

INDIANA-TO-COAST TOUR IS NOVELTY

Proposed Trip Attracts Much
Interest From Middle West
to Farthest West.

COST IS DECLARED SMALL

Plan Inaugurated to Draw Attention
to Efforts to Induce Ameri-
cans to "See America First"

The great Indiana-Pacific Coast tour is now on, and reports along the route say it is creating great interest among every type of person. It was brought into being through politics. At least that is the real reason, however indirect, for when there began to be an outcry that money raised for good roads would not be spent entirely for that purpose, the government dropped all the bills introduced by representatives of Congress for that purpose.

The result was that Carl Fisher conceived the idea of a private subscription from automobile manufacturers, who hoped to prevail on Americans to "See America First" by means of automobiles. The result is that \$5,000,000 has been pledged by manufacturers and by accessory men. It is proposed to supplement this by a public subscription, and those in close touch with the situation believe the thing which the United States Government did not do about to be accomplished by public subscription.

It was considered that the best means of arousing interest would be to start a great automobile tour, the expenses of which are borne by the participants themselves. Seventeen cars left Indianapolis on July 1. They range in price from \$1000 to \$6000, following the Midland trail. The American Automobile Association, the National Highway Association, and other groups of men intent on development of the country are represented by men of National importance.

A week ago the party reached Denver, yesterday they arrived at Salt Lake City, and they are due in San Francisco in a week. They range in average mileage a day being less than 120 miles. Expenses are expected not to amount to more than \$5 a day, or \$150 for the trip. Along the route the Governors of the states are meeting the tourists and traveling with them across their own states, a thing which has never been done before in any tour.

A history of "Who is Who" on the tour follows:
Carl G. Fisher, a keen lover of automobile, ballooning and yachting, an all-around athlete, one of the remarkable personalities in the motor world. First success was attained in the era of bicycle selling and racing. At that time he was a millionaire. He became one of the speed kings, having Barney Oldfield as a rival. During the season of 1902 he was the only man racing car every built by that company, established a world's record and achieved great honors. Became manager of the automobile business and has made a fortune out of the business and the manufacture of Freeto-O-Lite products. Is the president of the Indianapolis Motor Speedway. Fisher conceived and heads the temporary committee of the Lincoln Highway Association to which has already been subscribed over \$4,000,000 largely through his efforts.

Charles Bookwalter, twice Mayor of Indianapolis and again a candidate for the Republican, an oratorical man of business, a jovial, blithely smiling, a man of affairs, before coming to Indianapolis, was a printer in Fort Wayne; this trip to the Hoosier capital was made afoot, as he did not at that time have the price of a car, but immediately after arriving, he started out to become a big man of the town, and he has succeeded even better than he anticipated.

John Guy Monihan, baldheaded busy man with a seltzer smile that never needs recharging, is one of the chief-of-staff of the motor industry of Indiana. It was Monihan who conceived and directed the first transcontinental tour ever made by automobiles. This event took place in the summer of 1911 when 12 cars, driven by their amateur owners, dipped their wheels in the Atlantic at Atlantic City and kept hot-footing it into the West until the same wheels had kissed the Pacific at Venice, California.

A. L. Westgard, if there is an American mountain or desert trail that Westgard hasn't traversed, it is not recalled here. This bronzed gentleman, driver and owner of motor cars, civil engineer and road expert, vice-president and director of the National Highway Association, with the fine hand-clasp and friendly smile has gone more to make possible long-distance touring than any other individual. He is the William J. Burns of the motor world and can scent trails farther than a fox.

Ray McNamara, a former Meeker, it was McNamara who found the transcontinental trail for the Premier's famous Ocean-to-Ocean tour two years ago. He led the way through deserts and mountain fastnesses on that, the most remarkable journey ever made by horseless vehicles. On every great national tour "Ray" has been the pilot and pacemaker.

H. O. Smith, the youngest "old man" in the industry in the United States. While still inside of 40, he has for 12 years been a leader in the motor car industry in the United States. He is president of the builders of the Indiana Automobile Manufacturers' Association, a high official in the Automobile Chamber of Commerce, chairman of the Chicago show committee, and ex-president of the American Motor Car Manufacturers' Association. Mr. Smith is a public speaker of great force and will be heard much as this tour progresses.

