

### RACERS ENTERING FOR SPEED EVENT AT INDIANAPOLIS

Seven Crack Drivers Already Sign Up for the Great 500 Mile International Contest for Memorial Day.

Indianapolis, Ind., Jan. 20.—Seven entries have been received for the second annual 500 mile international sweepstakes race next Memorial Day at the speedway; the seventh entry being that of Spencer E. Wishart of Port Chester, N. Y., the wealthy young sportsman who drives Mercedes racing cars.

Wishart's entry names the same car which the easterner drove in the last 500 mile race, finishing fourth. The bore of the cylinder is 5.1 inches and the piston stroke is 7.1, giving a piston displacement of 583 cubic inches, which is 17 cubic inches below the limit of the race. Wishart's car is almost a duplicate of the Mercedes entered by Ralph DePalma. Both of these cars made a wonderful showing at Savannah in the recent Vanderbilt and Grand Prize races; Wishart finishing third in the Vanderbilt, while DePalma finished second in the Vanderbilt and third in the Grand Prize.

Prospects Are Bright. At this time last year there had been but four entries made to the first 500 mile race, so the prospects for the second one seem even better than those of 1911. The other five entries to the race consist of two Stutz cars, entered by the Ideal Motor Car company of Indianapolis, with Joe Matson named to drive; and two Case cars entered by the J. J. Case Trucking Machine company of Racine, Wis. Joe Jagersberger and Louis Disbrow have been nominated as the pilots of the two Case entries.

Foreigners Taking Interest. The speedway has arranged to provide 4000 rooms in private homes in addition to the hotel accommodations, so that a crowd of 150,000 persons may be cared for easily.

One of the interesting features in connection with the next 500 mile race is that the foreign manufacturers have taken a greater interest than ever before and many requests for particulars have been received from European motor car makers. It is believed highly probable that several new foreign cars and drivers will make their American debut in this classic event.

### You Don't Need a New Stomach

You Can Now Look Any Meal Square in the Face and Then Just Go For It. If You Take Sturt's Dyspepsia Tablets.

Trial Package Sent Free to Prove It.

The stomach will go on patiently for years enduring abuse, overwork and general ill-treatment. So we're apt to think it can stand anything. But when the stomach does rebel, look out!



"Every Meal Smiles at Me Now Since I've Been Taking Sturt's Dyspepsia Tablets."

The minute the stomach ceases to perform its functions properly the whole body begins to suffer. The food is only half-digested, the body only half-nourished. And the undigested portion of the food ferments and decays, generating nauseating gases which derange the whole system. The eventual result is chronic dyspepsia, heartburn, bad breath, dizziness, flatulency and sick headache.

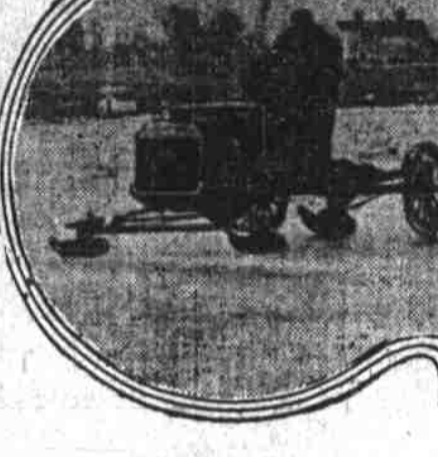
### SEAWALL FIGHT IS SETTLED BY COURT

Judge Campbell Says Astoria Has Power to Reclaim Tideflats.

(Special to The Journal.) Astoria, Or., Jan. 20.—Judge J. U. Campbell of the circuit court has rendered his findings of fact and conclusions of law in the sanitary and reclamation commission case, which will open the way for the immediate construction of a great seawall, whereby the city can reclaim many acres of tideflats on which the business section stands.

It is held that a seawall and fill is a necessity to preserve the health of residents; that the board streets become soaked and soggy, thereby presenting menace, and that sewage and other filth accumulates on the flats beneath the city. He terms the city "a complete wharf."

Sparks can be kept from going up a chimney by mounting on a damper at a right angle a disk of perforated metal or wire netting that will fit the flue easily.



