ROADS IDEAL FOR SPINS ON MOTORS

Linnton, Section Line and Base Line Thoroughfares in Fine Condition.

MANY NEW CARS ARRIVE

New 60 Horse Power Thomas Flyer for Livery Business-Everything That Could Run Has Exceedingly Busy Week.

Considerable activity in the automobile line was witnessed last week and a number of new cars have reached a number of new cars have reached the city. The pleasant Spring weather made it ideal for motoring, and many of the suburban roads are now in good condition, especially the Linnton, Base Line and Section Line roads, where the macademized bed has been worked into sood where the sunny weather. macadamized bed has been worked into good shape during the sunny weather. The Fulton road is in fair condition, but there are still a number of places on it where the mud has not dried. The light rain during the latter part of this week did not damage these roads, but helped put them in better condition. On the downtown streets, however, mud caused considerable trouble and it became difficult to run a car at any speed.

Good Week for Auto Liveries.

In the auto livery business the mer yere rushed all week and some of hem considered themselves lucky to find time to sleep. In the daytime there were many sight-seeing parties around the city, and in the evening around the city, and in the evening pleasure-seeking parties who wished to visit the different roadhouses. All the private cars that could be pressed into service were hauled out of the garages and shops for runs. A number of rel-ics of the days when the double cylinder and rear entrance tonneau were in the height of their popularity were seen on the roads, in fact about all the private cars in the city were out.

y way help the motoring sport is to

meeting of the Automobile Club will be called in a few days, and the members will organize for this Summer's work. Nothing has been done so far, but in the course of a few weeks the club will be reorganized and ready for the season.

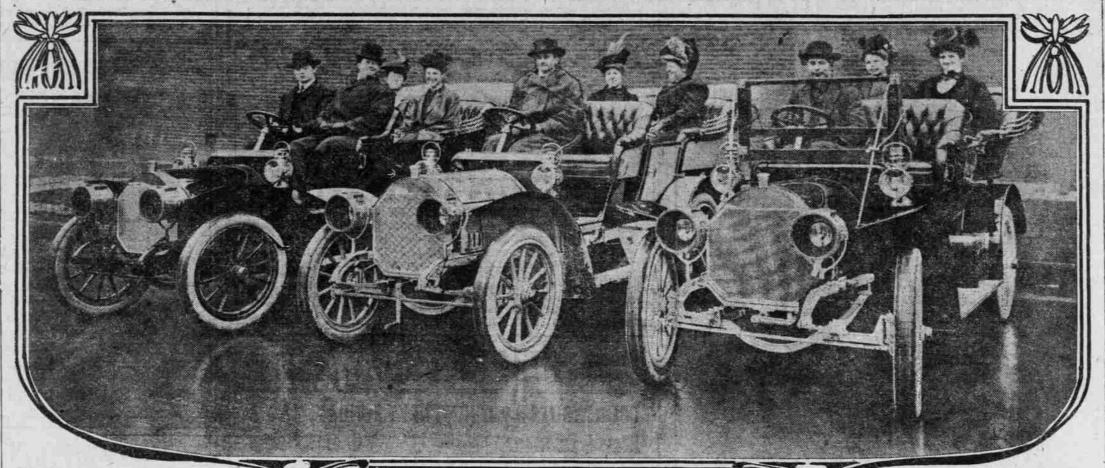
New Cars of the Week.

ong the new cars that have reached the city this week, the most attractive perhaps is R. Becker's new 60-horsepower Thomas Flyer. This machine is a marvel, both for finish and practical work. The motors run quietly, and once under way are as quiet as an electric runabout. The tion. The machine will be used in the livery business, and will be out on the

streets in a few days.

one and L. H. Hoffman the other. Mr. the utmost practicability.

NEW AUTOMOBILES PURCHASED BY PORTLAND PLEASURE SEEKERS



THREE NEW LOCOMOBILES

THE ONE ON THE LEFT WAS SOLD LAST WEEK TO JOHN MATTHIESON

Govey has sold a number of other cars, one to E. Elimwood Wiles, a cement con-tractor. This last machine was a 20tractor. This last machine was a 20-horsepower Cadillac and the price is stated as \$2000. W. F. Wright, of Union, Or., purchased another car of the same, type at the same price. Neither of the cars has been delivered yet and it may be two weeks before they reach the

the private cars in the city were out. The garage men were also rushed by quick repair tabs.

The Auto Dealers' Association, formed last week, expects to do some good work this Summer. The organization claims to be not a trust to force up price of cars, but a union of the dealers to work for the best interests of the automobile trade. One of the objects is better roads, and all the men propose to do everything in their power to get and keep a better system of roads in and around the city. Road races, endurance runs and hillelimbing contests will be started this Summer, and everything that will many way help the motoring sport is to car will be the only Limousine in the city, and will attract attention among the "smart class."

