

### THREE ROUTES WILL BE OPEN TO MOTORIST WHO WILL VISIT FAIR

Transcontinental Tourists to Find Plenty of Novelty and Scenic Attractions.

#### DESIGNATE THE HIGHWAYS

Touring Board Prepares Full Data on Various Routes; Portland Will Come in on a Share.

Transcontinental inquiries received by the A. A. touring board indicate that many of those who have in mind a journey to the Pacific coast in 1915 will journey westward over one route and return by a different itinerary. While 1914 will see a greater number of cross-country travelers than in 1913, the total in 1915 promises to be surprisingly numerous and warrants chairman Frank X. Mudd, of the touring board, to predict that American interstate travel from this time on will count largely in vacation periods of many people who have been in the habit of wearing out tires on foreign highways.

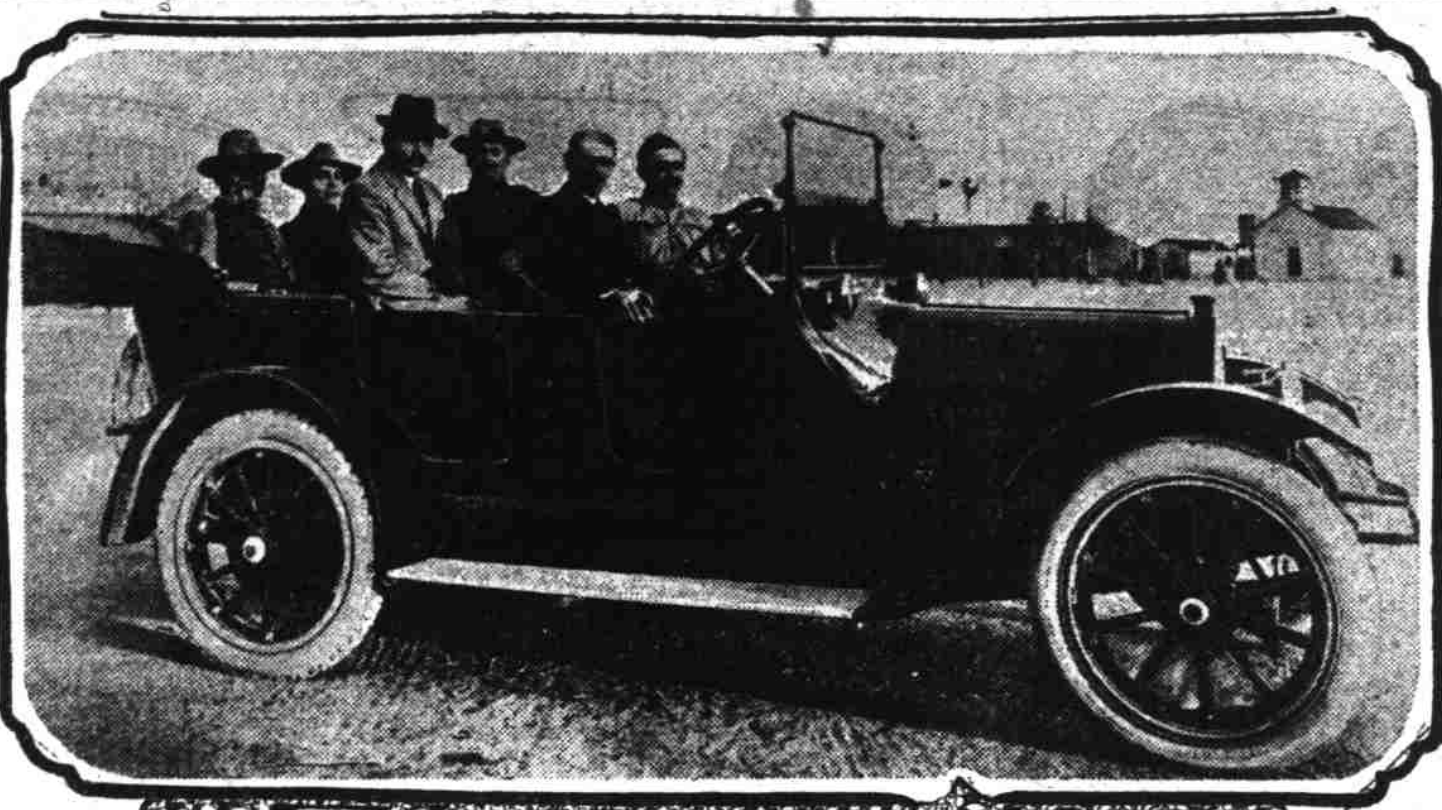
In preparing for a comprehensive transcontinental service, the touring department of the national organization of automobilists has added to its material until there are now available three complete routes with a fourth to be added in the spring of 1915. Of these, the overland trail is for about 95 per cent of the way the route of the Lincoln highway, which will attract a large amount of the cross-country travel.

