

DELEGATION GOING TO TACOMA RACES

Many Portland Car Owners to Drive Up From Here for July Fourth Event.

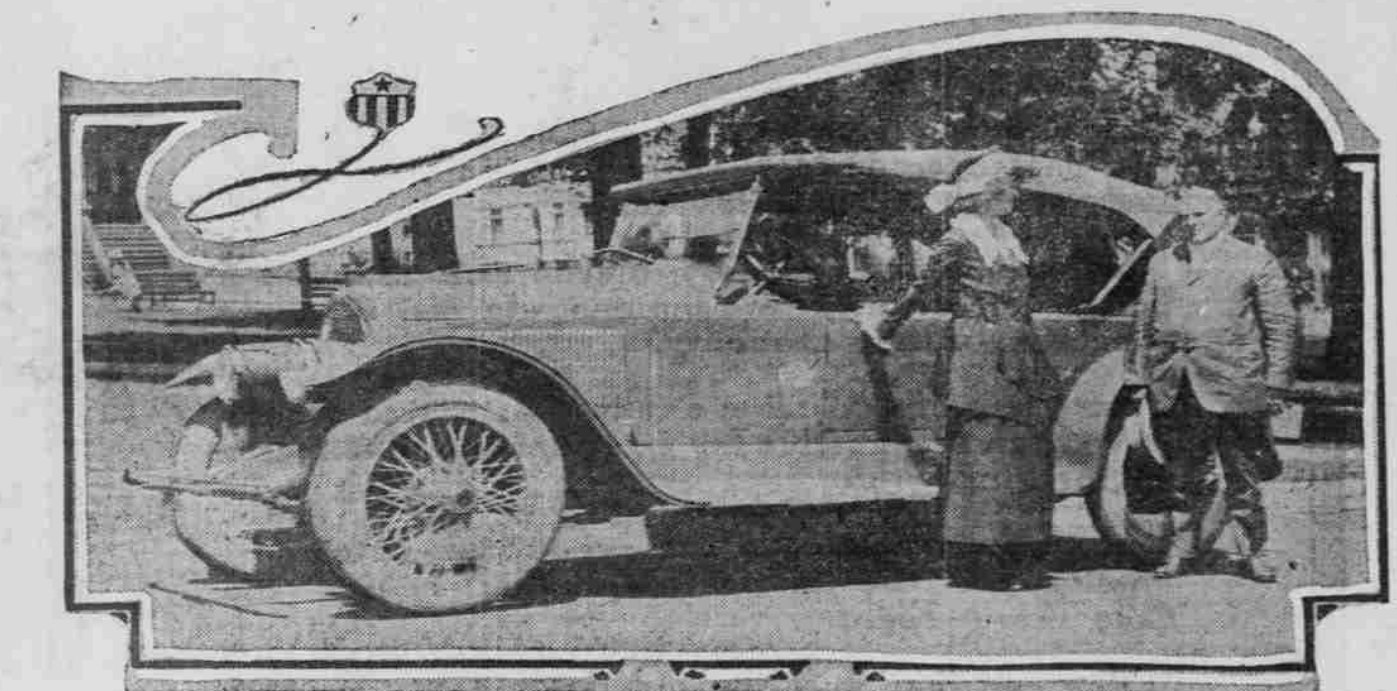
FAMOUS RACERS COMPETE

Earl Cooper, Twice American Champion, One of Five Big Leaguers Who Will Race for \$15,000 Purse in Coming Meet.

Many Portland motorists are planning to drive from here to Tacoma this week to attend the automobile race