The freight blockade on automobiles seems to have broken up and most of the cars are now in the city. No less than 25 or cars are around the town, and by April 1 it is expected there will be about 75 new machines spinning around the streets.

RUN OFF IN TWENTY SECONDS

Detachable Without Deflating Tire

One of the leading exhibits at the New machine was out of the shops several York show was the first practical Ameri-times last week, and whenever it was seen on the streets, attracted much atten- Fisk exhibit. The principle on which this rim is based is totally different from any very business, and will be out on the foreign detachable rim in use and to all practical appearances appears infinately superior. The rim can be removed, withcarload of locomobiles that are as pretty out deflating the tire, in twenty seconds out deflating the tire, in twenty seconds by simply loosening six nuts on the face of the rim itself. These nuts hold in the rim itself. These nuts hold in the rim itself, the rim can be removed. this year. The machines are all the same type, 29-horsepower, and fitted with the Make and Brake low tension magneto. The cars are all light touring cars, with the spokes. When the nuts are tightfour cylinders, 3% by 4%, and capable of developing 20-horsepower. They are rately from bolt to bolt, work up against rately from bolt to bolt, work up against developing 29-horsepower. They are especially adapted to hill-elimbing work and in long and hard runs are said to stand the abuse better than most of the high-power cars.

Tately from our to don, which the frame and from a ridge, which with a second immovable ridge at a distance of two inches, form a grove into this high-power cars. Two of these machines have been sold the screwing up of the nuts over the bolt. The mechanical process is remark-prietor of the Hotel Matthlesen, purchased ably simple- and rapid and withal is of

PORTLAND'S BOY CHAUFFER OWNER OF BIG AUTO

WILLIAM EASTMAN.

William Eastman is one of the best-known drivers in this city. He is only 15 years old, yet he has a record for fast and daring driving that any of the older drivers would be proud of. He is somewhat touchy as to his age, and replies with a jaunty air that even if he is only a kid, he can manage a car as well as

any of the old-timers. He owns a 30 horsepower Stevens touring car. When he

school, he can be seen in the repair room of some garage, busy at work on a car

enough spending money for a week.

Sales of Ford and Reo Cars.

by Practicable Appliance.

NEW THOMAS FLYER,

FOUR CYLINDER SIXTY HORSEPOWER.

R. BECKERS

AUTO CARRIES NINE ON SAN JUAN HILL.

lief of Stalled Machines.

The apparently impracticable feat of ne automobile carrying nine persons over the San Juan grade without even stopping to wheeze has been accomplished by a 1907 Thomas Flyer; and thereby hangs a tale of financial disappointment to a thrifty young man who has been coining money this Winter by being "Johnny on the Spot" when machines get stuck in the mud. says a San Francisco exchange. The sight of an automobile heading for the difficult grade, after a heavy storm fills the young man's soul with joy and his pockets with a fat fee for giving first aid to the mechanically in-

Fearing that the other machine

that the entire party, excepting the chauffeur, ride in the new machine. Close in the wake of the machine rode "Johnny," waiting for something profitable to happen. It looked like easy money. Nine people bunched in one car on the grade part the road and the read and the road the read the road the ro on the grade, and the road as soft as a custard pie! He winked to his friends near by as he proceeded after the deluded tourists. But he laughs best who laughs last. And they do say that the echo of Mr. Savage's laugh, when the machine reached the summit easily and he turned to see "Johnny's" look of grieved aston ishment, might have been heard half way to Paso Robles.

TOBACCO BAD FOR CHAUFFEURS

Accelerates Heart Action and Destroys Motoring Benefits.

Experimenting with tobacco in various forms to see and judge its varying effects on the system while driving in motor cars, a London specialist finds that the general effect of tobacco in an appreciable quantity was to accelerate the action of the heart.

One cigar was smoked after dinner in a drawing-room when the heart was beat-ing at 82 per minute. The cigar lasted 40 minutes, after which the pulse was again jured. It is his practice to lie in wait minutes, after which the pulse was again with three horses. When a machine bested and the rate per minute was 120, gins the muddy ascent he trails it on an increase of 28 beats in the minute. Then "Johnny" makes his little financial deal and his horses do the rest.

J. G. Thompson, the well be a fast open motor car and the minute.

A fast open motor car and the minute. Then "Johnny" makes his little financial deal and his horses do the rest.

J. G. Thompson, the well-known mining man of Nevada, recently made a trip to Paso Robles, accompanied by L. A. Savage and eight others. One of the two automobiles used was a 1907 Thomas Flyer, for which Mr. Savage paid a bonus of \$350. The capabilities of the machine had been demonstrated to the owner before he purchased the car, so he had no doubt that it would climb the hill without difficulty. Fearing that the other machine the form of 15 dears per minute was noticed, while there was apparent a slight irregularity as well and in addition the state of mind was not nearly so restful nor the sense of enjoyment so strong.

