

PHILIPPINE HIGHWAYS, GOOD AND BAD



Top—A train of abaca (Manilla hemp) carts traversing an improved road. Bottom—A carabao has some advantage over a horse on this kind of road; he is fonder of mud and water.

FIRST TWO HUNDRED MILES MAY INJURE AUTO PERMANENTLY

Green Engine Should Not Be Put Through Paces Lest It Be Overheated.

A majority of new drivers, and a surprisingly large percentage of seasoned motorists, will do more to harm a new automobile engine in the first 200 miles of driving than in the following 2000 miles, according to A. C. Stevens, manager in charge of the Portland branch of the Winton Motor Car company.

"No matter how carefully an engine may be built, it requires a certain amount of running to get the parts thoroughly worked in, and the treatment given the motor during its first 200 miles of driving governs, to a large extent, its future service.

"There is a strong temptation that even seasoned motorists succumb to to attempt a good many 'stunts' during the first two or three days' driving that will be seldom repeated throughout a season. The man who buys a new car is generally as eager to see what she will do as a youngster to take a watch apart to find out what makes it tick.

"About the first thing tested is the

speed of the car, and on a nice, level piece of road the throttle is opened up wide. A stiff hill or a bit of heavy road is the next thing in order, or, perhaps, it is a long trip with a full load of passengers, during which the new motor is subjected to as many tests as the driver can think of.

"The strains to which the working parts are put while they are still 'green' too frequently result in overheating, with the attendant train of troubles that materially shorten the service given by the motor and make the maintenance and operating cost much greater than it need be.

"If motorists would learn to restrict themselves to a speed of 15 or 18 miles an hour for the first 200 or 300 miles and see to it that plenty of the right kind of lubricant is used, they would find that the precaution would return dividends later on in better and cheaper service."

Tri-State Good Roads Convention Called

Meeting Will Be Held in San Francisco August 2; Delegates From Oregon and Washington Will Attend.

The third annual convention of the Tri-State Good Roads association comprising California, Oregon and Washington has been called to meet at San Francisco during the week beginning August 2, 1915, which has been specially designated by the officers and directors of the Panama-Pacific International Exposition as the "Tri-State Good Roads Association Day."

Delegates from every leading good roads and highway association, the allied chambers of commerce of the Pa-

cific coast, supervisors and many other officials will participate in the speaking programme of the congress.

Among the subjects to be discussed are legislation, federal aid, bond issues and convict labor.

Inquiries Regarding Tours Are Numerous

Liveliest Season Since Introduction of Automobile Is Expected This Year—Oregon to Share Profits.

American Automobile association clubs throughout the country are making extensive preparations for what promises to be the liveliest touring season since the introduction of the automobile. In New York and Washington the volume of inquiries has been astounding, according to F. X. Mudd, chairman of the touring board.

Both the northwest and southwest intend to have their share of the interstate travel, which will be accelerated by the California expositions. Three great routes across the continent are being considered.

The automobile club of southern California, with headquarters at Los Angeles, is giving particular attention to the National Old Trails route, which has been sign posted all the way from Kansas City, Mo. This route follows the old Santa Fe trail with a side trip to the Grand Canyon of the Colorado.

The Lincoln highway is another route. It crosses the central states through Denver and Salt Lake to Ely, Nevada. Here it branches, one branch crossing the desert to Los Angeles, the other going to Reno and Lake Tahoe and thence to San Francisco over the Sierra mountains. A

side trip from this route is into the Yellowstone park.

The Seattle Automobile club has started a campaign for the northwest trail through Minnesota, North Dakota and Montana, taking in the Yellowstone and Glacier parks and thence across Idaho into Washington, reaching Seattle over the Snoqualmie pass.

