-AUTO TRUCKS SELL

Commercial Motor Vehicles in Heavy Demand Locally.

HORSE IS LOSING GROUND

Portland Dealers Next Scason Will Greatly Increase Stock of Selfpropelled Machines for Various Business Purposes.

Undoubtedly the feature of the past week in automobile circles has been the way in which motor-trucks have been selling. In Eastern cities the horse is now almost entirely displaced by the self-propelling vehicle, which has proved far more satisfactory as a medium of transportation for business The commercial truck is quick, easy to operate, and cheap in the matter of maintenance.

Manufacturers have come to a realization of the fact that the motor-truck will play a big part in the business future of the country, and that it will se one of the greatest factors of automobile building. Hence they are experimenting with and trying out new vehicles all the time with a view to reaching as near perfection as possible. The pleasure automobile, as it is now, was not built in a day. It was only after years of ingenious labor, experimenting, and at the cost of millions of dollars, that the crude vehicle of yesterday was developed into the great powerful pleasure car of the present

So has it been with the commercial So has it been with the commercial truck, although the development of the latter has been remarkably fast. Big factories, devoted entirely to the construction of automobiles for business use, have been built; the majority of large manufacturers have added the motor-driven truck to their output; and everywhere, East and West, is the interest in these time-saving vehicles growing. And as a representative of growing. And as a representative of a large factory said in Portland the other day, "the commercial truck is the emancipator of the horse."

Local dealers have been astounded-almost-as well as gratified by the manalmost—as well as gratified by the manner in which orders have poured in on
them this season. The year 1916 has
been a banner one for automobile
dealers in general, but in particular
have the dealers who handle commercial trucks and delivery wagons
profited. Numerous of the large retail
concerns of Portland are planning to
do away almost entirely with their
horse-hauled delivery wagons many of horse-hauled delivery wagons, many of them having already done so.

Next year the automobile dealers of Portland will have an especially strong line of commercial trucks, as many new cars will be represented here. This all speaks much for the prosperity and progressiveness of Portland and Ore-

The White Motor Car Company fired the first gun of the 1911 season last week, when the announcement was made that next season's cars are now being received here, ready for delivery. All of the 1910 cars have been disposed of already. Manager Eastman says be has received information from the fac-tory that the 1911 White gas and steam cars are the same as the 1910 machines, with the one exception that the new machines are equipped with threeing to an announcement made by Mr. Eastman, the model MM steamer is to be designated as the Presidential pattern, on account of the fact that it has been used by both President Roose-velt and President Taft, during their respective administrations

Eugene Jenkins and David Martinez came up from Tillamook last week, each purchasing a model T Ford car. Driving their new maghines, they started on the return trip to Tillamook last Wednesday morning.

D. M. Smith, one of the salesmen of Frank Riggs' force, left last week for the East, to be gone a month or so. Mr. Smith will make Detroit the city in which he will spend the greater part of his time, as it is there that the Packard factory is located. Mr. Smith will study the construction of the Packard car from beginning to end, and will be in a position to give correct pointers with regard to automobiles when he returns

C. H. King and H. L. Keats left this morning on a trip to Tillamook, which they are making in a big Peerless car. They will return tomorrow night.

Assistant Secretary Harrison, of the Automobile Club, E. Henry Wemme and Lewis Russell drove out the Mount Hood road to Welch's camp last Sunday, finding the road in passable, but anything but excellent, shape. Work is progressing as fast as can be expected the improvements, and Portland motor enthusiasts are assured that they may be able to make the trip successfully in a very short time.

"Doc" Dabney, member of a local real estate firm, returned last week from Tillamook, being the first man to make the round trip in an automobile this season. Mr. Dabney found the roads in miserable shape the most of the way. On the return journey he left Tillamook in the morning, coming through to Portland in eight hours remained the property of the season. running time, notwithstanding the fact that his Ford car was up to the run-ning-board in mud part of the way. The distance is about 123 miles.

