COMING AUTO RACES AT SPEEDWAY AUGUR FOR CLASSY EVENTS

Fifty Mile Event, With \$1000 in Prizes, Feature of Next Sunday's Dash,

DARING DRIVERS ENTER

Program for Year; Entries Close Tuesday; Track in Good Shape.

The auto races to be held at the Rose City speedway next Sunday are the most promising from the point of contests yet held in this city. The meet comes just before the Tacoma speedway events of August 5, and the auto races and hill climb contests of Pike's Peak of August 12.

Secretary-Manager Robert A . Hiller, of the Northwest Auto Racing association, has announced a raise in the purse for the 50 mile event, the conditions of which are as follows: Fifty miles, class D. non-stock, free-for-all. Prizes: First, \$500; second, \$250; third, \$150;

Event Planned for Year.

Mr. Hiller has been at work on the Spokane and the Portland meets for almost a year. The Spokane meet from every point of view, was an unqualified success, and the Spokane drivers will meet drivers from San Francisco, Oakland, Seattle and Tacoma, who were not contestants in the Spokane meet. The events of next Sunday and the entries from the various coast cities make this the first real intercity auto race meet ever held in the west over a mile dirt course, as cars will be entered here from Los An geles, San Francisco, Oakland, Seattle, Spokane, Tacoma and Portland, and the drivers, who are considered the best in the west are as follows: Omar Toft, Sterling Price. B. M. Crawford, Fred to Portland during the week, bringing Ulysses Aubrey, Henry North, Fred Barsby, George C. Beck and Entries Close Tuesday.

The official entries do not close un-

the helder of many world's records with the touring car output which i land, and will bring over a party of making two models. friends to witness the first real trial of his car over the Rose City speedway, which is considered the best mile will appeal to the man who wants dirt track in the Pacific northwest. something distinctive, at the same time Fred Barsby, of Seattle, will pilot the substantially constructed and able to Spokane Special. George M. Price, a take the worst roads as well as the wealthy young man, of Tacoma, pur- best. This car has ample clearance and chased the Stutz Special from Jim Par- roadability, coupled with the distincsons, made practically a new car of it, tive body work. engaged daring Gus Duray to drive it. and won the 50 mile free-for-all at Spo- the Harrison Sons company having takkane, making a track record with his en it on. O. R. and C. W. Harrison are

Each Car Is Special.

racing car, and the full racing program the car in the east, whence they reis as follows: Event No. 1-Class D. non-stock, free-for-all time trials.

Event No. 2-Twenty-five miles, Class E. special invitation race. Event No. 3-Class E, non-stock Austrailan pursuit race, open to the four cars making the fastest time in Event No. 1, and limiting the distance to 20 miles, the referee's decision as to the winners to govern prizes. First, \$200;

second \$100. Event No. 4-Fifty miles, Class D. non-stock, free-for-all. Prizes: First, \$500; second, \$250; third, \$150; fourth,

The work of conditioning the track is so well advanced that it will be thoroughly oiled and made dustless on Monday, and by Wednesday the cars will be out for private time trials.

Splitdorfs Plan to Widen Coast Scope

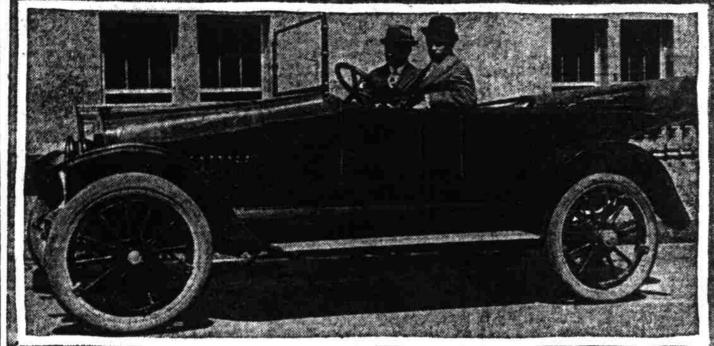
Visit of R. L. Johnson During Week Indicates Greater Activity in Magnetos and Plugs. More activity on the part of the

Splitdorf organization in the Oregon field is predicted by the visit of R. L. Johnson of the Pacific coast organ-ization of the makers of Dixie magnetos and Spiltdorf plugs. Mr. Johnson is the territory man for

the firm, and he says Oregon's importance in the automobile field demands attention as a separate unit in the sales organization. Splitderf's growth has in the past few years grown from the construc-

tion of 200 magnetos a day to 3000, and this is an example of what has occurred in every department. The

OLD MAKE HERE FOR FIRST TIME



O. R. Harrison of the Portland dealers and H. C. Skinner, western salesmanager, in the new Crow-Elkhart car, which Skinner is introducing to the Pacific coast.