**Fourth Route Planned.**  
The fourth route will start east from Los Angeles and is by far the longest of the cross-country lines, being via Yuma, Phoenix, El Paso, Fort Worth, Dallas, Texarkana, Little Rock, Memphis, Nashville, Knoxville, Asheville, Greensboro, Richmond, Washington, Baltimore and Philadelphia to New York. This transcontinental route will be available throughout the year. Very little difficulty was experienced in its framing, as long stretches of good natural roads were found in Arizona, New Mexico and Texas. In fact, the one great problem of the A. A. A. pathfinder was to select the "one best way" from the number of options offered at several points, notably east of Phoenix. For the first time the southwestern and gulf states will be placed on a through line across lower Arizona, New Mexico and upper Texas.

The pioneer big route between Chicago and the Pacific coast was this "Trail to Sunset." This quickly made clear that for the San Francisco and San Diego exhibitions in 1915 there would be a great call for other routes reaching the Pacific northwest as well as central and southern California. It was therefore decided by the A. A. A. in the early summer of 1912 to undertake the mapping of three complete lines in one season.

**Portland to Benefit.**  
Starting in June the northern route through Albany, Buffalo, Cleveland, Chicago, St. Paul, Minneapolis, Fargo, Bismarck, Butte, Missoula, St. Paul, Seattle and Portland, Or., was covered. The "Northwest Trail" was the first to give details across the continent by the northern route, and to supply specific information, including mileage, for reaching Yellowstone park from the north or Glacier park from the south. Equally complete notes were taken from Seattle through Ta-

### HEAD OF CONSTITUTIONALIST FACTION IN MEXICO RIDES IN AMERICAN CAR



Left to right—General Yenustino Carranza, chief of provisional government; Ygnacio Bonillas, secretary of department of fomento; Colonel Trevino, chief of staff; Rafael Zubaron Capmany, secretary of interior; J. M. Augilar, officer of staff, and E. R. Pirtle (at wheel), Cadillac and United States Rubber company representative in Douglas, Arizona.

coma, Portland and Sacramento, to San Francisco. Immediately afterward, the overland trail was traveled from San Francisco through Sacramento, Carson City, Reno, Salt Lake City, Cheyenne, Omaha, Chicago, Cleveland, Erie, Jamestown, Elmira, Binghamton and Kingston to New York.

The third line was laid down to Los Angeles via Philadelphia, Harrisburg, Pittsburgh, Columbus, Indianapolis, St. Louis, Kansas City, Denver, Salt Lake City, Ely and Goldfield. No date has been set for the publication of these notes, due principally to road conditions in western Colorado and eastern Utah, which will doubtless be improved before the spring of 1915.

### "TERRIBLE" TEDDY TO DRIVE A MAXWELL

Noted Foreign Car Driver to Shift His Allegiance to an American Car.

"Terrible Teddy" Tetzlaff, the idol of the Pacific coast, and present world's record road champion, is to drive a Maxwell.

The famous foreign car driver has agreed to shift his allegiance to an American car.

The last says which Teddy has driven were the Fiat and the Isotta. Tetzlaff is best known as the winner of two Santa Monica races, in one of which he lowered the world's record by driving the distance at an average of 78.50 miles per hour, a record which stands today after many onslaughts.

The driving of the western demons of the most sensational order, and such events as the Tacoma road race, second in the Indianapolis motor speedway 500-mile race two years ago, and many other important wins and

records mark his greatest achievements. Tetzlaff has earned the sobriquet of "Wild Teddy," owing to the reckless abandon with which he drives a car. In almost every event, in which he has failed to prove the winner, he has been in the lead when he retired from the event, owing to the severe manner in which he has driven his car. He led both the Vanderbilt cup race and the Grand Prix races at Milwaukee when he was retired, and the same applied at Tacoma and Santa Monica this year.

