

YELLOWSTONE PARK MECCA FOR MOTOR CROWDS THIS YEAR

Sightseeing Place Will Be Thrown Open on August 1 Under New Policy.

NORTHWEST POINTS LURE

Secretary Lane Accommodates Wide-
Awake Plan of Seeing American
First.

With Yellowstone park open August 1, it is a certainty that road travel will greatly increase to the northwest country. Transcontinentalists will be able to cover the Yellowstone circuit, then continuing northwesterly, take in Glacier park and reach Seattle through the new Spokane Pass road. Southerly to Portland will come the opportunity to see the wonderful Columbia river highway. San Francisco is, of course, the real mecca for a large majority this summer.

In a recently issued order, Secretary Lane accentuated his wide-awake policy in the direction of making it possible for Americans to "See America First." While it is true that state and local automobile clubs and commercial bodies promptly followed the suggestion of President John A. Wilson of the American Automobile Association, that they make clear to the department of the interior the quite general desire for the admission of motor vehicles into Yellowstone park, it must not be forgotten that previous secretaries of the interior had been continually petitioned with very intangible results.

Real Interest Taken.
But Secretary Lane took a real interest in the matter and referred it to his competent assistant, Stephen T. Mather, for thorough investigation and decision. Familiarity with the western country through the owner of a farm in Connecticut, Mr. Mather promptly proceeded to the subject and decided upon the plans necessary to admit of the introduction of the modern form of road transportation.

It is probable that rules governing motor vehicles in Yellowstone park will be officially issued in the latter part of June, soon after the park is open for its regular season.

The Yellowstone park was set aside by act of congress, March 1, 1872, is located principally in Wyoming but also extends into Montana and Idaho. Its area is 2,142,720 acres, with an average altitude of about 8000 feet. The military force available for duty in the park consists of a detachment of 200 soldiers or the cavalry arm of the service, trained in the different cavalry regiments and attached thereto for this special service.

Some interesting facts about the 1914 travel in the park which are given in the report of the traveling superintendent, are herewith given.

The aggregate number of persons making park trips during the season of 1914 was as follows:

Travel During 1914 Season.

Yellowstone Park Transportation company, entering via northern entrance, 8,919

Yellowstone-Park Transportation company, entering via western entrance, 4,116

Yellowstone-Park Transportation company, entering via eastern entrance, 1,485

Total at hotels, 1,310

Wylie Permanent Camp company, entering via northern entrance, 1,988

Wylie Permanent Camp company, entering via western entrance, 2,651

Wylie Permanent Camp company, entering via eastern entrance, 278

Shaw & Powell Camping Co., entering via northern entrance, 1,778

Shaw & Powell Camping Co., entering via western entrance, 692

Shaw & Powell Camping Co., entering via eastern entrance, 2,421

With other licensees of personally conducted parties, 586

Making short trips with private transport, 4,148

Total making park trips, 20,088

Number making short trips with special licensees, 169

Grand total of travel, season of 1914, 20,257

The Yellowstone Park Transportation company reports that 2527 passengers took the boat trip across Yellowstone lake during the season, of which 1823 were traveling with the Yellowstone Park Transportation company, 1101 with the Yellowstone-Park Transportation company, 476 with the Wylie Permanent Camp company, 130 with the Shaw & Powell Camping company, and nine miscellaneous.

Travel by Different Entrances.

From the north, via Gardiner, 8,929

From the west, via Yellowstone, 4,116

From the south, via Jackson, 8,978

From the east, via Cody, Wyo., 1,987

Total, 20,257

The travel by way of Tower Falls by regular tourists returning to Mammoth Hot Springs from Grand Canyon is increasing, the Yellowstone-Park Transportation company alone reporting 1082 passengers via that route during the season. Many traveling with the other companies also came over this road, which is a very popular one with all who take it, as it affords the finest mountain scenery to be found in the park at a small additional expense for transportation.

The season's work was light as compared with previous years, the available transportation facilities being greater than required to handle the traffic. The Wylie Permanent Camp company had 101 vehicles in use during the season, Shaw & Powell Camping company used 85 wagons in transporting its passengers and handling supplies to its permanent camps, and, in addition to these, movable camp licenses were issued during the season covering a total of 63 wagons and 235 saddie and pack animals and for five special wagons for livery work.