CROW-ELKHART AUTO MAKES ITS PREMIER

H. C. Skinner Brings Old Make for First Appearance some of the property owners objected in Portland.

Portland automobile business, returned Forbes, Jim Parsons, Rea Leutz, Gus with him a car, unknown to the coast attention throughout the east.

His charge is the Crow-Elkhart, the city or not. til next Tuesday; but among the cars which manufacturing company he repalready entered are the Omar, from Los resents in the capacity of Pacific coast Angeles, Omar Toft's great racing sales manager. Two models are shown machine, with the Dusenburg motor, here, a three passenger roadster and a Twitshell's Spokane Special, five passenger touring car. Both sell which is a liudson super-six engine, for considerably less than \$1000. The modeled after the type of car driven roadster is extremely pretty, and is so by Ralph Mulford in the east, and now popular that the demand keeps 50-50 Harry Twitchell is well known in Port- an unusual situation for a company

> Roadster Clever Creation. The roadster is a clever creation that

The car already has a home locally, principals of the firm which soon will make its appearance on auto row. Now Every car entered in the races of they are located on Hawthorne avenue. next Sunday is a specially designed These men became acquainted with cently moved. After becoming ac. Sun says editorially: quainted with the local demands from a service and style standpoint, they decided that the Crow was a car which could fill a place here.

Headquarters at Prisco. Mr. Skinner will leave for San Francisco in a few days, where he will open the western headquarters at once. This is the first appearance of the car anywhere on the Pacific, and a substantial place of business will be organized im-

mediately. The western manager is already well represented throughout the northwest, in spite of the fact that he left the factory but two weeks ago. Other dealers at Sacramento and San Francisco are waiting for the contracts for their dis-

Plan for Improving Old Military Road Riverside Drive are far inferior to these encountered along the Columbia

road across the Cascade mountains trade which blocks the way for the from Eugene to Klamath county is engineer. The city's railroad artery being discussed at Klamath Falls. This to the west must be neither cut nor road was used by the first settlers of constricted. And competent critics ake and Klamath couties who came charge that in making the Riverside from the Willamette valley.

crossing the summit of the mountains architect. just south of Diamond Peak at Lake Crescent and thence across the head-

FIGURE IN COMING SPEED EVENTS

Hillside Drive Is In Need of Father City Now Wants to Unload Responsi-

Nobody seems to want to father the Hillside drive, the 11 mile roadway which skirts the northwestern hills The road was built by property owners

in order to develop their holdings. It

cost about twice the original estimate.

to paying the increased assessment. The matter was finally compromised on the basis that the city would take over the road and maintain it. Now the city wants to unload the lower three miles of the drive on the county. The proposition has been referred to Roadmaster Yeon to make a report as to whether the interests of the county will be subserved by taking over the from a distributing standpoint, but one proffered section. There is also a lewhich for 10 years has been demanding gal question to be determined whether the county can absorb a road within

BUILDING EXAMPLE SHAMES NEW

Action in Building Columbia River Highway Held Worthy of Emulation in East.

building the Columbia river highway.

"The example of Multnomah county, Oregon, in which the city of Portland New York county and city in making wifth year. the Riverside Drive improvement. Multnomah county has just opened to the public a great boulevard 42 miles long and paved like a city street through the Columbia river gorge in he Cascade mountains.

