

Local Auto News Notes and Gossip

MANY ENTRIES IN SPEEDWAY EVENT

Most Noted Drivers in Country Will Compete for Indianapolis Prize. Coast Drivers Enter

INDIANAPOLIS, Saturday, May 10.—Prospects of a field of more than thirty-three cars for the Liberty Sweepstakes race on the Indianapolis Speedway on May 31, for which a prize of \$5,000 has been offered, are very bright. The field of drivers includes some of the greatest luminaries of the speed sort.

While the armistic has been signed less than six months, and peace has not been concluded, the field will have foreign drivers among its numbers. Jules Goux, winner of the 1913 event, will pilot a Peugeot and hopes to repeat his five century exploit of six years ago. Jean Chassagne will come over and drive an English Sunbeam. While Andre Boillot, brother of the late Georges Boillot, the famed Peugeot star, has not officially entered, he is on his way to America and will enter as soon as he arrives in New York. He will drive a Peugeot, one of the small 2½-litre jobs. If he brought it with him, or a mate to the car that Goux will tool.

The American field is topped by Ralph DePalma, the winner of the 1915 five century grind, who has nominated a Packard "12." This is not the car that he holds the world's straightaway record of 150 miles an hour with, but a smaller edition of this famous line of aviation engined space eaters, which for two years has been burning up the tracks and now has a string of records to its credit as long as the tail of a small boy's kite. The car has been entirely rebuilt, and DePalma will be ready to show the other drivers a few bursts of speed during the long grind.

Pacific Coast Represented. Along with DePalma may be reckoned such stars as Earl Cooper in a Stutz, Dario Resta, 1915 champion, piloting a Sunbeam; Louis Chevrolet, who has not named his mount; Ralph Mulford, a Vanderbilt winner, who sits behind the wheel of a Frontenac, and Eddie Pullen, the only American driver to ever win a grand prize event with an American car. Pullen will drive a Hudson Super-Six.

The Pacific Coast's interest will be divided this year. Clifford Durant, the millionaire automobile manufacturer of Oakland, will drive a Chevrolet Special. This is the same car with which he won the Tacoma race last July and the Santa Monica road race in March and gained the Pacific coast championship. Earl Cooper has a big following in California; Eddie Hearne drives Durant's second car, labeled Durant Special, but being originally the car that GH Anderson drove to third place in the 1915 race. Louis LeCocq is also coming East, and the Frenchman who gained fame on the dirt tracks has the Roamer, with which Roscoe Searles copped two races this season

on the Los Angeles Ascot Speedway.

Tommy Milton will drive an eight-cylindere Duesenberg and Eddie O'Donnell will have a four-cylindere "Duesy." The two boys are well known on the speed circuit, and have always had a penchant for cars built by Fred Duesenberg and have made winners of these cars. Wilbur D'Alene, the wild man from the West, will also drive a Duesenberg. W. W. Brown, of Kansas City, will have a Richards Special. This is a rebuilt Hudson with steel cylinders and twenty-four valves.

Among the other pilots named are Kurt Hitke, Roamer; Arthur Thurman, Thurman Special; Denny Hickey, Stickle Special; H. C. Simmons and J. M. Reynolds, Hudson Super-Sixes and another Hudson entered by Reynolds without a driver being named; Elmer T. Shannon, Mesaba Special.

Among the prospective entrants whose blanks have not been received are Roscoe Searles, Pacific Coast sensation, billed to drive Barney Oldfield's Golden Submarine, which has been rebuilt and is now the Oldfield Special; Joe Boyer, the Detroit millionaire, who has a penchant for ouis Chevrolet's Frontenacs, Lieutenant Arthur H. Klein, the dirt track star who saw service in France with the air service of the A. E. F. Dave Lewis, another Pacific coast star, is expected to get in line before the lists close, with a Duesenberg and Omar Toft is said to have shipped his Miller Special from Los Angeles and is driving through from the coast. Toft plans to enter on reaching here. The full list of cars and drivers named to date follows:

- R. C. Durant, Chevrolet Special.
- Dario Resta, Sunbeam.
- W. W. Brown, Richards Special.
- Earl Cooper, Stutz.
- Eddie O'Donnell, Duesenberg.
- Kurt Hitke, Roamer Special.
- Ralph DePalma, Packard Special.
- Denny Hickey, Stickle Special.
- Arthur Thurman, Thurman Special.
- Wilbur D'Alene, Duesenberg.
- J. M. Reynolds, Hudson Special.
- Ralph Mulford, Frontenac.
- Jean Chassagne, Sunbeam.
- Jules Goux, Peugeot.
- Louis Chevrolet.
- Tommy Milton, Duesenberg.
- Eddie Hearne, Durant Special.
- Louis LeCocq, Roamer Special.
- H. C. Simmons, Hudson Super-Six Special.
- H. C. Pullen, Hudson Super-Six Special.
- Elmer T. Shannon, Mesaba Special.

