

**LONG TOURS LIKED BY FAIR PORTLAND AUTOIST**

Mrs. H. J. Twitchell Gives Motoring Credit for Restored Health—Mount Hood Trip Liked Best.



MRS. TWITCHELL IN A COLE CAR.

Mrs. H. J. TWITCHELL, of 1829 Belmont street, is one of Portland motoring experts of the feminine sex. Mrs. Twitchell drives a Cole "Thirty", and is shown in the above picture at the wheel of her car. Mrs. Twitchell particularly enjoys taking long motoring trips, and has driven to Salem and Eugene many times, to visit friends. She has made the Mount Hood trip several times, and has also driven to Tillamook. "I keep my car pretty busy," said

Mrs. Twitchell, "as I am out on the roads every sunny day, and a great many days when the sun doesn't shine. I most enjoy the beautiful trip to Mount Hood, and am perfectly happy when I have the tonneau filled with friends and am off for the mountains. I always had been somewhat frail and delicate in health, but since I have been motoring so much, I keep well and strong. The fresh air and the keen interest of driving my car keep me buoyant and in high spirits."

**NEW DEVICE EXPLAINED**

**SIMPLICITY IS FEATURE OF SELF-STARTER.**

Latest Innovation Does Away With Necessity of Cranking Automobile.

Much can be said about the various self-starting devices offered on some of the 1912 models. Some are good ones, while no doubt others are yet only an experiment. The primary object of the self-starter is obvious. At the same time simplicity is essential to satisfactory service, considering the knowledge the average automobile owner has of such things. The one desire of automobile designers is to simplify gas motors, so it is but natural that the simple self-starting device will find the most popularity among purchasers. Then, too, neatness and cleanliness will share equally with simplicity. The principle of the Chalmers self-starter is one of the easiest understood of any used," says C. H. King, of the H. L. Keats Auto Company. "Compressed air is taken from No. 1 cylinder through a check valve located in the cylinder head and is stored in a tank under the body of the car. A dash valve, accessible to the driver, releases

air from this tank when it is desired to start the motor. This air is carried to a distributor operating upon the same principle as the commutator used with the double ignition system. This distributor allows the air into the cylinders which are ready for the working stroke in the order of firing. In this way the motor is operated by compressed air instead of cranking, until the cylinders draw enough mixture on the downward stroke for the ignition to take it up. "This system is no doubt the most generally used, yet the Chalmers starter is a part of the motor, in fact integral with it and not an accessory. The coil spring starting device has been in use for some time, but is not altogether a satisfactory system. The electric starter has also made its appearance and is said to have proven of great value."

**Georgia's Governor Active.**

Since Governor Hoke Smith, of Georgia, entered the Oldfield tour from New York to Jacksonville, Fla., inviting nine other Governors to participate in the contest and ride in his Maxwell car, other well-known public men have quickly fallen in line. Mayor Courtland S. Winn, of Atlanta, who joins the Governor in a keen appreciation of the good roads campaign, was among the early entrants and private dispatches from the South tell of a dozen or more public men who contemplate entering the tour.

The noisy automobile is in the same class with the common scold—a neighborhood nuisance.

**PROMINENT COMEDIAN IS ENTHUSIASTIC MOTORIST.**



RICHARD CARLE IN FIVE-PASSENGER LOCOMOBILE.

**The STEARNS-KNIGHT DEMONSTRATOR IS HERE**



**THE CAR AND MOTOR**

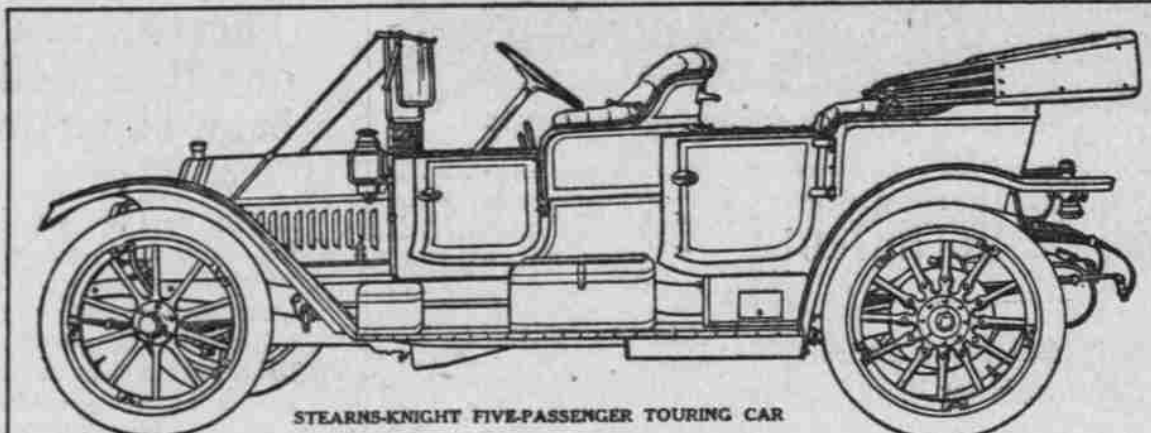
**THE ULTIMATE CAR (KNIGHT TYPE MOTOR)**