"The fact that stands out is that Multnomah county has spared no expense to take advantage of every scenic opportunity offered by one of the most magnificent combinations of mountains, canon and river to be found anywhere in the world. It has thrown out flying buttresses to carry automobiles around sheer cliffs and has plerced mountains through with cloistered tunnels that no bit of nature's

those encountered along the Columbia highway. Here it is the much more The improvement of the old military formidable handicap of established plans too much consideration has been

"That this should be true is all the less creditable in view of the fact that waters of the Deschutes to Klamath plausible representations are made that marsh. It is a much shorter route the city can make the most of the than the one used at present via Mc- fine picture of the Hudson river and Kenzie pass. From Eugene to Crescent | the Pallsades at little, if any, addiby way of McKenzie pass and Bend tional expense to either itself or the the distance is 170 miles. By the old New York Central. New York county, military road is would be 109 miles, with more than ten times the populaa saving of 60 miles. From a scenic tion of Portland, should not be concompany now features starting and standpoint the road does not suffer tent to let the Oregon city's gateway lighting systems for Fords very ex- from comparison with the McKenzie of the west surpass our gateway of

FEDERAL AID FOR GOOD ROADS WILL REACH \$75,000,000

Oregon to Reap Its Share of Benefits to Extend Over a Five Year Period.

The seventy-five million dollar appropriation for federal aid to highway improvement recently ordered by con gress is to extend over a term of five years. It provides for a first year appropriation of five millions; second year, ten million; third year, fifteen million; fourth year twenty million; fifth year, twenty-five million.

The appropriation is to be made to he different states on the basis of area, population and rural and star route mileage. The appropriation is contingent upon the state putting up an equal amount. The government is to contribute only one-half the cost of roads and not to exceed \$10,000 per

Oregon would receive under the appertionment \$81,450 the first year; \$162,900 the second year; \$244,350 the hird year; \$325,800 the fourth year; \$407,250 the fifth year.

Texas will receive the largest appropriation, \$301,050 the first year and \$1,505,250 the fifth year. New York comes next with \$258,500 the first year and \$1,292,500 the fifth

The smallest appropriation goes to The east is getting the measure of Delaware, \$8300 the first year and \$41,-Multnomah county's achievement in | 500 the fifth year. Washington is to These men became acquainted with Under the heading, "Portland Shames being \$73,250 the first year and \$366,he car in the east, whence they reNew York," the New York Evening 250 the fifth year. Idaho is to receive \$62,750 the first year and \$313,750 the fifth year. California's apportionment is \$155,is located, is worthy of emulation by 750 the first year and \$778,750 the

BUICK OVERCOMES MANY OBSTACLES IN LONG, HARD JOURNEY

Car Catches Spirit of Wanderlust and Takes Travelers Skimming Along.

Two tourists of more than passing interest are in the city now, in the persons of W. P. Hardy, of Selma, Alabama, and J. R. Gay, who is the mechanical end of the duet. They are seeing the country from a Buick. From Eugene the road leads up the given to the demands of business and which left the salesroom on April 1 middle fork of the Willamette river too little to those of the landscape and which has been traveling ever which left the salesroom on April 1

> They started out on what they figured would be a 1500 mile trip. But, that much reeled off and the desire to go further overcame all timerity. The original plan called for a tour of the New England states, but when they got up that far, the ex-treme cold weather turned their car towards the west and the next point of interest was Chicago.

Stop at Pactories.

They stopped at the Buick factories and went through the plant, After watching the construction of the car he began to see why a modern car can do the things that his had done. Since the beginning of his trip the car has gone 5760 miles without a hitch or sign of trouble. Starting as they did, early in the season, they met with a great deal of bad weather; first at Roanoke, West Virginia, where they were snowbound for over a week,

In Iowa, they met with heavy rain and in the soft roads they were at times forced to travel 25 miles at a stretch on the low gear. They have, however, never experienced any diffi-culty with the car, and in all of this bad traveling never found it necessary to engage outside help. In their original equipment, they

put in a "pull-you-out," but they have never had occasion to try it.

Boads in Good Condition. Speaking of his trip from San Francisco to Portland, they found the roads through California in very good condition, but were somewhat surprised at the narrowness of the roads through the mountains, and were a little disappointed in finding the Pacific highway so rough through southern Oregon.

After spending a few days here taking in the points of interest, they expect to continue on to Seattle and return east via the Yellowstone Park Although only the two Were traveling id the seven-passenger car, they figured that with the extra equipment which they carried they had the ordinary seven passenger load, and ever under these conditions, and the heavy work through the mud, much of which was driven with four chains, they made 5200 miles on their first set of Goodyear tires, and were making straight average on the trip of 17 miles to the gallon.