G. E. Johnson, 603 Kearney, Studebaker.
W. Nelson, 187 East Buffalo, Apperson.
Harry Bamman, 740 East Thirty-second, Buick.
C. D. Reed, Milwaukee, Route 2, Buick.
J. T. Allen, 6203 Ninty-second Southeast, Buick.
O. C. McAllister, 132 North Twenty-first, Chevrolet.
Balfour-Guthrie Company, West Park and Oak, Chevrolet.
John Peterson, 24 Mason, Chevrolet.
E. T. Crane, 188 Fourteenth, Chevrolet.
International Brotherhood Electrical Workers, Lumber Exchange, Chevrolet.
I. Block, 746 East Seventh North, Chevrolet.
John T. Johnston, 63 East Baldwin, Chevrolet.
Lily E. White, 348 Fourth, Dodge.
M. C. Kolster, 104 Tenth, Ford.
H. M. Henry, 1051 East Flinders, Ford.
R. C. Haskins, 318 Bristol, Ford.
S. E. Adams, 5712 Thirty-sixth avenue, Southeast, Ford.
James M. Hart, 652 Lombard, Liberty.
Maria Flora, Hillsdale, Oakland.
E. K. Smith, 728 East Everett, Oldsmobile.
P. L. Dischneider, 608 East Ninth North, Oldsmobile.
J. L. Ballin, 767 East Davis, Oldsmobile.
D. R. Monroe, 767 Buena Vista Drive, Oldsmobile.
L. D. Hunt, 271 Cornell road, Pierce-Arrow.
George F. Sullivan, 207 Second, Vella.
Vancouver Auto Tire Company, St. Francis Hotel, Case.
Fred E. Ayer, 322 East Fifty-seventh, Chevrolet.
All Halstrom, Arlington Club, Chevrolet.
R. K. McAlpin, 624 1/2 Hoyt, Chevrolet.
M. Bredemien, 308 Monroe, Chevrolet.
Samuel Mann, 412 North Nineteenth, Cleveland.
J. E. Helgren, 25 Melkie Place, Columbia.
J. G. Ruhland, 452 1/2 East Belmont, Ford.

NEW HUGHSON SILVER SPECIAL KISSELKAR ARRIVES.



Del Wright, Manager of Pacific Kisselkar Branch Here, and Miss May Belle Williams Inspecting Unique Body Design of New Car.

meet at the Tacoma Speedway on July 4. Some few of the Portland race enthusiasts will leave here the night of Wednesday, July 3, and a few of the fast drivers are not planning to start until early Thursday morning. But by far the greater number will get away early enough on Wednesday to insure their arriving at Tacoma by that evening.

The coming Tacoma race meet on July 4 probably will be the greatest ever held in the Pacific Northwest. Five veteran drivers, including the great Earl Cooper, twice champion of the American automobile race track, will compete for the \$15,000 purses that have been put up.

The racers include Earl Cooper, driving a Stutz, who won the American championship in that car in 1913 and again in 1915; Cliff Durant, the favorite of Pacific Coast racing fans, who will give his new Chevrolet special its first real warming up in a big league race; Dave Lewis, driving a Stutz; Eddie Pullen, with a Mercer, and Eddie Hearne, driving a Duesenberg.

One of the provisions in the contracts which signed these five famous auto racers with the Tacoma management was that the average at least 55 miles an hour in each race to get in the prize money, regardless of where he finishes. This will mean some mighty fast driving.

The Tacoma Speedway is declared by Frank E. Watkins, president of the Oregon State Motor Association, who has seen nearly every big automobile race since the early Vanderbilt cup days, to be one of the best race tracks in the United States. Watkins saw Eddie Rickenbacker, now famous as the leading American flying "ace" on the western front, with nine German airplanes to his credit, win the 1915 races at Tacoma in a Maxwell. Watkins was also present when Patterson won last year in a Hudson.

Watkins said he would not miss the races on the Fourth for a whole lot. Cliff Durant was in last year's races, but he didn't have a car that could keep up with the going, though at Clark he made 96 miles per hour on some of the laps. But following that race, Durant set out to design a car that could outstep them all, and the result was the Chevrolet special which he will drive on July 4.

There will be 15 races on the Tacoma programme, in addition to a number of other features. One of the races will be for 25 miles, another for 50 miles, and the third for 75 miles.

New Car Owners in County.

Temporary police licenses were issued in Portland last week to the following buyers of latest model automobiles, pending arrival of the official state licenses from Salem. The list is compiled by M. O. Wilkins, publisher of the Automobile Record.

