

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 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 macadamized bed has been worked into good shape during the sunny weather.

Good Week for Auto Liveries.

In the auto livery business the men were rushed all week and some of them considered themselves lucky to find time to sleep. In the daytime there were many sight-seeing parties 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 out, and the liverymen and shops for runs. A number of relics of the days when the double cylinder and rear entrance tommy were seen on the roads, in fact about all the private cars in the city were out. The garage men were also rushed by quick repairs.

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 service, 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.

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.

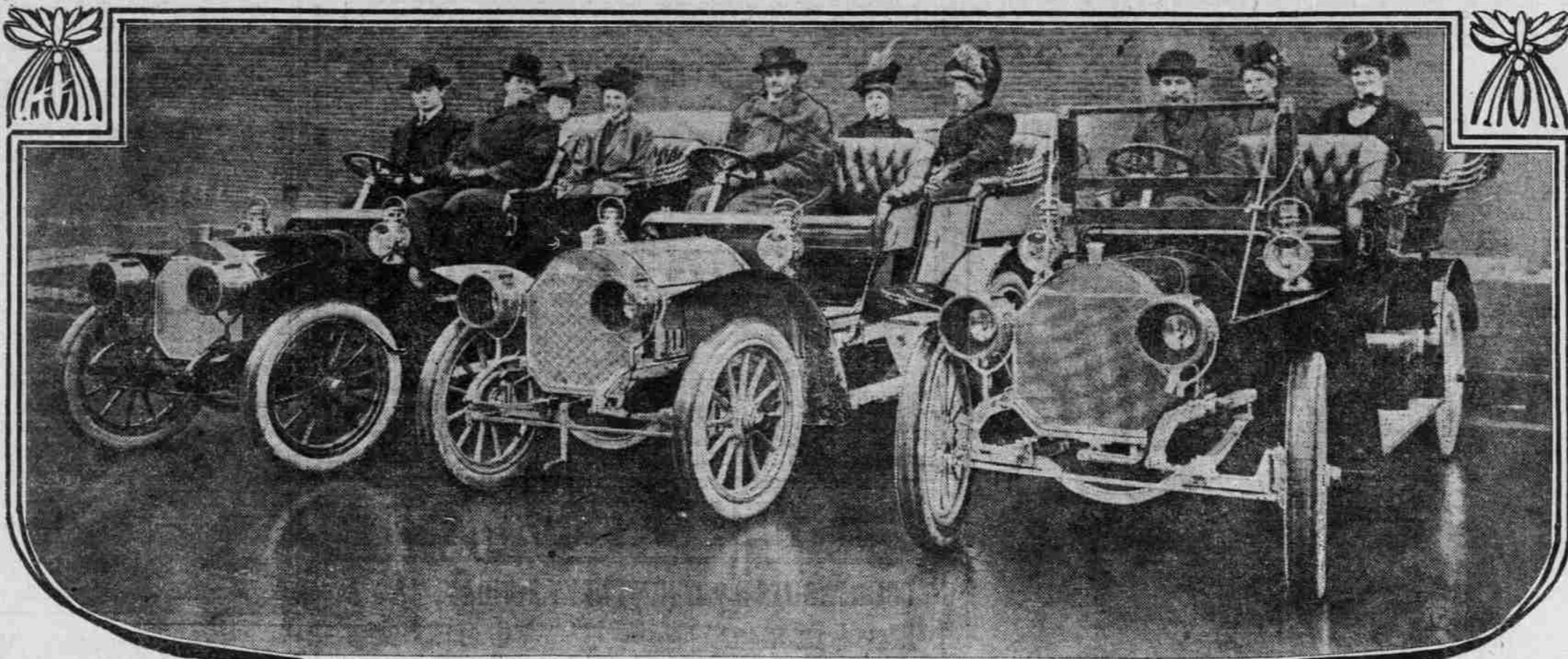
New Cars of the Week.

Among 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 motor runs quietly, and once under way are as quiet as an electric runabout. The machine was out of the shops several times last week, and whenever it was seen on the streets, attracted much attention. The machine will be used in the livery business, and will be out on the streets in a few days.

H. M. Covey received last Tuesday a carload of locomobiles that are as pretty a lot of cars that have reached the city this year. The machines are all of the same type, 20-horsepower, and fitted with the Make and Brake low tension magneto. The cars are all light touring cars, with four cylinders, 2 1/2 by 4 1/2, and capable of developing 20-horsepower. They are especially adapted to hill-climbing work and in long and hard runs are said to stand the abuse better than most of the high-power cars.

Two of these machines have been sold at \$100 apiece. John Matthiesen, proprietor of the Hotel Matthiesen, purchased one and L. H. Hoffman the other. Mr.

NEW AUTOMOBILES PURCHASED BY PORTLAND PLEASURE SEEKERS



THE ONE ON THE LEFT WAS SOLD LAST WEEK TO JOHN MATTHIESEN.

THREE NEW LOCOMOBILES

AND THE ONE ON THE RIGHT TO L. H. HOFFMAN.