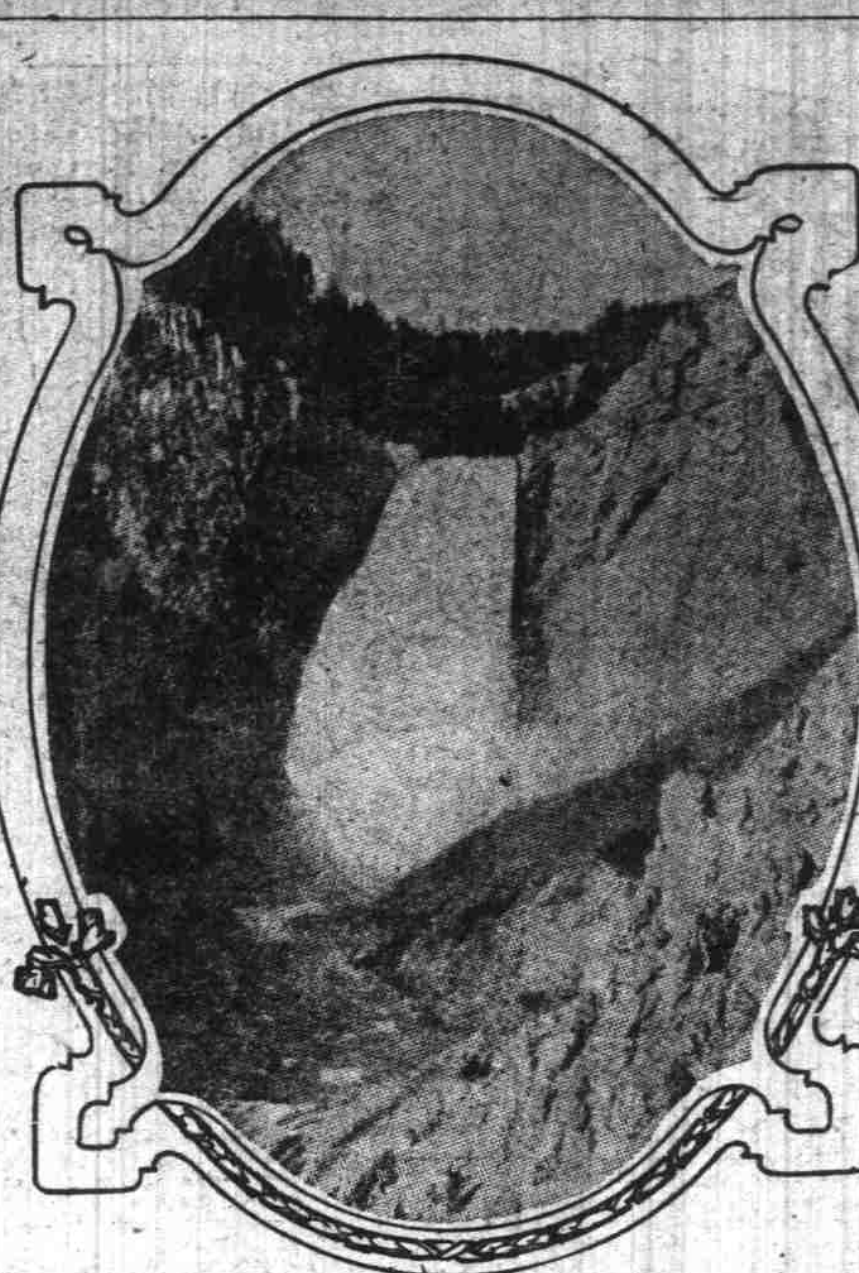
An increase in the number of private camping parties touring the park is notable.

A few private automobiles passed over the road leading from Bozeman, Mont., to the southern part of Gallatin county, Mont., through the northwest corner of the park. This is the only road in the park on which motor-propelled vehicles are allowed, and it is not a part of the regular tourist route.

