

RACERS WILL COME

Portland to Be on Route of Guggenheim Tour.

ROADS MUST BE BETTER

Placing This City on Line of Tour From New York Conditional on Improvement of Highways North of Rose City.

Portland will be among the towns through which the transcontinental automobile racers will pass this Summer. If the event for the Guggenheim trophy is held, M. Robert Guggenheim, donor of the cup as well as a number of cash prizes, was in Portland last week, making the above statement. "We have not yet completed arrangements for the race," said the millionaire sportsman the other night, "and consequently I am not able to say definitely whether or not the event will occur. If it is, however, Portland will not be slighted, but the route will be changed from that of last year so that Portland will be one of the final destinations, Seattle being the final destination."

Road Improvement Easy.

"An arrangement for this change to be made if the automobilists and good roads enthusiasts fix up the roads between Seattle and Portland. As the roads now are, it would be pretty hard to have the racers attempt to negotiate them, but they can be fixed up easily. On this condition—that the roads are improved—I will guarantee that Portland will not be left out of the line of the long cross-country race from New York to Seattle."

"Under this arrangement, the change in route will begin at Boteo, Idaho, and instead of running up north through the Snoqualmie Valley pass, the contestants will take the route through the West. The way through the Snoqualmie Valley pass was in fearful shape last year, and I know that the men who enter the event will be pleased to find that one of the bad features has been eliminated. "The transcontinental race will not be started this year unless there are at least 15 cars entered. This has been definitely decided upon. Wide interest was aroused in the race last Summer, and it was certainly keenly contested. For this reason, I believe that it is important enough to justify the entrance of no less than 15 machines. Last year but six automobiles started, all but two of which finished."

Trophy to Be Perpetual.

"Another innovation which we shall introduce this Summer, if the race is held, will be the offering of a perpetual trophy, to be given annually. Last year the cup which was won went to the winner of the race. In the perpetual trophy, of course, there will be cash prizes sufficient to awaken the greatest interest and competition among drivers."

"The race across the continent from New York can be made one of the greatest annual spectacles in the United States, and it will do much toward stimulating interest in automobiling and the good roads movement. I am certain that the race of this year will not fall through, and will do everything in my power to get it arranged. No final decision, however, has been made yet."

Mr. Guggenheim is an enthusiastic automobilist, as well as one of the best known financiers in the West. His bulldogs carried off 12 firsts, 12 seconds, and three thirds at the exhibition of the Portland Kennel Club last week, and he has related Mr. Guggenheim spoke very highly of the treatment he received at the hands of the local dog show officials, saying that it was far and away the best managed exhibition ever held on the Pacific Coast.

TURFMAN IS GREAT FIGURE

Robert Tucker Picturesque Character on Racetrack.

Robert Tucker, the veteran turfman, who died in Kentucky the other day, was one of the most picturesque characters ever known on the American race track. He was an expert trainer and one of the biggest plunders on record. Always a close student of the racing game and with enough confidence in his own judgment to wager as much as \$50,000 on a single race, Tucker surely knew the inside machinery to the finest possible point. For 30 years Tucker bore the reputation of being the "squarest sport," and so far as one can learn he had few, if any, enemies. He was a game loser, a quiet, unassuming winner, and whether he won or lost a big bet it was impossible to learn the fact from any outward expression. Tucker was born in Frankfort, Ky., in 1858. As a boy he took an unusual interest in horses and breeding and soon became familiar with the workings of the turf. He exercised thoroughbred at first and then began to train them with a skill that attracted attention. Scoring numerous successes in his capacity, Tucker finally branched out as the owner of a stable consisting of three horses, Currier, Roy E. Grey and Birthday, and they won many races in his colors. Edward Corrigan, the master of Hawthorne, soon engaged him as trainer of a more formidable string, and Tucker quickly earned fame by handling Modesty, Freeland, Pearl Jennings and the stake winner, Riley.