CLOUDBURSTS MAKE LIFE INTERESTING, IF NOT DANGEROUS, TOO

Henry Lambert of Montana Reaches Portland After

fax, Wash.; Many Others Are

or farm houses

To motor for hundreds of miles with loudbursts in front and behind was he experience of Hefry Lambert of Livingston, Mont., who arrived a two months' tour of the northwest Mr. Lambert, who is a prominent farmer in the famous Paradise valley, south

tered at Colfax, Wash, and thereafter integral part of the great highway available \$6000. The cooperation of there was an almost constant succes- which leads from Plymouth Rock to sion of them up to the fatal one at Puget Sound Wasco, Or., which occurred a few min-This is Mrs. Way's fourth visit

utes after they had passed that point to the Pacific coast, but her first one Party Travels Leisurely. by automobile, and she is heartily en-The party left Livingston on June joying it. Mrs. Way is the daughter is, traveling leisurely and stopping of George W. Wakefield, known as fancy directed. On the first day's throughout the west during the days run, however, they drove from Living- when the great transcontinental stage knap crater lava field and commands ston to a point west of Deer Lodge, routes were the principal means of a view of Mount Jefferson, Mount Mont., a distance of 194 miles, which locomotion between the east and the carried them up and across the main coast. Mr. Wakefield promoted the range of the Rocky mountains, the first transportation line running road leading over the Yellowstone trail through the Yellowstone National park from Livingston to Spokane. From and he now lives near the spot where that city they came down via Walla he passed so many of his active years. Joy Heads Packard from Livingston to Spokane. From and he now lives near the spot where Walla and Pendleton, coming into

Real Thrilling Experience, Portland over the Columbia highway Forest Service Has Mr. Lambert carries a full comple-McKenzie Road Plan ment of camp equippage right along with him on his Reo, which includes a large tent which completely covers the car and leaves ample space on one

side. Whenever the weather permits Along Biver Between Summit and the party camps at night by the road-Sisters Through Pass. side, at other times stopping at hotels

The United States Forest service has The party left Portland on Thursbegun the permanent survey of the imday for Seattle: from that city they provement of the McKenzie pass road will head the Reo for Vancouver, B. between the summit of the Cascades Returning to Seattle they will and Sisters. The citizens of the road motor leisurely home, crossing the didistrict in which Sisters is situated, vide over Snoqualmie pass and reachhave promised to raise \$5000 by spe-Portland last week in his Reo six, on ing home about the middle of August cial levy to improve the road between Fourth Visit to Coast. Sisters and Windy point. Crook county Dr. S. F. Way, of Livingston, hus-probably will be asked to appropriate a like sum to be used in the betterment band of the vivacious little woman acof Livingston, is accompanied by his companying Mr. and Mrs. Lambert, of the McKenzie pass highway. Should prevalent combinations or consolida-wife and Mrs. Dr. S. F. Way, of Liv- has been twice sent to Minneapolis in the money be raised it will not be connection with the promotion of the available until next year. At that time such combination is either pending of The first cloudburst was encoun-famous Yellowstone trail, which is an the forest service probably will have contemplated.

the government and citizens of Sisters

will enable construction to begin next

When the McKenzle pass highway is finished it will be one of the state's chief tourist attractions Passing at the base of the north peak of the Three Sisters it crosses the Bel-

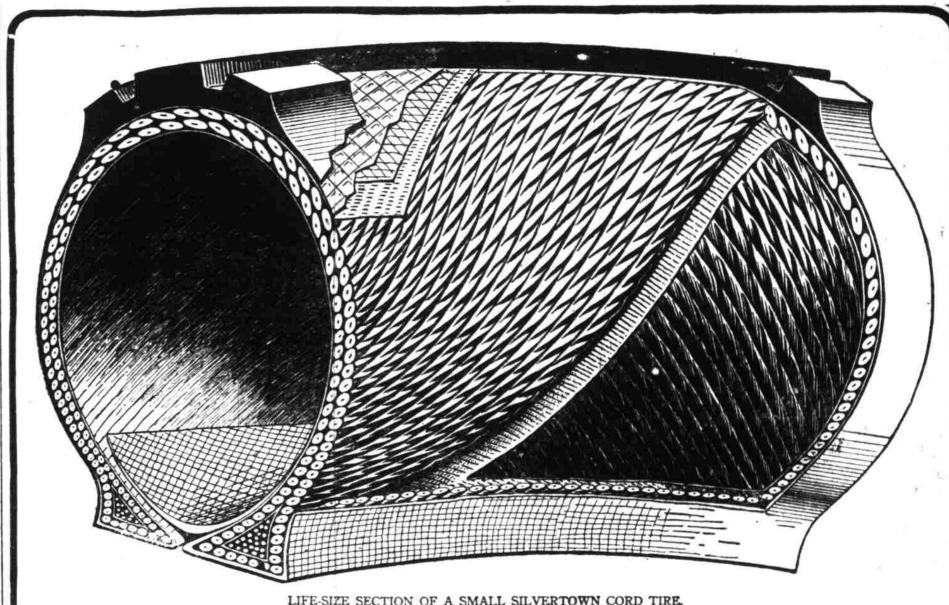
Washington and the Three Sisters. It follows for miles the scenic McKenzie

