

TITLED GERMAN'S SWINDLE FAILS

Attempts to Pass Bogus Check for Automobile on Portland House.

CLERK TOUCHED FOR \$25

Afterward Goes to San Francisco Branch and Tries to Work Same Game, but Is Recognized. Finally Makes His Escape.

A case has come to light in Portland the past week which very much resembles the famous swindle in Paris in which an automobile was purchased by means of a bogus check. The two cases differ, though, in that the one purchased in Paris was gotten away with, and the crook later captured, while the best the local swindler could do was to borrow \$25 from one of the employees while his check was being presented at the bank. He then skipped.

About two weeks ago a distinguished-looking German walked into the salesrooms of the Studebaker Bros. Company and began inquiring about automobiles. He introduced himself as Lieutenant von Gassendorf and, after a little persuading, took a ride in the demonstrating car to see how he liked it. His appearance was so well-to-do and his enthusiasm so well placed that the salesman who was engineering the sale grew more and more hopeful at every new visit of the titled German. Finally the time came for the consummation of the deal, and a check was given on the First National Bank of Seattle for \$3,258.60. This was to include some extra which von Gassendorf was very anxious to have done on the car before it was delivered. The car was picked from one of those standing on the floor and sent to the shop for final adjustment. In the meantime the check had been sent to Seattle and the Lieutenant was anxiously waiting for his car. While talking to some of the force on the floor of Studebaker's salesroom one day he casually asked if some one would loan him \$25 as he was short of change. The money was forthcoming and that has been the last seen of the man in Portland.

Not so in San Francisco, though, for he immediately went there and strolled into the Studebaker show rooms much in the same manner as he had done in Portland. Had it not been for a traveling salesman recognizing him as the man who had a short time before buncoed the Portland people, he might have been equally as successful in San Francisco. Had his scheme worked at all it is likely that he would have tried to get away with the automobile or at least to have made a larger loan than \$25.

The Studebaker house in San Francisco called up the Portland house over the long distance phone and a warrant was gotten out for the crook. Before it could be served he had skipped again and all the different Studebaker houses in the West which haven't had a call from the fellow are expecting him and are on the look-out.

The Kears Auto Company report the following sales during the past week: One six-cylinder Thomas touring car to Julius Meyer (this is the largest touring car in the Northwest), one Packard 29 Landulette, to L. N. Felschner for March 1 delivery; one Packard touring car for March 1 delivery, and one Packard for September 1 delivery, to F. C. Shewlin, one Packard 30 runabout to Dr. Andrew C. Smith.

When Charles Soules drove a stock Stearns car 25 miles in 25 minutes 26 8-8 seconds last Saturday at Los Angeles he not only captured a world's record for stock cars, but took it away from Portland, where it was formerly held by W. H. Wallace, who drove a Pope-Hartford the distance in 25 minutes and 48 seconds.

Wallace's record was made during the race met promoted by Barney Oldfield a year ago last Spring.

Tom Mack, chairman of the Democratic National committee, has just received his new \$9 Cadillac roadster.

Ben Holliday, the salesmanager for the New York Packard branch, was formerly in business in Portland, where he handled the Winton line. He is well known here and has spent most of his life in this city.

"Regardless of the fact that the motor car is still looked upon as a luxury, the automobile industry is the only one that has entirely recovered from the panic and depression of a

year ago." This is the statement made by L. E. Crowe, of the Crowe Automobile Company, upon his return last Wednesday from a trip throughout the East. Mr. Crowe has been away from Portland about three months. He went East to look over the 1909 models and to get as much information on the outlook for the coming season as possible.

"Wherever I have been," said Mr. Crowe, "I have found the automobile factories working double shifts of men and all of the larger manufacturers tell me that they are unable to keep up with their orders. At the Oldsmobile factory, they are turning out about 16 cars a day and are making arrangements that will enable them to increase this output. The Stearns factory has been working double shifts for seven or eight months and has already sold and delivered more than twice the number disposed of this time last year."

The committee in charge of the rules for the 1909 Briarcliff race has finally announced its decision regarding the size of the motor and the weight of the car that will be allowed to compete. After several weeks of discussion, during which time numerous conferences were held, the cylinder dimensions were placed at a maximum of 4 1/2 inches bore by a six-inch

stroke. The minimum weight will be 2300 pounds and a wheel base of 113 inches will be allowed. The Briarcliff is a contest for stock cars. An attempt is being made by men prominent in motor racing to obtain a universal standard for stock car races throughout the United States.

Mrs. Phil Lion, one of the gamiest women motorists of the Pacific Coast, is at present in Los Angeles, where she is preparing to make an attempt on several of the road records to points within a radius of 200 miles of that city. Her first attempt will be on the Los Angeles-Santa Ana record, which has long been regarded as a tough proposition, on account of the difficult road conditions. Later she will try the Santa Barbara and San Diego records. She will be in Portland in June and may take a crack at the Mount Hood record while here.

