

BIG SUM WILL GO TO THE STATES CROSSED BY AUTOISTS ON TOUR

It is Estimated that Each State Will Receive \$42,000 From Motorists.

MANY INQUIRIES ARRIVES

Parties Planning to Cross Continent Are Urged to Supply Themselves With Needed Data.

Reduced to figures that will demonstrate the monetary returns from the great volume of transcontinental travel that will be done this year, the most conservative estimate is well borne out by the inquiries for touring and route information received at the Washington and New York touring bureaus of the American Automobile association. On April 1 the total was 1066. Facts supplied by all these inquiries indicate an average of four persons to a car.

Placing the average expenditure at \$2 per head per diem—and this sum means allowance for a portion that will camp out at least some of the way—this plainly shows a net income of not less than \$42,000 to each of the states crossed. As the season for this information has hardly started, it can readily be seen that the amount of money which will be spent in each of the states by the automobile tourists will run into seven figures.

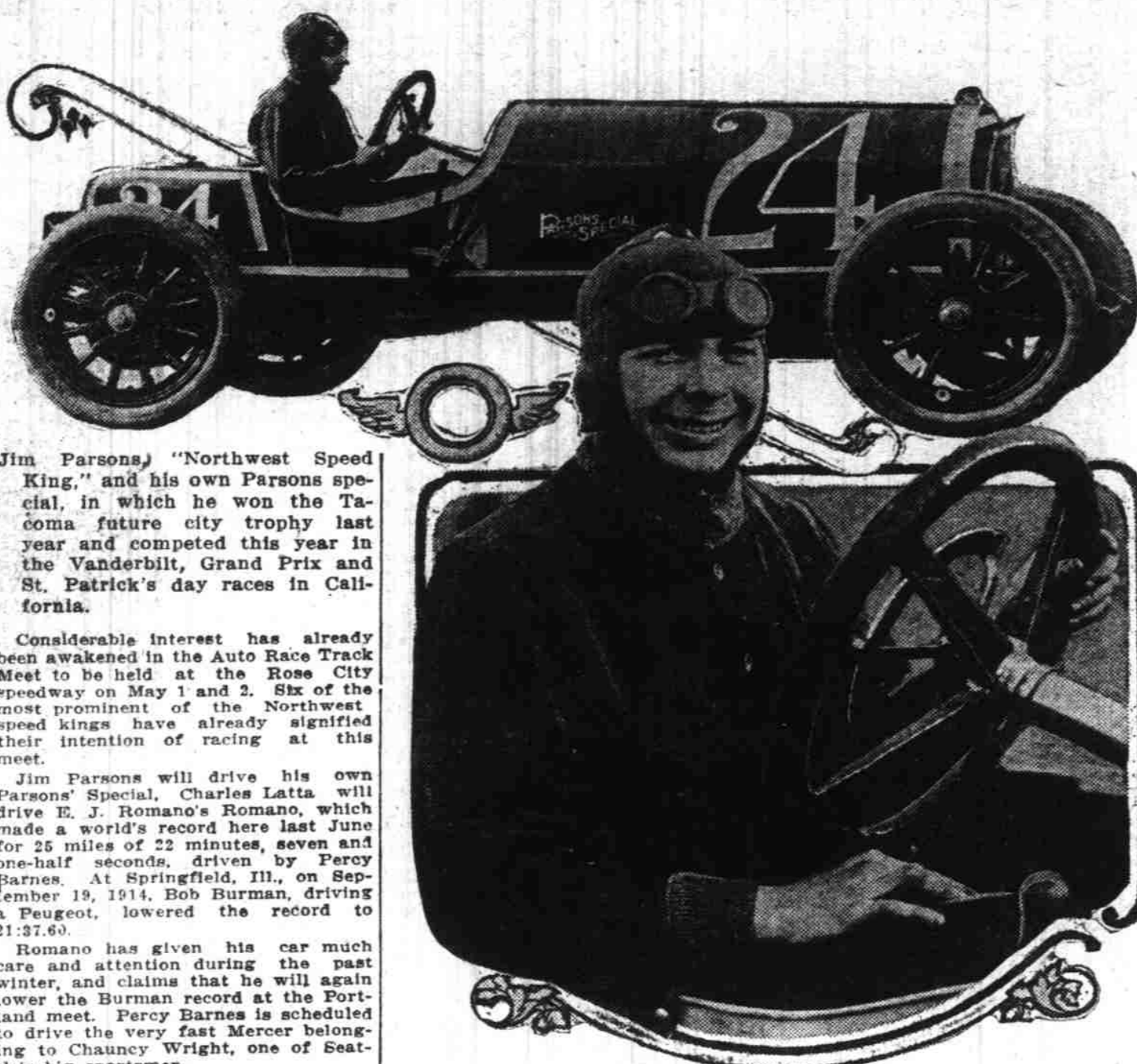
Inquiries Are Increasing.
Whatever estimate may have been made as to the amount of touring that will be done this year in the United States, it will fall far short of the actual count. This view of the situation is warranted by the enormous increase in the number of inquiries being handled this spring by the A. A. A. This increase over any previous year's records not only comes from the membership of the national body of motor car owners, but also through the various Chambers of Commerce and like business associations between the Atlantic and Pacific oceans. These inquiries logically find their way to the national body of organized motorists because it has at its command all the general touring and route information, and has accumulated a large amount of annual data as to roads and conditions. Contributions are continually being received from the more than 100,000 membership of the A. A. A. throughout the country.

