

ROSE CITY SPEEDWAY DECLARED TO INVITE ACCIDENT TO DRIVERS

Several Race Officials Flat-footedly Refuse to Handle Events Unless Dust Is Laid

By Douglas Shelor.

Is it consistent with the "safety first" movement to attempt to hold automobile races on the Rose City speedway until some positive provision has been made to protect the drivers from the terrible dust?

The consensus of opinion among the officials who participated in the handling of the races last Saturday and Sunday, is that to hold races on the track in its present condition is to invite death to the drivers.

Several of them came out flat-footedly with the statement that they would refuse to participate in any future event until proper precautions had been taken to lay the dust while the cars are racing.

The men who have the management of the track at the present time were profuse in their assurance that the chloride of lime solution with which the track was supposed to have been saturated prior to the races last week would lay the dust.

This, however, was a complete failure from both a driver's and a spectator's standpoint. Even the motorcycles that appeared in the first race Saturday raised so much dust that it was a dangerous undertaking for the machines to attempt to pass one another.

Fred Merrill, who has the track under lease, has stated that it was his intention to put crude oil on the track. If several applications of oil are properly distributed over the course and allowed to settle it should in a great measure prevent much of the disagreeable dust that was present at the last races. But until this is done, the use of the track for automobile races should be prohibited.

W. J. Clemens, president of the Portland Automobile club, received a telegram Thursday from E. Marosa, who is business manager for Bob Burman, asking that a race meet be arranged for in Portland immediately after the races at Tacoma July 4 and 5.

Mr. Clemens, or those who will have the meet in charge, should first ascertain if the track is to be put into condition before another series of races is attempted, and by this precaution possibly save such an accident as that in which Edwards and his mechanic were both nearly killed during the last meet.

The races themselves were the best ever held in Portland, and all that the race loving public of this community could ask. Especially were the motorcycle races very closely contested and interesting. Should the track be put in proper condition, Portland would turn out large crowds to witness races such as were held in Portland last Saturday and Sunday, but certainly not while they have to put up with the discomfort they did last week.

WASHINGTON MAY BE ON LINCOLN HIGHWAY

President Wilson Impressed by Arguments in Favor of National Capital.

President Wilson probably will induce the movement to have the route of the proposed Lincoln highway pass through Washington. Impressed by arguments put up to him by a joint delegation of business men from that city and Baltimore, he instructed his visitors, at the close of his talk with them, to prepare a letter to the Lincoln Highway association, which he might decide to sign, asking that the route be changed so as to include Washington.

As the proposed highway is a private enterprise the government has no direct influence over the selection of the route. The delegation urged that the route be diverted so as to run from Philadelphia, through Wilmington, Baltimore and Washington, and thence by way of the Ridgeville road to Frederick, Md., and thence to Gettysburg, where the main route would be picked up.

It was pointed out to the president that no actual construction would be needed in making the change of route, inasmuch as the road commissions of Pennsylvania, Delaware and Maryland have practically completed a new and continuous highway passing through all points on the newly suggested route. All that would be required would be for the Lincoln Highway association to designate these roads as portions of the memorial roadway.

COUPLE'S WANDERINGS HAVE TAKEN THEM TO MANY LANDS



Mr. and Mrs. Will G. Cressy in their machine.

Let all automobilists who think they have done "some touring" give their attention to a few of the adventures of Mr. and Mrs. Will G. Cressy, which are narrated below. They are vouched for by everyone who knows the Cressys, both on the stage and off.

The Cressys, it seems, are in the habit of going on tours every summer. During these wanderings, they have three times crossed the American continent, the entire length of the Pacific coast, and through Mexico and Canada. Incidentally and by the way they have toured extensively in France, Holland, Belgium, Germany, England, Scotland, Wales and Ireland. This energetic pair have also spent two summers in the Hawaiian Islands, Philippines, China and Japan.

Now the curious reader is convinced that all touring efforts seem feeble with the wonderful showing made by the Cressys. And only the bare facts have been given, without embellishment. Here are a couple of proved feats accomplished by Mr. Cressy in his various cars; they're something to be proud of. During last summer he drove his car over 15,000 miles with a total repair bill of thirty cents. How does that sound to some of the rest of us? That same fall he drove from Lake Tahoe, California, into Chicago without a puncture or a blowout. And yet people say the days of miracles are over. If any reader on this column is disposed to question these performances he may save himself the trouble because they are known facts to hundreds of reliable witnesses.