Govey has sold a number of other cars, one to E. Elmwood Wiley, a cement contractor. 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. These cars have four-cylinder motors, capable of developing 15-horsepower. The price in each case was \$700.

Sales of Ford and Reo Cars.

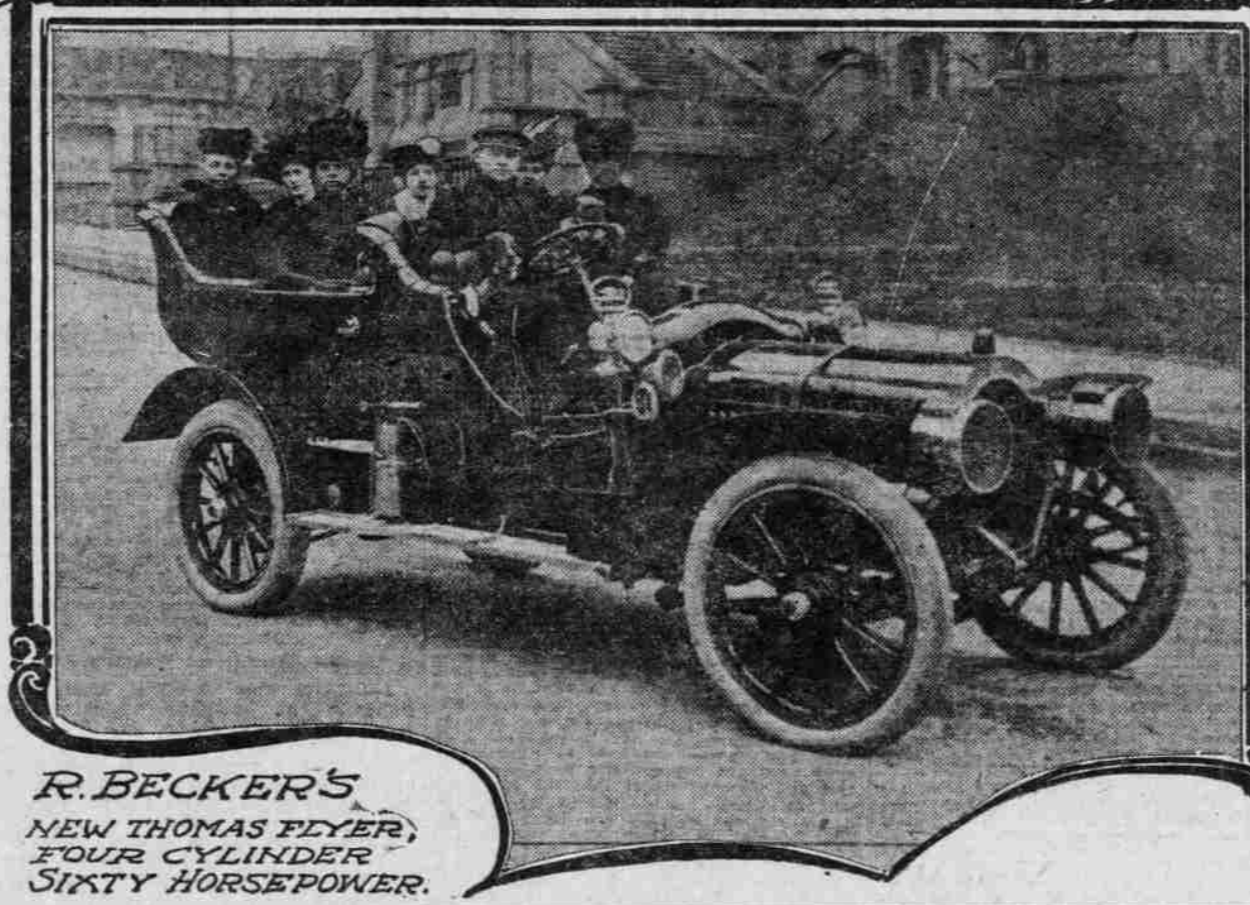
Fred A. Bennett, agent for the Ford and Reo cars, has made a number of sales this week, and one of the cars has been delivered. John Gibson purchased a 15-horsepower Reo touring car for \$1200, George Flanders, superintendent of the Standard Oil Company, a Ford runabout, and A. S. Ellis, another car of the same type. It is expected there will be about 75 new machines spinning around the streets.

The freight blockade on automobiles seems to have broken up and most of the cars are now in the city. No less than 25 '07 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 by Practicable Appliance.

One of the leading exhibits at the New York show was the first practical American-made detachable rim, shown in the Flak exhibit. The principle on which this rim is based is totally different from any foreign detachable rim in use, and to all practical appearances appears infinitely superior. The rim can be removed, without deflating the tire, in twenty seconds by simply loosening six nuts on the face of the rim itself. These nuts hold in place a narrow steel strip which operates on the beveled edge of the frame over the spokes. When the nuts are tightened these steel strips, running separately from bolt to bolt, work up against the frame and from a ridge, which with a second immovable ridge at a distance of two inches, form a groove into which the rim fits and is held fast by the screwing up of the nuts over the bolt. The mechanical process is remarkably simple and rapid and withal is of the utmost practicability.