Four three-ton Gramm-Logan trucks were delivered to the C. J. Cook Construction Company by the Keats Auto concern last week. These machines are ponderous but exceedingly powerful, and can be depended upon to haul the heaviest kind of work.

F. W. Settlemier received his new Peerless touring car last week.

W. J. Clemens, a prominent member of the board of directors of the Port-land Automobile Club and chairman of the tourbook committee, is anxiously awaiting delivery of his new Buick

Leroy Chandler, of this city, received his model 00 White steamer last week.

The H. L. Keats Auto Company delivered its 91st Chalmers "30" car last week. That's a pretty good record for one concern in this Western city.

A. M. Harradon, proprietor of a candy concern in this city, purchased

week. That's a pretty good record for one concern in this Western city.

A. M. Harradon, proprietor of a candy concern in this city, purchased a White toy tonneau gas car equipped with a domestic express body, from the White Motor Car Contrary last reach

with a domestic express body, from the White Motom Car Company last week. For business use in the city, the

Union Mest Company secured a Chal-mers "30" last week.

MAY ENTER FOR FIELD MEET

Interscholastic League Event Saturday Breaks Numerical Record.

All of the entries for the annual Portland Interscholastic League track and field meet, which will be held on Multnomah Field next Saturday afternoon, are in, and comprise the largest list that entered in an Interscholastic League meet held in Portland. In the 100-yard dash each school is limited to League meet held in Portland. In the 100-yard dash each school is limited to two runners, but in the other events three may be entered. Jefferson High School will be entered in the meet for the first time, and from practice reports will give a good account of itself. The first event will be called at 2 o'clock. The order in which the events

o'clock. The order in which the events will be run and the entries follow:
High jump—Pertland Academy, Norris, Cobb, Fenton and LeMay: Washington High, Mo-Claren, Douglass, Cobb, Armstrong, Cook, Babb and Laidlaw; Lincoln High, Weedworth, Hines, Welch, Daly and Mineinger; Columbia University, Hood, Finnigan and V. Perkins; Allen Preparatory, Mercer and Harr; Jefferson High, Lawrence, Smithson, Bibes and Wetterland.

Putting 12-pound shot—Portland Academy, Runyan, Small, Noland and Cobb; Washington High, Dariling, Gale and Highes; Lincoln High, Cauffeld, Cochran, Olcott, Gunnell, Patterson and J. Day; Columbia University; Aya, Conway and C. Perkins; Allen Preparatory, B. Smith, Wilson, Harr and Granston; Jefferson High, none.

Running broad jump—Portland Academy, Norris, Condon, Warner, Cobb and LeMay; Washington High, Hilton and Cornell; Lincoln High, Weich, Silles, Minsinger, Brown, Tomey and Day; Columbia University, Conway, Hood and V. Perkins; Allen Preparatory, Bates; Jefferson High, Lawrence, Magins and Hastings.

columbia University, C. Perkins and Aya, illen Preparatory, Maling and Wilson; Jefferon High, none. Pole vanit.—Portland Academy, Wilson, Korli and Warner; Washington High, Cook, crmstrong and Laidiaw; Lincola High, Weich, Elles, Lewis and Toomey; Columbia University, V. Perkins, Carlson and I. Conway; illen Preparatory, none; Jefferson High, Donatoe, Smithson and Wetterland.

100-yard dash—Portland Academy, Norris, Vilson, Small, Brace and Staley; Washington igh, Jackson, Douglas, Gale and Cornell; Ancoln High, Crickmore, Baker, Celestino, Stilles and Cloott; Columbia University, Lacey, 3rost and Flannigan; Allen Preparatory, Gearart, Gilbert and Dyott; Jefferson High, Smithson, Cole, Cattlin and Maxwell.