Photograph showing a new contrivance called by its inventor, Fred Waters of Red Bank, N. J., an "auto-scooter" and an ice boat in a race on the Shrewsbury river, New Jersey. The new contrivance traveled at the rate of eighty miles an hour and sailed around the fleet of ice boats with ease.

### Seattle Watches Alaska Business While Portland Plans

Strongly Entrenched in Northern Territory Seattle Merchants Feel Able to Hold Advantages Gained, but Portland May Become Serious Competitor; Manufacturers Plan Campaign to Boost Home Industry; Municipal Campaign Is Really On; City Beautiful Plans Fall to Pieces.

(Special to The Journal.) Seattle, Wash., Jan. 20.—Portland's efforts to break into the Alaska trade are being watched with interest in Seattle but local merchants have taken no steps to offset the competition of the Oregon metropolis. In fact, local merchants have displayed marked indifference to the endeavor of rival ports to alienate a portion of the Alaska business.

Seattle has been so strongly entrenched in this trade since the Klondike rush that it is evident that local interests hold the opinion that no competitor can oust them. This condition was due largely to the lack of adequate steamship connections to other ports. San Francisco has always had a portion of the northern trade, but the distance to the Golden Gate has worked against that port's chances in Alaska. Those who know the situation and are willing to discuss it from an unprejudiced viewpoint admit that Portland has an excellent opportunity to get a portion of the Alaska business. The distance by water from Portland is but a trifle greater than from Seattle, and if Portland can obtain transportation that is satisfactory the business men of Portland, it is admitted here, should get a good share of the northern business.

Last year the Dodge Steamship company operated the steamer St. Helens from Seattle to Bering sea. If Portland meets the terms laid down by the steamship line, it is likely that the St. Helens will be lost to Seattle during the coming Nome season. Several years ago Tacoma had an excellent opportunity to get into the Alaska business, but the merchants of that city failed to take advantage of the opening, and consequently Tacoma ships but a small proportion of the freight which goes to the north each summer.

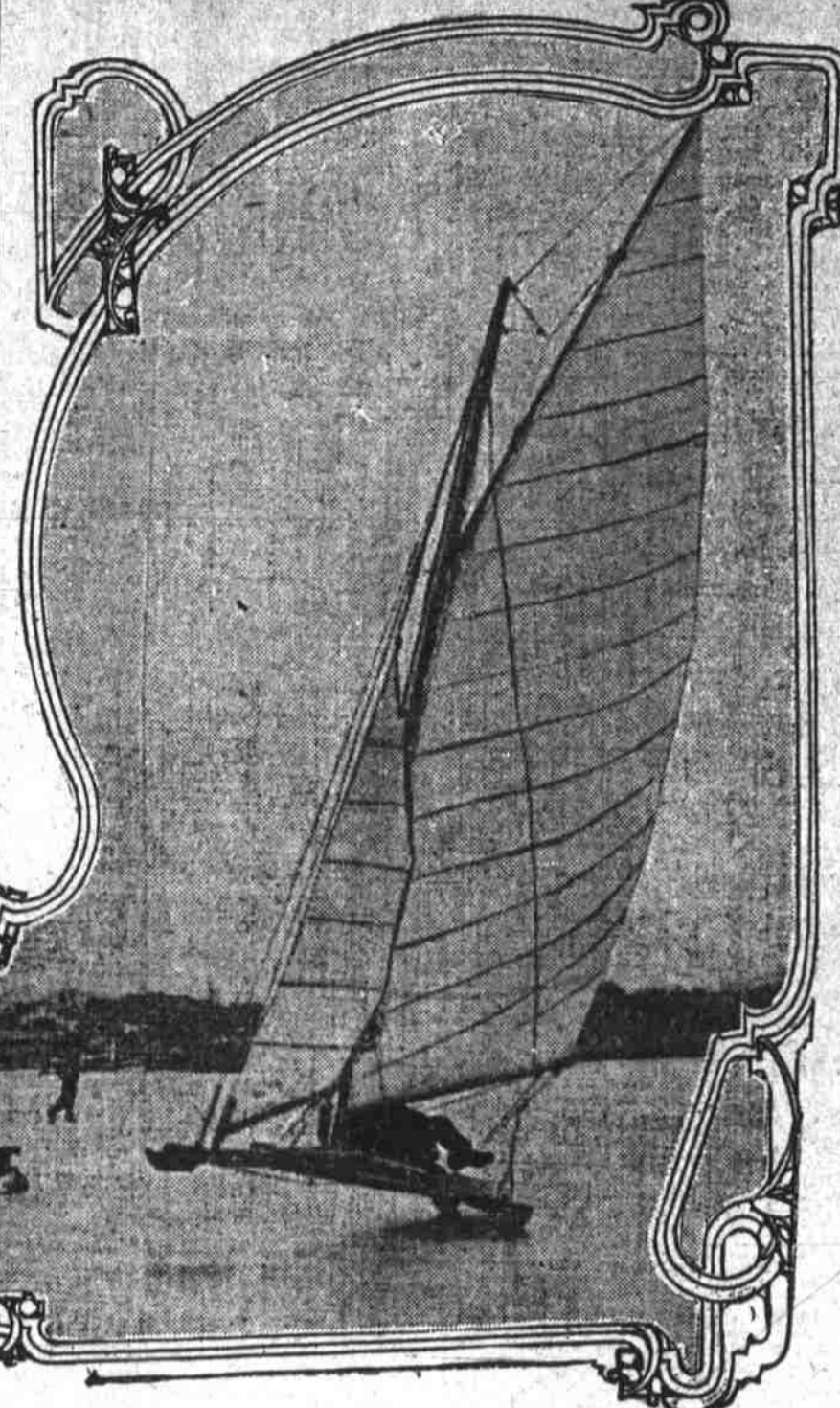
It is admitted that Portland is in an advantageous position to get a good share of the passenger traffic from California to Alaska, as passenger steamers leave San Francisco only about twice a year.

