

TACOMA SPEEDWAY EQUALS BIG ONES, ASSERTS BALDWIN

Coming Motor Races Promise to Be the Best Ever Staged in West; Speed Kings to Come.

The world's most famous motor car racing stars guiding the wheel of the newest in speed cars with the promise that the ninth annual event at the Tacoma Speedway will be the biggest and most important sporting event of the kind ever staged in the West, is the message brought home by W. C. Baldwin, president of the Tacoma Speedway, who returned last Monday from Indianapolis.

"I am more pleased than ever with the Tacoma speedway," said Baldwin. "I don't think Indianapolis has a thing on Tacoma from any standpoint. Our track offers better inducements to the drivers for speed and generalship and our races are far more spectacular and the thrills so numerous as to offset Indianapolis in many ways."

"I found that Tacoma is not only well known over the United States as the center of motor racing in the West, but the foreign manufacturers and builders of cars hope to send several teams to Tacoma next year."

"This year witnessed the first tryout of the new cars with a piston displacement limit of 183 cubic inches. The drivers signed for Tacoma include Gaston Chevrolet, Ralph Mulford, Eddie Hearne, Harry Duran, Eddie O'Donnell, Joe Thomas, Joe Boyer, Jimmy Murphy, Tom Milton and Roscoe Sarles. We have the contracts signed with these 10 men. Ralph De Palma will be in the field if his new car is ready in time. Other drivers have signified their intention to come in if they can get cars."

"The men all have excellent records and are true sportsmen. Chevrolet captured the 100 mile race at Indianapolis in a spectacular finish that lost the race for Ralph De Palma. Joe Boyer led this race for the first 240 miles and is a great driver. Hearne and Duran are too well known and too popular to need introduction to the fans of the Northwest. Mulford was here in 1919 and has a fine record. Murphy is one of the new stars and first came into prominence when he won the opening event at the Los Angeles speedway. Sarles is a great driver and Joe Thomas, while he has never been seen at Tacoma, is a Seattle boy and has a host of friends in the Northwest. He is a fearless driver. Eddie O'Donnell is not a stranger in the Northwest, but has never raced at Tacoma. Milton was here in 1916 and won second place in the 100-mile race that was won by Eddie Rickenbacker. Milton now holds the record for the fastest mile ever traveled by man on earth when he made a record of 156.4 miles an hour on the beach at Daytona, Fla."

"We are already receiving assurances from racing fans over the entire northwest that they will be out in force for the July 5 event. The race will cover 225 miles and the purse will be \$23,500. I have been advised that several tire and accessory firms will add to the purse making it somewhere near \$25,000 or \$40,000. We have already increased the seating capacity from 15,000 to 16,000, and provided ample room for many new parking spaces for motor cars about the track. The field will hold thousands."

"The drivers will arrive in Tacoma within the next 10 days or two weeks and will have ample time to practice and have their cars in the best possible condition. The qualifying tests this year will cover two days. Five drivers will qualify on the Friday before the race and the remaining five or more on Saturday. Practice will then continue on Sunday and Monday morning and the race will begin promptly at 2 p. m. July 5."

— CONSERVE GASOLINE — MOSIER HILL NO LONGER ANY WORRY TO TOURISTS

(Continued from Page One, This Section)

instance, but is within easy traveling distance of the Oregon metropolis and is linked to Portland and Astoria in the Big Three of companionship for the development of Northern Oregon. The good road along the Columbia has come into its own at last, and with the passing of Mosier hill goes the last barrier to travel between Eastern Oregon and the sea.

Mosier hill has long been the thorn in the side of the man who wanted to get out of the plains of Eastern Oregon and come to the seaboard for a few days. The mooted question at both The Dalles and Hood River used to be, and has been for years, "But how is Mosier hill?" And then the wisacres at either place would raise their voices and tell of Mosier hill, what it was at the time of inquiry, and what it used to be. There are more tales of fact and fancy woven about the turns and grades on that famous and infamous grade than about any other road in this neck of the woods. The oldtimer garnishes the tangents with anecdote and enhances the nervousness of the green driver who is raising tales of the turns. "Here a machine went over," he might say, or "there the big stage in August, 1901, started over the bank with a dozen people on board, and was saved only by the lash of the driver's whip being caught in the trees that border the way." And he would show the fidgeting motorist the very tree.

But the tunnel puts an end to the danger and makes the romance of the old trail a part of the fictitious history of Oregon. Now a perfect highway of dirt and gravel leads the motorist out of the town of Hood River, winds him about on the surface of the hill like an airman spiraling for altitude, and then, like the airman, turns and shoots away in a slightly wiggling line in the direction of Mosier.