**THE CAR AND MOTOR**

that has aroused more enthusiasm and received more favorable comment than anything previous in motor car history.

proven to be far in advance and far superior to other types of motor cars, for today the sleeve valve motor ranks highest.

ACKNOWLEDGED AND ADOPTED BY **DAIMLER** in England By **MERCEDES** in Germany



STEARNS-KNIGHT FIVE-PASSENGER TOURING CAR

**YOU ARE INVITED TO RIDE IN THIS CAR**

ACKNOWLEDGED AND ADOPTED BY **PANHARD** in France By **MINERVA** in Belgium

The F. B. Stearns Co. have spent over one hundred thousand dollars to prove this motor in the new Stearns-Knight and in addition Daimler, Mercedes, Panhard and Minerva—all world-leaders—spent over half a million before this motor was acknowledged and adopted by them.

Before you invest in a new car examine the new Stearns-Knight—see for yourself the car that has revolutionized motordom.

Although new to America this engine has been in use abroad for a number of years.

In the world's best cars this new type engine has displaced the power plants that made those cars pre-eminent. It has caused the manufacturers of the finest engines in the world to acknowledge the supremacy of the Knight type sleeve valve motor.

Power far greater than is possible in other engines

of equal size is produced. All complications are done away with. In their place is a silent, smooth-running motor that adds pleasures previously unknown to motoring.

It gives the owner an engine far in advance of anything before produced—an engine that is always silent and vibrationless—that takes a sharp hill at slow speed or rushes it with quiet irresistible power. An engine that runs silently along on high speed, yet with a touch of the throttle leaps eagerly to any speed desired. The feel of the engine—the touch—the response—all furnish a new sensation to the motorist.

In this motor, action is not dependent on ordinary valves such as used in all other four-cylinder American cars. Cam shafts, springs, stems,

timing gears and the attendant complications, trouble, noise and loss of power are eliminated. Instead, in each cylinder are two thin cylindrical shells of iron, called "sleeves," one inside the other, sliding smoothly up and down in a film of oil. These sleeves have ports in the sides and as they pass each other produce positive valve openings impossible to secure in any other way.

Briefly, the new motor is silent, vibrationless, flexible, powerful and simple.

There are no complications—no timing gears, cam shafts, poppet valves, spring or stems.

There is no loss of power—valves do not wear, compression does not lessen, power is not wasted.

There is no guesswork—action is not dependent upon springs—it is absolutely positive.

Efficient in the extreme—more power is developed—all gas is utilized—cooling is much easier.

And in addition to a most perfect power plant and car, the Stearns-Knight is the most completely equipped car in America.

This equipment includes: Warner Auto-Meter Model K Banker Windshield Klaxon Horn Silk Mohair Top and Cover Electric Generator Lighting System Continental Q. D. Demountable Rims Muffler Cut-out Footrest, robe rail, trunk rack, bulb horn, etc.

You will find in the above the highest grade and most complete equipment that could possibly be put on a car.

We invite you to call at our salesrooms and ride in this car.

A phone call makes an appointment for a demonstration.

**Stearns-Knight Auto Co.**

492 ALDER STREET F. W. Vogler, Manager PORTLAND, OREGON  
A Few Agency Propositions Open

**WILD STUNTS DEAD**

Auto Building Now Conducted as Sane Business.

**BARNUM IDEAS EXPELLED**

Conservative Element Uplifts Industry to Rank of World's Stable Products, Says Portland Dealer.

To the initiated and those who have followed the trend of the motor car industry, it is not difficult to see that it is going through a process of elimination—the weeding out of undesirable, both men and things," says Tom Deering, manager of the local branch of J. W. Leavitt & Company, distributors of the Overland.

"Today there are none who can say that the making of good motorcars is a game. The infantile diseases have been cured, the industry has been fumigated and now stands before the world in its rightful place—at the top of the country's industrial achievements, ranking with the shoe, steel, cotton and woolen industries. "In brief, the business of building automobiles is being conducted by merchandising methods and is thoroughly commercialized. I refer, of course, to the industry in general, not to those stragglers who never had not

never will have a chance to make good.