Y. M. C. A. Hotel in Chicago.

Chicago, June 12.—Construction of a 12-story \$1,000,000 Y. M. C. A. hotel in this city will begin this month. Collection of funds began four years ago, and \$325,000 is now available. The remainder, it is assumed, will be forthcoming as needed.

SCENIC BEAUTY TO LURE



Lower falls of the Yellowstone. (Photo by courtesy Geological Survey, Department of Interior.)

BARGAIN AND SALE OF CAR

By M. O. Wilkins.

The purchase and sale of a motor vehicle differs but little from any ordinary sale of personal property. In the automobile game, however, we find two kinds of "sales" as the term is used. A cash deal and a "condition sale," each of which must be defined separately. A sale is defined as a transfer of absolute and general property in a thing for a price in money; a valid sale requires concurrence of (a) competent parties, (b) mutual assent or agreement, (c) the article to be sold, and (d) the price, paid or promised. Yourself and the dealer are competent parties. Your negotiations including a demonstration, an examination and a try out of the car, lead to your mutual agreement. The automobile is before you. The price and the terms all go to make up these formalities and upon the delivery and the exchange of your consideration you are now the new owner of an automobile. The dealer, of course, must be the owner of the car in order to pass title to you. Hence, if he claims to be the owner the law implies a warranty of title and he must defend you against anyone who disputes your absolute ownership.

Warranty of Title.
However, if you are buying a used car through an agent or from an agency, it is a better plan to require a search of the records for incumbrances, examine the previous license records of the car and require from the actual owner a written warranty of title. This is usually incorporated in a formal bill of sale.

In the matter of delivery, if you have bought a sample or from an examination of a demonstrator, you are entitled to make an inspection before acceptance of your car, and it must conform to the sample. Nearly all manufacturers of motor vehicles as well as their respective salesmen, guarantee their cars under what is known as a standard warranty. This warranty has been adopted by the National Automobile Association, which is the substance it is as follows: We warrant each new motor vehicle manufactured by us, either pleasure car or commercial vehicle, to be free from defect in material and workmanship under normal use and service. Our obligation in this warranty is limited to the making good of any part or parts thereof which shall be returned to us and disclosing to our satisfaction to have been defective. We make no warranty whatever with regard to tires, rims, ignition apparatus, starting devices, batteries, speedometers and other accessories.

Buyer Must Beware.

In other words the dealer and manufacturer stand behind the quality of material and workmanship in the car. If no warranty is made, however, the law will invoke the severe rule of "caveat emptor," which means let the purchaser take care of his own interests. It is always in your power to request a warranty and this places the burden of guaranty upon the seller. It is held that the dealer who sells a car without a warranty, and the seller alone possesses the knowledge and means of knowledge of the quality and ability of the car he manufactures or offers for sale, for a specific purpose made known to him, and where the purchaser does not have the knowledge but must depend upon the judgment of the manufacturer, then the rigid and severe rule of "the purchaser taking care" does not apply.

If you will therefore advise the dealer or agent of the purpose to which you expect to put your automobile or truck he will, in his bill of sale and the general warranty used by his firm, warrant the car to do certain work and to make good any defect within a given period.

Conditional Agreement.

If you expect to rely upon the judgment of the manufacturer or dealer as to the value of the car, the title of the instrument through which he conveys the title of the automobile. Many automobiles are now sold under what the lawyers call a conditional sales agreement. All of the elements of sale discussed above are contained in the "conditional sales agreement," except one and that is that the title of the motor vehicle does not pass until the purchase price is fully paid in money. The dealer, or manufacturer, retains the ownership and right to repossess himself of the car, as security for the unpaid purchase price.

of the car. Therefore when you buy a car and execute to your dealer a sales agreement of this kind, the dealer is the owner of the car until you pay for it. Upon your failure to pay the price when due, or a repair bill when it becomes an incumbrance upon the car you forfeit your right to possession and the payments you have made, which are usually declared to be damages for depreciation and rental for the use of the car. This phase of the automobile sale is not objectionable but sometimes causes hardship on the purchaser when he overestimates his ability to pay.