Ray Harroun, winner of the first 500-mile race at the Indianapolis Motor Speedway, 1911. He drove a Marmon then. Now he is touring the coast in a Harroun horse-drawn car that is brightening many highways. D. S. Menasco, one of the bright lights in the Hoosier colony of motor builders. He is the general manager of the Indianapolis Motor Car Company and everybody pronounced it the best ever.

P. Henderson, one of the Hendersons of Indianapolis and worthy of a place of honor among motor men. He built the Hendersons built the Henderson at Indianapolis and they're spreading the gospel of good roads, good cars, good everything, everywhere.

J. M. Ward, Jr. He's the secretary of the Indiana Automobile Manufacturers' Association and about one of the liveliest little business men Indianapolis has produced. He is the district representative of the United States Tire Company.

John Orman, another of the Premier outfit, has been interested in automobile affairs ever since there were any. Was manager of Carl Fisher, Earl Fisher, Tom Cooper and Barney Oldfield when the speedy quartet was first chasing fame as automobile racing men. Has been the impresario of several race track ventures back in the bicycle days, having served as manager of the famous "Pac-Man" race track and Broad Ripple tracks in Indianapolis.

Orman has had his hand in the running of about everything in connection with automobile amusements in the Hoosier capital. His principal occupation now is "taking life seriously."

W. McK. White, chairman of the touring committee of the Hoosier caravan, young in years but old in touring experience, has been a participant in every automobile tour of any consequence held in the past five years. He is a good chairman in the advertising manager of the Marion Motor Car Company and in the United States Tire Company. Has held several important positions in United States Tire Company. A young man with some diligent years ahead of him.

CORONA RACE ON WAY

ADMISSION DAY EVENT PROMISES EXCITEMENT.

With Entry Lists Still Open, There Probably Will Be New Records Set in California.

All the details of the auto race for admission day, over the perfect circle road at Corona, Cal., are now completed.

As financial backing necessary is back of every pledge that has been given out, and the Corona event invites the world to see clean and spectacular a celebration as ever was of the perfect circle is nearly done. The last lap of the paving is being laid, and the racing with asphaltum will begin within a few days. July 15 try-outs doubtless will be run. The entry lists are open and in a few days there will be announced the first list of drivers.

The sanction under the A. A. A. rules provides that the check must be sent and the money in hand before the official announcement of the entryman or the driver can be made. Here the chairman lists of prizes and the distances for the races:

First race—The light car event, distance, 100 miles. Piston displacement, 221 cubic inches or under. Entry fee, \$100. Prizes as follows: First, \$1000; second, \$500; third, \$250; fourth, \$125.

Second race—The free-for-all. Distance, 300 miles. Entrance fee, \$300. Prizes as follows: First, \$3000; second, \$1500; third, \$1000; fourth, \$500; fifth, \$250.

Entry lists were opened June 21. In addition to this a cash prize of \$1000 is offered to the driver that smashes the world's record, which is 73.4 miles per hour. The official secretary, both of whom live at Corona.

That there will be a great speed event, and that this will attract national interest seems certain.

Privilege to Place Signs Asked.

HOOD RIVER, Or., July 12.—(Special.)—The automobile committees of the local Commercial Club, composed of W. E. King, R. E. Scott and J. H. Heilbroner, has petitioned the County Court for the privilege of placing conspicuous signs at the intersections of all roads in the county. Recent tourists through Northern and Central Oregon have complained of the lack of signboards. The members of the committee say that the signs, which will be small and neat, will carry advertisements that will pay for their construction. The County Court has reserved the privilege of passing on the advertising that the boards are to contain.

Woolerling Refuses Offer.

The great value of able production experts in the automobile business was recently illustrated by the strenuous attempt made by a reorganized concern to secure the services of Production Manager Max Woolerling of the Studebaker Corporation. Mr. Woolerling, however, stood pat, refusing to break his long-term contract with his present employer.

Automobiles for Graduates.

A Studebaker "35" was the gift with which Mr. and Mrs. Charles Mayer, of Cincinnati, gladdened the heart of their son, Earl, on his graduation several days ago, from Ohio Wesleyan. A similar gift rewarded Percy, son of W. P. H. McFadden, of Beaumont, Tex.