Leaving Corrigan's employ, Tucker took charge of the famous stable of Julius Pleisenmann, of Cincinnati, and incidentally saddled such great thoroughbreds as Palma, St. Maxim, Prince of Monaco, Clementia and Domingo. When he severed this arrangement Tucker became the trainer of the late Captain S. S. Brown's powerful string and he succeeded in developing Aggie, a Kentucky derby winner, Broodstick, who hung up a world's record of 2:02 4-5 in the 1904 Brighton handicap; Sue Smith, Merit, in the twilight, Go Between, Garry Herrmann and Accountant, a winner of \$100,000, who was sold to Diamond Jim Brady for nearly \$40,000. Tucker also trained Troubadour, a wonderfully fast horse, who won the Suburban handicap in 1886.

Tucker's plunging was felt by book-makers on various tracks. In 1903 he won close to \$100,000 on The Picket, when that horse captured the American derby in Chicago. The Picket was owned by Middleton and Jungbluth, but Tucker had helped to train him for the derby and knew that he was in superb condition. Before the race Tucker went among the layers and wagered \$10,000 at an average of 10 to 1. He invested half his winnings in real estate and placed the balance in a Louisville bank to be kept for

his family. Louis Tauber, who trains the Henderson & Hogan horses, and was one of Tucker's closest friends, said the other day: "Tucker was one of the best of trainers, probably the premier of them all. He was a man with the strictest of habits, and I consider him absolutely the squarest man that ever walked in shoe leather. He was loved by everybody, men, women and children alike, and especially by those with whom he came in contact daily. "Bob" Tucker was a cool, nifty man. As a plunger he was in a class with such men as Mike Dwyer, Phil Dwyer's brother, and George E. Smith, better known as Pittsburgh Phil. "When Tucker once had his mind made up that a horse was worth a nickel he would go the limit. He was a man to bet thousands where others bet dollars. One trait that stood out above all was his kindness of heart. He would give a friend his last dollar, and every one on the track knew that he would. He was what they call a dead square man. "Last Fall, while we were at the Downs, he several times told his friends that he might not be out the next day, as he was feeling bad. This was the first intimation that any of us had that his health was not perfect. This Winter he also had several spells, but at one time I remember his being in excellent health and physical condition. His death was a shock to every one that knew him."

UNIFORM LAWS DESIRED

AUTOMOBILE ASSOCIATION OF AMERICA ACTS.

Resolution Passed Favoring Revision of State Enactments—Portland Delegate Home.

As delegate to the National convention of the Automobile Association of America, held in Washington, D. C., Dr. C. B. Brown left Portland last February. Dr. Brown speaks enthusiastically of the work which is being accomplished by the Nation-wide organization and says that many needed improvements in the way of legislation will be brought about through the efforts of the association. On account of the intensity of the hour when the meeting of the Automobile Club closed the other night, Dr. Brown did not read his report on the trip. The report, part of which is printed herewith, tells of the work which is being done in the East.

Federal registration of all automobiles in the Union is one of the principal things which the A. A. A. is working for, and in this connection Dr. Brown quotes Charles T. Terry, legal representative of the association. In a speech at the convention Mr. Terry spoke as follows:

Uniformity in motor vehicle laws is the paramount purpose of this gathering. There will be no sound objection to the challenge any one to give a reason why the motor vehicle laws which govern all the states in any state of this Union would not, in the same terms and in the same spirit, afford protection in every other state. This result can be accomplished in two ways, to-wit, by uniform state motor vehicle laws, governing all the incidents of the vehicle, and by a Federal registration bill which will require that one license be issued for every motor vehicle.

There is no difference in essence between motor vehicle laws in any other state, possibly, in one respect, to-wit, its capacity to afford protection in every other state. This result can be accomplished in two ways, to-wit, by uniform state motor vehicle laws, governing all the incidents of the vehicle, and by a Federal registration bill which will require that one license be issued for every motor vehicle. There is no difference in essence between motor vehicle laws in any other state, possibly, in one respect, to-wit, its capacity to afford protection in every other state. This result can be accomplished in two ways, to-wit, by uniform state motor vehicle laws, governing all the incidents of the vehicle, and by a Federal registration bill which will require that one license be issued for every motor vehicle.