Preparing for Potlatch. The Potlatch bug is still busily at work and next summer's festival of the main topics of interest in Seattle. The organization is well under way and those who carried the Potlatch bug to Portland last week returned well satisfied with their reception and also determined to assist in every way possible to make Portland's Rose Festival a success. The Potlatch organization is more than willing to work in harmony with Portland. The Rose City did so handsomely last year and the Potlatch that Seattle boosters recognize in Portland their best friends. No outside city sent a larger or more enthusiastic delegation to the Potlatch and Seattle is determined to do the right thing in the Rose Festival in the expectation that Portland will reciprocate.

For Home Industry. Local manufacturers for years have been appealing to the public to patronize home industry, and in furthering this campaign the Seattle Manufacturers' association has decided to use a lot of newspaper space in which to make daily appeals to the public. Every day a large display advertisement calls the attention of the householder to the superiority of local products and to the need of helping home industry. Various facts and figures are presented showing where the consumer will gain by being loyal and patriotic. The local manufacturers hope for big results from this campaign, which is attracting attention by its novelty. For years Seattle has been crying for home factories but whenever a manufacturer sought a location, here he was usually driven away by the prices asked for sites. Those who have located here have often complained of lack of local patronage while others have complained about the discrimination of the government in favor of eastern firms as well as against excessive freight rates to the territory east of Puget sound.

Majority Contest On. "Who will be the next mayor?" This is the question. With the candidates well lined up, the issues are being closely drawn. The campaign is non-partisan. Former Mayor H. C. Gill and former Assessor T. A. Parish are Republicans, George F. Cotterill, former state

### "AUTO SCOOTER" TRAVELS ON ICE 80 MILES AN HOUR



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### THIRTY VARIETIES OF CHOICE ROSES ADDED TO GARDEN

Ex-Mayor W. A. Storey, Ardent Rosarian, Given Fine Collection of Plants as Present From Three Daughters.

Ex-Mayor W. A. Storey, one of Portland's most enthusiastic rosarians, as well as one of the best judges of roses in the city, has added 30 new varieties to his fine garden, most of them being rare and beautiful plants. Early last fall, about the time that Mr. Storey usually makes his annual order for new roses, he was requested by his three daughters not to order any new plants, with the result that his daughters made a Christmas present of 30 choice varieties, as follows: La France of 89, Duchesse of Westminster, Robert Huey, Lady Greenall, Alice de Rothschild, Evelyn Dauntsey, Konigen Carola, Chas. I. Graham, Antoine Riviere, Mrs. Harold Brockebank, Le Progress, Veluweboom, Molly Sherman Crawford, Mrs. Foley Hobbs, Countess of Shaftsbury, Leslie Holland, Edward Mawley, Mrs. E. G. Hill, Mrs. Charles E. Allen, Farben Konigen, John Keer, J. L. Mock, Yronnie Vacharot, Countess of Gasford, Lady