America Is Feeling Touring Trade Gain

Figures Up to June Indicate an Increase Not Hitherto Experienced in History.

Washington, June 5.—America is already feeling the effect of an enormous increase in automobile touring over previous years. The figures up to June 1 have reached a volume without precedent in any previous year's records. This information comes from the national clearing house for automobile touring, the American Automobile association with headquarters in Washington, D. C.

Just as stars show the direction of the wind, so do many of the unusual requests for touring records demonstrate there are many new incentives that are bringing about this increased travel.

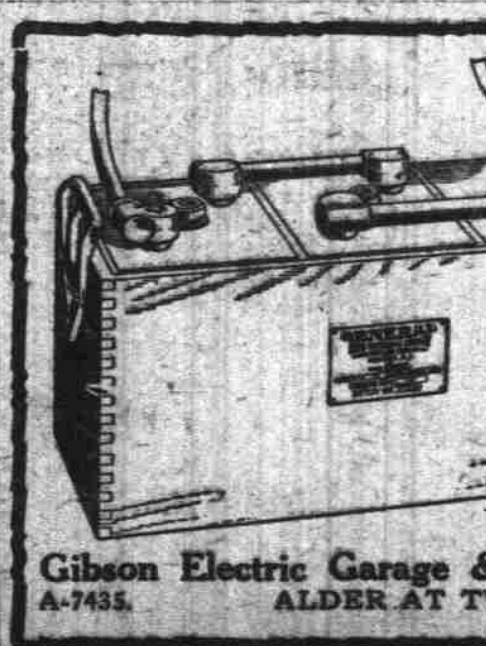
One of these that has become rather prominent within the last week has been the time of the year, has been the number of requests for route inquiries from the east and the west on the part of those who have planned to make the trip with sons and daughters who are attending the various preparatory schools and colleges in the east. Heretofore the home going of the students has been by train, but this year the spirit of touring has so increased that it has brought about a desire and fulfillment to make the trip by automobile. Another point showing the increasing interest in more general touring are the requests for data through sections that have formerly had but little attention. Many of these inquiries come from those who previously confined their summer touring to the northeast section of the country but are now looking for variants that they may become equally familiar with other sections famed in colonial and subsequent history.

Work Resumed on Columbia Highway

Section Between Astoria and Westport May Be Ready Within Sixty Days; Large Sum Raised.

Work has been resumed on the Columbia highway in Clatsop county and it is expected that the road between Astoria and Westport will be ready for service within 60 days.

From public spirited citizens a fund of \$25,000 has been raised which, added to the \$35,000 appropriation from the state, provides \$60,000 for the work. This amount is sufficient to cover the cost of making the road serviceable and to prevent the expensive deterioration had the road been permitted to pass another winter in its uncompleted state.



Gibson Electric Garage & Storage Battery Company A-7435. ALDER AT TWELFTH.

300 CUBIC INCH MOTOR INCREASES AVERAGE OF SPEED

Regularity of Pace Set by the
Different Riders Is One of
Features of Race.

STUTZ DESERVES CREDIT

New Motors Generally Fail in First
Big Race But Not so in This
Speedway.

The 300 cubic inch motor has made good in the 500 mile race by raising the speed average from 23.47 to 29.84 miles per hour, a performance which the most optimistic did not anticipate and which was partly due to the brick track being cool after near a week of continuous rains, and further due to the lack of sunshine which cut all of the glare that is present when the sun is shining. The drivers' eyes, thus giving ideal conditions, and such as may not be present again for several years. They were conditions not present at any previous 500 mile race.

Perhaps the most amazing feature of the race was the regularity of the pace set by the different leaders, a pace which at no time was less than 28 miles per hour and never higher than 31 miles.

Amazing Speed Made.
Although leaders shifted very frequently until the 250 mark was reached still the average per hour hung in the same place. In other words, the 300 inch motor as developed by at least three different makers is capable of an amazing speed, and all three makers are deserving of credit for getting such wonderful results.

Stutz, as the American representative, deserves all credit to build three new cars and have all finish in the money which is performance rarely, if ever, equaled in this country or abroad. New motors are always expected to fail in the first big race. But this race has proven otherwise in the Stutz case, only one of the three suffering mechanical troubles, but not of such moment as to put it beyond the money class.

