

### Speed Demons Entered in Race



Indianapolis, March 16.—The entrants already secured for the second annual 500-mile international sweep-stake race at the Indianapolis Motor speedway next Memorial day assures the success of the event and leads the management to predict the greatest carnival of racing ever held in the world.

Among those drivers of international fame already listed are Wilcox, holder of the world's stock-car straightaway record, a mile in 46.32, who will this year drive a National in the big event. Wilcox, it has been declared, is one of

the most spectacular drivers engaged in the hazardous sport of motor-car racing. He contributed largely to the winnings of the National cars in 1911.

Len Zengli, driver of the Stutz entry No. 2 in this year's race, was formerly a member of the National team and won the Elgin National stock chassis road race in 1911. In 1910 he won the Fairmont park race in Philadelphia.

Harry Knight, driver of a six-cylinder Lexington racing car was last year a victim in one of the most thrilling accidents ever seen at the speedway, when he skidded into the pit wall and demolished his car, together with that

of Herb Lytle, and escaped practically unharmed.

Charley Merz, nominated as driver of one of the National cars, is among the youngest drivers in the business, both in years and experience.

Bert Dingley, in his high-power Simplex racing car, will be a pilot in the Memorial day race whom all entrants must fear because of his success and his notable winnings.

These are only a few of the important drivers so far entered. It is confidently predicted by the management that this year's fight for supremacy of the automobile racing world will be the crowning feature of the world's racing events.

### HAWAIIAN SWIMMER IN OUR MIDST A PEACH

DUKE KAHANAMOKU IS THE GOODS AND IS EXPECTED TO GET BETTER.

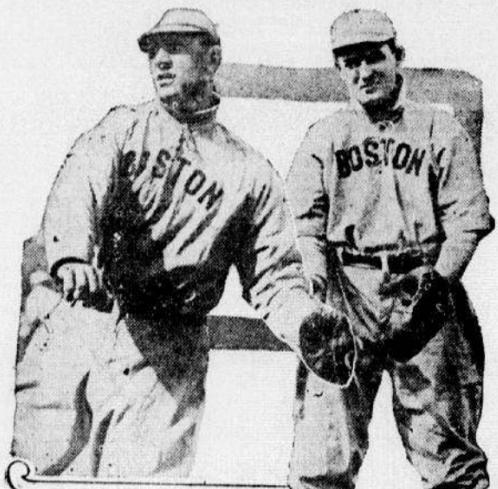
### TANKS ARE NEW TO HIM

Kanaka is Being Wised Up to Finer Points of Game by Expert, Who Considers Him the Best of the Whole World Has—His Performances.

New York, March 16.—Hawaiian swimmers have for many years been noted for speed and endurance, but they have never competed in this country until now, and there is a fair prospect of the representative from the territory, Duke Kahanamoku, carrying off the championship at Chicago, March 12 and 13, and representing this country in the Olympic games in Sweden. Kahanamoku was not at his best in the Middle Atlantic states championship, held at Pittsburgh recently, but he will give a better account of himself when he appears at Chicago, for he is under the tutelage of George Kistler, the coach at the University of Pennsylvania, and has been at the university a week learning how to swim in the tank. He belongs to the Hui Malu Swimming club of Honolulu, and holds the record for 50 and 100 yards in the islands. He is also credited with 34.4-5 seconds for the century in salt water, which is fifth of a second faster than the world's record, held by Cecil Haley of Australia, but the time was made in practice and is not a record. His best time for the distance in fresh water is 55.2-5 seconds.

Previous to his arrival in this coun-

### Jake Is Working Out



JAKE STAHL

Hot Springs, Ark., March 16.—The Boston Red Sox are on the job here, working with renewed hope and energy. Not in years has the team been in such good shape as now. Manager Jake Stahl is a wonder, both in the work and in handling men and picking new material. The above picture of the two veteran baseball players, Jake Stahl and William E. Carrigan, were taken recently during the early practice.

try, a short time ago, Kahanamoku never swam in an indoor tank, and on his first appearance at Pittsburgh he started out with tremendous speed, but the unaccustomed turns wore him out, and he was taken from the water in a fainting condition. On the second occasion he did a good deal better. He did not win the distance championship there, although he took two sprinting titles. He then went to Pennsylvania to take advantage of the fine coaching of Kistler, who believes him to be the greatest swimmer in the

world. In an exhibition the other day Kahanamoku broke the tank record for 100 feet with 14.1-5 seconds, and then beat the intercollegiate champion, John K. Shrock, a prominent Olympic candidate, at 100 yards in the fast time of 57.1-5 seconds.

### THE REACH GUIDE.

With the spring of 1912 Reach's American League Guide—the official handbook of the great junior major league—makes its welcome appearance, being once more first in the field, as it is in everything else; as this publication, in the course of years embracing virtually an entire baseball generation, has become the standard annual publication of the entire baseball world. This is a big claim, but it is absolutely sustained by the text, illustrations, quality of paper, serviceable binding and all other details that go to make up a handsome, readable and saleable book. Topping all, it may be said without fear of successful contradiction that the American League Official Guide for 1912 is in all respects a first-class handbook for the national game and a decided credit to the American League and to the publishers, the Reach company of Philadelphia. This is the eleventh annual issue of the Reach guide as the official handbook of the American League and the thirtieth consecutive year of its publication by the A. J. Reach company, as a book of record and reference for the entire baseball world.

New York fans will probably come across with an automobile for Christy Mathewson some time during the coming season. Ty Cobb, "Nap" Lajoie, Frank Schulte and Ed Walsh have been presented with speed wagons and "Big Six" is surely entitled to one.

