with stiff lefts. James J. Jeffries refereed.

Utah Trackmen Beat Stanford.

SALT LAKE, May 30.—The track team of the University of Utah won from Stanford University by a score of 64 to 53 at Cummings Field today.

Harvard Wins at Tennis.

NEW HAVEN, May 30.—Harvard won the tennis tournament with Yale today, seven matches to four.

JAPAN PEACEFUL NOW

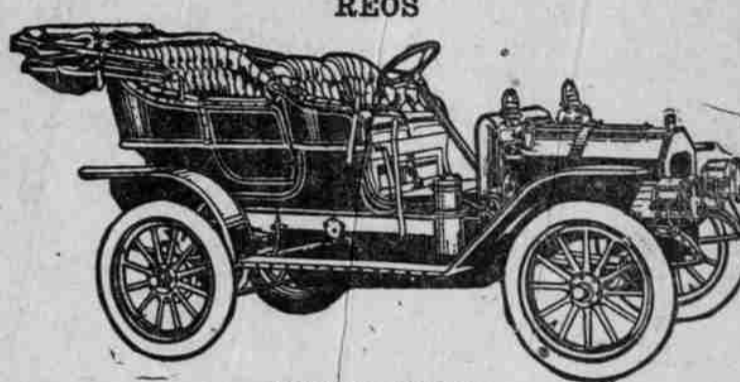
American Diplomat Says Fleet Will Be Warmly Welcomed.

SAN FRANCISCO, May 30.—"The American fleet will be given a royal welcome by the people of Japan," was the statement made by Post Wheeler, secretary to the United States embassy at Tokio, who has arrived here on the Pacific Mail liner Manchuria. "All the ill feeling toward the United States, with the little there was of it, has died out," said Mr. Wheeler. "The Japanese no longer talk of immigration troubles. That question has been settled, and there is no longer any friction over it."  
Speaking of the Chinese boycott on Japanese goods, Mr. Wheeler said that Japan's trade with China is suffering severely. Mr. Wheeler is on his way to Washington. He is accompanied by his wife, who was formerly Miss Hallie Ermende Rives, the novelist.  
Among the other passengers on the Manchuria was Captain E. W. von Helmsdahl, of the German army, winner of the 40-mile military balloon race between Berlin and Vienna. He made a tour of Australia and New Zealand and is on his way home.  
**Build Fleet of Warships.**  
SAN FRANCISCO, May 30.—A Chinese navy of from 15 to 20 war vessels is to be

