

21 CARS RACE FROM CHICAGO TO SEATTLE

Entrants Due to Arrive Today if Run Is to Be Made in Allotted 100 Hours.

AUTOS CARRYING BANNERS

Object of Relay by Yellowstone Trail Association Is to Prove That Every Mile of Route Is Open to Tourists.

CHICAGO, June 19.—To prove that every mile of the route from Chicago to Seattle, Wash., is in condition for driving at the present time, officials of the Yellowstone Trail Association held a relay motor run over the transcontinental highway this week as the feature of the dedication ceremonies.

Twenty-one cars participated in the drive against time. The trip from Chicago to Seattle was to be made in 100 hours and the pilots drove day and night in order to cover the 2439 miles on schedule time. The drivers, there-

ASK THE OREGONIAN.
The automobile editor of The Oregonian makes it his particular business to gather and disseminate information and data on the condition of automobile roads in this section and on the main highways leading south to Mexico, north to British Columbia and all the way East. If you or your friends are planning a trip, or if your guests from the East are desirous of any road data, the automobile editor will do his best to supply the information. He also will be glad to receive from tourists, automobile dealers and the public generally a report of trips already accomplished. Such information will be published in the automobile section of The Oregonian and its benefit will thus be scattered over a wide area.

fore, will have to make an average speed for the trip of 24.39 miles per hour, which is considerable of an undertaking, and, if they are successful in maintaining such a schedule, the run will prove beyond all doubt that the Yellowstone trail is all that is claimed for it by its proponents.

The first car, a Moline-Knight, driven by Dan Boone, a former University of Chicago football star, left the Chicago City Hall at 12 o'clock noon Tuesday. Boone carried with him a letter from Mayor William Hale Thompson of Chicago, to the Mayor of Seattle. In addition to the communication, each driver had a yellow banner with black lettering, reading "Chicago to Seattle Over the Yellowstone Trail in 100 Hours." This gonfalon was transferred from car to car as the days were changed.

In order to deliver the letter and banner on schedule time, the last car must have the brakes applied at Seattle not later than 2 o'clock this afternoon. This would be 98 hours, but as there are two hours gained in traveling from east to west, the total running time will be 100 hours.

The relays for the run, the distance of each relay and the starting and finishing times are as follows:

1. Chicago to Milwaukee, 97 miles—Leave Chicago 12 noon Tuesday; arrive Milwaukee 4 P. M. Tuesday.
2. Milwaukee to Oshkosh, Wis., 85 miles—Leave Milwaukee 4 P. M. Tuesday; arrive Oshkosh 7:40 P. M. Tuesday.
3. Oshkosh to Stevens Point, 79 miles—Leave Oshkosh 7:40 P. M. Tuesday; arrive Stevens Point 11:20 P. M. Tuesday.
4. Stevens Point to Chippewa Falls, Wis., 115 miles—Leave Stevens Point 11:20 P. M. Tuesday; arrive Chippewa Falls 3 P. M. Wednesday.
5. Chippewa Falls, Wis., to Minneapolis, 96 miles—Leave Chippewa Falls 3 A. M. Wednesday; arrive Minneapolis 8:10 A. M. Wednesday.
6. Minneapolis to Olivia, Minn., 104 miles—Leave Minneapolis 8:10 A. M. Wednesday; arrive Olivia 12:20 P. M. Wednesday.
7. Olivia to Ortonville, Minn., 103 miles—Leave Olivia 12:20 P. M. Wednesday; arrive Ortonville 4:30 P. M. Wednesday.
8. Ortonville to Aberdeen, S. D., 128 miles—Leave Ortonville 4:30 P. M. Wednesday; arrive Aberdeen 10:55 P. M. Wednesday.
9. Aberdeen to Moberly, S. D., 105 miles—Leave Aberdeen 10:55 P. M. Wednesday; arrive Moberly 2:20 A. M. Thursday.
10. Moberly to Lemmon, S. D., 115 miles—Leave Moberly 2:20 A. M. Thursday; arrive Lemmon 6:10 A. M. Thursday.
11. Lemmon to Marmarth, N. D., 111 miles—Leave Lemmon 6:10 A. M. Thursday; arrive Marmarth 10:45 A. M. Thursday.
12. Marmarth to Miles City, Mont., 145 miles—Leave Marmarth 10:45 A. M. Thursday; arrive Miles City 4:35 P. M. Thursday.
13. Miles City to Billings, 157 miles—Leave Miles City 4:35 P. M. Thursday; arrive Billings 11 P. M. Thursday.
14. Billings to Livingston, 120 miles—Leave Billings 11 P. M. Thursday; arrive Livingston 4:30 A. M. Friday.
15. Livingston to Butte, 157 miles—Leave Livingston 4:30 A. M. Friday; arrive Butte 9:55 A. M. Friday.
16. Butte to Missoula, 151 miles—Leave Butte 9:55 A. M. Friday; arrive Missoula 3:15 P. M. Friday.
17. Missoula to Wallace, Ida., 124 miles—Leave Missoula 3:15 P. M. Friday; arrive Wallace 7:20 P. M. Friday (Pacific time).
18. Wallace to Spokane, 113 miles—Leave Wallace 7:20 P. M. Friday; arrive Spokane 10:35 P. M. Friday.
19. Spokane to Coulee City, 113 miles—Leave Spokane 10:35 P. M. Friday; arrive Coulee City 3:40 A. M. Saturday.
20. Coulee City to Ellensburg, 121 miles—Leave Coulee City 3:40 A. M. Saturday; arrive Ellensburg 8:35 A. M. Saturday.
21. Ellensburg to Seattle, 131 miles—Leave Ellensburg 8:35 A. M. Saturday; arrive Seattle 2 P. M. Saturday.