Signal for Good Times.
A few problems yet confront many of the makers of the high speed 300 inch motor. First in this category comes the two spark type and second, nearly one third of the cars eliminated going out with lubrication troubles in which a piston seized, or a connecting rod broke due to a bearing burning out. This problem of the high speed motor will soon be solved. The small high speed motor is new this country and a season or so will elapse before it is finally mastered. In fact, all of the lubrication troubles of the race were not due to a bearing burning out, the foreigners falling in this respect.

The race has been a signal for cord tires, as every one of the 19 to finish in the money carried a pair of Stutz tires, the eleventh car which covered the 500 miles but just outside of the money was also fitted with them.

Booth had 100 per cent in the ignition line, every one of the 24 starters using Bosch magnetos, 17 starters using the two spark type and seven the single spark, those employing the two spark system being Stutz, Mercedes, Duesenbergs, Maxwells and three others. The Schaebler was used on O'Donnell's Duesenberg. All cars were equipped with Motometers.

Professor Does Not Oil for Dirt Roads

Michigan Educator Objects to Its Use, in First Place, Because Petroleum Soaked Dust Sticks to Shoes.

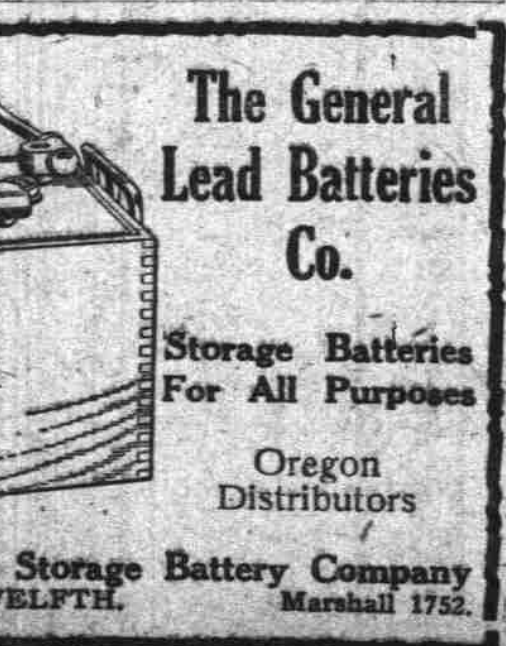
People who advocate the use of oil on earth roads for the purpose of laying the dust are all wrong, says Professor J. J. Cox, head of the highway department of the engineering college of the University of Michigan. Professor Cox does not claim that his objection to the use of oil for dust laying purposes extends to macadam or gravel roads, but he does claim that for the ordinary earth road there is nothing superior to water.

"Oil used as a dust layer on an earth road is a bad thing, looked at from any angle," he said. "In the first place, when it is newly put on it clings to one's shoes and despite the utmost precaution it is bound to be tracked into the house."

"When small surfaces of earth roads are loosened, as is bound to happen right along, oil does not bind these particles together as does water, and these particles are out toward the gutters, a rain comes and a nasty mass is formed, clogging the gutters and making a most unsightly and unclean road."