There is big scenery along the new cut-off, long vistas of rough or dreamy landscapes and billowy river, bits of rural classics that have never been seen to advantage until the compressed air hiss of the tunnel men carved out a way through the solid rock and added a new charm and a new engineering feat to the wonders of the Upper Highway. The tunnel itself is more a triumph than the burrow at Mitchell's Point, for the wall on the outside is thicker, and while the number of windows is not as great, still at the mouth of each miniature tunnel letting in air and light to the main structure there is a little balcony enabling the man who would stop his car and see the view from a vantage point to gaze to his heart's content at the vast spread of river and hill thrown at the feet of the public by a crew of men with a few tools.

The tunnel is well worth visiting, and those who have up to this time confined their high water mark of travel to the Vista House would find it well worth their while to go farther, accomplishing that feat by starting sooner and

PATHFINDER HAS WORN OUT EIGHTEEN CARS



A. L. Westgard, who has worn out 18 automobiles in the 17 years he has been "pathfinding" for the American Automobile association, shown ready to leave Washington on a trip which will map out a system of highways connecting the country's national parks. In the photograph, from left to right, are S. T. Mathers, director national park service; Mr. Westgard, field representative of the A. A. A.; Judge John Burton Payne, secretary of the interior, and A. G. Batchelder, of the A. A. A. The next companion on the doctory scout's travels will be the Westcott Six, shown in the picture.

making the Upper Highway the recipient of a day of appreciation.

"The hand of the engineer has marked 'Fini' under the career of Mosier hill. No more will its mudholes in winter, its dust in summer, and its grades at all times be a burden to the motor and a test of courage and endurance for the driver. The guardian sprites once placed at its corkscrew turns may now be eliminated elsewhere; for with the passing of corkscrews began a campaign for the elimination of roads built along the same plan.

Automobile Men of State to Confer on Important Matters

Business of vital importance to the automobile men of the state will be on the docket at the meeting of the Oregon Automotive Dealers' association in the Chamber of Commerce rooms, June 13,

at 3 a. m. It is expected that a majority membership will be in attendance at the pow-wow, which may last two days.

W. A. Johnson of The Dalles is temporary chairman, and George H. Halverson of Salem is temporary secretary. The committee on organization, appointed at the time of the organization of the association, consists of Sherman Lovell, Astoria; Fred G. Delano, Salem; Mark Rickard, Corvallis; A. H. Brown, Portland, and G. E. Halverson, Salem.

FORD FACTORY IS GETTING ALL OF MATERIAL NEEDED

Output Is at Rate of 3000 Cars and About 500 Tractors Per Day, Says Official.

"No scarcity of materials has been embarrassing the Ford company for some time," said C. W. Dunning, assistant salesmanager of the tractor department of the Ford Motor company, Detroit, at the time of his visit to the local factory branch here last week. "The factory is putting out cars at the rate of 3000 a day and tractors to the tune of 450 to 500 a day, and were freight conditions better more cars could be turned out and shipped. Owing to the lack of transportation the production has been kept within limits in keeping with the rail handicap."

Dunning's presence in this part of the country was in the interest of the tractor department, a special visit to the field to make a survey of tractor needs and agricultural demand for farm machinery as supplied by the Ford company. He has made stops at various points to inspect the work of growers and be of assistance in communities where the machinery ideas has not yet taken hold.

