

SIGN ROAD FOR PHOENIX RACE; RINEHART AND GASSER ON TOUR

El Paso Party Goes to Mountains by Automobile For a Hunt; C. P. Henry Takes Local Agency For the New Dodge Bros. Car; Many Sales of Automobiles Made During the Week.

R. H. RINEHART and Lew Gasser in the Stutz "Bearcat," will leave El Paso Sunday morning for Phoenix to confer with the officials of the Phoenix fair relative to the coming El Paso to Phoenix race and make arrangements along the route for repairing the road where necessary.

Clarence Lombeck is having his automobile rebuilt. Fire in May destroyed the body of the car, but did not damage the chassis or the engine.

Leo J. Treat, of San Antonio, who for the past four years has been associated with the Bilson-Potterick company there, has joined the Oakland Sales company of El Paso.

C. S. Reeves, sales manager of the Elliott-Garrett Co., in New Mexico in the interest of the company and reports prospects excellent for the sale of many Studebaker cars in the near future.

Dr. Leonard Tabor, of Silver City, N. M., was in town a few hours this week and drove home in a Studebaker four.

Messrs. Massett & Tabor, Studebaker agents of Silver City, N. M., spent some time in the city this week.

G. M. Keltner bought a Studebaker four this week.

H. S. Stewart, district sales agent of the Neff-Stiles company, is visiting the fair at Las Cruces.

Chester P. Henry, district sales manager of the Cadillac car, has taken over the agency of the new Dodge machine in the southwest, which includes southern New Mexico and western Texas.

J. W. Kirkpatrick, local sales agent of the Ford machine, is now in Detroit, where the factories are located.

F. A. Bowers, of the Longwell Sales company, is in Las Cruces.

A. S. Cousman, sales agent of the Hupp mobile at Silver City, arrived in El Paso Saturday morning on a visit to E. G. Perry, local manager of the Lone Star motor company.

J. G. McNary is the owner of a new

Hupp mobile roadster, purchased this week.

A carload of 1915 Chandler automobiles being unloaded Friday afternoon.

Dave Crockett, W. S. Young and W. C. Carter, all driving Ford touring cars, left Saturday morning on a hunting trip to Hope, N. M. From Hope, the party will head for the Guadalupe mountains and up the Black river. They were accompanied by Harley Klefer, W. J. Cole and Will Pringle.

M. J. Roseboro, district sales agent for the Oakland car, is now in Silver City.

M. B. Wheeler and Leo J. Trost left Saturday morning for Las Cruces, where they will attend the fair. They are sales agents for the Oakland machine.

W. H. Janney, general manager of the Chino Copper company, at Hurley, left for home Friday in a new five-passenger Hupp mobile, purchased in El Paso.

L. A. Dale is the owner of a new Kritt touring car.

A carload of Kritt touring cars and one of Stutz machines will arrive Monday, consigned to G. J. Grommet, the local sales agent.

The Kritt agency have established a supply station and garage at 296-298 N. Kansas street. It will be known as the Southwest service station and will be run in connection with the Kritt company.

Henry T. Bowle is the owner of a new five-passenger Hupp mobile.

L. G. Trott, district sales agent of the Hupp mobile car, and Tom Dean are in Las Cruces attending the fair.

A carload of Ford runabouts arrived Friday evening and were distributed in the city. One carload of touring cars arrived Saturday morning.

Mansel Saidivar is the owner of a 1915 model Overland machine, purchased this week. Joel D. Alvarez is also driving a new Oakland 1915 touring car.

H. H. Hotchkiss, district manager of the Overland machine for the state of Arizona, was in the city this week.

George B. Bent and Billy Adolph, of the Billy Adolph Automobile company, left Saturday morning for Las Cruces, in an Oldsmobile five-passenger touring car.

O. Mitchell, sub-dealer of the Overland car at Pecos, was in El Paso

CARRANZA'S SON AS RACE DRIVER

Would Pilot a Car in the Los Angeles to Phoenix Race in November.

Venustiano Carranza, Jr., wants a chance to drive a car in the Los Angeles to Phoenix race in November. He has written a letter from Yuma to a Los Angeles motor car dealer and this is what the Los Angeles Tribune says of him:

When Carranza Sr. began his insurrection against Huerta, he offered the command of a company of volunteers to his son, Venustiano Carranza, who was private secretary to president Madero before his assassination. To the dismay of the chieftain of Carranza his son declined the command, declaring he would have no part in the uprising. Whether it was a beautiful sedition or moral scruples matters little. Carranza believed his son a coward, and has believed so ever since.

Carranza following his quarrel with his father, left his home in Chihuahua and visited some friends in Yuma. His father's accusations have been hot in his mind, however, and he has been constantly seeking some plan whereby he might show his father that other motives than cowardice impelled him to refuse a command in the rebel army.

Young Carranza is an enthusiastic motorist. His father has owned cars for many years and the boy has become proficient in driving them over desert roads and in making hasty repairs when any are necessary. The time for the Phoenix race was approaching, and young Carranza saw in it a chance to make good with his father and have the excitement of driving in the fierce desert contest. So he wrote the following letter from Yuma:

"Dear Sir: My father told me last winter that I did not have the nerve of a goat because I refused to join his army. I want to prove him wrong in his estimation of me and at the same time re-establish myself in the family by winning the next Los Angeles to Phoenix road race.

"As private secretary to ex-president Madero prior to his election to the presidency of Mexico I was compelled to drive over some of the worst roads in Chihuahua, and feel that if you will only give me a tryout I will be able to satisfy you as to my ability. I am spending a few days here visiting friends, and if you think the advertisement to your trade will make it worth my while I will gladly come over for a tryout. Yours respectfully, V. CARRANZA JR."