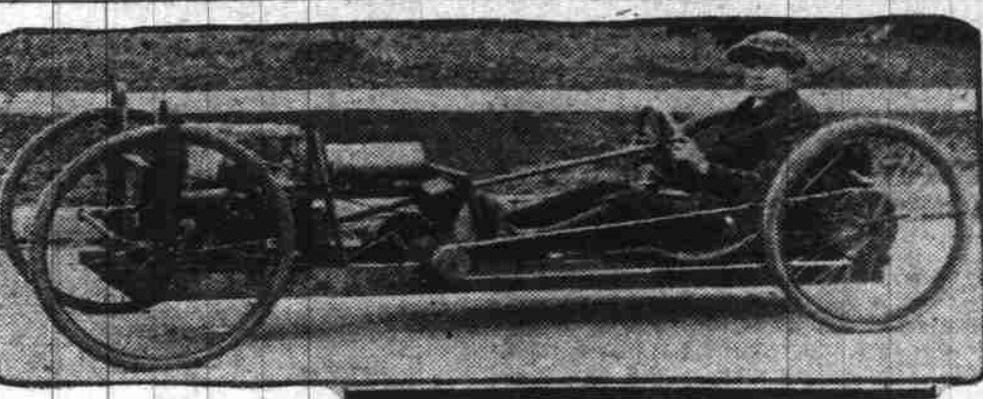
Journeying southward from Seattle over the Pacific highway there will be opportunity to take in Rainier National park and then proceeding to Portland. Here there are two alternative routes, one through the Willamette, Umpqua and Rogue river valleys and the other over the Columbia highway through central Oregon.

Oregon is peculiarly situated to receive great benefit from transcontinental travel as it is quite probable that tourists, who come to the coast over one route, will return by another, thus passing through the state.

Builds 220 Motorcycles.

Two hundred and twenty motorcycles ordered by one concern! That's just what the New York Telephone company has done—ordered 220 machines for the use of its collectors, messengers and trouble men. One of the other largest single orders for motorcycles was that of the Ford Automobile company several months ago. The Ford company ordered 50 machines for use in its service department.

BUILDS AUTO FOR OWN USE



Mac M. McLean and the car he built.

Eugene, Or., Feb. 20.—Utilizing the training he received in the shop of the manual training department of the Eugene high school, in addition to his natural mechanical ability, Mac M. McLean, 15-year-old son of Mr. and Mrs. George McLean, 359 Thirteenth avenue east, has built an automobile and has been seen on the streets with the machine frequently of late.

Young McLean used four ordinary bicycle wheels and a marine gasoline engine as a base upon which to work, and did all the labor himself in the construction of the body of the little auto. The machine is equipped with belt drive and the wheels are geared so high that it is possible to make 22 miles an hour. He has been able to make this speed at several different times, but the city ordinance allows a speed of only 15 miles an hour.

Mac was allowed half a credit in his manual training class for building the machine.

New Car Will Be Put on the Market

Announcement Is Made in Behalf of the New Owners of the Lozier Motor Company.

Within the next two weeks the new owners of the Lozier Motor company will place on the market a new car which will have all the features and characteristics of the former Lozier models. The price will be between \$1800 and \$2000. The big six and the four are also to be continued. At the present time about 175 men are employed and this force will be increased.

W. G. Thomas, formerly with the Pierce-Arrow, E. R. Thomas and Packard companies, has been appointed production manager.

H. H. Williams, who has been identified with the Lozier organization for many years, is in charge of the service and sales department. Many of the former Lozier dealers will continue to handle the Lozier cars. There will be no resumption of operation at the former Lozier plant in Flattsburg, N. Y. This property will be sold. All production and service activities are concentrated in the Detroit plant.

It has not been announced who will handle the line in the Pacific northwest as yet. The Northwest Auto company handled the car under the old management.

Little Roadster Is Cause of Big Stir

Car to Surprise of Everybody Finishes Eighth in Grand Prix at San Francisco.

Outdistancing many of the most famous racing cars in the world, a little Overland Model 81 roadster created a stir among motoring authorities by finishing eighth in the Grand Prix race over the San Francisco Exposition course.

The car was handled by Thomas McKelvey, foreman of the shops of the Cobb-Evans company, Overland dealers in Fresno, California, who has driven it to victory in numerous road and track events along the Pacific coast. It was McKelvey's maiden race in an international event, but his nerve and the remarkable consistency of the car aroused the enthusiasm of the thousands who crowded the grandstands and lined the course. Fifteen of the biggest cars entered were unable to finish the grid through the mud, water and sand that marred the track.

It is pointed out by those who saw the race that the Overland held its own with the largest and most expensive cars, piloted by men who are considered the best racing drivers in the country.



Surely This Must Be a Wonderful Car To Enjoy Such a Demand at Such a Season!

Never mind the size of the type—the fact is big and the information vital to you. You will read it in five minutes. Then use the 'phone—there's no time to loss

WHEN WE TELL YOU that today orders for immediate shipment greatly in excess of possible output are pouring in at Lansing—and that, despite the fact that the big 25-acre Reo plants were running double shift, and turning out 105 cars per day—you'll agree the condition is remarkable.