880-yard run—Portland Academy, LeMay, Korell, Edwards, Barber, Nelson and Windinagle; Lincoln High, Hines, McKay, McCabe, Beach and Tuerck; Columbia University, Brown, Conway and Wade; Allen Preparatory, Compton, Smyth, Weritel and White; Jefferson High, Siger, Cook, Johnson, Anderson, Crichton and Magius.

122-yard high burdle—Portland Academy, Le-

cook, Johnson, Anderson, Crienton and 18. yard high hurdle—Fortland Academy, Le-Noland, Feldenheimer and Cardinell; Ington High, McClaren and Joy; Lincoln Welch, Minzinger, Gelaler and Daly; abia University, Finnigan and Hood; Preparatory, none; Jefferson High, son, Bibee and Magius, yard dash—Fortland Academy, Brace, m and Norris; Washington High, Nelson, R. Brandon and Darling; Lincoln High, Brace, Crickmore and Toomey; Coa University, Wade, Finnegan and Young; Preparatory, Compton, Shaver, Crabbe, myth and Weritel; Jefferson High, And, Lawrence, Magius, Donahoe and Catalon.

H. Smyth and Weritel; Jefferson High, Anderson, Lawrence, Magius, Donahoe and Catterlin.

220-yard dash—Portland Academy, Wilson, Condon, Norris, Cardinell and Barbour; Waashington High, Jackson, Pranion, Hilton, Joy and Ferguson; Lincoln High, Baker, Crickmore, Stiles, Celestino and Brace; Columbia University, Lacey, Brost and Flannigan; Al Dyott; Jefferson High, Maxwell, Cole, Smithson and Catterlin;

220-yard low hurdles—Portland Academy, Wilson, Brace, Rumelin and Wolfe; Washington High, Jackson and McClaren; Lincoln High, Weich, Geisler and Minsinger; Columbia University, Wood, Finnegan and Flannigan; Allen Preparatory, none; Jefferson High, Smithson, Bibee, Magius and Crichton.

Mile run—Fortland Academy, Koreil, Edwards and Long; Washington High, Miller, Weber and Windnagle; Lincoln High, Nash, McCabe, McKay, Béach and Tuerck; Columbia University, Conway, Brown and Dwyer; Allen Preparatory, E. Smith, White and Manion; Jefferson High, Giger, Cook, Johnson, Anderson, Crichton and Magius, Relay—Portland Academy, Wilson, Brace, Rumelin, Norris, Condon, Bifwards, Long and LeMay; Washington High, Darling, Branion, Nelson, Barber, Baidwin, Joy, Hilton, Windnagle, Cornell and Perguson; Lincoln High, Baker, Gloot, Crickmore, Sciles, Brace, Celestino and Toomey; Columbia University, Brost, Flannigan, Lacey, Wade, Hood, Brown and Aya: Allen Preparatory, Gearhart, Gilbert, Shaw, Cook, Compton and Dyott; Jefferson High, Coie, Catterlin, Smithson, Maxwell, Donahoe and Magius.

quarter eliptic springs instead of semi-eliptic, as heretofore. The addition to the White line is a 40-60 seven-pas-senger gasoline car. The fact that a very small change is to be made in the Grilley, William Murray, Jack Latour-1911 White car speaks well for automobile standardization, doing away, as it does, with a great deal of the annual depreciation. Hereafter, according to an automobile standardization of the annual depreciation. Hereafter, according to an automobile standardization of the course, Grilley, William Murray, Jack Latourette, Gordon C. Moores and Oliver Huston; field judges, P. W. Lee, Plowden Stott and Bert Allen; timers, Forrest Smithson. ton; field judges, P. W. Lee, Plowden Stott and Bert Allen; timers, Forrest Smithson, A. B. McAlpin, W. B. Fech-heimer, W. J. Payne and Major von Eg-glofstein; inspectors, Hugh J. Boyd,

Portland Motor Boat Club Doings

DR. JACK YATES, while out in the Billiken last Sunday, rescued a bo who had the misfortune to upset his canoe. Dr. Yates heard the boy scream for help and, turning on full power, went to his assistance just in time to save him. The lad's name was not learned by the

After much discussion, both favorable and unfavorable, the club has finally adopted an official penant, which will be seen flying from the clubhouse and boats club will give one to each boat of

Plenty to eat and plenty of fun are the essential things to take along on the trip up the river to Cedar Island today.