Thursday, and drove home a 1915 model machine.

Two carloads of Oldsmobiles, one to Roswell, and the other to Phoenix, were shipped by the Adolph agency this week.

J. P. Freeman, of the Overland Sales company, is driving a new 1915 model Overland touring car.

W. P. Willbank and Sam Farris, of El Paso, are the owners of new 1915 model Overland touring cars.

The Billy Adolph company has assumed the local agency for the Metz car.

Vincent Andress is the owner of a

BARNEY ENTERS STUTZ IN RACE

Veteran Machine of Three Big Contests Has Place in Dash to Phoenix.

Barney Oldfield's car in the coming Los Angeles to Phoenix road race will be his famed Stutz, which he drove in the Indianapolis, Sioux City and Egin

cars. This was definitely decided when the speed wizard was formally entered in the desert classic by Walter M. Brown. Oldfield's Stutz will be known as No. 5 and he will start immediately after Olin C. Davis and George F. Sattler's Simplex, which he drove last year. All indications now are that the 1914 Phoenix field will be the highest class in the history of the sprawling California-Arizona road event. Hebra is heard of several very fast cars being converted into road race speeders. Gossip connected the name of Al G. Faulkner and a Fiat, which is undergoing changes at the Fiat headquarters. G. Purdy Bullard, attorney general of Arizona and commander-in-chief of the road races forces at Phoenix, is confident that new speed records would be set in the coming event. "All indications are that there will be some exceedingly fast cars this year," he said, after a conference with Leon T. Shafter, chairman of the Western Automobile association racing committee. This adds interest to the speculation. By the race going northward there is no precedent on which to base comparisons, so every starter will figure to have a good chance. "There is much interest in the road race throughout Arizona. In fact, the annual fall road races have come to be regarded as institutions. This year there will be a road race run from El Paso to Phoenix, the same as last year."

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FIGHTING TAX ON AUTOMOBILES

A million and a half of automobile owners are becoming quite generally agreed that road users should not be divided into taxed and untaxed classes. Through its executive board, on which every state is represented, the American Automobile association, at the September session, renewed its consideration of the subject, taking action that leaves no doubt as to its position. In the adopted report of a special committee named at the semi-annual meeting of the entire association, chairman H. A. Bonnell sets forth that in only four states is there a constitutional infringement of the principles of equal taxation and the rights of the citizens of a state who own automobiles. Referring to the general tendency to increase both the registration tax and automobile values when taxed as personal property, the committee concludes the assumption that any double tax is justified because of so-called excessive destruction of the roads, which it asserts is not borne out by the actual facts; and furthermore, it is held that automobiles have an equal right with all other vehicles to the free use of the public highways, built and maintained by general taxation. The proposal by congress to add an additional excise tax for purposes of revenue is claimed to be "unjustified and unfair, and would be a species of special taxation upon means of transportation which has become of such common use that it would be burdensome and detrimental to the interests of the people at large."

A Big Motor Party 200 Cars May Come

From 100 to 200 cars will pass through El Paso next year over the Borderland route from one city in Georgia, if present plans are carried out. These cars will all come from Columbus, Ga., and they will be en route to the San Diego and San Francisco fairs. Arrangements are being made by the Chamber of Commerce of Columbus, Ga., and letters have been written to the El Paso Automobile club about the trip. The Georgians are planning to secure mechanics, bus, camp and supply trucks and travel in a caravan. They have definitely decided to make the tour by way of Dallas, Sweetwater, Roswell, El Paso and the Borderland route. Just how many cars will make the trip is not certain, but there will be from 100 to 200 cars. TOURING IS POPULAR IN THE AUTUMN TIME Fall touring is exceedingly popular, reports the American Automobile association bureau, which serves the entire country, for at this time of year the trunk roads are in better condition than in any other season, particularly as the principal road work in progress in the north and summer is largely completed.

Cadillac Concerning the Eight Cylinder Cadillac In the fall of 1912 many people bought motor cars saying they could not wait for the Cadillac. Later, when the Cadillac car was shown, many of these people regretted their haste. If you remember, that is the year the Cadillac Motor Car Co. equipped their car with the wonderful electrical starter and lighting system. Although many harsh things were said concerning this model Cadillac, everyone knows what a tremendous success it was, the electrical system now being almost universal in all motor cars. Again, if you will remember, cars not having these improvements at once depreciated very much in value. We wish to caution you at this time, and for your own good ask you to wait, to be patient for a short time, before placing your order for a new motor car. On or about Oct. 15th we will have the most perfect and wonderful car ever made—THE EIGHT CYLINDER CADILLAC. After you have seen this car and had a ride in it we know you will be glad, yes, more than glad you had postponed making your purchase. Bad roads lose their terror and hills seem to flatten out before you—so easily, so quietly and with so little effort does this new Cadillac surmount them. The lady driver need no longer worry about changing gears, as this new Cadillac is remarkably flexible—from less than three miles an hour to more than sixty without a change of gear and with no effort whatever. It is useless to try to depict in words thrills you have never felt, or to portray a degree of ease you have never experienced. The supreme motoring experience of your life awaits you—your first ride in this truly remarkable car—THE EIGHT CYLINDER CADILLAC. STYLES AND PRICES Roadster \$1975.00 Three passenger coupe \$2500.00 Four passenger Salon 1975.00 Five passenger limousine 2800.00 Five passenger touring 1975.00 Seven passenger std. limousine 3450.00 Seven passenger touring 1975.00 Berlin limousine 3600.00 Prices F. O. B. Detroit. Cadillac Sales Co. EL PASO @ SOUTHWESTERN BLDG. Phone 5105