RIDERS EYE DENVER

Motorcycle Championship to Be Decided at Meet.

BOSCH TROPHY CHIEF PRIZE

Contestants Must Take Part in All Races and Award Will Go to Entrant Scoring Highest on Point System.

Portland motorcyclists, even though the majority of them will not be able to attend, are looking forward eagerly to the National convention to be held at Denver, Colo., July 23-26. Interest centers in the series of races which will decide the American motorcycle championship.

Nobody is more interested in the situation than C. F. Wright, of Ballou & Wright, who has received some interesting news as to how the championship will be afforded. In his estimation it is one of the most complete and comprehensive methods that could have been employed, for to have any chance at all riders must compete in every event, and even though beaten in one race still have a good chance for the big trophy.

Bosch Trophy Is Prize.
The Bosch Magneto Company, of New York, for the third consecutive year, has donated a magnificent silver trophy, which is known as the Bosch Trophy, and will be presented to the rider who accomplishes the most consistent performance in the amateur championship races run during the event.

Mr. Wright said Mr. Wright, the present holder of this trophy, has brought about a new title in the National Federation Rules, so that the winner this year will be official recognized throughout the country as the amateur champion of America, and will be in a position to defend his title against all comers.

"Awarding of the trophy, which is even larger and more valuable than those given in years gone by, is to be determined by a point system, as follows:

"Winner of the one-mile championship to receive three points, and the third to receive two points.
"Winner of the two-mile championship to receive six points, the second to receive four points, and the third to receive two points.
"Winner of the five-mile championship to receive seven points, the second to receive five points, and the third to receive three points.
"Winner of the ten-mile championship to receive eight points, the second to receive six points, and the third to receive four points.
"Winner of the 25-mile championship to receive 12 points, the second to receive seven points, and the third to receive five points.
"Winner of the 50-mile championship to receive 15 points, the second to receive ten points, and the third to receive eight points.

"It will be necessary for the winner of the trophy and title to compete in all events, the point system thus allowing the rider who may receive only third place in the one-mile race to have excellent chances to win the trophy by bettering his position in the races to follow. The motorcycle of the country are deeply concerned in these National events, and it is expected that the interest at the eleventh National meet will be sustained throughout the three racing days, as the winner of the trophy will not be known until the last championship race is run.

"President Dr. B. J. Patterson, and Dr. J. P. Thornley, chairman of the competition committee, have accepted the trophy for the Federation of American Motorcyclists, and have expressed their desire that all amateur riders who are desirous of gaining this coveted title should go to Denver to take part in this series of races."

STATE TO AID IN ROAD WORK

North-and-South Highway Is Proposed for Idaho.

LEWISTON, Idaho, July 12.—(Special.)—Idaho's campaign for good roads and a state highway to connect the towns of North and South Idaho has begun, according to State Engineer Frank P. King, of Boise, who made a trip over the proposed and uncompleted portion of the highway from the New Meadows to Lewiston over the pioneer stage line.

The route of the unfinished line will serve the Salmon River country in the vicinity of the New Meadows to Grangeville and Coeur d'Alene over the Craig Mountain to Lewiston, where it will connect with the state highway of Washington at Unlontown and proceed north to Spokane, where it will again enter the state in Bonner County.

In the opinion of Mr. King the state will buy the \$200,000 bonds provided by the Legislature. There is in hand now \$40,000 that can be used if the Attorney-General and the state official maintain it can be used for this purpose.

The entire highway will be about 300 miles long.

PAIGE 36

Gray & Davis Electric Starting and Lighting System (generator and electric motor in separate units, storage battery and all connections, switches, etc.)

(NOTE—This is the Gray & Davis "Big System," identical with that being used on the highest-priced cars, not the small system with which some manufacturers are equipping.)

Left Side Drive, Center Control. Silent Chain Drive for Cam Shaft, Pump and Generator (enclosed).

Cork Insert Multiple Disc Clutch. 116-inch Wheel Base.

4x5-inch Motor, cast en bloc. Unit Power Plant.

Enclosed Valves. Bosch Magneto.

Selective Type Transmission. 34x4-inch Tires, 5 Demountable Rims. Floating Type Rear Axle.

Full Elliptic Scroll Rear Springs. 14x2-inch Brake Drums.