F. A. Bennett has just opened a branch house at North Yakima, and will open one at Boise, Idaho, within the next month. Mr. Bennett has stores in Seattle, Tacoma, St. Paul, Spokane, Walla Walla and Portland.

Since the successful contest at Savannah on Thanksgiving day, much attention has been given motor racing as a method of advertising a city or a community. One of the most recent converts to this method of attracting attention is New Orleans. The citizens of this city have commenced work on a shell road which, when completed, will probably eclipse the Savannah course for speed. They are also raising



We have the DISPOSITION and the FACILITIES to take care of you after you purchase one of our cars. We never permit a customer to pay for any repairs or parts which are necessitated through any fault of the car, for the period of one year.

We haven't been forced into this by competition; on the other hand, we originated the system in Portland. For proof, refer to our ad., Oregonian or Journal, July 21, 1907, or see copy in our office.

We ask for your business on the record of the cars we handle—and on our record as dealers.

Some time ago we published a list of 35 owners of 4-cylinder Cadillacs, and referred interested persons to them. We have this list here ready for anyone sufficiently interested to inquire for it. We are now going to publish a list of people who have had confidence enough to place orders for the "Cadillac Thirty." Through enormous production, the Cadillac Company is enabled to sell this car for \$1400 F. O. B. Detroit.

Such value was never before offered. The demand is sure to exceed the supply. We have an allotment of one hundred cars from the factory, and over three-fourths of them have already been disposed of.

Purchasers of 1909 Cadillac Thirties

M. L. Holbrook,
C. E. Swigart,
Kenneth Beebe,
Walton Beebe,
Harry L. Corbett,
W. J. Zimmerman,

A. Neppach,
Dr. J. W. Morrow,
D. C. Lewis,
H. L. Kincaid,
Harry Tuttle,

E. R. Edmundson,
C. W. King,
W. P. Olds,
W. J. Fullam,
Blaine R. Smith,
Russell Smith,

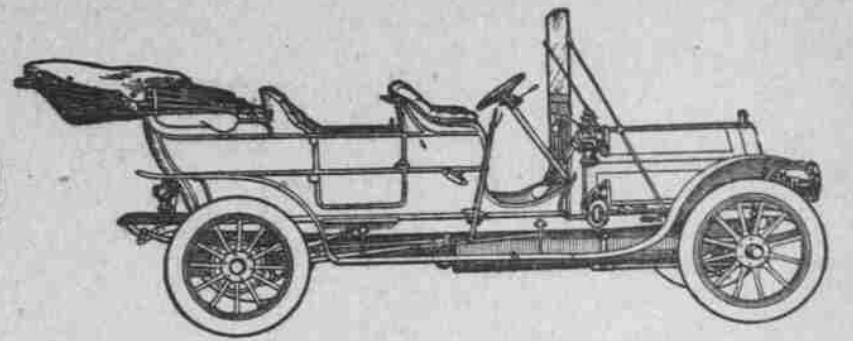
F. E. McEldowney,
A. J. Winters,
J. R. Bowles,
W. A. Avery, Jr.,
Abe Tichner,
J. H. Cook,

Central Stables (10 cars),
C. H. Snyder, Medford (10 cars),
Grants Pass Motor Car Co. (5 cars),
H. W. Aulhouse, Roseburg (3 cars),
Chambers Hdw. Co., Eugene (5 cars).

W. C. Green, Albany (5 cars),
J. M. Maurer, Salem (5 cars),
C. F. Gilbert, Hood River (10 cars),
W. H. Bohnekamp, La Grande (5 cars).

A Perplexing Question

How to Buy an



It is an unquestionable fact that practically everybody is interested in automobiles. A great many people who are now figuring on buying are trying to solve the perplexing question of how to buy and get satisfaction.

It is an established fact that you can't safely buy any new and untried product—for we know, from past experience, that many good mechanical engineers, builders of experience, have accepted ideas and principles as being right and found later from actual experience that they were wrong.

Every salesman very naturally lauds his particular car to the skies. A car may give you an absolutely perfect demonstration of its ability on the road, and yet, in actual service, not give you satisfaction.

Then how is the layman to buy intelligently—for that matter, how does anyone buy intelligently?

The indisputably correct answer is: Buy on a car's record—just the same as you would hire a man for a responsible position—ON HIS RECORD. All established products have a record, which stamps the public's verdict as to worth, and the public is generally right.

Throughout the length and breadth of this land it is the consensus of public opinion that the Pierce-Arrow and Cadillac are unexcelled in their respective classes.

This firm's final acceptance of these two cars has been through a process of elimination. In the past five years we have handled eighteen or twenty different makes, and investigated the relative worth of practically every car made in this country.