The schedule was not used as a running time card, but as an indication of whether or not the cars were ahead of time or behind.

H. O. Cooley, secretary of the Yellowstone Trail Association, had charge of the run. He had been perfecting the arrangements for the relay race for the past two months and appointed all drivers.

HENRY HOWER IS OBTAINED Motor Expert Joins Knight Division of Willys-Overland Company.

Henry H. Hower, for the past eight years with the F. B. Stearns Company, is the latest Knight motor expert to join the forces of the Knight division of the Willys-Overland Company. He started his new duties June 1.

Mr. Hower is regarded as one of the best informed Knight engine men in the industry. While with the Stearns Company he was, successively, service manager, advertising manager and sales manager. In securing his services John N. Willys has added another strong link to the coterie of experienced Knight men in this new branch of his organization. Mr. Hower was in Portland recently to place the Stearns-Knight agency with C. C. Clinton.

In addition to Mr. Hower, the Knight division has acquired the services of Lawrence T. Wagner, former manager of the Argonaut Motors Company, San Francisco distributor for the Stearns and Pathfinder cars. Mr. Wagner will make his permanent headquarters at San Francisco.

RUSH OF ORDERS GIVES LOCAL SALESMAN NIGHTMARE.



H. H. ELING AS HE DREAMS HIMSELF TO BE.

SALES FORCE BUSY

Leavitt & Co. Has All It Can Do Handling Overlands.

82 CARS SOLD IN 2 WEEKS

Thousand Machines on Hand on Coast at Time Price Reduction Is Announced—Shipments to West Begin in May.

To say that the sales force of the J. W. Leavitt & Company branch in Portland is being rushed to the limit these days demonstrating the new 1915 Overland model and making deliveries is expressing the truth quite mildly. Within the past fortnight, commencing even before the announcement of the price reduction, no less than 82 cars have been delivered into the hands of new owners.

W. J. Pedler, manager of the Portland branch, and H. H. Eling, the sales manager, have troublesome visions every night of being hustled down to the freight yards by angry car purchasers and forced to chase back with cars tucked away under their arms and bulging out of their pockets. A peculiar thing marked the Overland announcement. It was not one made with merely a sample car to show the interested ones. So well was the "scoop" planned that nearly 1000 cars were on the Pacific Coast ready to be delivered to the buyers when the price reduction was sprung.

To see the tall end of the Rose Festival and help Mr. Pedler and Mr. Eling with the present rush A. D. Plughoff, the next highest trump card in the Leavitt organization, arrived in Portland late last week from San Francisco and will remain in Portland for several days. "Plug" always likes to be where the going is the thickest, so he is due for a string of uninterrupted happiness while here, according to the business programme laid out for him by Messrs. Pedler, Eling and the recently augmented sales force that is "hanging out" at Sixteenth and Washington streets waiting for the handsome new Overland home on Broadway to open its doors.

New Model Declared Epochal.
"The announcement of the Overland new model marks one of the most stupendous moves in financial and commercial markets of the world," said Mr. Plughoff last night.

"With this announcement the buying public can walk into the sales room of any Overland dealer through-

out the world and purchase one of these latest models. We have on the Pacific Coast 1000 of these new cars. Every one of our 400 dealers has a demonstrator and cars for immediate delivery.

"This is in marked contrast to our previous year's announcement, which was not made until August, and it was not until December that we could deliver cars to our dealers.