PERMIT FOR ROAD RACE

horsepower Rochet-Schneider; S. S. Keyser, 20-horsepower Renault; Ernesto Fabbri, 75-horsepower Mercedes; George Gould, 10-horsepower Renault; Frank Tilford 40-horsepower Renault; FRENCH AUTO CLUB ALLOWED SPEED TRIAL.

Regulations Permit Sufficient Gasoline for Hungriest Racing Car and Insure Fast Contest.

PARIS—(Cable to the Automobile.)— Thirty liters of gasoline for every 100 kilometers of distance constitutes the new and principal clause in the regulations for this year's Grand Prix race in France.
M. Clemenceau, the Prime Minister, ac M. Clemenceau, the Prime Minister, acting in his Cabinet capacity of Minister of the Interior, has just granted to the Automobile Club de France authority to run "a grand speed race" on a closed circuit of roads in France in 1907. Application to the Minister (who is branded by the op-position as the Dictator, the governmental anti-Godhead, responsible for movement to crush religion of movement to crush religion of out France), with a certain period of suspense, was only a formality. It was a foregone conclusion that the permit would be granted-refusal in the face of France's "greatest industry" would cause a crisis, auto, if not ministerial.

With permission to use 100 liters of petrol, the automobile firms entering machines for the race will not feel that they are being narrowly restricted. This quantity will amply answer the appetite of a racing monster, so that the contest is not likely to resemble a touring jaunt to Jersey City. A sort of minority commit-tee in the French auto world has been advocating a reduction of racing machine powers. Many numbers of this coterie are constructors of vehicles that are very After all, why shouldn't automobiles be

culty. Fearing that the other machine would not be able to negotiate the grade with all its passengers, it was decided under these circumstances. The doctor thinks it always advisable, are constructors of vehicle infrequently arrested for under these circumstances. After all, why shouldn't A Swift Night Ride Over Scappoose Road

Oregonian corner in a big 1907 model
One of the season. Owing to a wholesome respect for the speed ordinance and Portland's police, 11½ minutes were consumed in the run to Claremont Tavern, a distance of six miles. But thour driving before it all-encompassing quiet.

hour—driving before it all-encompassing a cable to the prow and warp the machine as hore. This done, the run was resumed and in the small hours of the false-dawn the party returned to that dear Portland, having accomplished the first successful run over the Scappoose road during the present year in record time.

The ride of Tam o'Shanter was tamer than a slow mule race at a country fair by comparison with the wild midnight dash all the way to Scappoose, twenty-odd miles away, made by automobile one night last week.

It was Tuesday morning at 12:10 when Floyd Cook and a party of newspaper men composed of Arthur D. Sullivan, C. H. Williams, Eugene A. Howe, J. R. Lake and Arthur A. Greene, left The Oregonian corner in a big 1907 model Device of the material after that, only the more that, only the more the more touched. On the going trip there were no untoward incidents save that the acetyline gas for the lights acted badly and all hands were pleed forr'ad to light matches.

The staid and early-retiring householders of Scappoose must have sprung from their beds in terror with visions of Kingston earthquakes, comets and aerolites before them when the big car dashed down the village street—at 50 miles an hour—driving before it all-encompassing quiet.

Auto Runs in Snow Drifts That Stop Trains

Philadelphia last week, some automobiles proved themselves better storm vehicles than steam trains and trolley ventices than steam trains and trolley cars. An excellent example was a trip made by Charles Barker, from Pottstown to Philadelphia on Tuesday morning when the snow was the deepest. There was about 12 inches on the level then,

the big snow storm that swept | about 7 o'clock for the 40-mile trip, al- | as the top of the hood at a good rate of though some of his friends tried to dis-suade him, insisting that he never could snow bank from four to five feet high,

and anything up to six feet in diffts.

Barker's machine is a 30-horsepower the while. But the car performed finely.

Autocar, He started from Potistowo It plowed its way through drifts as high were not running at all."

get through. In addition to a companion, Barker carried about 1000 pounds of iron castings in the car.

"As far as comfort is concerned, that trip was awful." said Barker. "The thermometer hovered about zero and the wind was drifting snow in our faces all the while. But the car performed finely, It ployed its way through drifts as high ware blocked by drifts, and the trolleys it is a saw through drifts as high ware prof. Summing at all?"

LIST AT LOW POWER

Factories Conceal Actual Capacity of Engines.

GIVE AUTOS PRECEDENCE

By Announcing Horsepower Lower Than Real Strength of Machines, Manufacturers Gain Advantage Over Rivals of Same Class.