It is indeed gratifying to witness the elimination of those who were lured into the industry through fascination alone, and who could never adapt themselves to business principles. Surely it is a pleasure to see the passing of the sportive fraternity from the ranks.

"The day of so-called 'stunts' is but a matter of history. P. C. Barnum ideas no longer have a place in this great business. There have been a few good stunts pulled off by the live-wire publicity men and there is no denying that some of these accomplished considerable good in the early days—but no more. There was a period when the public was not motor-wise and 'had to be shown' what the automobile was capable of accomplishing.

"Today the entire civilized world knows to its own satisfaction what the horseless carriage can and does do. It knows that the motorcar will go anywhere and everywhere, and that, if it is reliable and will get them home again. For these reasons stunts have passed their usefulness. "In their place the reliable manufacturers are all using their genius, mechanical ability and business acumen in making honest cars—honest in construction and in price, and selling them by honest business principles. That is, and of necessity must continue to be, the paramount issue in the building and the marketing of automobiles. That is the predominant demand of the buyers, coupled with the taking care of the car after he has made a purchase, and standing back of the guarantee. It is one thing to sell an auto and another to keep a parental eye on it after it reaches the owner.

"The Overland organization has an efficient corps of 'trouble men' who do nothing but tour the country from one end to the other educating dealers and repair men in the right methods of caring for Overland cars, which are in the hands of owners. "So with the weeding out of the undesirable, the adoption of strictly business

and merchandising methods, we have today an industry built upon a foundation as firm as Gibraltar, employing a vast army of men, payrolls which reach into huge figures, besides pulling up with it hundreds of accessory and parts concerns, employing another army of workmen, the investment of capital totaling hundreds of millions from which the state treasuries receive fabulous amounts in taxes."

**LINN COUNTY SALES GROW**  
One Hundred Machines Purchased in the Past Season.

ALBANY, Or., Sept. 23.—(Special).—The number of automobiles in Linn County increased more than 50 per cent this year. At the beginning of 1911 there were about 150 cars owned in Linn County. During the past season between 80 and 100 cars were sold to residents of the county, making the number now in use in Linn almost 250.

Not only has the number of automobiles increased but their use by people not owning machines has become much more general. Two years ago there were no cars for hire in this county and a year ago only a few. Now there are a number in this city and some in almost every town in the county, used extensively both for business and pleasure.

Linn County has no automobile club, but one is being formed in Albany. Committees have been named to take preliminary steps for organization and it is probable a strong club will be formed.

Albany has two of the best equipped garages in the state. It also boasts the largest between Portland and Sacramento. This one has a floor space of 106 by 136 feet and is constructed almost entirely of concrete. The other garage here, one of the first established in the state outside of Portland, has a floor space of 50 by 90 feet with a machine shop 33 by 35 feet attached. Lebanon, Brownsville and Harrisburg also have good garages.

Extensive work in road improvement in Linn County has been one potent factor in making automobilism more popular.

**AUTO CLUTCH EXPLAINED**

PROPER CARE IS ESSENTIAL DECLARES DEALER.

In Adjustment of Device Beginners Are Advised to Study Cause of Trouble.

"The average clutch has its vagaries," says Manager Cohn, of the United Auto Company. "Sometimes it may be just right; at others it may be slipping; again, it may be what is called 'fierce'.

The second condition manifests itself in such unpleasant situations as climbing a hill when, with the engine running at its highest speed and the proper gear engaged, the car starts to run backward instead of forward. Or on the level, when, with the engine racing and the high gear in, no speed results.

The last condition shows itself in the sudden jumping forward of the car when the clutch has been let in, or it may even be so severe as to shear off the bevel driving gear when used with

the studded nonskid tires or any form that will not slip easily.

"To repair the first, look at the leather. If this is all in good shape, with an apparently good surface, but has lubricating oil on it, wash the surface well with gasoline. It is not a bad idea to roughen the surface of the leather a little with a coarse file.

"The harsh or fierce clutch is remedied by the application of a proper oil for this purpose. Castor oil is universally used, and a good way is to soak the complete clutch in it overnight. This will cure a case of harsh leather, but it may be that the trouble is only a lack of adjustment of spring tension. Usually there are an adjusting nut and a locking nut. Back off the latter and make an adjustment. Then tighten the lock nut to retain it. For the beginner it is better to adjust a little at a time and make several successive jobs of it than to try to do it all at once. But always adjust it just as soon as possible."

**More 1912 Models Here.**

Among the new arrivals of 1912 models last week were the Pierce-Arrow, Cadillac and the Wood Electric. They are now on exhibition at the Covey Motorcar Company.

The best roads are sometimes the scenes of the worst accidents.

**Throw Away Your Prest-o-Lite and Generators**  
**Install the APLCO Electric Lighting System on Your Car**  
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