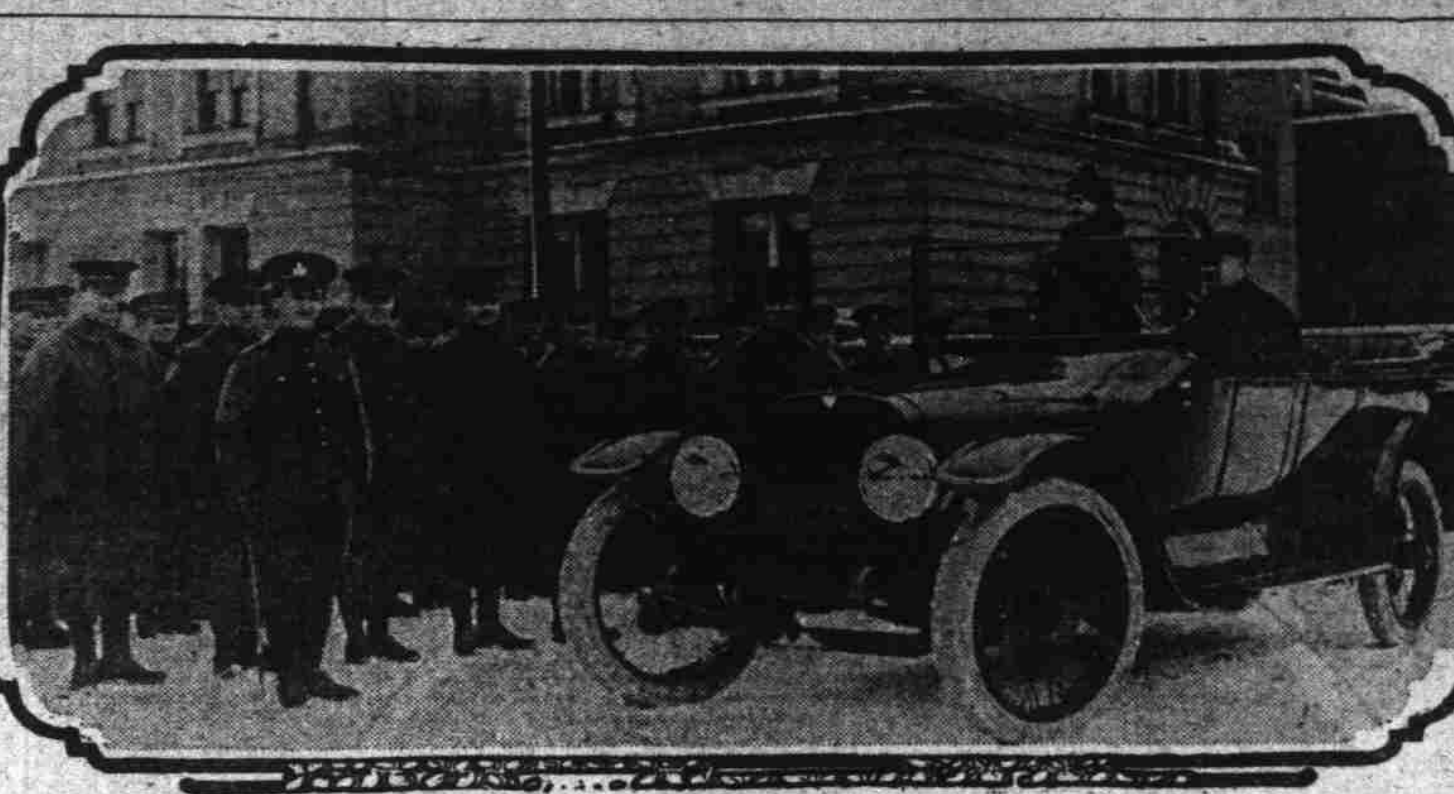
"Another thing is the matter of cost. I contend that it is not cheaper to lay dust with oil than with water. The results obtained from one application of oil lasts only about a month or six weeks. It requires three or four applications of oil a season to keep down the dust, and each such application comes the added discomfort incident to freshly used oil."

One-man top; jiffy curtains; real leather upholstery; deep, soft tufting of natural curled hair; streamline steel body; oval moulded fenders; 30-35 h. p. bloc motor with removable head; full floating rear axle; Timken bearings thruout; imported Swiss ball bearings; clutch and transmission; waterproof Eisenmann magnetos; 12 volt Northeast motor-generator for starting and lighting; self-lubricating Chrome Vanadium steel springs; drop forgings and drawn work instead of castings.



The General Lead Batteries Co. Storage Batteries For All Purposes Oregon Distributors Marshall 1752.

ENGLISH PRIMA DONNA PREFERS HUDSON



Miss Maggie Teyte, the English prima-donna, singing her celebrated song: "Your King and Your Country Want You" to members of the Canadian expeditionary force at Toronto. Miss Teyte stands in her Hudson Six-40, which she says she prefers to any European or American car she knows.