This practically completes the personnel of the Maxwell team, which now has two Californians at the wheel, Tetzlaff and Carlson.

Tetzlaff is expected to reach Indianapolis the early part of the coming week and will go to Detroit to the Maxwell factory, to get his car and start practice on the course. Ray Harroun has advised his associate, E. A. Moros, that the first Maxwell will be ready this week, and that Carlson will be given the first car, as he is the first to sign his team contract. Tetzlaff will be awarded the second mount.

Both of the drivers have been entered and nominated for the Speedway event, leaving but one other driver to be signed, and as Moros is now in touch with both Hemery and Nazario by cable and with Hughes and other American pilots, the indications are that all three cars will be working out their respective pilots within the next few days.

The Maxwells will enter three cars, and will not have one entered in the name of an individual. Carl G. Fisher, president of the Speedway, has advised Moros that this method of entering cars will not avail in holding three car teams in the race. In event having more than 30 entrants, Mr. Fisher explained that the 30 fastest cars would be the starters. Inasmuch as Harroun in his contract with the Maxwell company has agreed that his cars shall show a speed for a lap of 1.37, and as this is faster than any car ever covered the distance officially, the indications are that the Maxwells at least will not be forced to lose one of their cars through failure to qualify.

Journal Want Ads being results.

### Another Record to Barney Oldfield

Auto Demon Covers Five Miles in Three Minutes and Fifty-three Seconds, in California.

Barney Oldfield has broken another world's record. On April 22, at Bakersfield, Cal., in his Fiat Cyclone, he broke the five mile record formerly held by Diabrow. Barney covered the five miles in 3 minutes, 56 seconds.

As usual, Barney's faith in Firestone tires was not misplaced. He affirmed that the tires did not show a sign of wear after this contest.

### LION'S ATTACK IS FATAL

Khartoum, Egyptian Sudan, May 2.—Rev. Ralph W. Tidrick of the American United Presbyterian mission in the Sudan died today of wounds suffered in an encounter with a lion. Mr. Tidrick, who was stationed at Dohab Hill, Sobat river, was attacked seven days ago. He started down the Nile for Khartoum to undergo treatment. The trip occupied six days. He arrived here yesterday.

### QUESTION OF WEIGHT IS BECOMING WARM; CLAIMS AT VARIANCE

One Says Safety Demands Weight; Another Says the Lighter the Better.

The discussion that seems to be going on everywhere about the proper weight of an automobile has reached the interesting stage. It is becoming so warm that the various factions most interested are spending large amounts of money to make their positions clear and convincing.

One faction takes the position that the lighter the car the better, and another claims that safety demands weight. In a recent issue of the Saturday Evening Post, these two extreme positions are represented in a page ad by a manufacturer who builds an extremely light weight car, and in a page ad by a manufacturer who builds a heavy car.

In reading these ads one cannot help seeing that there are arguments in favor of both. On the other hand, it occurs to the student of this question—"Why not strike a happy medium?"

**What Expert Says.**  
The writer knows of no man who is better qualified to speak from the standpoint of experience on this subject than Charles B. Harris, and we therefore take pleasure in quoting Mr. Harris as follows: "My idea in general about the weight of an automobile," says Mr. Harris, "is that it should not be so heavy as to make the car cumbersome and expensive, and not so light as to make it unsafe. To be a little more definite, I consider that when a five passenger car strikes the heavyweight class, it is cumbersome and expensive, and that on the other hand, when it drops down to the extremely lightweight class, it is so light that it becomes unsafe."

"One designer exclaims proudly: 'I save from 450 to 1200 pounds representing the weight of from three to eight adults and likewise the cost of carrying that overweight every mile you drive.' Another designer announces with equal pride that safety and strength demand weight."