Now, we are through experimenting.

It's PIERCE-ARROW and CADILLAC for us.

A careful investigation on your part will convince you that we have selected well

Covey Motor Car Co.
Seventh and Couch Streets

CITY TO HAVE CABS

Taxicab Feature of Auto Industry to Be Represented.

PLAN IS BIG SUCCESS

Eastern Cities Take to Scheme. Eleven Machines to Start Service Here, Ordered by Covey on Central Stables Contract.

What has been predicted for six months, is about to become a realized fact. Portland is to have a taxicab service such as is in operation in all the big cities of Europe and America. The deal was put through the past week and involves an outlay of about \$15,000. Ten Cadillacs and one Pierce-Arrow Landulette will serve to inaugurate the service in Portland and the first firm to see the possibilities of such an enterprise is The Central Stables.

Howard Covey, the local dealer, secured the contract for furnishing the eleven cars and has already sent his order to the Cadillac and Pierce factories. Owing to the necessity of building the bodies especially for taxicab service, it will be several months before the cars will be seen on the streets. After they have been in operation a short time, though, it is thought others will be ordered, for in every city of any size where the taxicabs have been run they are a success. It is the popular opinion in the East that in a short time they will do away with the horse-drawn cab entirely. The advantages of the auto-cab for public service are far ahead of the horse-carriage. Although at first glance it may seem that the cost of up-keep would be greater for the auto, as a matter of fact, it is much less. This is especially true where companies are operating who own several

hundred cabs, as in New York and Paris. The advantage to the public in being taken to its destination by auto rather than by horse is easily seen, no matter whether to catch a train or to make an afternoon call.

A taxicab is fitted with a covered body, which may be let down at a moment's notice. It usually accommodates three or four persons. Charge is not made according to the number of people carried, but according to the number of miles covered. In this way four people may take a ride at proportionately small cost to each. Placed on the dashboard and within sight of the people inside the car is a meter which registers the miles traveled and also rings up the fares as the distance is covered. A clock is attached to the appliance and when a stop is made the driver is told to wait and the meter registers the amount of time consumed while standing still and a small charge is made for this. This is automatically added to the fare already rung up so that the person hiring the cab may see at a glance at any time just what fare is due. The result is no fussing with the driver over the amount due and no danger of being overcharged.

Cabs in the East may be seen standing at all the principal hotels and at most of the busiest thoroughfares ready at a moment's notice to carry passengers quickly to their destination. A green flag is displayed when the cabs are for hire and this is taken down when they are engaged.

The Central Stables hope to have some of their cabs in service by the first of April.

R. J. Henshaw is in town in the interest of the Chalmers-Detroit Motor Company and will drive a Chalmers-Detroit 40 through the state. Mr. Henshaw has recently completed 12,000 miles through California, and while there took part successfully in several hill climbs and other contests. He is loud in praise of the Chalmers-Detroit and believes it to be the best at any where near the price. In proof of this he is anxious to meet any car not over 40 horsepower in any stunt from an inter-city run to a race backwards.

Stealing Accordion Is Charge. ASTORIA, Or., Dec. 30.—(Special).—A man named Peter Nissala was arrested at Rainier today at the request of the Astoria Police Department on the charge of stealing an accordion in Portland and pawnning it in this city. Nissala had secured himself in a box car and was found by the train crew, who turned him over to the Marshal at Rainier.

Rummage Sale. See page advertisement, Page 9, Section 1. Tull & Gibbs.

A CHICAGO CARTOONIST'S VIEW OF FIELDER JONES' RETIREMENT.



"I WILL ATTEND THE GAMES AT PORTLAND," F. JONES.

Since the famous leader of Chicago "White Sox" announced his retirement, the Windy City artists have expressed their views in drawings, of which the above appeared in the Chicago Tribune.

AUTO RECORDS MADE DURING PAST YEAR.

Distance.	Time.	Driver.	Car.	Place.
Mile, circular	0:51.	De Palma	Ford	Minneapolis.
Five miles, circular	4:51.	Baird	White	Helena.
Road Races.				
Place.	Distance.	Driver.	Car.	Av. miles per hour.
Ormond Beach	100 miles.	Cedeno	Cadillac	27.97
Savannah	142 miles.	Strang	Strang	52.24
Briarcliff stock car	216 miles.	Strang	Strang	47.59
Lowell stock car	254.6 miles.	Strang	Strang	54.79
Vanderbilt cup	250 miles.	Robertson	Locomobile	50.00
Fairmount Park	200 miles.	Lytle	Strang	54.50
Motor Pkwy sweepstakes	234.5 miles.	Nassar	Ford	54.50
Targa Florio	277 miles.	Trucco	Strang	55.40
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