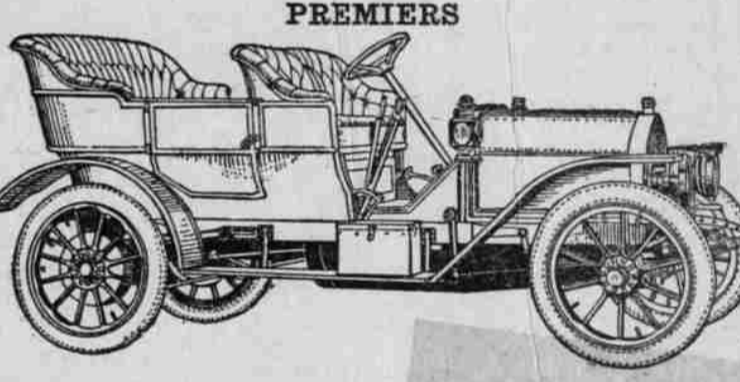
Fred A. Bennet AUTOMOBILES

PICKING WINNERS

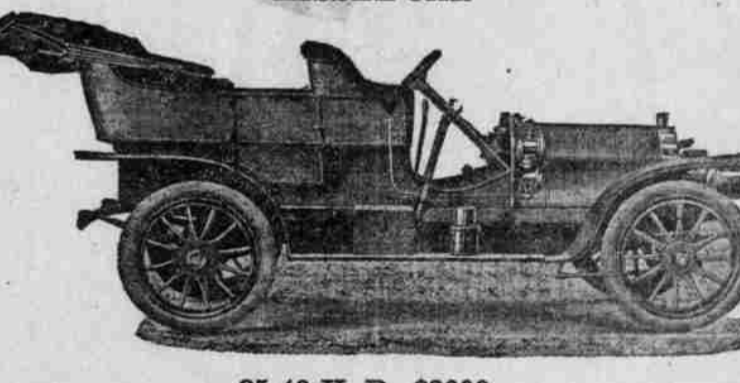
We have picked out a line of cars made by experienced, substantial factories, who have done their experimenting and paid for it, and who can give the best possible automobile for the money, and all we ask is for prospective buyers to thoroughly examine our cars and compare them, part to part, with other cars of the same price. Isn't this fair?  
Compare the following prices and specifications with those of our competitors:



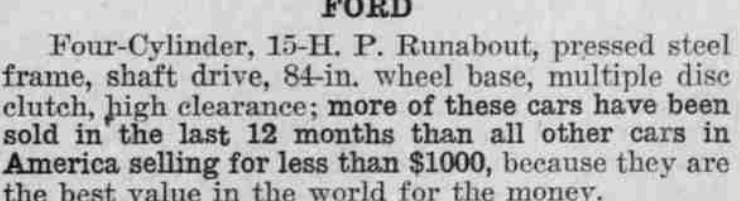
**REOS**  
20-H. P., \$1250.  
10-H. P. Runabout with folding seat, to accommodate four people. The most economical and simplest car built. Price \$650.  
20-H. P. Roadster, holder world's non-stop record, 4996 miles, with box seat to accommodate four people; as near unbreakable as it is possible to build an automobile. Price \$1000.  
20-H. P. Touring Car, five passengers, detachable tonneau (rear seats can be taken off in three minutes); this car will carry five people over any grade that any car built will, and at an extremely low cost of maintenance; any lady can operate it. Price \$1250.



**PREMIERS**  
30-H. P. Touring Car or Roadster. Make-and-break and jump-spark ignition; the only car in Portland with both systems. Brakes external and internal, drums 17 in. diameter, 3-in. wide; the largest of any car in America; aluminum body. Price \$2600.  
45-H. P. 6-cylinder, seven passengers; same ignition system and same breaking system as 30-H. P. car. Price \$3750.



**KISSEL CAR**  
35-40 H. P., \$2000.  
Touring Car or Roadster—108-in. wheel base, selection type, sliding gear, floating rear axle, 1-beam front axle, rear springs 54 in., tonneau seats 52 in. wide (measure the others), 34-in. wheels; the largest and best-powered \$2000 car in the market.



**FORD**  
Four-Cylinder, 15-H. P. Runabout, pressed steel frame, shaft drive, 84-in. wheel base, multiple disc clutch, high clearance; more of these cars have been sold in the last 12 months than all other cars in America selling for less than \$1000, because they are the best value in the world for the money.  
40-H. P. 6-cylinder Touring Car, the pioneer of 6-cylinder cars; the first 6-cylinder in Portland was a Ford. Has run 15,000 miles and is in the street every day. Price \$3000.  
All above prices F. O. B. Factory; Freight added to Portland. All above models in stock.  
495 Alder St., 1409-11 Broadway, 309 Second Ave. Portland, Or. Seattle, Wash. Spokane, Wash.

constructed by the Chinese government. It was agreed upon at a meeting of the Chinese officials in Peking six weeks ago. The plans for the vessels are under consideration, and soon the government of the empire will appropriate the money for their construction. This news is brought to San Francisco by the Hon. Huang She, Imperial Chinese Commerce Minister to the United States, who has just arrived on the liner Manchuria.  
This notice has been displayed in a London suburb. "Why pay rent when you can hire a horse, man and a dark night for 1s 6d an hour? Night removal, without disturbing your neighbors a specialist."