

AUTO RACERS SOON FLOCK TO TACOMA

Pilots Will Arrive Early to Study Details of Track Before July 3-4 Meet.

23 ENTRIES ARE RECEIVED

Drivers to Take Part Are All Veterans of Racing Game and Expect to Make Speedway History on New Course.

TACOMA, Wash., June 20.—(Special.)—Messages making reservations for pilots of the racing autos and their mechanics and attendants are pouring into Tacoma these days, and within another fortnight the greatest drivers of the game will be here ready for the contests which are to take place July 3 and 4.

They are ready, and all they want is to become accustomed to the Tacoma course. That is the reason that they take the precaution of coming early. Every accommodation is being made for the race patrons. Not only will they be given a feast of speed but also an opportunity to enjoy themselves in a comfortable stand. For those who have autos, parking spaces have been reserved, and everything will be done to provide for their comfort.

The entries are: Tetzlaff, Maxwell; Carlson, Maxwell; Hughes, Maxwell; Verbeck, Flat; Kennedy, Chalmers; Taylor, Alco; Gordon, Mercer; Klein, King; Burman, Burman special; Cooper, Stutz; Taaffe, American; Welch, Flat; Croton, Chevrolet; Aubry, Mercer; Perrin, Renault; Pullen, Mercer; Parsons, Franz; DeAlens, Marmon; unknown, Mercer; Barnes, Roman; Thomas, Locomobile; North, Mercer.

NEW GAS RECORD MADE

EXCELSIOR MOTORCYCLE TRAVELS 162.7 MILES ON ONE GALLON.

Purity of Associated Product Given Credit for Remarkable Performance by A. D. Parker.

One hundred and sixty-two and seven-tenths miles from one gallon of gasoline is the new world's record just made at Stockton by a motorcycle rider during the economy tests in that city. Eddie Perrin, driving an Excelsior motorcycle, with Associated gasoline as fuel, made the new record.

Perrin's great mileage record is attributable, in a marked degree, to the purity of the gasoline he used. It being generally conceded that the slightest adulteration or impurity detracts from the highest efficiency of the fuel. According to A. D. Parker, manager of the local branch of the Associated Oil Company, the economy tests have been conducted with the greatest possible precautions for absolute accuracy, the gasoline, which was the regular commercial grade furnished to the automobiling public, being drawn from a regular sidewalk delivery tank by the Stockton chief of police, who had previously sealed it to prevent tampering.

AUTOMOBILES CARRY SIGN OF RED CROSS IN BATTLE

Test of Hupmobiles Proves Value of Cars for Service in War in Place of Heavy Wagons and Long String of Mules.



ENOUGH chatter has been written about the motor car in the military service to fill several volumes. Motor trucks and pleasure cars have been tried out by the armies of England, Germany, France and Italy, as well as the United States. The rival forces in Mexico have been reported operating enough machines for every bugler, marksman and general on both sides to own a private car, but the one place where the automobile has the best chance to show has been overlooked. Carrying the Red Cross flag of the hospital corps, a field ambulance is comparatively safe in modern warfare. Civilized forces all recognize the insignia of the hospital service, and with the Red Cross in view an automobile would be allowed to cover the field unmolested, picking up the wounded and rushing them to the field hospital which is attached to each brigade. Recently a Los Angeles regiment of the National Guard, during army maneuvers, used a fleet of six Hupmobiles.

The quantity of one gallon was also personally measured and poured into the motorcycle tanks of the competitors by the chief of police. Will Rundle, of the San Joaquin creamery, also riding an Excelsior motorcycle, reeled off 162.7 miles before his gallon of Associated gasoline had all passed from his tank. The two riders got away from Branch's agency on Weber avenue in Stockton at 8:29 o'clock Sunday morning. The route taken was out through Acampo, Cherokee Lane, the lower Stockton road and back to Weber avenue, a distance of 23 miles. It was 8:40 P. M. when Perrin's machine gave a final cough and stopped, just over the Calaveras River. The speedometers of the automobiles that accompanied him all day reported 162.7 miles for the day's work. Perrin was unable to stand after his 12-hour grind, having been continuously in the saddle since the time he started. Motorcyclists and automobile owners in and around Stockton who witnessed the phenomenal performance credit the purity of the gasoline as being a material factor in establishing the new world's record.