**Medium Weight Best.**  
"If all were classed in these two extremes, the buyer of an automobile would of course be forced to choose between them; however, since there is more than one good car produced today that can be properly classed as a medium weight car—one that strikes a happy medium—it really seems a waste of time to bother about deciding which one of these extreme factions is correct, or rather which is more nearly correct, because as I said before, the happy medium is quite practical and

### Number of Entries To Date Indicated

Indianapolis entries to date are as follows:

Car.	Driver.
Stutz	Gil Anderson
Stutz	Earl Cooper
Stutz	Harry Grant
Mercer	Spencer Wishart
Mercer	Caleb Bragg
Mercer	Ed Pullen
Peugeot	Jules Goux
Peugeot	G. Bollot
Peugeot	A. Duray
Mercedes-Peugeot	
Mercedes	Ralph Mulford
Delage	Albert Guyot
Delage	Rene Thomas
Delage	A. Christaens
Burman	Bob Burman
Burman	Billy Knipper
Sunbeam	J. Chasseigne
Sunbeam	Harry Grant
Marmion	Joe Dawson
Beaver Bullet	Charles Keene
Gray Fox	Howard Wilcox
Peugeot	W. Carson
Maxwell	T. Tetzlaff
Maxwell	Not named

**Accessory Money.**  
Wheeler & Schaefer, Indianapolis, carburetor manufacturers, \$1700.  
Fideland & Kropf Mfg. Co., Chicago, carburetor manufacturer, \$1500.  
J. B. Carburetor Co., Los Angeles, Cal., carburetor manufacturer \$1500.  
Hosch Mfg. Co., New York, manufacturer of ignition devices, \$1300.  
Standard Roller Bearing Co., Philadelphia, representative in Rudge-Whitworth wire wheels, \$875.  
Emil Grossman Co., New York, manufacturer of Red Head spark, \$850.

best from every point of view in these days of highly perfected mechanism. "As soon as I arrived at these conclusions, I immediately began to investigate the situation in detail. My search is very thorough and I was forced to the conclusion that a perfectly balanced car which strikes a happy medium is the closest approach to the ideal car for general purposes. "This position I have taken in favor of a medium weight car is without doubt the right position and it will be decisively proven by developments at no distant date."

### PAPER TO TEACH ENGLISH

Berlin, May 2.—The growth of Germany's interests in America and the consequent necessity for spreading the knowledge of the English language is chiefly responsible for the founding of the Anglo-American Journal, a new weekly, just started at Frankfurt-on-the-Main.

### SEASON MODELS FORCE OUT SOME GOOD CARS

Local Dealer Gives His Opinion Regarding Practice in Auto Industry.

"Seasons' models may be all right in the millinery business," says H. W. Curtis, the local Apperson dealer, but forcing good cars out of date by a few unessential changes is an expensive luxury, when applied to motor cars and is an injustice to the buyer. "Here is an example that you have seen repeated a thousand times: A man buys a 1912 car one month before the end of the season. After 30 days his car is out of date, a back number, as the manufacturer announced a 1913 model. The public then say his car is a year old, that means it would command only the price of an ordinary second-hand car."

What is the proportion between the actual worth and the market value of a second-hand automobile? That depends some on the conditions of the car, whether it is in a big city or a

country four corners, or how many seasons old it may be. Now, when after two decades of experience, as exclusive automobile builders, Apperson Brothers find their car standardized to the point that any change would be minor or unessential, they are confronted with the necessity of choosing between two sales policies. Shall we force last season's model out of date and sell the owner a new car, or shall we perpetuate the standard design and make every car sold, stay sold and sell another to a new customer? We renounced seasons models, which mean that an unwritten insurance policy goes with each car. The depreciation should not exceed what the service has been actually worth providing the owner will give his car the same care and attention that is deserved by any piece of machinery? It must be remembered, of course, that the service one gets from any automobile is only reciprocal with the care and attention they are given. This makes it pretty much up to the owner as to what his used car is really worth.

### CANDIDATE FOR GOVERNOR

Lansing, Mich., May 2.—Ex-Governor Chase S. Osborn will be a candidate for the Republican nomination for the governorship this fall. He has sent word to this effect from Europe, where he now is traveling.



"Smile at Miles"