The Cressys have had many mishaps but never a serious accident—to themselves, to members of the parties, or to pedestrians. Here are some of the true stories of their adventures, which their friends are fond of telling.

In Nebraska, a bridge broke down under them, landing them, safe and sound, in the river below. Four cowboys, with lariats, assisted them in regaining the banks of the river.

During a fog, following a cyclone, they crashed into a fallen tree, but escaped injury, and damaged the car but slightly.

Owing to the railroad strikes, and inability to secure new tires, they rolled into Cork, Ireland, one night with three flat tires, but engines running perfectly.

For three hours they drove across a portion of Death Valley with the thermometer at 130 degrees; during this three hours they boiled away seven pailsful of water in the radiator. They had to tear up strips of cloth and wrap the steering wheel as the metal was so hot they could not touch it.

In Southern California and Arizona they drove for five days without seeing a white person. On this trip they carried 50 extra gallons of gasoline and ten gallons of water.

In Japan they drove for days on roads four feet wide. In China they found the city streets in Canton only four feet wide, with six-story buildings on each side, and had to leave the auto outside the city.

They report their hardest climb as being on the road from Lake Tahoe, California, leading up over the Sierra Nevada mountains; there is one section of this climb, five miles long, at a 27 percent grade, and a poor road at that. They give the palm for good roads in the United States to the strip from Bridgeport, Conn., to Boston, Mass.

The best strip of road in the world they claim is the road from Paris to Rome; one thousand miles long, sixty feet wide, with perfect roadbed and almost no grade.

Mr. Cressy was, in his younger days, an expert machinist and marine engineer.

After their next week's engagement they will immediately start on a three-months' tour, up through the Adirondack mountains, eastern Canada, and on through to San Francisco, where they will appear for eight weeks at the Oregon Theater, during the Panama Exposition.

THIS IS BIGGEST SEASON

It is perhaps not generally known that during 1913, despite all sorts of thought to the contrary, there were more automobiles sold than in any year to date. This should be a very comforting thought to those interested in the industry, and additional pleasant food for reflection is the fact, just announced, that during the first five months of this year, 30 per cent more cars were sold than in the corresponding months in 1913.

MOTORISTS SHOULD MASTER DETAILS OF THEIR OWN AUTOS

By So Doing Much Time and Money Can Be Saved in Ordering Parts, Supplies.

The best way to find out what the general motorist does not know about his automobile and what he should know to save himself time, expense and trouble is to work for a time as a salesman in the auto supply house, such as Bailou & Wright's, for example.

Apparently the average motorist knows that his machine is equipped with tires, spark plugs, engines and what not, but exact knowledge as to their make and size is something he lacks.

And a little knowledge in this connection would save much trouble and real money as well.

A prominent man of this city telephoned to a garage from out in the country and said his spark plugs were broken and he wanted some more brought out immediately. He gave the name of his car which used seven-eighths plugs. The garage sent out a man in an automobile and after a trip of 15 miles reached the stalled motorist. Then it was discovered that the auto was an old model and needed one-half inch plugs instead. Another trip was necessary to secure the proper plugs—just four of them—and the motorist was compelled to pay for two trips and \$7.50 extra for the man's time. Had he known what kind of plugs he needed in the first place he would have saved the bigger part of a \$20 bill.

Another citizen of Portland suffered a tire blowout while motoring with his family in the country. Over long distance he said he wanted quick detachable tires, a name he had seen once when casually looking over his machine. What he really needed was straight side Dunlops, and he paid \$10.50 extra because he had not learned that there are several kinds of tires, and they don't all fit the same rim.

But not only do automobile owners cause themselves much trouble and expense because they fail to note down things they should know but cost supply store and garage employees much extra time and worry.

A good illustration of this occurred recently at a big supply store. A man walked into the place, waited a couple of minutes, grew red in the face from anger and as a clerk approached, he shouted:

"Why can't I get waited on?"
"You can. What do you need?"
"A lamp bottom."
"What kind?"
"How in thunder do I know. My

machine is outside there, go look."
"Yes," replied the clerk. "That's why you don't get waited on. All the clerks are outside trying to find out what you people who don't know, really need."
And that is no fairy story. It happens every day, and a dozen times a day. It happens in the country, in the city—anywhere. And when mistakes are made because the motorist fails to give the supply man the proper measurements and make of parts needed he blames the supply man and never sees where he is responsible.