Slip of Girl Manages Transportation Works.

Miss Hazel Schmetzer, 16 Years Old, Directs Her Father's Office at Hillsboro and Attends to His Affairs.

IN a cosy little office in the Washington Hotel building at Hillsboro, Or., there can be found every day a 16-year-old girl sitting at a roll-top desk, a telephone at either hand, an order book and a stack of waybills and memorandum sheets in front of her. The phones are always busy. She is re-



Hazel Schmetzer.

ceiving business calls and giving orders. This girl is Hazel Schmetzer. Quick and alert, she never misses anything and has an executive ability far beyond her girlish years. She attends to all the many and various details of her father's transportation business. All outgoing and incoming freight and express town calls and deliveries from a piano to a suitcase come under the active direction of this young girl manager. Just now she is enjoying the preparations she is making for an overland trip from Hillsboro to San Diego, Cal. A big one and one-half-ton Federal auto truck is being fitted as an apartment on wheels, in which her mother, her father and herself will live while she drives them over that long stretch of mountains and valleys to San Diego. Through her own efforts and plans she has secured a well-paying auto truck hauling contract at the Panama Exposition at San Diego and she expects to make a record trip for a big truck and an amateur driver. The party will leave Hillsboro July 4.

"Pa, what's a contre-temps?" "I don't know. I've never learned the names of all these automobile parts." —Exchange.

STATE LIKELY UNIT

Plans Made for Apportioning Federal Road Fund.

INSPECTION ROCK RISES

Question of Governmental Supervision May Start Trouble, Says Chairman Diehl, of Auto Association.

WASHINGTON, June 20.—"In Federal roads legislation, it is a practical certainty that the National Government will recognize the state as the smallest unit with which it will deal. When the Senate Postoffice and Post Roads Committee reports the measure which came to it from the House, it is predicted that the so-called roads rental clause will be misappropriated after division among the several states, will be expended on whatever roads the Governor and the Secretary of Agriculture may decide. Through its National Good Roads Board, the American Automobile Association has greatly concerned itself with the highways question approached from a National standpoint, and Chairman George C. Diehl comments thusly on the present situation:

"The basis of apportionment of Federal appropriations to the respective states is a matter upon which there is very little disagreement, and it is probable that population, area and post road mileage will be factors finally adopted for determining the proportion of Federal money to which each state will be entitled.

"Finally, our souls will probably begin the programme of Federal aid with a modest appropriation, probably not to exceed \$5,000,000. This sum, together with an equal amount to be provided by the states, will involve an expenditure of \$10,000,000 during the first year's operation. To start with a modest appropriation and increase it as conditions warrant would be to insure the success of the policy from the outset.

"The question which has threatened to become the rock upon which the Federal-aid good road forces would split is that of Federal inspection. There are legislators who stand aghast at the possibility of another great Federal bureau growing to such proportions as to cast its shadow upon local autonomy. They profess to see the crumbling of 'state's rights,' the stifling of local initiative and endeavor, and the growth of a political machine. If Federal inspection involved these consequences, it would be a dangerous and highly undesirable policy. As a matter of fact, Federal inspection, under reasonable legislative restriction, involves no menace whatever to local liberties.

"The weight of precedent, and the common sense of Congress are sufficiently powerful to make certain the inclusion of any Federal-aid bill that may be passed of an adequate amount of Government supervision.

"Federal revenues come from all of the states, and the right of a state to do as it pleases with its own property does not carry with it the right to do what it pleases with property that comes from all of the states. To say that Federal inspection of work for which the Federal Government pays a portion of the cost is either unwarranted or unwise, is to say that the Federal Government should, from year to year, make appropriations for specific purposes, and yet take no steps whatever to ascertain whether the money is applied to such purposes.

"The contention that Federal-aid under a plan of Federal inspection will stifle local self-help, is not borne out by experiences in the respective states where an analogous plan has been in effect for some years between states and counties. In 1904 the total expenditure on public roads throughout the United States amounted to \$30,000,000. In 1913 the total expenditure aggregated about \$208,000,000, and this in spite



Quality First

1915 Chalmers

"Light Six" -- \$1800

Delivery Now

Call or Phone for Demonstration

H. L. KEATS AUTO CO.

Portland, Oregon Seattle, Wash.

of the fact that state participation in road work has had its spirit of great development since 1904, and that the total expenditure of state funds up to and including the year 1913 amounted to about \$155,000,000.