## My 24th Model

By R. E. Olds, Designer

Reo the Fifth is the 24th model I have created in 25 years. It embodies the best I know. It marks the limit, I think, in motor car engineering. It is My Farewell Car.

### Not for \$1,055

This car was not built to sell for \$1,055. The price was undecided until the car was done.

And I consider this price, in the long run, impossible.

Our factory is immensely efficient—a model plant. It has everything known in labor-saving machinery.

Its output is enormous. And we save nearly 20 per cent in our cost by confining our output to only one chassis.

We can give more for the money than others. We want to and will. But we can't long continue this initial price on Reo the Fifth, I fear.

### Price Not Fixed

So this price is not fixed. It is based on exceptionally low cost for materials, and on ideal conditions.

Our contracts with dealers all provide for advance.

So Reo the Fifth must not be judged by this altruistic price. I ask for comparison with the highest-priced cars of equal power and size.

### My Ideal Car

Reo the Fifth marks my ideal of a car.

It is not my creation—it is my compilation of the best that all men have wrought out.

It has big margins of safety. It has exceptional strength where cars often show weakness.

For the best I have learned in these 25 years is the folly of taking chances.

Nickel and Vanadium steel of unusual size are used where the strains are greatest.

More Roller Bearings are used than in any other car of its class. In fact, there are only three ball bearings in the whole car, and two are in the fan.

### Unusual Tests

Inspection in this car is carried to extremes. The steel we use is analyzed.

The magneto is given a radical test. Only two makes that I know will stand it.

The gears are tested in a crushing machine of 50 tons' capacity.

The carburetor is doubly heated, to deal with low-grade gasoline.

All to know that this car, under

any condition, will justify the faith that men have in me.

### A Luxurious Car

I have also learned that one's pride in a car depends on appearance largely. So I give you that in overflowing measure.

The wheels are large, the tonneau is roomy, the car is over-tired.

The body finish consists of 17 coats. The upholstery is deep. It is made of genuine leather, filled with genuine hair.

The lamps are enameled. The engine is nickel trimmed.

No car can be given more class, style or finish than you find in this Reo the Fifth.

### New Center Control No Side Levers

In this car we bring out our new center control—our can-handle control.

All the gear shifting is done by a slight move of this handle in each of four directions.

There are no side levers, so the doors in front are as clear as the tonneau doors.

Both brakes are operated by

foot pedals. One pedal also operates the clutch. All is so easy, so convenient, that wives and daughters will operate this car.

This arrangement permits the left side drive, heretofore possible in electric cars only. The driver sits as he should sit, close to the cars which he passes, and on the up side of the road.

You will find these new features in no other car.

### The Wanted Size

Reo the Fifth, in size and power, typifies the standard car. It is not too large or too small.

The power is sufficient yet economical. The moderate weight saves tires.

Nearly all motorists of wide experience now favor cars of this size, weight and power.

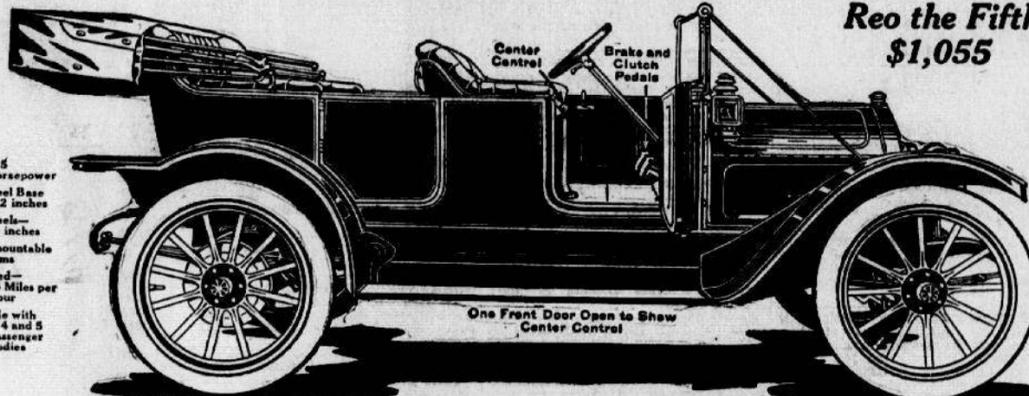
So in every respect I believe that Reo the Fifth marks the utmost that I can accomplish.

### Ask for the Book

Our book shows the various bodies. It pictures and describes every detail.

Ask us now to mail it, and we will tell you where to see the car.

R. M. Owen & Co. General Sales Agents for **Reo Motor Car Co., Lansing, Mich.**  
Garden City Garage, Inc., Dealers, Missoula, Montana.



Reo the Fifth \$1,055

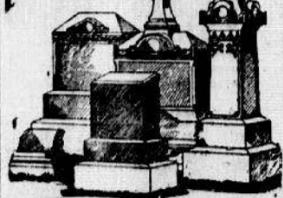
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Wheels—34 inches  
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Speed—45 Miles per Hour  
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Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank and speedometer—all for \$100 extra. Self-starter, if wanted, \$20 extra.

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## HORSES

### For Sale or Exchange

50 head of mares, 4 years old; also a few geldings and a few drivers. These mares are a low-down blocky type and will weigh at maturity 1,200 to 1,500 pounds.

Young man, get busy. We will sell you a team on the installment plan, part cash and the balance in six monthly payments, or we will take horses, colts, cattle or hogs as part payment, instead of cash. We will trade you mares for geldings. Our horses will be at our ranch at Woodside until March 20, then we will ship them to Missoula. So, if our horses and terms suit you, come and see us at once. Our horses have been fed oats twice a day so that they will be in fine shape for spring work.

## Iman & Son

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