### The talk of the whole rubber world "Vanadium" Rubber Exclusive Lee Process

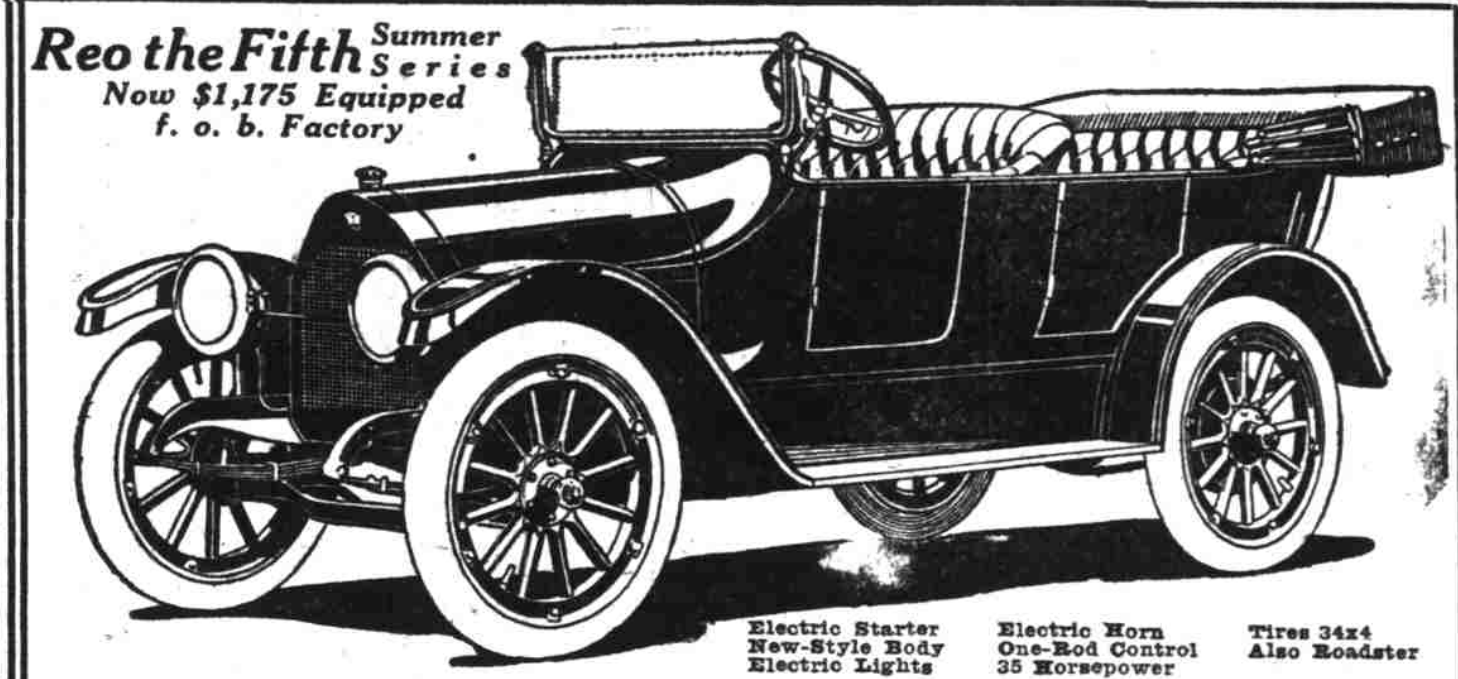
Doubly tough and resilient; extra lively and long-lived because of its greater density and perfected, standardized vulcanization impossible except for the "Vanadium" process. In addition practically oil proof and a wonderful protection against water-rotting of fabric.

### Lee PUNCTURE-PROOF Pneumatic Tires

Lee Regular Tires.  
Lee "Zig-Zag" Non-Skid.  
Lee "Velvet" Red Inner Tubes.  
and on Lee products exclusively.  
Lee tires are 12% oversize of average mounted tire.

The customer who wants increased service, the dealer who wants increased sales, both need "Vanadium" Rubber.  
An interesting booklet, descriptive of its discovery, its manufacture and its service, is now on press—free on request if you mention this publication. Dealers write for Trade Proposition.

Write today for this descriptive Booklet "X".  
**Chanslor & Lyon Co.**  
50th and Wash. Portland.



Reo the Fifth Summer New \$1,175 Equipped f. o. b. Factory

### This Car Must Stand 10,000 Reckless Miles

This is one of the tests given Reo the Fifth to prove strength and endurance in the thousand separate parts. Test chassis are kept running night and day at high speed on rough roads. They are driven constantly, in reckless ways, up to 10,000 miles. After 10,000 miles we take the chassis apart and inspect it. And we require that driving parts shall show slight evidence of wear. Every steel formula, every specification, is based on years of these radical tests.

### The Car That Stays New

Lesser-built cars may look as well, may run as well when new. But when others grow noisy, Reo the Fifth stays silent. It will save you hundreds of dollars in the years to come in troubles, repairs and upkeep.