COMFORT FEATURES BIG SINGLE FACTOR

Comfort in Touring Becoming
to Be Main Object,
Says Representative.

"The biggest single factor that has materially increased the automobile business in Portland this year," said Roy Wilson, of the Dulmage-Manley Auto company last week, "is the comfort feature of our models." Wilson is in a position to give dependable information along these lines, having been in the automobile business in this territory for the past seven or eight years, and having personally covered practically every part of Oregon and the northwest open to the automobile. Continuing regarding the present day demands of auto buyers, Roy had to say:

"Comfort in touring has become such a big item with the automobile public that it is almost the first thing a prospective thinker of when buying a motor car. People demand a car that can be driven with ease, that requires little physical energy in keeping it in perfect shape, and one that can be driven over the roughest sort of roads with little or no trouble to the riders.

"Motor car comfort can be divided into three classes: First, comfort of driving; second, comfort of handling, which consists in keeping the car in running order; third, comfort in riding.

The motor car that does not include these three cardinal principles in its specifications cannot hope for any great success. It may have a number of features which, on the surface, appeal to the buyer, but in the long run the comfort elements it lacks will show themselves.

"The majority of motor cars owned today are used primarily for pleasure touring. It follows that automobile buyers naturally drive for comfort, and the utmost comfort in driving is a long day's jaunt is extremely tiresome if your car is not equipped to give comfort. The springs must be big and easy acting; plenty of room in the tonneau; no crowding of passengers; soft, deep upholstery; no jarring or jolting on rough roads—these are the chief requisites for motor car comfort today in automobiles.

"It is but natural that comfort should be a consideration in the purchase of a motor car. In the first days of the automobile, the only thought that was given to motors was 'will it run?' No matter what a car looked like or how it was built, the fact that it would run meant that it was a good automobile. Today all cars are good cars. Every car will run. And so the public has turned its thoughts to comfort and demands a car that implies easy starting, facility of operating, smooth riding, plenty of room, freedom from mechanical worry, reasonable operating cost and a multitude of other things too numerous to mention.

DODGE BROTHERS MOTOR CAR

You have read the specifications before, but you can well afford to read them again as a reminder of how fine the car really is:

One-man top; jiffy curtains; real leather upholstery; deep, soft tufting of natural curled hair; streamline steel body; oval moulded fenders; 30-35 h. p. bloc motor with removable head; full floating rear axle; Timken bearings thruout; imported Swiss ball bearings; clutch and transmission; waterproof Eisenmann magnetos; 12 volt Northeast motor-generator for starting and lighting; self-lubricating Chrome Vanadium steel springs; drop forgings and drawn work instead of castings.

The wheelbase is 110 inches. The price of the car complete is \$785 (f. o. b. Detroit).

DODGE BROTHERS, DETROIT

Pioneer Auto Is Object of Much Interest at Fair

One of the oddities at the Panama exhibition is the first automobile that made the trip west of the Rocky mountains. It is an Apperson model and was built in 1901. It stands out in startling contrast to this year's models. But in those days it was thought to be quite an automobile. And it was, too, for it represented the progress that had been made up to that time.

Mechanically, it represents a type of construction now long discarded.

The car is equipped with a 10 horsepower, double opposed motor and was driven by a single chain. The wheel base is only 75 inches and the wheels are all out of proportion to the size of the car.

"This was one of the first cars in the country built with a left hand drive and the old tiller type of steering control was used."

The car has full elliptic springs, front and rear, and patent leather fenders. A step of the carriage type, took the place of running boards. The car carried two side lights and one headlight in the center. The model sold for \$1200.

New Auto Record Will Make Bow

Washington Automobile Record to Be Published by M. F. Brown; New Law in Effect.

The Washington Automobile Record will make its formal bow to the automobile trade within about 10 days. M. O. Wilkins left Portland yesterday to assist in the installation of a registration record to cover the Washington registration of motor vehicles in practically the same manner that Oregon is now covered by the Automobile Record, published in Portland. A weekly registration sheet will be published in the manner that Oregon is now covered by the Automobile Record, published in Portland. A weekly registration sheet will be published in the manner that Oregon is now covered by the Automobile Record, published in Portland.