This is the substance of the Federal registration bill. It interferes not at all with the police powers of the states. They remain perfectly free to enact any laws they choose with reference to speed, lights, brakes, signal devices and the like, but they are deprived of the privilege of holding up motor vehicles at their borders and demanding tribute for the privilege of using the highways of the nation.

The convention then indorsed the following resolutions: Whereas, the bill providing for Federal regulation of motor vehicles known as H. R. 5116, introduced by Hon. William W. Cooks, of New York, and now pending, meets the approval of all who have given the matter sufficient consideration, and the prompt enactment of such law is necessary for the unhampered development of interstate commerce and travel by means of motor vehicles, and since it is only through Federal regulation that the unjust and unwarranted burdens now imposed upon the interstate commerce and travel can be removed; therefore, be it

Resolved, That the National Legislative convention of the American Automobile Association, held in Washington, February 15 to 17, 1910, does urge the speedy passage of this measure and does hereby pledge itself to use every honorable effort to accomplish its enactment.

Whereas, there are 35 states having general motor vehicle legislation, no two of which are alike, and the provisions of which are so dissimilar as to cause confusion and warranted to users of motor vehicles engaged in interstate travel; and Whereas, the conditions of the highways in the various states are not too dissimilar to warrant a uniform law for the regulation of the traveling public in any state which would be equally inadequate in any other; therefore, be it

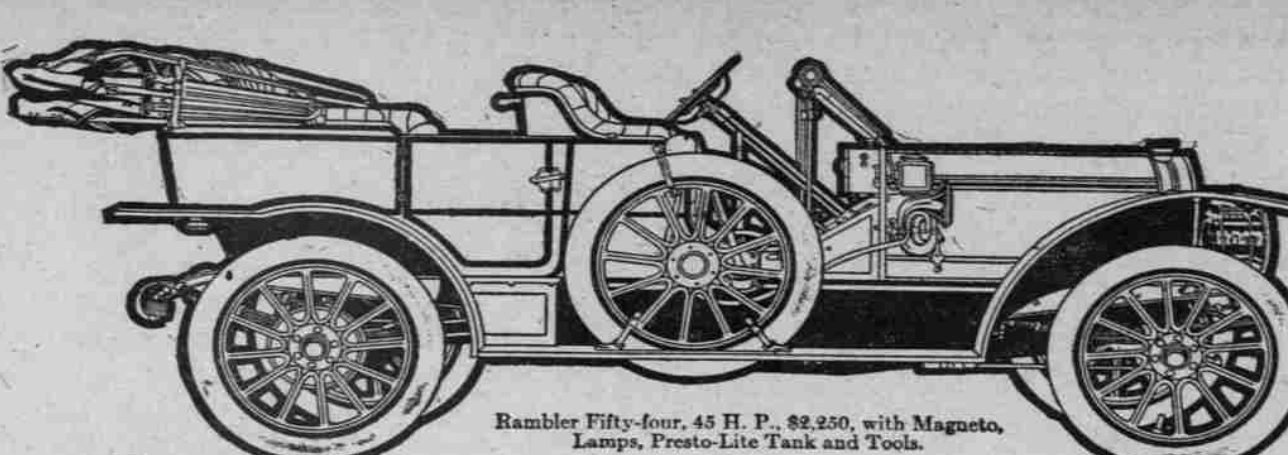
Resolved, That it is the sense of this convention that the motor vehicle laws of the various states should speedily be made uniform, and that all the energies and influences that can be legitimately brought to bear shall be exercised persistently to accomplish the enactment in each state of a uniform law.

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M. A. A. C. Gossip

DON KYDD, the popular captain of the last year's soccer team and formerly assistant accountant of the local branch of the Canadian Bank of Commerce, left Wednesday morning for Westminster, where he will have a homestead in Lake County, near Dry Lake.

Raleigh Trimble will leave soon for the mining district tributary to Hazelton, British Columbia. He will remain there until June and then come back for a short time, after which he will return to the mining camps for the rest of the season. Raleigh will go by the way of Prince Rupert and the Skeena River.

St. Mills, who left the city a short time ago to take a position with one of the Deschutes railroads, is located in a construction camp near Madras.