With a field of this size before the final closing of the entries and the usual method of many drivers in making eleventh-hour nominations, T. E. Myers, general manager of the Speedway, believes that the field will exceed the regulation thirty-three card that the A. A. A. rules permit on the 2½-mile brick oval and elimination trials to bring the field down to thirty-three will be necessary.

The Indianapolis Speedway's races always bring out a record field of entries, as the race is the premier of all speed contests in the old and new world, and the revival of its 500-mile event this year has put the racing game back on its feet, brought out

the cars and made it possible for other courses to have big fields, where for the two years that Indianapolis has not opened its gates the fields were often very scant.

CELEBRATION OF PEACE PLANNED

Sergt. William Scales Is Arranging for Parade of Discharged Service Men on Day Treaty is Signed. Sergt. Scales' Register Signed by Seven More Men.

A parade of discharged service men on the day that the peace treaty is signed is being planned by Sergt. William Scales, a local business man who himself recently returned from France. Following the parade it is proposed to hold an "army feed," utilizing some local basement as a "dugout."

More Sign Register. During the past week seven more discharged men have signed the register being maintained by Sergt. Scales at his store, bringing the total signatures to 55. The latest men to sign are: Sergt. Clarence E. Shain, Doty, 49th C. A. C.; J. L. Mettie, Ukiah, Ore., 63rd Infantry; F. E. Fisher, Seattle; Ambrose Fitzgerald, Centralia, 316th Engineers; Sergt. Earl V. Acker, Centralia, 10th Aero Squadron; N. C. Hall, Centralia, 479th Aero Squadron, and Capt. S. B. Lund, Centralia, Canadian Engineers.

MISS GARRISON IS NOT GUILTY

(Continued from Page One)

er her insanity or mental irresponsibility continues and exists at the time of the trial.

Girl Must Be Held. Under the state law the court is compelled, as a result of the verdict, to sentence Miss Garrison to the state penitentiary at Walla Walla for treatment for the criminally insane. But as there are no accommodations at the penitentiary for women of this type she will be transferred to the state hospital for feeble-minded at Medical Lake. For the present she will remain in custody of the King county sheriff.

Smiling, Miss Garrison received the verdict, then with a laugh she kissed her mother. Of the two women jurors, one sobbed as the verdict was read and several of the male jurors cried. Many spectators were moved to tears. Miss Garrison, as she was led from the courtroom, was laughing gaily.

Freedom Not Asked. Ending of the Garrison case followed four hours of closing arguments for the state and defense, in which attorneys for Miss Garrison

told the jury they did not ask the girl's entire freedom; rather they thought she should be confined in some state institution for treatment for the criminally insane. Her relatives also desired this, they said.

Judge Jurey, in his instructions, pointed out "that every person is proving insanity as a defense to a crime is upon the defendant to establish by a preponderance of the evidence, and, unless insanity is so established, such a presumption of sanity must prevail."

The evidence made it plain, he said, that the girl committed the crime. The point in question is her mental responsibility.

ADDITIONAL SOCIETY

Mrs. Helen Judd of Vale, Oregon, is the house guest of Mr. and Mrs. W. W. Gaylord.

Mrs. Florence Grindley of Pacific Beach is a week-end visitor in this city.

Miss Mabel Brown is the week-end guest of her sister, Mrs. Albert Smith of this city.

Miss Florence James of Rochester is spending the day with friends in this city.

Mrs. G. E. Williams and little son left this morning for Portland where they will visit friends over the week-end.

Miss Zada Zimmer of Hoquiam is the guest of friends here over the week-end.

Miss Goldie Platner left last night for Seattle where she was called by the illness of her father, who will operated upon today.