FACTORY SCHEDULE of deliveries of Reo the Fifth—made in August in the usual course and anticipating the usual "dull season" of January and February—called for 300 cars of this model in January and 450 in February.

ALAS FOR WELL LAID PLANS! In January were shipped 1200 instead of 300; and in February, instead of 450, dealers took 1800 Reo the Fifties—and begged for more.

MIND YOU, THAT was middle of winter—War Year! Just when everybody was trying to convince everybody else that we were enjoying hard times the Reo plants were running a double shift in an effort to keep up with the demand for immediate shipments of automobiles.

CAN YOU IMAGINE any stronger testimony to the splendid quality of a car than that unusual demand at that unusual season?

"HOW COULD THE FACTORY SHIP that many cars in those months if their plans called for the lesser number?" you ask. The answer is the whole point to this ad.

KNOWING FROM PAST EXPERIENCE that the demand for Reos is always greater than the supply—for there never has been a time since the first Reo was made that Reo could supply enough cars for all who wanted Reos—knowing that this demand would be hopelessly in excess of our facilities in the spring months, they planned, as they fondly believed, to meet it.

AT A COST OF OVER \$100,000 they had built a warehouse capable of storing 2,000

cars. Planned to run full force on the Reo the Fifth model during the fall and winter months, and store the surplus they hoped to accumulate against the big spring rush.

MADE THE CARS ALRIGHT—but there the plans were frustrated by dealers' demands for immediate shipments. These took the full capacity of the plants for those months—and today there is not a Reo the Fifth in that big warehouse!

SO THIS IS TO WARN YOU against delay in ordering your Reo. Only by ordering at once can you hope to get it when you'll want it.

YOU KNOW AS WELL AS WE—if you have watched it at all—that in previous years thousands of would-be Reo owners have been disappointed. Not merely delay in delivery—but the absolute impossibility of getting a car. Factory output all allotted to dealers—dealers' quota all contracted for by customers weeks in advance.

IT IS A REMARKABLE FACT that in years past premiums have been paid for Reos—while cars with lesser reputation went a-begging.

THIS YEAR, BECAUSE of the condition above recited—not a car in reserve, factory running double shift and daily demand keeping pace with and absorbing whole output—only those who have learned by past experience and who order immediately, can hope to get a Reo the Fifth.

OUR ALLOTMENT IS DEFINITE. We've tried but cannot get one car more than our original quota. When those are all optioned we must close the books—no other way.

WE SUPPOSE WE OUGHT to tell you something about this car—it's the usual thing to do in an ad. But bless you, everybody in the world knows Reo the Fifth as "The Incomparable Four."

THIS GREAT PRODUCT OF REO experience, Reo facilities and of Reo integrity, occupies a place that is unique among motor cars.

REO THE FIFTH comes as nearly being a staple as has ever been designed in an automobile.

SINCE THIS CHASSIS WAS DEVELOPED—and you'll remember we said then it would prove to be "the ultimate car"—finality in all essentials of chassis design—the only changes have been in improvements, refinements of details and in equipment.

IT HAS BEEN THE REO AMBITION to make and to keep this the leading four-cylinder car for that great class of buyers who want a car of superior quality at a moderate price.

FROM YEAR TO YEAR as manufacturing conditions have improved—and especially this year when Reo ready cash enabled them to buy when cash was at a premium and to obtain theretofore impossible values—Reo buyers have received the benefit in the lower prices.