The practice of understating the powers of engines is becoming so general in France that it is quite impossible in the majority of cases to attach any meaning to the usual system of rating. The leading firms have always adopted a composite figure which gives the normal and maximum powers developed; for instance, a 24-30 horsepower engine develops the lower power at its normal angular velocity, while the higher figure represents the maximum power obtainable. This is an intelligent and very useful system of rating, and if it were strictly adhered to comparison between the different types of engines would be greatly facilitated. says the Autocar.
Of late, however, certain makers have

been increasing the powers of their en-gines, without altering the official rating, in a way that is entirely misleading. The reason for this is a purely commercial one, and is intended to give the owner a higher opinion of the value of the car. So far as the limit of power is concerned, it is generally conceded that a 24-horse-power engine is all that is necessary on a touring vehicle. The public has come down from the high powers that were at one time in vogue. They consider that these big powers are unnecessary; that the increased consumption of fuel considerably augments the running cost, and, what is of still greater importance, the purchasing cost of the car increases so largely with the power that the average capped, cyclists are handicapped, and many automobile manufacturers are handicapped in their work of producing machines to compare with those of their competitors in the trade. Limiting the fuel consumption to a certain quantity gives everybody a chance to start scratch, so that the man who comes up the road with a smaller competities are largely with the power that the average buyer is satisfied with a cheaper vehicle, which fulfills his purpose equally well. Nearly all the French makers, therefore, are giving attention particularly to cars power to 24 horsepower, but having confined themselves within these limits, the

AND THE ONE ON

THE RIGHT TO

H. HOFFMAN.

handicapped in races? Horses are handi-

name has not yet been divulged. "Edi-son" will be produced at one of the lead-ing Paris theaters in the form of an elec-tric fairy scene, and "on lines of elabora-

tion heretofore unheard of."

Among the "unpatriotic" Americans
who have recently purchased automobiles in Paris are Mr. Chisholm, presi-

dent of the National Paper Company, 40-horsepower Bianchi; L. H. Spauld-ing, of New York, 40-horsepower Ro-

chet-Schneider; Frank Gould, 14-horse-power, C. G. V.; Stewart Browne, 70-

of New York, 20-horsepower

chance to start scratch, so that the man who comes up the road with a smaller quantity of gasoline practically grants himself the opportunity of starting behind scratch, so much the worse for him. Thomas A. Edison, whose close relationship with automobiling is widely known on account of that very small electric battery which has not yet been used to run the biggest automobiles, is to be honored in France, contemporary with his celebration, en famille, in America, of his 40th year as an inventor. M. Emile Durer, a local author of reputation, who figured as envoye from President Carnot when Mr. Edison was invited to come to Paris on the occasion of the exposition of 1889, has written an "electric" play, embracing chief events and episodes in the life of the Wizard. This play will be sung, danced and pantomimed. It is to be called "Edison," and the music has been composed by a "grand musician," whose name has not yet been diviged. "Edison," will be produced at one of the leadcommon thing for a car rated at 24 horse-power to develop 25 horsepower and even 46 horsepower. As the manufacture of an engine with a bigger bore entails it-tic extra expense, the maker does not find it necessary to increase the price of his car, even if he were able to do so, and the only risk—and it is a sufficiently serious one—is the narrowing down of the margin of safety of the propelling mechmargin of safety of the propelling mechanisms which were designed for the powers at which the cars are rated. On the whole, it cannot be said that the practice of giving a purely artificial value to rating is to be commended.

Why Wagner Carried an Arsenal.

After 14 days in New York, Louis Wagner, the Vanderbilt victor, last week re-turned to his native land on La Gascogne. A little adventure on the eve of sailing Frank Tiliford, 40-horsepower Rochet-Schneider; Mrs. Katherine Giles, of Pittsburg, 24-horsepower Fiat; Captain Bell, of New York, 24-horsepower Pan-hard; Jefferson Seligman, 40-horse-power Rochet-Schneider; the Misses Brice, of New York 20 horsespore of the firbidden arms was that almost caused Wagner to miss his passhe had bought the revolver to protect a large sum of money he was carrying back to France, and the knife was one A banknote that passed through the Chi-cago fire is one of the curios preserved in the Bank of England. The paper was con-sumed, but the ashes held together and the printing is quite legible and it is kept under glass. The bank redeemed the note.



SIX-CYLINDER 40 H. P. PRICE, \$3000

A Demonstration in This Car is a Revelation,

Let the other fellow take you out; then let us take you over the same ground. This will prove the pudding.

If you buy a six-cylinder car this year, you won't have to buy a new car next year to have a modern car.

A carload of Ford four-cylinder Runabouts just in. Two of these are not sold. Do you want one of

REO CARS

We have just received our first carload of '07 Reo light Touring Cars. All we ask is to have you get a demonstration in this car, and then we will leave it

Reo 8-H. P. Runabouts with Folding Seat. \$700.00

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