Information for the Motorist.
But some motorists, taught by expensive experience are learning. They carry a note book in which is noted down things they should know and the precaution is a money saver. Here are a few things the pages of the note book should have answers to.

The size of tires on both front and back wheels; whether they are quick detachable, clinchers, or straight side Dunlops; name and size of rims; size of spark plugs and name; name of lighting system; voltage of bulbs, candle power and whether Edison, candleabra, or miniature base, single or double contact; name and type of magnet, whether dual or independent; name of speedometer and model; width, thickness and length of brake lining; size and number of prestolite whether it is an A. B. or E. and the name and finish of lamps.

In these things half knowledge is almost as bad as no knowledge, while full information means dollars saved, time saved, and tempers conserved for real occasions.



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"There's The Best And Biggest Automobile Lozier Ever Made—That Light Six—and at \$3250"

SEVERAL LOZIER DISTRIBUTORS were visiting the Lozier factory in Detroit and a group of them were discussing various matters of Lozier policy with President Gilbert.

A TESTER IN A NEW SIX drove out of the yard and as he passed the administration building on his way to make the final test on a completed car, about to be shipped to some lucky buyer, the President, indicating the silent beauty, exclaimed enthusiastically—the words that head this ad.

"THAT'S A REMARKABLE STATEMENT," said one. "And the more you analyze it the more remarkable is the fact," responded the President.

"LOZIER HAS ALWAYS MADE big, powerful, expensive cars. Formerly the business was what might be termed a 'Custom Made one.' By that I mean that there was no standard model. Standard chassis, yes. But too many of them. And a special body was made for almost every buyer.

"THE ENORMOUS COST of new tool equipment for, and the tremendous overhead that goes with, the making of a multiplicity of models made it necessary to charge accordingly.

"FOR \$5000 and \$6000—and any price the buyer wanted to pay for the special 'job' he wanted, Lozier made wonderful cars. The cars that made the Lozier reputation—made Loziers the recognized standards of perfection.

"BUT THE BUYER PAID MORE than the intrinsic value of the product—albeit the manufacturer made no more than a fair profit, and hardly that.

"THE NEW LOZIER POLICY, inaugurated a year ago, was to confine the product to just two chassis models—a six and a four—and a few standard body designs with standard finish and trimming for all of them.

"AND TO SET A PRICE on that product that the introduction of sound commercial principles would make possible.

"THERE GOES THE RESULT," concluded the President, as another of the latest series, seven-passenger sixes, glided out of the yard. Its final test trip.

MULL THAT OVER—that statement of the President of the Lozier Company, inspired by the sight of the car that he considers the crowning achievement of long years of striving towards an ideal.

ANALYZE THE ASSERTION. "The Best and the Biggest Automobile Lozier ever made."

YOU'LL OBJECT to the last part of the sentence, although, of course, you will concede the first. The best, because in all the progress that has been made in the production of cars that would STAY good Lozier has led the way; and, being the higher priced of the two Lozier models, it can be said with truth and without in the least disparaging the other.

BUT "THE BIGGEST?" you say. Lozier has made seventy horse power cars—and this Light Six is not rated so high. Answer: it is relatively higher—power in proportion to weight. So he could also have said the most powerful—but that would have called for an explanation, since not all persons differentiate between efficiency and mere power.

BY "BIGGEST" HE MEANT passenger capacity—naturally. This six, which we term the "Light" Six, is a big seven-passenger car. Those expensive, high-powered Loziers were four-passenger only.


"LIGHT" IS A RELATIVE TERM. This big six is 500 pounds lighter than other high-class sixes—we do not, of course, recognize the kind of lightness that amounts to flimsiness.

THINK IT OVER—that sterling remark of President Gilbert's. And then come in and let us show you a lot of other things he might have said about features in which the Lozier Six excels.

THAT MIGHT HAVE BEEN YOUR CAR—that identical one that, passing his window on its way to some fortunate buyer, inspired the remark.

"THE BEST AND BIGGEST CAR LOZIER EVER MADE"—may be yours if your order is in before our allotment, which is all too small, has been exhausted.

COME AND SEE—and ride in it—that magnificent Lozier Six.



"The Choice of Men Who Know"

Light Four \$2100
Light Six \$3250

LOZIER MOTOR COMPANY, DETROIT
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