A. A. Haslam, 414 Mill street, Paige.
J. J. Berg, 688 East Sixty-first street, North, Oakland.
Charles E. Galtke, 709 Gerald street, Oldsmobile.
T. C. Reynolds, Hillsboro, Paige.
M. H. Ewin, 875 East Taylor street, Reo.
W. E. Bolcher, 495 Myrtle, Studebaker.
John A. Collier, Courthouse, Vella.
E. J. Wilkes, city, Buick.
Edwards & Callahan, 284 Everett, Chalmers.
Curtis Smith, Burnside street, Chandler.
J. E. Martin, 528 East Forty-ninth street, North, Chevrolet.
C. F. Ward, 388 East Burnside, Chevrolet.
Chris D. Meyer, 59 East Ninth street, North, Chevrolet.
John Post, 329 Beach street, Chevrolet.
Carl Gunderson, 659 Savier, Chevrolet.
M. C. Frohman, Stelwyn apartments, Chevrolet.
Phillips & McClellan, 865 Garfield, Chevrolet.
Robert Orr, 620 Smith avenue, Cleveland.
A. Welch, 1201 Yeon building, Cole.
William Cochran, 1147 East Harrison, Dodge.
Mason-Ehman Company, 74 North Fifth, Dodge.
J. E. Elsworth, 84 Front, Dodge.
Dr. Charles E. Jones, 4523 Thirty-fourth avenue, Dodge.
L. H. Mills, 653 Irving, Dodge.
Charles A. Swann, 251 Jefferson, Ford.
Robert Skeen, 149 North Sixteenth, Grant.
J. N. Casey, 537 East Twenty-first North, Hudson.
Professor M. M. Ruffer, 635 East Twenty-first North, Hudson.
Ruth Kramer, 493 East Seventeenth North, Lexington.
J. W. Maxwell, Hillsdale, Maxwell.
C. J. Kelly, 1259 East Washington, Oakland.
L. Nicoud, 4512 Forty-second avenue, Southeast, Oakland.
Constance E. Hoffman, Medical building, Oldsmobile.
William D. Wheelwright, 609 Everett, Overland.
Plass & Son, 95 Front, Overland.
K. Gebbert, 347 1/2 Montgomery, Overland.
K. Haffinger, Astoria, Paige.
J. W. Minro, Imperial Hotel, Paige.
G. E. Johnson, 603 Kearney, Studebaker.

NEW KISSEL IS HERE

Hughson Silver Special Has New Body Design.

MOTOR HAS LARGE STROKE

Seating Arrangement Especially Designed and Embodies Very Last Word in Utility and Convenience for the Passengers.

The Hughson Silver Special Kisselkar appeared in Portland last week. In this unusual car is presented an entirely new body design, somewhat like the four-passenger sport roadster of previous design, yet differing entirely in two essential features, the seating arrangement and the doors. The seating arrangement is a real innovation. One door serves both the front seats and the back, yet is but

little larger than the ordinary door and still enables passengers to move in and out without the least annoyance. This is accomplished by means of sliding front seats, which once and for all dispose of the old bugbear of the fat man trying to get under the wheel.

No better example of this than Del Wright, manager of the Pacific Kisselkar branch, himself. Del, who isn't fat at all, yet tips the scales at well over 200 pounds, walks up to this car, presses the button and the seat slides back on its covered rail. He steps in, grasps the wheel, and with a motion similar to that of a crack oarsman in his shell, slides the seat into position and is locked in place. Getting out is equally simple and the same convenience has been installed on the other front seat, so that the passenger who wants to ride in front can get in and out with the same ease.

This car is blue in color, with tan top, and gets the name "Silver Special" through its generous trimmings of aluminum and nickel, which offset every corner and edge from which the usual wear and tear ordinarily knock off the paint and enamel.

The motor is the standard Kissel 100. The point and the chassis is the same. The car was designed for the Pacific Coast at the request of William L. Hughson, president of the company, after many years' effort in designing a car which would be ideal for the Western motorists, who cover many miles of the outlying country.

The motor has a larger stroke, giving it greater ability on hills. The tires are oversize on wire wheels, making it an ideal car for the man who travels much off the pavements.

PRISON LABOR USED ON ROADS

Kentucky Makes Profit and Prisoners Also Benefit.

Kentucky will pay its prisoners who work on the road \$1.50 a day in place of \$1, as the result of the highly successful experiments during 1915 and 1917. A recommendation for extending the system is made by Nat B. Sewell, state inspector and examiner, in a report just made to Governor Stanley.

and he also urges employment of several hundred more prisoners and increasing the price paid for the labor. In spite of the experimental nature of the work and the fact that conditions in some counties were very unfavorable, the state made a net profit of \$600. Fewer guards and better business organization will, according to the report, greatly increase the profit of the state from this labor, even at the low price of \$1 a day.

Other reports made to the National committee on prisons and prison labor show that the war is resulting in a greater use of prison labor in road-building all over the United States. Nine additional prison road camps will be established in Missouri, where the price of the labor of the prisoners is fixed at \$1.50 a day, and where the men work without guards. The state highway department reports that the percentage of escapes from honor road camps is less than over the walls at the prison. Prisoners cannot be supplied to private contractors.