The new Washington registration law took effect Friday, June 10, and it is expected that within the next 60 or 90 days 20,000 or 25,000 automobiles will be registered through the respective county auditors of Washington. The Washington Automobile Record will be the first publication to classify these registrations by counties and enable the automobile trade

Every day we see cars equipped with a motley collection of four different makes of tires. The owners of these cars are not buying tires on the "most-for-your-money" plan. They are spending money blindefolded—they are floundering in indecision. And both "floundering" and "indecision" are expensive when it comes to selecting tires.

Match the record of Ajax Tires on your car with the mileage you have ever obtained from any other tires. You can prove to yourself that Ajax are the most consistent tires made. In the Second Annual Ajax Tire Mileage Contest just completed, Garth C. Jensen, of Stevens Point, Wisconsin, made a high record of 21,985 miles from a set of Ajax Tires on a heavy Cadillac car.

Ajax Tires are not alone better tires—they are guaranteed in writing for 5000 miles! This is 43% more, or 1500 miles added service, for the implied life of most standard makes of tires is only 3500 miles.

This written guarantee of 5000 miles covers every single Ajax tire made and sold. This written pledge of extra service has been the backbone of the Ajax-Grieb Rubber Company's tire purchase policy from the very beginning of their business, nine years ago.

Decide now to use Ajax Tires on your car! Know for yourself that they are better. We're always glad to "talk" tires.

How to Settle the Tire Question

Where to Get Ajax Tires in Portland
A. J. Gelske, 605 Hawthorne
Chas. Hanks, 209 Belmont
Edwards Tire Shop, 451 Ankeny
B. T. C. Garage, 48th and Taylor
City Garage, 50 and 51
Boulevard Garage, 254 1st
Francis Motor Co., Sandy Blvd.
M. J. W. Garage, 861 Hawthorne Ave.
John A. Walley, Broadway and Ankeny

Where to Get Ajax Tires in Portland
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MANY FARMERS WILL WITNESS THE RACES

Tillers of the Soil Will Journey
Miles in Own Cars
to Tacoma Speedway.

Farmers of Washington are going to be well represented at the Tacoma speedway events July 4 and 5. They will come in their own cars, some from east of the mountains, and they are coming because they want to see some real speed.

"You bet I'm going to the Tacoma races," one of a group of farmers at the state grange meeting in Centralia said as they were discussing a group of speedway pictures. "I'm going to see the races and I wouldn't mind trying a whiff around that track myself. My old machine wouldn't be in the same class with the racers but there's nothing passes me on the road unless it might be a speed car, and I'd just like to see what I could do on a real track with nothing in the way but the road's clear and nobody in sight and I feel just like it. I've gone better than 50 miles an hour more than once."

The farmers are getting the speed bug just as bad as their city cousins. In the little knots gathered here and there outside the grange meetings, the Tacoma races were among the topics most discussed. The conversations indicated that the farmers are thinking of speedway pictures. "I'm going to see the races and I wouldn't mind trying a whiff around that track myself. My old machine wouldn't be in the same class with the racers but there's nothing passes me on the road unless it might be a speed car, and I'd just like to see what I could do on a real track with nothing in the way but the road's clear and nobody in sight and I feel just like it. I've gone better than 50 miles an hour more than once."

To Change Date Of Road Congress

The executive committee of the Pan-American road congress has received word from the officials of the Tri-State Good Roads association that it is unable to attend the congress with the Pan-American road congress by changing the date of the Pacific coast good roads congress from the week of August 2 to that of September 13. This means the practical merging of the meeting of the Tri-State association into that of the Pan-American road congress.

It is announced that at least 60 motorcyclists of Portland, Or., will participate in a run to Sacramento to attend the F. A. M. annual convention.

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AJAX TIRES

Guaranteed in Writing
5000 MILES

Hughson & Merton

329 Ankeny Street Portland, Oregon
Phones: Broadway 1257, A-412
San Francisco—Seattle—Los Angeles
Factory: Ajax-Grieb Rubber Co.
Trenton, N. J. 1706-1798 Broadway, N. Y.

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