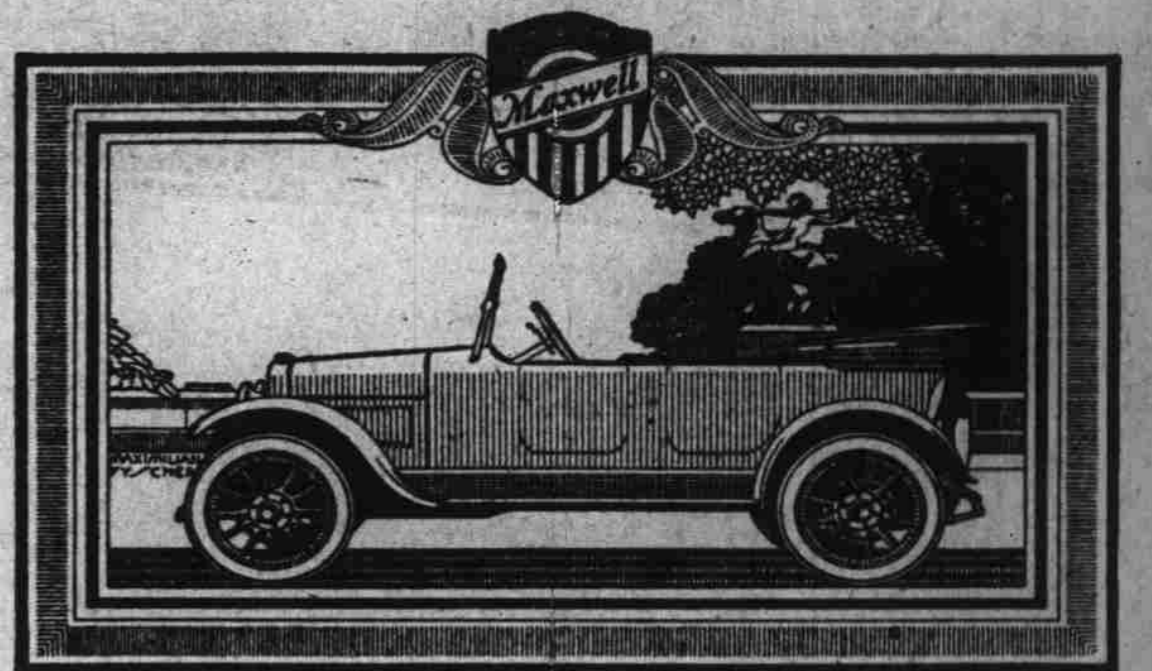
"Farmers as a whole are recognizing the value of machinery in their everyday work," continued Dunning, "and could we manufacture more tractors at the present time they would still be lacking in number to fill the demand. While 600 tractors is our maximum now, we expect changes in plans at the factory and additional facilities for manufacture that will enable a total output of an even 1000 before January 1, 1921. We are not handicapped by raw material, for the company had arranged

for an adequate supply before the present scare, and labor conditions have become to a great extent stabilized. "As far as cars are concerned, the factory could turn out fully 8000 a day did they have any way of getting them to points of consumption other than by rail. Of course there are numerous drive-aways, but the far corners of the country and the foreign are suffering from a lack of supply. Conditions as a whole will improve slowly and motor car firms now faced by a shortage of material and credit will find their feet again in a gradual return to a normal basis, which does not mean a basis equal to that enjoyed before the flurry. The demand for cars will continue, and market conditions will adjust themselves. Money conditions in the East

are better already and show signs of further improvement. "There is no shortage of gasoline to speak of there. Opportunities for storage of the fuel during the winter months when there is little touring has resulted in an adequate supply being on hand now when it is most needed. "Some consumers have been looking for a drop in the price of cars. Eastern men declare that a drop is far in the future; that, owing to the price of labor, the tendency is upward rather than downward. Raw materials have also increased in price and have as yet shown little movement in decline," said Dunning. "Dunning returned to the Ford factory at Detroit last Thursday."

Tacoma Ticket Sale Will Begin June 15

The ticket sale for the ninth annual motor car classic at the Tacoma Speedway will begin June 15. Reservations for seats in the grandstand should be wired direct to Tacoma Reservations for reserved seats will not be held later than July 1. Indications are that the mammoth grandstand holding 16,000 people will be sold out by June 30, since reservations have been coming in since June 1. — CONSERVE GASOLINE — Electric machinery has been invented for marking, listing and counting clothing in laundries.



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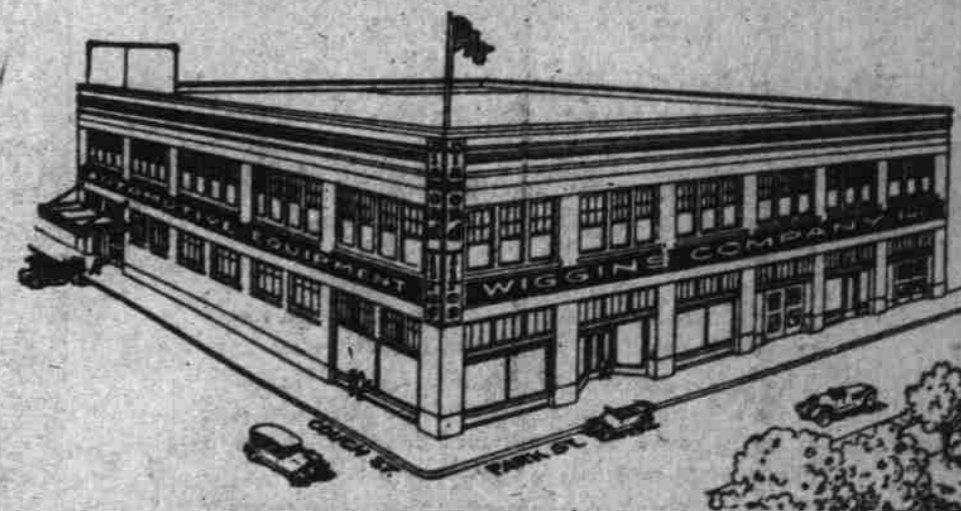
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