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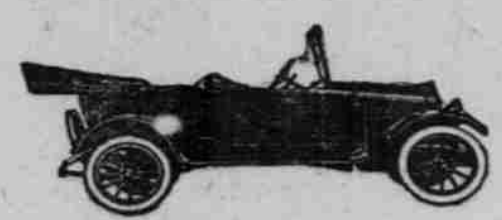
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A Featureless Motor Car



"More Miles Per Gallon"
"More Miles on Tires"

Maxwell Motor Cars

5-Passenger Car . . . \$825
Roadster 825
5-Pass. with All-Weather Top . . . 935
5-Pass. Sedan . . . 1275
6-Pass. Town Car . 1275
All prices f. o. b. Detroit
Wire wheels regular equipment
with Sedan and Town Car



C. L. BOSS Automobile Co.

Vancouver Branch, 110 West Sixth St.
615-617 Washington St., Portland

Perhaps you have observed that we seldom feature any one detail of design or construction in a Maxwell Motor Car.

There is a reason for that.

In a product where excellence is uniform, there is no opportunity—no temptation—to emphasize any one feature, to the exclusion of others.

Today there are more than 250,000 cars of this same model in use.

For five years it has been manufactured in practically its present form.

If there ever was a weak link in the chain, it was long since strengthened.

But there wasn't—from the first this proved to be a wonderfully reliable, exceptionally economical and altogether a most satisfactory automobile.

Special features are all right.

It is permissible, of course, to emphasize any advantage a car may possess over its rivals.

But in the case of this Maxwell we feel the strongest thing we can say is that it is just as good at one point as at another—good all over and all through.

In a word, featureless—a standardized, dependable motor car.

You can't go wrong when you select a Maxwell Motor Car for yours.

250,000 other careful buyers and experienced motorists endorse your judgment.

The Thrift Car

TRADE MARK REG

A Fine, Roomy Beautiful Car

THE limited production of cars magnifies the wisdom of ordering your Model 90 at once.

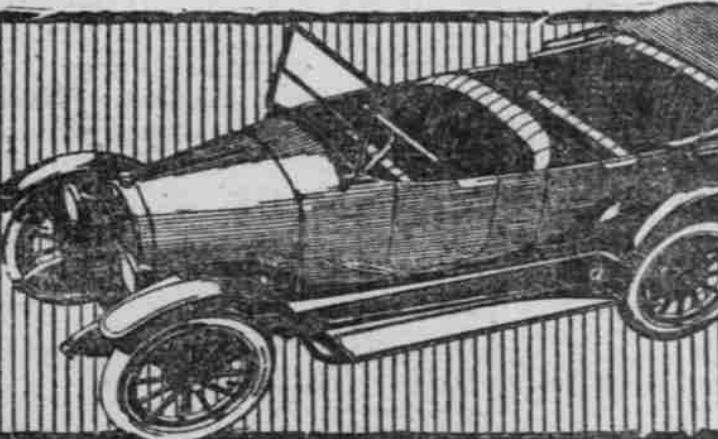
This economical car represents completeness in every respect. It is of attractive big-car design, spacious, wide seats, deep upholstery, ample leg room and is easy riding.

Model 90 is thoroughly modern with electric Auto-Lite starting and lighting, vacuum gasoline system, convenient control and full equipment.

It has rear cantilever springs, large tires, non-skid rear and 106-inch wheelbase.

Five points of Overland superiority:
Appearance, Performance,
Comfort, Service and Price

Light Power, Model 90 Touring Car



The Overland Pacific, Inc.
BROADWAY 3535
BROADWAY AND DAVIS ST.



Earl Cooper, Who Was the Champion American Auto Racer in Both 1913 and 1915.

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By special permission of the Vesta Accumulator Co. we can and now use Vesta Impregnated Mats in repairing all makes of batteries.

This feature is one of the big improvements in battery making and their use makes possible added efficiency to your battery.

Our large stock of Rental Batteries makes it unnecessary to lay up your car a minute

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Out on the road—where going is uncertain—these Extra-Tested tires reveal their true worth to the man who uses his car.

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Come in today. Let us show you why "Extra-Tested" means money saved.

Racine Country Road—5000 mile guarantee—is a special built tire for country road service.

Racine Multi-Mile Cord—a cord tire of highest character.

For your own protection be certain every Racine Tire goes into your car.

RACINE RUBBER CO.

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BALLOU & WRIGHT Distributors for Northwest Broadway at Oak Portland, Or. Seattle, Wash.