George Steadman, who has been mis-

ing from the ranks of the old stand-bys for some time, will be in the city next month. George has been living on a homestead in Lake County, near Dry Lake.

The club baseball field is in fine condition this year. Groundkeeper Hansen has worked on the field faithfully for the last couple of months and as a result has turned out a very fast diamond.

Dr. George Anslie, who was elected to the board of directors in February, has returned from the East and regularly attends the meetings of the board.

Surveyors have been at work on the new tract of land south of the present grounds laying out new tennis courts. Active work will begin on the new courts shortly. They are badly needed, for interest in tennis circles has increased doubly since the past year.

W. H. J. Clark, the recently appointed chairman of the new cricket committee, is the man who so ably referred a number of the soccer games the past season. Mr. Clark in an excellent bowler

and formerly played with Puget Sound cricket teams.

Bert Allen and his green tie were quite conspicuous in the Dutch dance at the Armory Thursday night.

New cloths have been ordered for the billiard and pool tables. New chandeliers were installed recently.

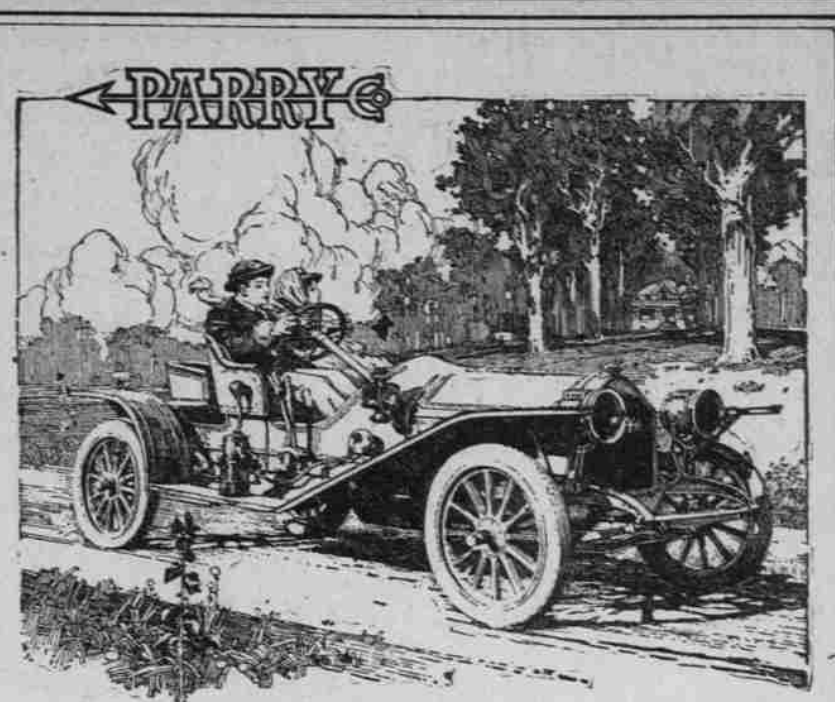
The "hard-hitting" Starr brothers are frequently seen on the tennis courts these days. Ames and Katz, of the "lightweight" division, hold nightly battles also.

The Sunday Morning Baseball League is proving quite popular with the boys. Nearly 75 players were out last Sunday and more are expected out this morning.

The new swimming committee of which Frank E. Watkins is chairman is trying to arrange so that it may have a mixed swimming event either monthly or bi-monthly. The first meet of this kind was held last Thursday night.

Taggart Opposes Marshall.

INDIANAPOLIS, Ind., April 30.—It



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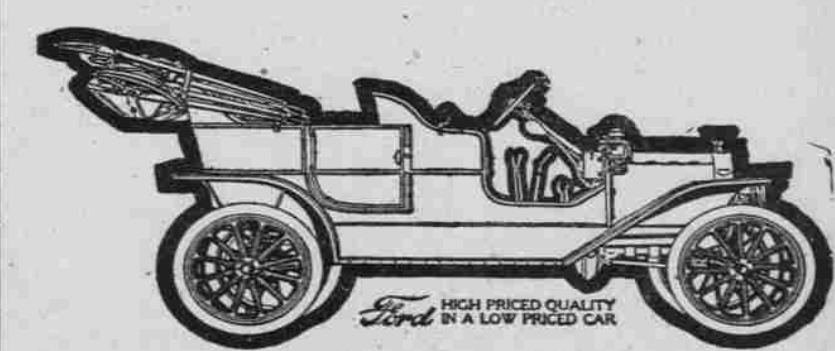
335 Ankeny Street. Phones: Marshall 852 A 3148.