Commodore C. W. Boost has discovered that gasoline burns better than water in the engine. One day last week he started to go fishing at 5 o'clock in the morning and he cranked his engine until 8 o'clock and then sent for Ray, the gas man, and was about to throw the engine into the river, when he discovered that he was trying to burn water instead of gasoline in his engine.

C. V. Cooper, treasurer of the club. took a party of women to the residence of A. King Wilson, at Wilsonia, last Thursday in his nifty auto boat, the

George H. Kendall expects to have his new boat, the Sylph, out today for a trial spin. The new craft is equipped with a spin. The new craft is equipped with a 22-30 Eard motor that ought to give it a speed of 19 miles an hour. Ranfit & Klingbill built the boat for Mr. Kendall.

Mrs. Jack Yates met with a painful ac-cident early last week while taking the Billiken out of the boathouse. Her arm was caught between the door of the house and a stanchion of the boat and broken. She is getting along nicely.

The Pacer II and the Wolff II have been working out a good deal the past week, getting ready for the coming races. They will make the town boats go some in the championship races to be held on the Fourth of July.

Many of the boys are already getting their beats tuned up for the annual races on Decoration day at the Oaks.

The latest addition to the club is J. Park

and his fest motor boat Laurlaine

Commodore Boost, Ray King and Vice-Commodore George Kinnear will run a fat man's race at the plenic today and the loser will pay for ten gallons of ice



The following telegram was received by us May 19, 1910:

"Studebaker Bros. Co., Northwest, Portland, Ore.

Studebaker-Garford 40 was only car to arrive in Medford of original lot of eight that started with Louis J. Hill party. Covered a thousand miles of hardest road in the world. The Studebaker is favorite of entire party.

(Signed) "R. M. CUTHBERT."

This telegram came unsolicited and from a gentleman who is not in our employ or in any way connected with the Studebaker Company. It simply verifies our claim that the Studebaker-Garford is not a stunt car, but is a car with ample power, with a maximum amount of speed, with perfect mechanism, and perfect execution. It has the easiest and most perfect system of spring suspension of any car on the market. Recent changes in prices on this car will make it worth your while to investigate. You will be surprised at what can be done.



Cor. Chapman and Alder Sts.

MOTORCYCLE CLUB IS TO HOLD RACES SUNDAY.

Large Number of Speed Fiends Will Compete in Events on Track at Country Club.

Entries are about all in for the race to be held on the Country Club track next Sunday. The meet gives promise of being the most successful ever held in Portland, for a large number of speed fiends have signified their intention of racing, and there will be the keenest kind

of competition.

The events will start at 2 o'clock sharp in the afternoon, and will be run off without any delay. A large crowd is evpected to be in attendance, as motorcycle races are always spectacular. The

officials selected for the day are: Starter, C. J. Cook; timers, Dr. A. E. McKay, H. L. Keats, W. H. Warrens and R. E. Blodgett; judges, L. Therkelsen, Jr., Ben Trenkman and E. H. Keller.

Three-mile race for three-horsepower machines—Entries, Raiph R. Ruffner and Albert Gruman.

Three-mile race for four-horsepower machines—Entries, Raiph R. Ruffner, J. C. Kildaw, A. F. Rerlinger, R. Pfifer, F. Berreth, Gus Peppel and H. F. Shaw.