C. B. VOORHIS TELLS OF MOTOR TRUCK MERCHANDISING METHODS

There are a number of important factors that must be reckoned with by a man who undertakes to merchandise motor trucks, according to C. B. Voorhis, general sales manager of the Nash Motor Company. Mr. Voorhis has made a close study of the problem of motor transport and he has carefully analyzed the application of principles laid out for successful merchandising of trucks.

"There are three most important requirements that must be met by a dealer in motor trucks," says Mr. Voorhis:

"He must have a practical working knowledge of transportation problems with reference to types of truck best suited to the specific requirements of various individual industries.

"He must offer for the solution of these problems a motor truck that is built by a factory whose stability and permanency are assured by large resources and whose equipment and

Clarence Mehlenbeck is spending a few days on a business trip at Grays Harbor points.

Mrs. Frank Trolzel and baby of Seattle are the guests of Mr. and Mrs. Albert Trolzel for a few day's visit.

manufacturing practices are in keeping with its resources.

"He must be prepared to back of this truck with a reputation competent to render prompt and intelligent service.

"These requirements must represent the application of sound business methods. If, for instance, a dealer lacks a practical working knowledge of transportation, he cannot expect to make of this cause of this lack of knowledge an owner. Without the ability to develop satisfied owners, either to his lack of experience in his merchandise—no motor truck dealer can expect to stay long in business.

"It is my belief, based upon observation, that a motor truck dealer has back of it a factory of enormous large resources is the most satisfactory truck and the less likely to become an orphan in the hands of an owner. This is the only truck with which a dealer can expect to build a successful business over a period of years.

"The ability to give service is a vital factor in the merchandising of motor trucks. If service is important to the owner it is even more important to the dealer for no business man can possibly afford to neglect anything that is of importance to his customers."

GOODYEAR TIRES

The men who make big mileage each year have nearly all standardized on Goodyear.

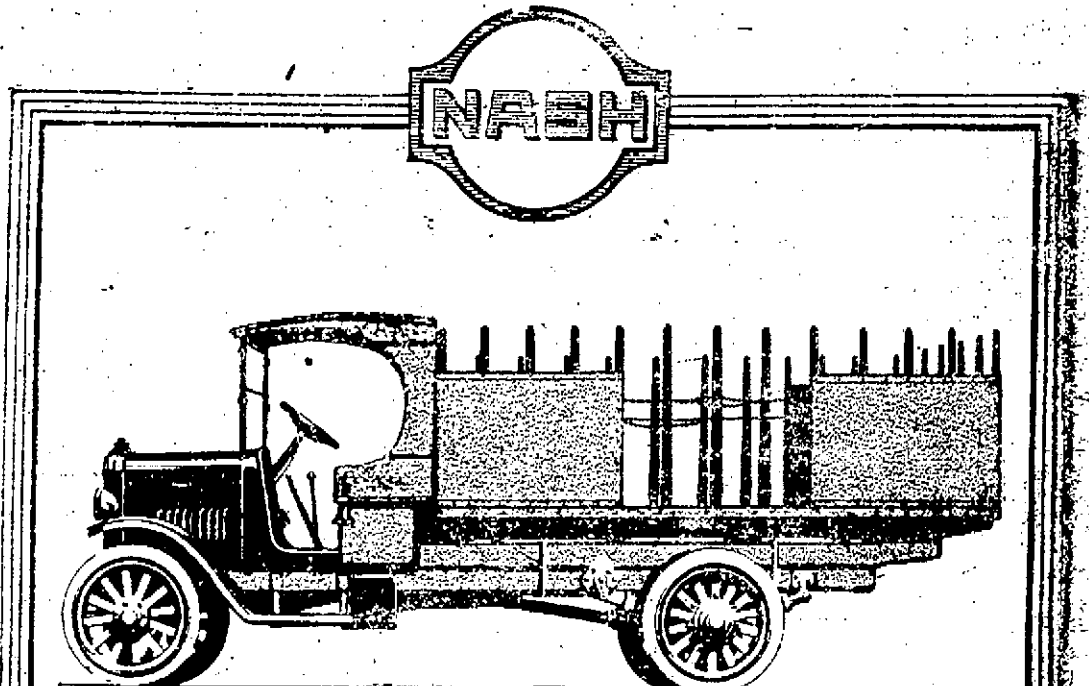
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