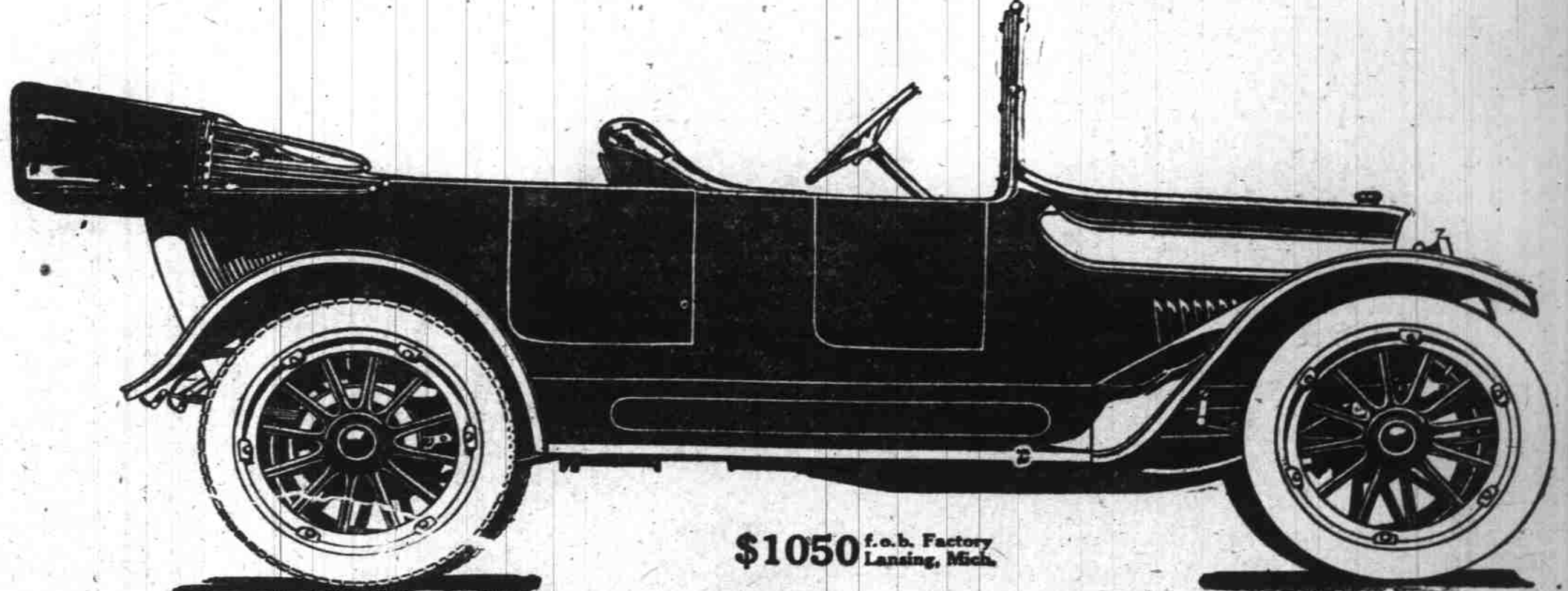
LAST SEASON \$1175—NOW \$1050—same car, but longer wheelbase and a score of minor but most desirable improvements.

MORE THAN FORTY THOUSAND of them today in hands of users—and some of those users are your intimate friends. Ask them.

THEY WILL TELL YOU MORE and better than we can.

AND YOU'LL HEAR FACTS about low upkeep cost that will astound you—and that will explain to you as nothing else could the reason for the tremendous popularity, the tremendous in-season and out-season demand for Reo the Fifth—"The Incomparable Four."

DON'T DELAY!



\$1050 f.o.b. Factory Lansing, Mich.

NORTHWEST AUTO CO.

F. W. VOGLER, President. Broadway at Couch St., Portland, Or. DISTRIBUTORS REO AUTOMOBILES AND REO AUTO TRUCKS

REPUBLIC TIRES

At NEW PRICES Consistent with QUALITY and SERVICE

Without QUALITY Good MILEAGE Is Impossible

OLD MAN MILEAGE VALUES:

SIZE	Plain Tread Castings	Staggered Tread Castings	W M Tread Castings	Gray Tubes	Black-Line Red Inner Tubes
30x3	11.35	16.35	11.95	2.30	3.30
30x3 1/2	14.75	21.70	15.50	2.90	3.85
34x3 1/2	17.10	23.60	18.00	3.25	4.35
32x4	22.30	29.10	23.80	4.00	4.75
33x4	23.05	30.15	24.65	4.15	4.90
34x4	23.80	31.15	25.45	4.20	5.05
35x4 1/2	33.20	40.70	35.00	5.30	7.35
36x4 1/2	34.20	41.85	36.00	5.50	7.50
37x5	42.55	49.85	44.75	6.65	8.20



You Can Buy REPUBLIC TIRES at Your Dealer's.

REPUBLIC RUBBER CO. OF CAL.

Portland Branch 71 Broadway

JOHN A. WALTERS CO., Broadway at Ankeny. OREGON SALES CO., Twelfth and Alder Streets. RELIANCE GARAGE, 1062 Hawthorne Avenue. PACIFIC HIGHWAY GARAGE, Oregon City.