R. BECKER'S NEW THOMAS FLYER, FOUR CYLINDER SIXTY HORSEPOWER.

PULLS UP STEEP GRADE

AUTO CARRIES NINE ON SAN JUAN HILL.

Disappoints Youth Who Makes Livelihood Taking Horses to the Relief of Stalled Machines.

The apparently impracticable feat of one 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 thirty young man who has been coming 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 injured. It is his practice to lie in wait with three horses. When a machine begins the muddy ascent he trails it on horseback. Inevitably the car gets stuck. Then 'Johnny' makes his little financial deal and his horses do the rest.

J. O. 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 \$500. 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 would not be able to negotiate the grade with all its passengers, it was decided

PERMIT FOR ROAD RACE

FRENCH AUTO CLUB ALLOWED SPEED TRIAL.

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

PARIS.—(Cable to the Automobile.)—Thirty liters of gasoline for every 100 kilometers of distance constitute the new and principal clause in the regulations for this year's Grand Prix race in France. M. Clemenceau, the Prime Minister, acting in his Cabinet capacity of Minister of the Interior, has just granted to the Automobile Club of 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 opposition as the Dictator, the governmental anti-Godhead, responsible for the 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, 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 committee, but the sales held together and advocating a reduction of racing machine powers. Many numbers of this committee are constructors of vehicles that are very frequently arrested for "speeding."

TABACCO 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 beating at 52 per minute. The cigar lasted 40 minutes, after which the pulse was again tested and the rate per minute was 120, an increase of 38 beats in the minute.

Auto Runs in Snow Drifts That Stop Trains

IN the big snow storm that swept Philadelphia last week, some automobiles proved themselves better strollers 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 15 inches on the level then, and anything up to six feet in drifts.

about 7 o'clock for the 40-mile trip, although some of his friends tried to dissuade him, insisting that he never could 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 driving snow in our faces all the while. But the car performed finely. It plowed its way through drifts as high

PORTLAND'S BOY CHAUFFEUR 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 faint 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 needs a little money, he goes in the livery business for a few hours, and gets enough spending money for a week.

Eastman is a born mechanic, and many times when his parents think he is in school, he can be seen in the repair room of some garage, busy at work on a car.

LIST AT LOW POWER

Factories Conceal Actual Capacity of Engines.

GIVE AUTOS PRECEDENCE

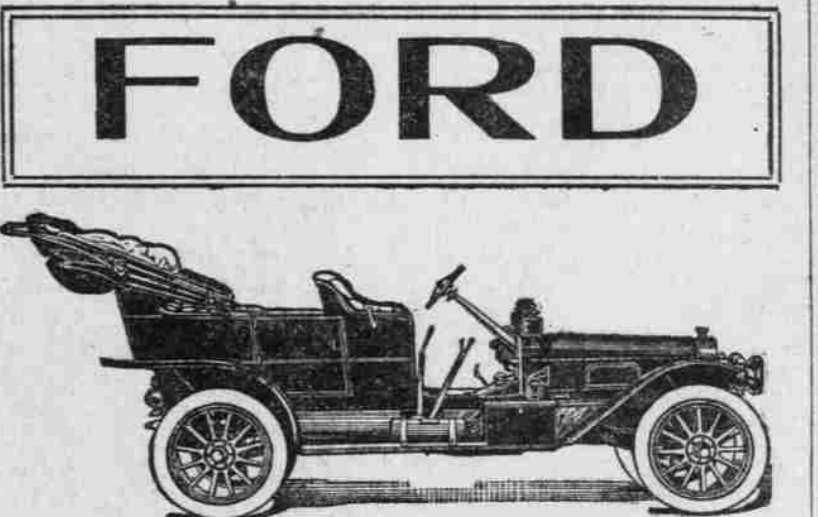
By Announcing Horsepower Lower Than Real Strength of Machines, Manufacturers Gain Advantage Over Rivals of Same Class.

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-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 engines, 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-horsepower 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. These factors, taken 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 propelled by engines rated from 12 horsepower to 24 horsepower, but having confined themselves within these limits, the commercial rivalry compels them to make the engines as powerful as possible.

Why Wagner Carried an Arsenal.

After 14 days in New York, Louis Wagner, the Vanderbilt victor, last week returned to his native land on La Gasconne. A little adventure on the eve of sailing almost caused Wagner to miss his passage. Held up by a New York policeman for speeding, the Frenchman was discovered on being searched at the police station to be the possessor of a revolver and a big knife. His explanation of the presence of the forbidden arms was that he had bought the revolver to protect a large sum of money he was carrying back to France, and the knife was one he regularly used to rip off punctured tires. Evidently the explanation satisfied the authorities, for the case was dismissed and Wagner was able to sail as he had intended.



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 these

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 to you.

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

FRED A. BENNETT

DISTRIBUTOR FORD AND REO CARS, Washington and Oregon. 471 Yamhill Street, Portland. 718-720 Front Street, Spokane.