**Our Extra Care**  
Reo the Fifth, built by R. E. Olds, is based on 27 years of experience. It marks our final conception of what a car should be. It is built for the future—for what legions of users will say of us after five years. We spend six weeks in building each car. And we add one-fourth to what the car would cost if built by other standards. Each driving part is made one-half stronger than necessary. Each is tested to meet the requirements of a 50-horsepower engine.

**Other Tests**  
All steel is made to formula, and each lot is analyzed twice. Gears are tested for 75,000 pounds per tooth. Springs are tested for 100,000 vibrations. Engines get five long and radical tests, and the tested engines are taken apart and inspected. We use a clutch—to prevent gear clashing—which costs twice what others cost. We use 15 roller bearings and 190 drop forgings. We use oversize tires. Then the cars are built slowly and carefully. Parts are fitted exactly. There are countless tests and inspections.

**REO MOTOR CAR COMPANY, Lansing, Michigan**  
**Distributors**  
**NORTHWEST AUTO COMPANY**  
FRED W. VOGLER, President  
Broadway at Couch Street PORTLAND, OR.



### This is the Goodyear All-Weather Tread

"All-Weather" because it runs like a smooth tread. The projections are flat and regular. Yet on wet roads the countless sharp edges afford a resistless grip. This tread is double-thick. It is made of very tough rubber. The sharp edges last for thousands of miles. Instead of rounded grips, here are grips with sharp edges. Instead of a rugged, irregular tread, here is one smooth and regular. Instead of separate projections—centering all strains at small points in the fabric—here are projections which meet at the base, and spread the strains just like a plain tread. Not a tire user can know this tread without wanting these tires on his car.

**No Other Tire**  
No other tire has this All-Weather tread. No other tire has our No-Rim-Cut feature—the only feasible way to make rim-cutting impossible. No other tire is final-cured on air bags, to save the countless blow-outs due to wrinkled fabric. This extra process costs us \$1,500 daily. No other tire combats tread separation by creating at the danger point hundreds of large rubber rivets.

**Much Lower Prices**  
In 1913 No-Rim-Cut tire prices dropped 28 per cent. Now there are 16 makes which sell at higher prices—some higher by almost 50 per cent. Yet No-Rim-Cut tires have four costly features found in no other tires. And no man knows of any way to give you greater mileage. Bear this in mind. No-Rim-Cut tires have won top place in Tire-dom. And they cost you only what the best should cost. Our dealers are everywhere.



**THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO**  
This Company has no connection whatever with any other rubber concern which uses the Goodyear name. Any dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

### Gasoline Trucks GMC Electric Trucks

Will soon be as popular in Portland as they are in Seattle, where over one hundred are in use; **BECAUSE** Every G. M. C. truck owner is a satisfied owner. The financial standing of the General Motors Company insures the permanency of the G. M. C. line. The Columbia Carriage & Auto Works is fully equipped to give a guaranteed continuous service.

**NEW PRICE POLICY**  
No inside or confidential prices to undermine a competitor. ONE PRICE TO ALL; we do not play favorites. Your office boy or your teamster can buy a G. M. C. truck for you just as cheaply as the president of your company. We grant terms to reliable business firms with financial standing AT OUR NET CASH PRICES. We do not grant terms unless purchaser is responsible. We do not take anything in exchange.

**PRICES G. M. C. TRUCKS**

ELECTRIC CHASSIS (Without Battery)			GASOLINE CHASSIS F. O. B. Portland.		
Model.	Capacity.	Price.	Model.	Capacity.	Price.
1	1000 Pounds	\$1225	VC	1 1/2 Tons	\$1700
2	2000 Pounds	1450	SV	2 1/2 Tons	2150
3	3000 Pounds	1850	EU	3 1/2 Tons	2800
4	4000 Pounds	1850	EM	3 1/2 Tons	2750
5	5000 Pounds	2150	EU	4 1/2 Tons	3550
6	6000 Pounds	2400	EU	5 Tons	3900
7	8000 Pounds	2400	EM	5 Tons	3450
8	10000 Pounds	2700	EM	5 Tons	3250
9	12000 Pounds	2850	EM	5 Tons	3550
10	15000 Pounds	3200	EM	5 Tons	3850

**THE COLUMBIA CARRIAGE AND AUTO WORKS**  
209-211 FRONT ST.