Board of Directors President Macauley Denies That Com-

pany Has Entered Into Any Com-

Detroit, Mich., July 1 .- At a meeting of the Packard board of directors, held Friday, Henry B. Joy was elected chairman of the board; Alvan Macauley was formally elected president, and a stock dividend was declared of 50 per cent on the common stock of the company, payable August 1, to hoiders of common stock of record at the close of business on June 16.

In an interview following the board meeting, President Macauley expressly denied current rumors to the effect that the Packard company had entered, or was about to enter, any of the



These giant "Muscles of -Mileage"

ERE are the Thews and Sinews,-the Muscles and Tendons of "SAMPSON,"-

Here are the two layers of giant "Cords,"-laid transversely-one layer over the other-with a layer of live Rubber between.

Here is the Secret of Silvertown Cord Tire Strength and Endurance, revealed. Each Cord flattened like a tape, so that each strand

may overlay the other, at the tread (as fish scales do) bridging the interstices. Each Cord STRONG enough to lift a Man's weight.

Each giant Cord laid side-by-side with the next Cord, but FREE TO MOVE INDEPENDENTLY of the rest, without friction. Free, -because each Cord lies between two layers

of Elastic Rubber. -Each Cord so thickly coated with that Elastic Rub-

ber, so thoroughly impregnated with it, that no two strands of Cotton can touch each other, - "saw" across each other, or wear each other out through Friction, Heat, or Chafing.

THAT is the secret of such wonderful FLEX-IBILITY in Silvertown Cord Tires! Each "Muscle of Mileage" permitted to play freely, in its Elastic Rubber bed, as the Muscles of the powerful, but nimble Athlete, play,—in action.
This sinewy FLEXIBILITY, then, is what reduces "Traction-Wave" to the Minimum, in Silvertown Cord It conserves practically all of the Motor-Power, to

turn the Wheels. This,—instead of wasting a large part of it, in continuous BENDING of the stiff unyielding Walls, of other Tires.

It takes out of Motoring that continuous "UP-HILL" work which the bending of stiff Tires is equiva-

ENCE,—the Car equipped with Silvertown Cord Tires will -Coast down hill 30% further!

-Travel 25% further on each Gallon of Gasolene! - Develope 17% more Speed from same Motor!
- Ride with 50% less Vibration!

With all this, Silvertown Cord Tires have such giant STRENGTH, that they are practically immune to Stone-bruise, Puncture or Blow-out.

-Such marvellous ENDURANCE, that they have been driven 1500 Miles, at an average Speed of 76 Miles per hour, without changing a Tire.

Silvertowns are the easiest of all Tires to permanently Repair, - the most Aristocratic in appearance, -

and the most Luxuriously smooth-running to ride upon. You are paying for them NOW (without getting them) in the 25% additional Gasolene your present Tires

THE B. F. GOODRICH RUBBER CO., Akron, Ohio Local Address-Broadway at Burnside

Silvertown

P. S.—Have you ever been shown what lies under the "Silvertown Rib" Tread of so-called "Cord" Tires that are NOT Silvertown Cord Tires?

Why are the "Inside-Works" of OTHER, so-called, "Cord" Tires NEVER illustrated?

Cord Tires GOODRICH



Western Hardware & Auto Supply Co.

Broadway and Pine Streets Phones—A-2016, Broadway 759
OFFICIAL SILVERTOWN CORD SERVICE STATION



Omar Toft at the wheel of his Omar, built by himself and powered with a Dusenburg racing motor. He will be run here on July 16.