"The shipments to the Coast began May 5, and 100 to 125 cars were shipped daily until 1000 cars had left the factory marked Pacific Coast. These gigantic shipments have been made possible by the many additions made to the Overland plant during the last 12 months, which now has a capacity to turn out 600 thoroughly tested motor cars daily."

Automobile Notes

THE general condition of the roads throughout the state has greatly improved in the last few days. While there are still a few mudholes to be found, all the roads are passable.

The roads to Tillamook and Newport beaches are now in fair condition. The Astoria trip is not advisable at present. The Pacific Highway via McKinville, Corvallis and Eugene, is reported good. Between Albany, Salem, Corvallis and Eugene, fair. Cow Creek and Pass Creek canyons, dry. From Roseburg south to California line, fair. Pacific Highway between Dunsuir and Redding, in California, is again open for auto travel after having been recently washed out.

The roads from The Dalles to Bend and from Bend to Klamath Falls and from Bend to Lakeview are now at their best. No report has been received on condition of roads between Bend, Burns and Vale.

The Highway between The Dalles, Pendleton, La Grande and Vale are good with the exception of a part of the highway connecting Elsie and La Grande. This section is reported as being very rough, calling for slow and careful driving. The road supervisor at La Grande has promised to have this road in good condition within a short while.

The McKenzie Pass, which is a connecting link between the Pacific Highway and Central Oregon, from Eugene to Bend, is now open for travel, the latest report advising that the snow has entirely disappeared from this pass.

Travel over the Barlow road from Government Camp into Central Oregon is held up by one of the bridges having been washed away. From the latest information received by the touring board the toll gate bars are down on the Mount Hood road and no charge is being made for automobiles over this road at present. Neither is there any work being done on this highway and therefore it is rather rough driving.

The Pacific Highway to Tacoma via Goble and Kalama ferry through Kelso, Castle Rock, Toledo, Chehalis and Olympia is now being traveled without many hardships. Between Kalama and Kelso construction work is now under way. It is advisable after leaving Castle Rock to take the second ferry and make a short detour to Toledo. Between Toledo and Chehalis there is not much improvement over the condition of this road a year ago. Several machines have

Today and the Rest of This Week Studebaker Opportunity Sale

Of Showroom Cars and Demonstrators

Starting today, Oregon Motor Car Company announces the STUDEBAKER "Opportunity Sale" of Studebaker cars at prices ranging down to cost. The cars included in this sale are:

SHOWROOM CARS

These are cars that we have had on our floors and used as exhibition cars in selling hundreds of Studebakers to Portland owners. People have sat in them and handled them as people will handle a sample car and the varnish may be scratched here and there by an incautious heel and other such slight disfigurements, but the cars are in as perfect condition otherwise as the day they came into our showroom, only they are a little shopworn and we won't attempt to sell them as new. So they go

—to the First Comers at COST

A FEW DEMONSTRATORS

These are cars that have been used by our demonstrators—run less than 2000 miles—are in first-rate order and guaranteed by us as fully as new cars are. These, too, go

—to the First Comers at COST

A FEW USED CARS

These are cars that have been traded in as part payment on new Studebakers. They have been overhauled in our shop and are in fine shape. Some of them have been repainted and look like new cars. You will be surprised at the values offered during this sale. All to be disposed of at once

—to the First Comers BELOW COST

It is needless for us to say anything of the STUDEBAKER CARS and the values they represent at the FULL list prices. It suffices to say that here in Portland, for example, you will find more Studebaker SIXES than any other make of Sixes. That popularity exists everywhere. It is proof of the merit of the cars. And a sale like this that enables you to buy such a car at cost to us is a remarkable OPPORTUNITY in every sense. Only a few men will be able to take advantage of it, however, owing to the few cars included in the sale, and we advise you to come in at once.

OREGON MOTOR CAR COMPANY

Chapman and Alder Street

Portland, Oregon

recently made the trip by Winlock and Napavine and report the road to be in fairly good condition.

It will be interesting to the members of the Automobile Club to know that one may now drive all the way from Portland to Stevenson, Wash., via Vancouver and Camas, without much difficulty. For detailed information in connection with this trip, call at the office, 522 Selling building.

