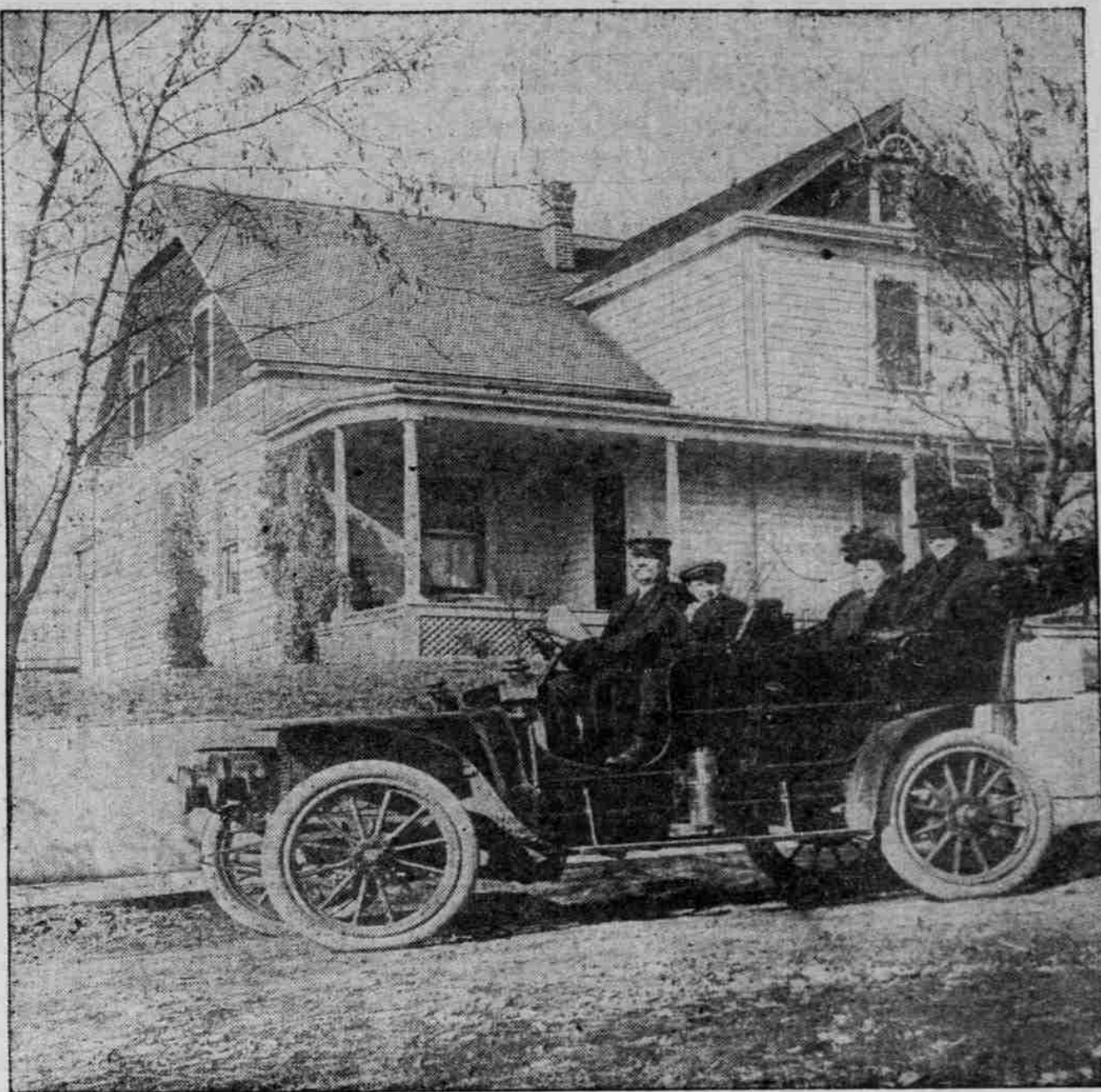


FARMERS BUY LATEST MODELS

Thirty-two Machines, Owned in Rural Districts of Single Oregon County, Prove Useful in Many Ways.



TYPICAL EASTERN OREGON FARMER, HIS FAMILY, HIS AUTO AND HIS HOME.

PENDLETON, Or., March 6.—(Special.)—With twenty-two automobiles owned by farmers in this immediate vicinity it would seem the bonds of friendship between the farmer and the automobile in Umatilla county have been permanently cemented. Out of a total of 49 cars in the county, 32 are the property of tillers of the soil.

The old-time prejudice against the auto on the part of a large number of farmers is rapidly dying out. It is no longer looked upon by them as a machine to monopolize the country roads, scare horses, cause runaways and other accidents. There is no longer talk of treating the auto to a dose of bird shot at close range or of leaving culverts raised in the road in the hope of causing a broken axle or a "busted" tire.