became known yesterday that friends of Governor Thomas R. Marshall presented to the resolutions committee of the Democratic convention, which met here yesterday, a plank indorsing the Governor as Indiana's candidate for the Presidency. No such indorsement appeared in the resolutions presented by the committee to the convention. Adherents of Thomas Taggart, Democratic National committeeman, were in the majority on the resolutions committee, it is declared.

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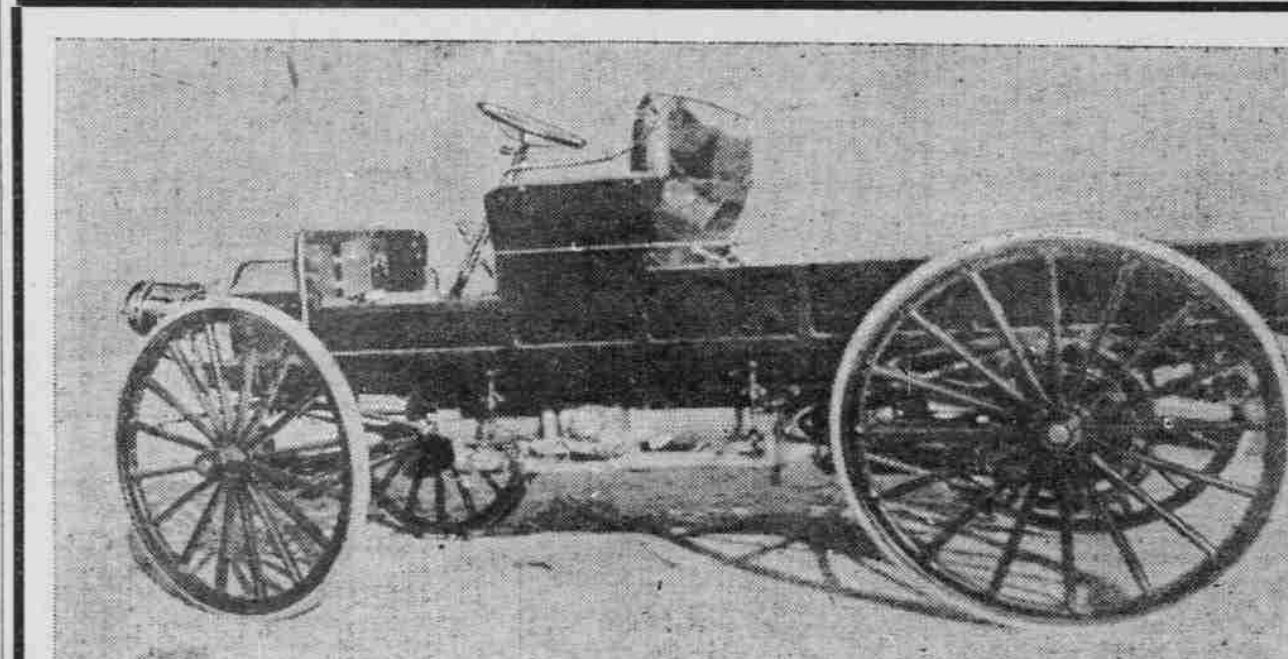
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Think of it! A four-cylinder, roomy, powerful five-passenger touring car, having all the features of cars costing five times its price. Built of Vanadium steel, it weighs only 1200 pounds, which means low tire upkeep, small gasoline consumption, long life and ability to negotiate the roughest roads, a great hill climber, so simple any girl can operate it. Every Model "T" is a duplicate of the winner of the New York-Seattle race. One gallon of gasoline will take you 25 miles. Write for catalogue today. Phone for a demonstration. We have a surprise in store for you. Main 692.

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