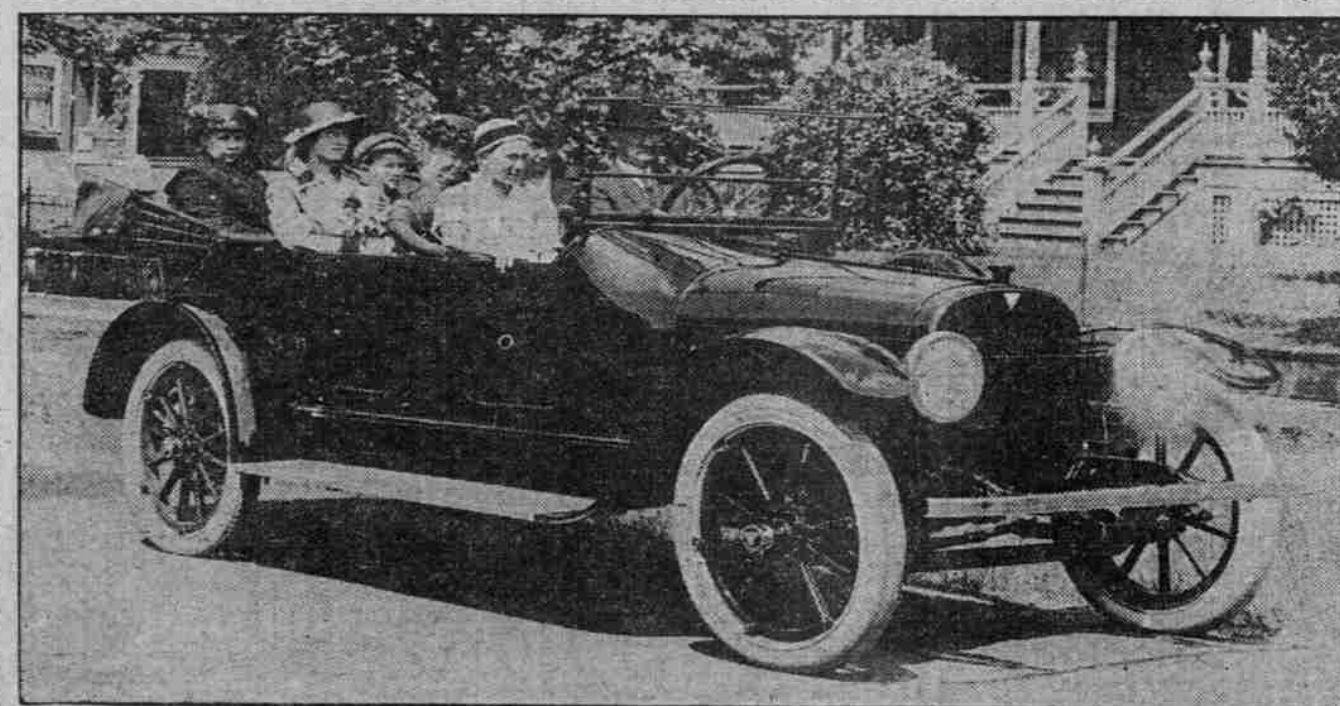
The 1915 three state tour books arrived last week from San Francisco. These four books cover Oregon, Washington, California and British Columbia. The price of \$1.50 to members of the Automobile Club is to cover the states of Washington, California and British Columbia. No charge being made to members for the state of Oregon.

The book is on sale at the various accessory houses and book stores, in addition to the office of the club, 522 Selling building.

Toledo Men Buying Fords.

TOLEDO, Or., June 19.—(Special.)—Toledo seemed to be backward about securing automobiles until the last year, but now has several Fords and several persons are talking of buying machines. Among the Ford owners are P. W. Hayden, editor of the Lincoln County Leader, and Antone Jacobson, who owns a poolroom. A. T. Peterson has the agency for Lincoln County and has sold quite a number this year.

AFTER PICKING OUT HUDSON LIGHT SIX VANCOUVER FAMILY PRAISE QUALITIES OF CAR.



W. P. CRAWFORD, PRESIDENT OF WASHINGTON EXCHANGE BANK, AND HIS FAMILY IN NEW CAR. After investigating the automobile field for two years W. P. Crawford, president of the Washington Exchange Bank of Vancouver, Wash., recently picked out a Hudson Light Six and immediately wrote out a check on his own institution to silence G. D. Rushmore, one of the star salesmen that works under the colors of C. L. Boss & Co., of Portland. Miss Crawford, who, perhaps, had as much to say about the purchase as anybody, says the Hudson is the easiest car to drive that she has ever seen, and Mrs. Crawford is quite fond of adding that the car is the easiest in which she has enjoyed riding.

SENSATIONAL LOW PRICES ON USED AUTOMOBILES

Name your own price from \$100 up. Write your own guarantee. Take your pick of many makes, many sizes, many colors—every car a bargain. You can NOW be a high-grade car owner for amazingly little money.

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It's the chance of a lifetime, for we are selling cars at from \$100 to \$500 lower than the lowest price ever offered before.

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Twenty-Third and Washington Streets