Five-mile race for five-horsepower machines—Entries, Marvyn Jones, J. C. Kildaw, E. J. Hottenroth, J. F. Cobel, E. Berreth. The following are the entries to date: Ten-mile race for seven-horsepower machines—Entries, E. Greeshamer, E. H. Stone, Verne Maskell, Fred Nowotny, Ralph R. Ruffner, Otto Muessig.

One mile, flying start, for five-horsepower machines—Entries, Mervyn T. Jones, E. J. Hottenroth, J. F. Cobel, E. Berreth, W. P. Hynsb

Hotenroth, J. F. Cobel, E. Berreth, W. P. Brush.

Five-mile race for three-horsepower machines—Entries, Raiph R. Ruffner, Albert Gruman.

Fitteen-mile race for seven-horsepower machines—Entries, Raiph R. Ruffner, E. Greenbamer, E. H. Stone, Verne Maskell, Fred Nowotny, Otto Muessig, G. T. Brown, W. P. Brush.

Five-mile race for four-horsepower machines—Entries, Raiph R. Ruffner, J. C. Kildaw, A. F. Redlinger, H. F. Shaw, Gus Peppel, R. Pifer.

Ten-mile race for five-horsepower ma-

chines—Entries, Mervyn T. Jones, E. J. Hottenroth, J. F. Cobel, E. Berreth.
Free-for-all pursuit race for 15 minutes—Entries, Ralph R. Ruffner, E. Greeshamer, Verne Maskell, Fred Nowotny, G. T. Brown, W. P. Brush, Otto Muessig.

PHONES-

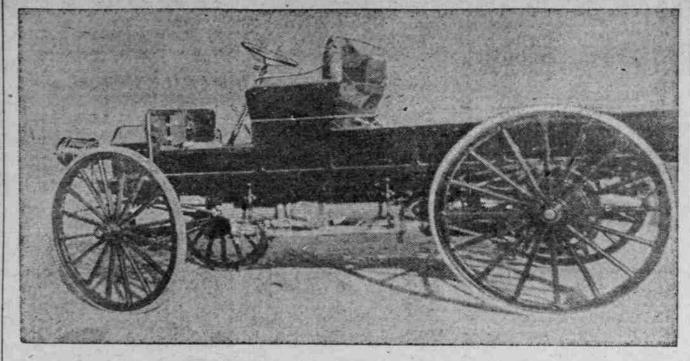
Home A 1653

Main 753

WIFE CAN'T BE GIVEN AWAY Husband and Husband-elect Willing, but Judge Forbids.

NEW YORK, May 16-Mr. and Mrs.

Paul Clabba, of 301 Bowery, and Jimmy Brondl went to the night court last evening with all their relatives in tow. They told Magistrate Hermann that they were about to participate in the wedding of Mrs. Paul Clabba to Jimmy Brondi and that the magistrate had been chosen to officiate.
"But," said the perplexed court, "Is



THE FAR-SIGHTED ME

long ago learned that to do without a telephone was commercial suicide. He is coming to the same conclusion about the automobile delivery service.

A horse and wagon may have been sufficient for your needs in the pastbut you once thought a boy was plenty quick enough to carry messages.

An I. H. C. Auto is as far ahead of the horse and wagon as the telephone The I. H. C. Auto will do the work of three teams for the cost of one-do it

Ask our demonstrators. They are men experienced in every phase of the delivery business.

IT COSTS YOU NOTHING TO FIND OUT.



FRONT and TAYLOR STREETS PORTLAND

Cadillac continues to pile up records of low cost of upkeep

191 Cadillac "Thirty" users in different sections of the country drive aggregate of 820,063 miles at a total expense for mechanical repairs of \$130.21, averaging 69 cents for the season's running, or less than 16 cents for each thousand miles of travel.

officiate.

"But," said the perplexed court, "is not Mrs. Paul Ciabba already married?"