Those days have passed in this section of Oregon. They are gone forever for the farmer is about to monopolize the automobiles and number of country-owned cars is constantly on the increase.

In a country of "magnificent distances," as is Umatilla County, where the average farm consists of a section of land and scores of wheat growers own their individual steam gang plows and monster combine harvesters; where nearly every farmer owns his handsome city residence and spends his winters in California and a part of his summers at the sea-shores or in the mountains, it was only natural that the auto, the modern annihilator of time and space, should come into its own. It has taken its place along with the combine and other necessary parts of a farm equipment and the garage is planned with the same care and thought that characterizes the building of a barn.

In a community where the scrub horse is relegated to the land of limbo, where nothing but imported horses are used for breeding purposes and where more than one man is the possessor of a span of roadsters capable of doing creditable time on almost any track, it was to be expected that when the farmers took to autos, they would be of the best. The cheap machine is scarce and hard to find. The average priced machine owned by the Umatilla County farmer is \$3000 while there are many which cost \$4000 or more.

While the utility and convenience to the farmer is great at all times of the year, it is probably in the harvest season that it is put to its greatest use. Consternation no longer ensues when some part of the harvesting machinery breaks in the midst of a particularly busy day in the height of the season. Even though the accident may occur 20 or 30 miles from town, it is only a matter of hours, instead of days, until the "extra" can be brought from town and

the crew of idle men put back to work. "How far do you live from town?" used to be one of the first questions asked of the farmer in seeking to hire help for harvest, but now when the farmer drives up in his six-cylinder touring car and asks the man to throw in his blankets and ride out to work, there is no longer any hesitancy. The employer is also in a better position to turn off an incompetent man, because his position can be filled in such a short time without causing any delay or inconvenience to the work.

By aid of the automobile the farmer is enabled to live on his ranch and have a daily mail service. He is able to run to town in the morning for the groceries or take the "women folks" in for an afternoon's shopping. By its aid also he is able to maintain a residence in town which is the envy of his city neighbors and at the same time keep an eye on his crops. As the rainfall during the wet season is only seven or eight inches, the roads are always in condition and he can spend every night of the year in the city and every day on the farm, if he so desires.

During the hot season the auto also serves a beneficial use. With the cool retreats of the Blue Mountains less than 40 miles from the most distant farms it is an easy matter to bundle the family into the car after the morning chores are done on Sunday and whirl away to the mountains before the sun is high enough in the heavens to make the heat uncomfortable, while the return in the cool of the evening makes it a trip hard to duplicate for pleasure. The automobile has banished the long, hot, dusty summer drives, the bane and dread of those living in the country.

Though the number of uses to which the machines are put by the farmers is more varied than the number of owners, it remained for a Weston mountain farmer to convert his touring car into a temporary freight wagon. That section of the country is known for the fine potatoes it produces and the tubers always find a ready sale in the Pendleton markets. This man therefore took a contract to fill all the orders to be taken by a local grocery firm, being able, though living 40 miles away, to deliver the potatoes on the day they were ordered. By taking off the rear seat he was able to haul six and eight sacks at a time and the trip was one of pleasure more than anything else. He has continued this service all winter.

But the farmers of Umatilla county are a pleasure-loving class, as a whole, and the amount of wholesome recreation which they are permitted to enjoy by reason of the automobile makes them better farmers, broader citizens

and a happier people. The average farmer in this section of the state does not look upon recreation as a crime, nor discomfort and drudgery as the common lot. On the other hand they are prone to regard this as a bulky old world.

The advent of the gas machine seems to have marked the advent of better things on the farm. It seems to act as a stimulus instead of causing its owner to neglect his business. As a rule the farmer who has purchased an auto is putting up better buildings on his farm, is paying more attention to scientific methods of cultivation and in consequence is raising better wheat and making himself a better farmer in general. He is also the warmest kind of an advocate of better roads while both he and every member of his family are wearing better clothes, reading more and better books and papers.

The farmer with the auto will tell you that from the standpoint of satisfaction, utility, pleasure, a saver of doctor bills and an all-round rejuvenator, the automobile cannot be excelled. Most farmers understand the use of machinery and so little or no difficulty is encountered in mastering the mechanism of the machines. Nearly all of them have gasoline engines about their farms for some purpose or other. They have also learned to be careful in the use of their farm machinery and consequently have far less trouble with their automobiles than do their city cousins.

Though the number of automobiles

MANY MOTOR-CYCLES OWNED

Portlanders Interested in This Branch of Sport Have Formed Club and Are Planning Tours For Coming Summer.

THE FIRST motor-cycle operated in Portland appeared on the streets somewhere about the year 1895. Gradually the sight of one of the machines began to be less of a novelty. Here and there one was purchased, at first as a curiosity, next on account of their practical utility, and during the past two years the demand for them has increased rapidly, and dozens of them have been ordered from the dealers.