Hyatt High Duty Roller Bearings. Aluminum Cast Crank and Transmission Cases.

Gasoline Tank in Shroud Dash. Dash Adjustment for Carburetor.

17-inch Steering Wheel, Irreversible Gear.

Rear Door 21 in. wide, Front 19 in. 10-in. Upholstery, Deep Tilted Cushions.

Long, Clean Linoleum-Covered Running Boards.

All Dash Equipment, Speedometer, Ammeter, Carburetor Adjustment, Magneto and Lighting Switches, etc., imbedded in Auxiliary Dash, Convenient to Operator.

Rain-Vison and Ventilating Windshield. Genuine Mohair Top (tan lined) and Boot.

Quickly Adjusted Inside Curtains. Electric Horn.

Stewart Revolving Dial Speedometer. Non-Skid Tires in rear.

Heavy Nickel Trimming throughout. 12-inch Electric Headlights, Parabolic Design, black enamel and nickel.

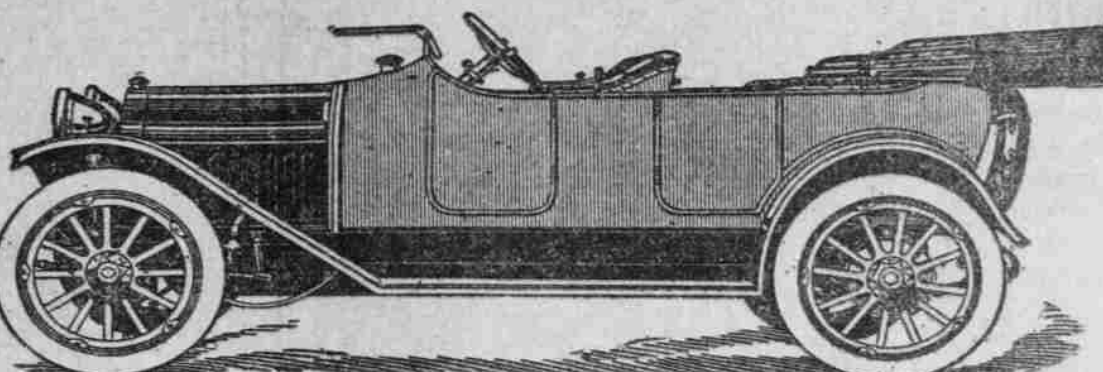
5-inch Electric Side Lights, flush in dash, Crystal Cut Lens.

3-inch Electric Ruby Light at Rear. Adjustable Foot Rest.

Nickel Robe Rail. Extra Tire Irons.

Pump, Jack, Tools, Tire Repair Outfit, etc., complete.

Added Equipment for 1914 With NO Increase in Price



Paige Model Glenwood, completely equipped, \$1390, F. O. B. Portland.

HERE IS THE CAR that prominent men in the trade said we couldn't build to sell for \$1275 with all its remarkable design and equipment. Some manufacturers declared it preposterous on our part to assume that we could do it. Dealers handling other cars declared we would put out a few of these really wonderful cars at \$1275, just to get people interested, and then raise the price.

Well, we have been delivering the Paige "36" to our dealers ever since January 1, and for every car delivered there have been a dozen purchasers waiting.

But have we raised the price? No. And now, when the demand for the Paige "36" is simply snowing us under, are we raising the price? No.

We are leaving the price untouched and adding still more equipment. What will the other fellows say now? Can we do it? Well, we are doing it. And that is all that interests you car-buyers.

Note the new equipment—Electric Horn, Quickly Adjusted Inside Storm Curtains, Combined Rain-Vison and Ventilating Windshield, Non-Skid Tires in Rear, Ventilated Hood.

Find such complete equipment, if you can, anywhere else in the whole Paige price-field. And find such a car! Any Paige owner—and they are almost everywhere now—will tell you what a car, just as a car, the Paige has proved itself. Those who own the "36," whether the touring car, roadster, coupe or sedan, are enthusiastic beyond words.

And here is good news for the dealer

Good news for you dealers who wanted the Paige this year! You know we had to put the bars up January 1. We have closed no dealer contracts since then. Simply couldn't do it. We were trying to take good care of the dealers we already had.