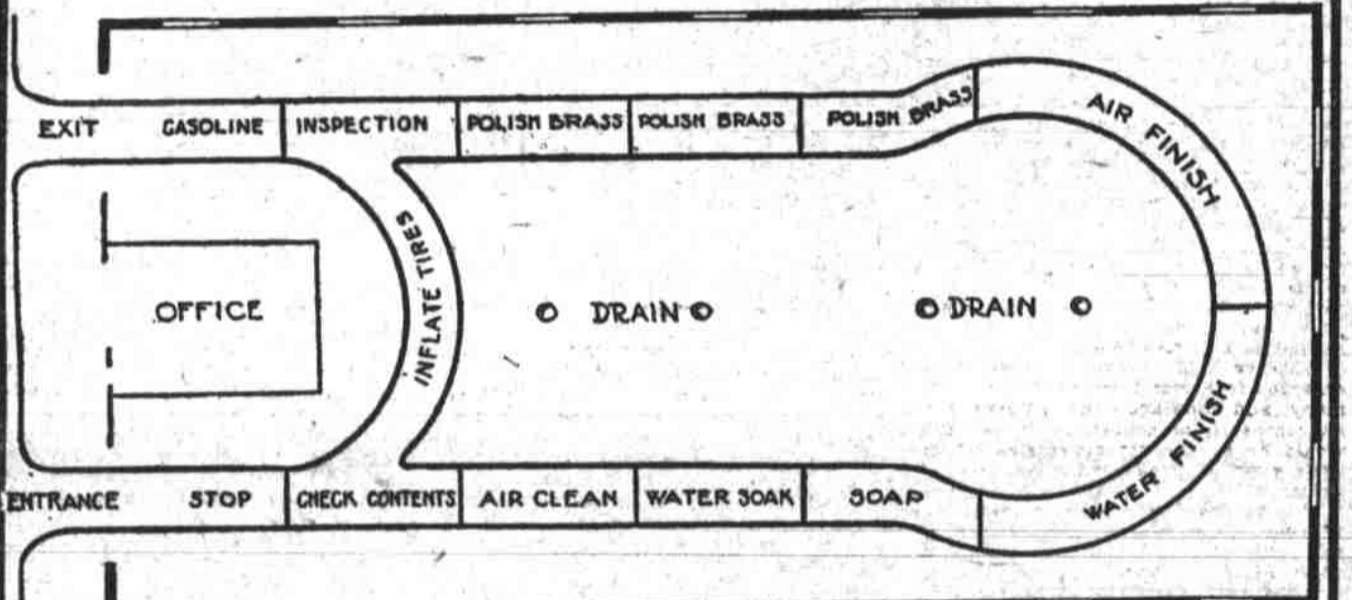
Hillingdon, Mrs. de Wattville, Vis countess of Enfield, Marichu Zayas, Mrs. Longworth, Helen Gould and Juliet. These roses all came from Ireland from the celebrated nurseries of Hugh Dickson at Belfast, Samuel C. Grudy & Co., at Portedown, and Alexander Dickson, at Newtonards, County Down. Mr. Storey is of the opinion that most of them will bloom this spring as they are all well rooted and many of them have already attained a fine growth. "One thing I notice," said Mr. Storey, while discussing roses, "is the fact that Portland rose growers will not profit by past experience in the matter of cutting back their rose bushes. In walk-

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The Service Insurance is about as important as fire insurance, and you wouldn't think of going unprotected very long from loss by fire. Insurance is no good after your car has been burned—and likewise it is a mighty good plan to look into the Service Insurance before you decide upon the automobile you are going to buy. Walter E. Flanders, at the head of the great Studebaker Corporation, builders of E-M-F and Flanders cars, believes that business is something more than mere selling and delivering goods and living up to the letter of the contract. He believes that to build a great business one must study the needs of his customers—must recognize the vital fact that without the consent of these same customers we could not be in business.

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