The modern motor-cycle is another one of the agencies which is crowding the noble equine race off of the industrial map. It is being used in Portland, and in every city of any size in Oregon for various purposes for which

a horse and buggy and bicycle were formerly used. Messenger service, delivery, rural postoffice delivery, and a number of other opportunities for pressing the motor-cycle into service have been taken advantage of, and their use is slowly but surely spreading and increasing everywhere.

In the city of Portland today there are at least one hundred motor-cycles in daily use. Some of these are of the single-cylinder model, others are of the double-cylinder class. A single-cylinder motor-cycle has a horse-power capacity of from two and one-fourth horse-power, and a double-cylinder machine runs from five to seven horse-power. Gasoline is the motive power, and since the introduction of magneto-ignition, which is a feature of all the newest motor-cycles, batteries and coils

have been discarded, and a distinct improvement gained for the machines.

With a single-cylinder motor-cycle, a gallon of gasoline will carry a rider 125 miles. With a double-cylinder cycle, a gallon of gasoline will carry its rider 77 miles. The double-cylinder cycles are of course very much more powerful machines, and capable of greater speed and carrying capacity. Any good motor-cycle will negotiate hills which an automobile can climb, and on roads where there may be a narrow strip of good going in a maze of bad highway, the motor-cyclist can thread his way with ease, speed, and safety. The top speed of a motor-cycle has been estimated as a mile a minute; but it can be run as slowly as ten miles an hour. All this depends upon the exigencies of the case and the disposition of the rider.

Motor-cycles range in price from \$125 to \$225, according to model and to power. All are equipped with pneumatic tires, and run with perfect smoothness, and are under absolute and quick control by their drivers. Improvements are being made from time to time on the motor-cycles, and patents issued on such improvements; but the motor-cycle of today is a thoroughly modern and up-to-date machine, and capable of long and hard usage without breaking down or showing the results of over-work.

In Portland there has been great in-

terest manifested in the use and development of motor-cycles, and Portland Motor-Cycle Club has been formed with the view of crystallizing and strengthening this interest.

The club has only been organized a month, but already numbers a considerable force on its roster of membership, and is receiving recruits to its ranks daily. One of its aims is to perfect a system of road rules and rules of speed in the city, which will reduce to a minimum all liability to accidents. The plan is to adopt necessary rules as to speed for all the members of the club, and then fine any member who fails to observe such rules.

The club will occupy its own clubhouse in the near future, and invites all who own motor-cycles to communicate with the press agent, at Number 34 Sixth street with a view to joining the club and combining forces. The club will at its next meeting prepare for the programme of the coming year, and expects to map out a series of road races, at each one of which a badge will be awarded to the winner of the race. At the close of the season, the member winning the most of these badges will be the winner of a handsome prize, to be given by the club. A number of tours are also contemplated by the club during the summer, and it is hoped that the wives of the

members will join in these trips as a means of pleasurable outdoor experience.

Some of the membership are talking strongly of the necessity of the club appearing in the Rose Festival of next June with their motor-cycles appropriately garlanded, in order publicly to demonstrate the superiority of their favorite means of locomotion, and to provide a unique and interesting feature for Portland's world-famous festival. It is to be hoped that their plans will fully materialize, and that the parade of the Portland Motor-Cycle Club at the Rose Festival will be celebrated by a full turnout of enthusiasts, their cycles bound with wreaths and buds of Portland's favorite flower.

The evolution of the motor-cycle from the high and wooden-wheeled bicycle of twenty-five years ago has been an interesting and significant chapter in the history of progress in American invention. The exhibit of motor-cycles at the automobile show will prove to be one which cannot but hold its own with the other enjoyable and wonderful features of the occasion. A complete and extensive assortment of motor-cycles is promised for the Armory show, with experts to demonstrate and explain their workings and advantages.

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Blaine R. Smith	W. J. Fullam	Russell Smith	J. B. O'Shea, Jr.
Harry Tuttle	A. J. Winters	Newell Barnard	W. W. Caldwell
H. R. Kincaid, Eugene	W. J. Zimmerman	W. P. Hawley	Louis Gerlinger, Jr.
D. C. Lewis	A. Neppach	Dr. A. H. Johnson	W. O. Van Schuyver
Abe Tichnor	M. L. Holbrook	Mrs. J. R. Wyatt	Robert L. Stevens
W. A. Avery, Jr.	C. F. Swigert	Geo. H. George, Astoria	Albert Brix
J. C. Olds	Lou Baldwin, Hood Riv.	George Warrens	H. Jennings & Son
C. W. King	F. E. McEldowney	H. B. Thielsen, Salem	Fred H. Green
J. H. Cook	Louis Montgomery	L. H. Tarpley	E. D. Kingsley
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