The bars are down again, for a little while at least. And we will talk business with you dealers. Some of you can have Paige contracts. Our immense new factory will take care of you. It means a greatly increased production for us. Instead of only 5000 of our "36's," it will mean ten to fifteen thousand for the coming year. If you want your part of this increase, write or wire us now and we will do our best for you.

PACIFIC MOTORS CO., Distributors

682 WASHINGTON STREET, Main 75, A-4655

AUTOISTS RETURN SOUTH

CALIFORNIA FAMILY END VISIT IN PORTLAND.

Tour Made in Bulck Machine and Party Engage in Snow Fight in Siskiyou.

Among the visitors in Portland from afar during the week were W. E. Bailey and family, of Whittier, Cal. Mr. Bailey is an enthusiastic over the pleasures and trials of touring by automobile as he is over his 25-horsepower Bulck touring car, in which the journey from Whittier to Portland was accomplished.

Mr. Bailey is engaged in the real estate business at Whittier and lives in his beautiful lemon grove north of Whittier.

Accompanied by his family, he left his home on June 14 with a neighbor, who was also driving a car, but when the party reached Bakersfield the neighbor, who had more than his share of troubles, turned homeward.

A most novel and enjoyable experience for the Bailey family was encountered on the Siskiyou mountains. A rain storm set in while they were at Coles, Siskiyou County, and they found the ascent on the California side of the Siskiyou rather difficult, on account of the slippery road. At the summit the rain had changed to snow and the visitors from the citrus belt enjoyed the novelty of snowballing.

The travelers asserted that the most difficult roads encountered were between Roseburg and Eugene, where the mud covered the running boards of the car.

The Bailey family reached Portland on June 27 and on Tuesday started on the return trip to Whittier, although their first objective point was San Francisco, where they expect to witness the finish of the Los Angeles-San Francisco road race, over which Mr. Bailey is quite enthusiastic.

Oil in tires is a thing to be avoided. One way is not to put any oil on the plunger of a hand tire pump. Rather, use dry graphite in small quantities. Even too much graphite is to be avoided, because of the possibility of clogging the valve.

CARBURETOR STUDY NOW

DETROIT AUTO MEN GO TO GER-MANY FOR WORK.

Cadillac Man Specially Interested in Foreign Production Methods at Present.

George Holley, of Holley Brothers Company, Detroit, manufacturer of the Holley carburetor, and Henry M. Leland, factory manager of the Cadillac Motor Car Company, are now in Leipzig, Germany, attending the conference of mechanical and automobile engineers of the world.

The two Detroit manufacturers will be abroad until the latter part of July, studying Continental carburetors, motors and designs, and methods of manufacturing in all the principal motor plants on the Continent.

With the official party of engineers they visited Dresden June 25 to 26, and Berlin June 26 to 28. Saturday was spent in Dusseldorf, and they are now in Cologne, going on to Coblenz, Rudesheim and Frankfurt-on-Main, Mannheim, Heidelberg and Munich. At each of the cities on the official itinerary, the visiting engineers will be the guests of manufacturers of German cars or accessories, on inspection tours of their plants.

Mr. Holley will tell conference members of the inception of the Holley "no moving parts" carburetor and of the plant that has its carburetors on more than one-half of the automobiles sent out from American factories this year.

Mr. Leland, now acting more in advisory capacity to his son, W. C. Leland, the active manager of the Cadillac plant, is especially interested in the foreign production methods and will continue his investigations along this line after the breaking up of the official inspection party.

Mr. Holley, also, will remain on the Continent until the latter part of July, making a study of foreign carburetors.

Bert Roberts, who witnessed the races at Tacoma, along with a whole crowd of Portland dealers, went up to Seattle on Monday night to take part in the Winton dealers' convention. The new 1914 Winton is out and is said to be a dandy, with left-hand drive and right-hand center control.

J. M. WARD JR.

D. S. MENASCO

H. O. SMITH

CHAS. A. BOOKWALTER

CARL G. FISHER

W. MCK. WHITE

JOHN ORMAN

R. P. HENDERSON

A. L. WESTGARD

JOHN GUY MONIHAN

MEN WHO ARE PARTICIPATING IN TRIP FROM INDIANA TO PACIFIC COAST.

RAY McNAMARA

RAY HARROUN

WHO'S WHO
on the
HOOSIER TOUR