Limousine Electric Fan Novelty.

A diminutive electric fan, especially designed to ventilate the interior of a closed automobile, is a French novelty. The double-jointed mounting provided with the fan permits one to direct the air current toward any part of the car. The motor is completely enclosed, so there is no leakage of lubricant, and the fan is self-contained in an aluminum body. It uses but little energy, and takes up very little room.

Big Truck Built for Poles.

An electric truck of unusual size is used by an Eastern telephone company in hauling poles for line installation. It is 31 1/2 feet long, with a 20-foot base, and has a four-wheel motor drive with four-wheel steering. It has demonstrated its capacity by hauling 90-foot poles, a feat seldom considered possible without a trailer. A winch in the center of the car, also operated by electricity, enables two men to load these poles easily. The truck carries storage batteries of 43 cells below the body of the car, and has a speed of seven miles an hour with full load.

ed to the action of the fluid. The locations of the rotary pump and controlling valve, as well as the circulation of the liquid. The three positions of the valve enable the driver to move forward or backward, or to stop the car without change in the direction or speed of the pump motion. The liquid is driven through two motors, one on each side of the car, each controlling one of the rear wheels. The circulation is self-equalizing, and no gear differential is required.

Little Drops. Little drops of water, Little grains of sand, Sweep carburetors working And raise Cain to heat the land.



WE WILL EXCHANGE

Any make of magneto, or any ignition system throughout — low tension, dual, self-contained high-tension systems and Any type coil and transformer for SPLITDORF models.

AND SAVE YOUR MONEY

You can have your car equipped with this new style SPLITDORF TRANSFORMER to work in connection with the SPLITDORF MAGNETO on your car. The TS is interchangeable with any type tube or dash transformer, and can be attached to any car. We will make you a LIBERAL ALLOWANCE on your old coil in exchange for a transformer of the new style, which is the most effective instrument of its kind on the market today.

A New High Tension Magneto

for low-powered high-speed engines, can be secured on an EXCHANGE BASIS. With reserve power sufficient for a 30-horsepower motor at high speed the SPLITDORF "EU-4" HIGH-TENSION MAGNETO gives a wonderful "snap" and "kick" to motors that sadly need it. It is a simple instrument, simple in wiring and easily installed to produce the hottest of hot, fat sparks and guaranteed to give small high-speed engines a flexible ignition system and a world of reliable "pick-up" power never attained before.

"New Ignition for Old"

is a feature of SPLITDORF BRANCH HOUSES. We have an exchange proposition of the greatest interest to every owner of a gasoline motor who would save time and money.

Splittorf Electrical Co.
1628 Broadway
Seattle

Ford Special Magnets
Plugs, Batteries
Cable

Fill out and forward today. I am interested in exchanging my motor ignition for an up-to-the-minute SPLITDORF outfit. Send me details.
Name.....
Address.....

The Extra Millions Spent on Goodyear Tires

Let No Man Charge You Higher Prices For Tires Not Made Like These

For many years we have had scores of experts working to better No-Rim-Cut tires. They are in our Department of Research and Experiment. Their efforts have cost us, in your behalf, \$100,000 yearly. Every No-Rim-Cut tire gets our extra "On-Air" cure. This is done to save the countless blow-outs due to wrinkled fabric. It is done by no other tire maker. This single extra process costs us \$450,000 per year. We create in each tire, during vulcanization, hundreds of large rubber rivets. This is done to combat tread separation—to reduce the risk 60 per cent. The simple rights to this method cost us \$50,000. Another costly, exclusive feature makes rim-cutting impossible. No other satisfactory way is known. And these tires alone have our All-Weather tread. That's a tough, double-thick anti-skid. It rides as smooth as a plain tread, yet it grasps wet roads with countless deep and sharp-edged grips. These efforts and features have cost us millions of dollars. They have saved tire users tens of millions, perhaps. And not one of these four—the greatest features in tire making—is found in any other tire.

GOOD YEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO
This Company has no connection whatever with any other rubber concern which uses the Goodyear name.
Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

Don't pay it. You will get in Goodyears all the value that anyone can give you. And any dealer will supply them if you say you want Goodyear tires.