"Ah, yes," answered Paul smiling, "but their cars an aggregate 398,884 miles at a total expense for mechanical repairs of \$50.21, averaging 71 cents pairs of \$50.21, averaging 71 cents per car for the season, the record was so amizing that it at once bewards to a tearful band of Italians who made their grief known to all Sixth who made their grief known to all Sixth and the season in the world of motoring.

In a few weeks following that another the season's running—less than 18 cents for each thousand miles, or an average of the work was no amizing that it at once bestimated in New York shows and driven miles, or an average of the work was no amizing that it at once bestimated in New York shows and driven miles, or an average of the work was no amizing that it at once bestimated in New York shows and driven miles, or an average of the work was no amizing that it at once bestimated in New York shows and driven miles, or an average of the work who had any expense at all, the repairs of \$50.21, averaging 71 cents per car for the season, the record was so amizing that it at once bestimated in New York shows and driven their cars an aggregate 398,884 miles at a total expense for mechanical response In a few weeks following that announcement came the report of a cents for each thousand miles.

second and even more remarkable In the matter of results. set of figures from the fifty users of the 1909 model Cadlilac "Thirty" in Dayton, Ohio, who drove their cars an aggregate of 168,589 miles at a total cost of only \$5.71, or an average of but 12 cents per car for the proximately 183 miles per quart,

And now comes a third report which, while not quite equaling the first two in the low cost of repair expense, is still sufficiently low to confirm the accuracy of those former reports and at the same time it brings the average expense of the three groups of owners below the average of the first group.

This third report comes from the 66 users of the 1909 Cadillac "Thirty" in Indianapolis territory. They drove their cars an aggregate of 252,599 miles, at a total repair expense to the owners of \$71.20, or an average of \$1.08 each for the season. Out of the entire 65 owners, 53 had no expense whatever. Of the remaining thirteen, the highest expense to any one was \$20.00 on a car that had been driven twenty thousand miles, the others ranging from \$3.75 down to 25

With these interesting figures at hand from three sections of the country, a compilation of all three combined—New York, Dayton and Indianapolis—becomes still more interesting.

In the three localities there was a total number of users from whom

In the matter of gasoline consump-tion, the average shows between 16 and 17 miles per gallon, although some drivers averaged twenty or more miles to the gallon.

The oil consumption averaged apsome cases running as high as 250 to 300 miles. It is quite apparent, however, that a number of users, in making their reports, included all oil used, not only for motor lubrication, but for other parts of the car as well.

With this array of evidence at hand, coming as it does from three different sections of the country, and each corroborating the other, it is quite reasonable to assume that a can-vass of the remainder of the country would make a showing on an approxi-mate basis.

The value of the evidence is greatly The value of the evidence is greatly enhanced from the fact that prior to being asked for their reports, the users had received no intimation that their experiences were to become matters of record and they had simply driven their cars when they pleased, where they pleased, and how they pleased, with no special effort at exponents. with no special effort at economy be-yond what care they would ordinarily exercise in their own interests.

While it is possible that there may be other makes of cars which can show cases of low upkeep cost in occasional instances, yet it is safe to say that the records here cited, taking one type of car as a whole, have never been even approached in motor car history.



Goodrich Tire on one rear wheel of your car-any other make on the other wheel. Keep track of your mileage. In time both your rear wheels-and front one, too-will be equipped with

GOODRICH TIRES

definable something which gives to this car its distinctive character. In

such features as the offset crank shaft, straight line drive, Rambler Spare Wheel, engine accessibility, and the new expanding clutch, assure an efficiency in service quite in keeping with the quality to be found throughout its makeup.

Rambler Pifty-five, 45 H. P., \$2,500, with Magneto, Lamps, Presto-lite Tank and Tools.

THE quality of the new Rambler is such

is chiefly by contrast with other similar

products that emphasis is given to that in-

that it adapts itself most perfectly to

surroundings of equal refinement. It

Rambler Automobiles, \$1,800 to \$2,500

Rambler Automobile Company 526-8 Henry Building, Portland, Oregon