Route Data Given.
During the past week there have come to the national clearing house of touring and route information the very latest reports as to present road conditions between the Mississippi river and the Sierras. These reports have been sent in by 21 Chambers of Commerce and road associations, and have been added to by state highway officials outlining the work to be done during the next 60 days. This applies not only to the east and west main arteries of travel, which will be most particularly used by the automobilist in crossing the continent, but also to the many north and south feeders and scenic detours.

Maps and specific information can be had either at national headquarters, 437 Fifth avenue, New York city, or national capital headquarters, Riggs building, Washington, D. C. Parties contemplating cross country trips in the spring are especially invited to take up these subjects with the A. A. A. without delay in order to secure attention before the rush of the season's full activity is on.

A patent has been granted for a nursing bottle nipple in which a valve controls the flow of milk.

PROMINENT DRIVERS WILL COMPETE HERE



Jim Parsons, "Northwest Speed King," and his own Parsons special, in which he won the Tacoma future city trophy last year and competed this year in the Vanderbilt, Grand Prix and St. Patrick's day races in California.

Considerable interest has already been awakened in the Auto Race Track Meet to be held at the Rose City speedway on May 1 and 2. Six of the most prominent of the Northwest speed kings have already signified their intention of racing at this meet.

Jim Parsons will drive his own Parsons Special, Charles Latta will drive E. J. Romano's Romano, which made a world's record here last June for 25 miles of 22 minutes, seven and one-half seconds, driven by Percy Barnes. At Springfield, Ill., on September 19, 1914, Bob Burman, driving a Peugeot, lowered the record to 21:37.60.

Romano has given his car much care and attention during the past winter, and claims that he will again lower the Burman record at the Portland meet. Percy Barnes is scheduled to drive the very fast Mercer belonging to Chauncy Wright, one of Seattle's big sportsmen.

Harry D. Stratton, another prominent Seattle young man, will drive his own Mercer here. Fred Barsby, a very clever driver, who has an excellent record both in the east and Pacific northwest, will drive George A. Neep's Vette.

Cliff McBeth expects to be here with his National, and Billy Wallace has signified his intention of bringing his big Thomas car. Reports from North Yakima show that Ernest Schneider's car which he will possibly call "North Yakima," is doing all that he has required of it so far, and in the tuning-up process has gone a considerable number of miles in better than a mile a minute clip.

The Romano, "Parsons Special," Chauncy Wright's Mercer and Ernest Snyder's car are four of the fastest cars on the Pacific coast, and they have been fully tried out for their speed.

Of the drivers, Jim Parsons, known as the "Speed king of the Northwest," is probably the best known, but Barnes, Latta, Barsby, Stratton, Schneider, McBeth and Wallace are clever drivers, though not so well known. Parsons is considered one of the world's greatest coming young drivers.

Manager Robert A. Hiller of the Northwest Automobile association, confidently expects entries from Tacoma, Spokane, Walla Walla, with a possible entry from both Salem and Vancouver, Wash., but as the entries do not close until five days before the meet, it cannot be stated positively just what cars will be nominated.

Of the local cars, C. C. Clinton's Blue Bird is the most talked about, while G. N. Smith of the Pacific Tire & Supply company has a car named "White Bird" which he claims will do great things. C. A. Bankhead and F. Linneman will have their 40 H. P.

FORD MAN IS PLEASED WITH PORTLAND PLANT

D. J. Dorchell, Representing Manufacturing Department, Inspects Local Branch.

One of the very few factory representatives of the Ford Motor Car company was a visitor in Portland at the local branch during the past week. D. J. Dorchell, representing the manufacturing department, called upon Fred Norman, the local manager of the Division street branch, and after a thorough inspection of the plant pronounced himself as well pleased with conditions.

It is also reported that Sales Manager Norval A. Hawkins of 200,000 per year output fame is due to pay Portland a visit within the next week or so. Mr. Hawkins is now making a six weeks' tour of Ford branches through the south and west. He reports that everywhere he is greeted by Ford dealers and distributors with tearful entreaties for "more cars." The last report had Mr. Hawkins in San Francisco and it is supposed he will visit Portland and Seattle within a week or two.

Ed Erwin reports that there is a carload of Dayton on the way. Erwin says they are due to arrive about April 20. He is very much pleased with the outlook of this year's business, having made twice as many sales of new machines up to date as he did this time last year.

"SUICIDE CLUB" CAPTURES NEARLY \$46,000 ON COAST

Oldfield Gets Most of Winnings and Resta Comes Second, Carlson Takes Away Third Money; List of Winnings Is Given.

After six lively sessions over the prepared roadways of five Pacific coast cities, the members of motordom's "Suicide club" have nearly all packed up for the annual move eastward. Some of them are stopping off at Oklahoma City where a 200 mile road race is scheduled for April 22; others have shipped direct to Indianapolis or to the eastern factories where they make their respective headquarters. A few of the resident California drivers remain at home, refitting their cars for the next invasion of the "big leaguers."

The close of the coast circuit marks a pause in the racing season which permits a resumé of the winter competitions. Aside from added money paid to winners at Corona and Venice, the coast cities distributed a total of \$45,000 in cash prizes to the circuit chasers. Of this sum, Barney Oldfield, "Master Driver" and star of the Maxwell team, captured the largest total, \$7000. Barney got it in three bundles, \$2500 for his record-breaking non-stop run at Corona; \$2500 for his win of the Venice Grand Prix, and \$2000 for his victory in the Borderland fair event at Tucson.

Oldfield's campaign was a wonderful combination of speed and consistency. Each of his prizes was the result of a flight in which his car neither stopped or slowed down. In none of the three races mentioned did he change gears after he had once gotten under way. The three non-stop performances aggregated 711 miles.

Second to Oldfield in total winnings was Darius Resta, the foreign pilot, with \$6000. Resta found the twisting, dangerous course inside the San Francisco exposition grounds, ideal for his Peugeot, and was able to keep this sensationally light, speedy car running to the finish in both the Grand Prix and Vanderbilt. The Peugeot had failed to finish at Corona and San Diego. Resta also declined the issue at Venice and Tucson.

Perhaps the most interesting record by any of the speed demons is that of "Sure Finish" Billy Carlson who pressed Resta close with a total of \$5500 winnings. Carlson started in all six of the circuit events and finished in each one. In five of them he was among the money winners. In two of them the finish found him in second position to Oldfield. Carlson also figured as a "non-stopper," his car running the entire 206 miles of the San Diego race without halting.

Carlson and third at San Francisco in the Vanderbilt, follows Carlson with \$3500 winnings. Cooper and Wilcox with \$2000 and \$4000, respectively, are fifth and sixth. DePalma, last year's champion, had to be content with \$2000—fourth money at Corona and the Vanderbilt.

The victories of Oldfield and Carlson make the Maxwell the season's champion car up to date, with total winnings of \$12,800. Cooper, Wilcox, Anderson, Grant and Lewis, the Stutz quintet, were second with an even \$10,000.

000. Pullen, Ruckstall and L. Nikrent with Mercers won \$7750. O'Donnell and Allen won \$5000 with their Deussenburgs.

Individually the prizes were distributed as follows:

Oldfield, Maxwell	7,000
Resta, Peugeot	6,000
Carlson, Maxwell	5,500
Pullen, Mercer	5,000
Cooper, Stutz	4,000
Wilcox, Stutz	4,000
Ruckstall, Mercer	3,000
DePalma, Mercedes	2,000
O'Donnell, Deussenburg	2,000
Hughes, One	1,500
Allen, Deussenburg	1,500
Marquis, Bugatti	1,000
Anderson, Stutz	1,000
Gordon, Gordon	700
Diesher, Simplex	500
Delano, Moon	500
Taylor, Alco	250
Total	\$45,800

Brother of Speed King Enters Race

John De Palma Will Compete at Gasapolis in Delage Car That Won Last Year's Contest.

Indianapolis, April 17.—John De Palma, brother of the famous Ralph, has been entered in the next Indianapolis 500 mile race at the wheel of the Delage that won last year's contest.

W. E. Wilson of Rochester, N. J., owner of the car, is having it equipped with smaller cylinders at present, believing the change will not sufficiently reduce its speed to affect its chances. In view of the fact that it weighs only little over 2000 pounds, it is not thought the alteration will make much difference.

During the past season the Delage has participated in many contests, but without much luck. It is hoped that De Palma's training, as acquired under his brother, Ralph, whose mechanic he has been since the last Elgin races, will once more make it a winner.

Pope Special ready for a try-out by next Tuesday. These young men are working day and night on their car, and expect it to show considerable speed. R. O. Welch will enter his car Buda Row with John Bosovich as the pilot. James Turner's Locomobile will be driven by either Mr. Turner or Emerson Reid, and Earl Burch will drive his own Buick.

There are also several other local cars being rapidly put in racing condition, and if enough Portland cars are tried out and found to have speed enough, a race for Portland cars only will be put on the program of each day's events.

The entire program will be made up of short snappy races, with no long tedious grinds, nor will there be any long waits between events. Work of conditioning the track will be begun next week, and after it is thoroughly hardened, the track will be oiled to lay the dust.

The Northwest Automobile association's racing circuit opens in Portland

May 1, and after seven weeks of racing, either one or two days weekly, the spring season will close at Walla Walla on June 20, giving the drivers and their mechanics just two weeks in which to tune up their cars and make adjustments for the racing over the Tacoma Speedway on July 3 and 4.

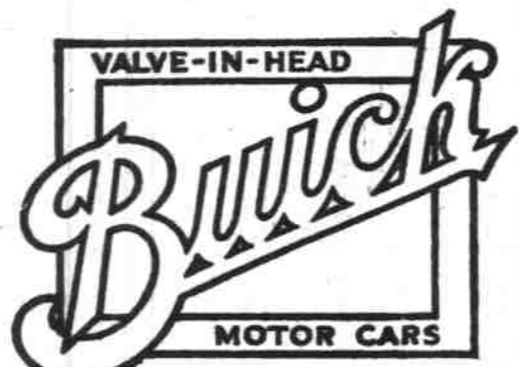
Manager Robert A. Hiller has received a letter from George D. Dunn, secretary of the Tacoma Speedway association, stating that that association wishes to acknowledge the good work of the Northwest Automobile association in promoting the intercity racing circuit and stating that it would bring drivers, mechanics and machines to the big Tacoma meet fit and ready.

Pessimistic.

From the Cleveland Plain Dealer. It's getting so that when a health expert encourages health seekers to walk to the office every morning some pessimist says it's some street railway propaganda.

Howard Service

To Owners of



This system consists of a card bearing the owner's name and address, the date of purchase, the model of his car, and the motor number. This card is divided into two sections: One contains a list of the chief mechanical features requiring attention, while the other contains a list of the principal parts requiring lubrication. The border of the card is made up of a series of squares numbered from 1 to 52. When a new car is purchased one of these cards is made out by the foreman of the Service Department.

The new owner is instructed to take his car to the Service Department on his allotted day of each week to have it inspected and oiled. When this inspection is made, the man in charge of the work makes a note of any parts that are being neglected. This enables the Service Department to give such further instructions to the owner as may be necessary. When the car is delivered back to the owner, the service card is punched in the No. 1 square and advanced to the next week's file.

This operation is repeated for fifty-two weeks. In addition to the Buick Motor Company's published warranty, the Howard Automobile Company will install such parts as are replaced by the Buick Motor Company without expense to the owner.

The owner will understand that it is not a part of the service afforded him by the Howard Automobile Company to clean or rehabilitate any part subject to wear and tear in the ordinary operation of an automobile.

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