

### MOTOR TRUCK USED

Cars Now Replacing Dray Horse in Delivery Work.

### HILLS ARE EASILY CLIMBED

Local Wholesale Houses Adopting Automobiles to Save Time and Avoid Delays in Reaching Their Customers.

The problem of commercial delivery has found satisfactory solution in the modern motor truck. In the belief of J. Durkheimer, vice-president of Wadhams & Co., wholesale grocers, this company has been using several different kinds of motor vehicles for heavy delivery work and has come to the decision that they form an essential factor in the conduct of business of the present day.

As time savers, hill climbers and carriers of big loads, the auto trucks are entirely satisfactory and most economical," said Mr. Durkheimer. "The big Kelly truck that we have placed into service gives excellent results. It is possible to carry an immense load up the Portland Heights district. There is no doubt that the motor truck will soon replace the horse-drawn vehicle or dray in the cities. That condition is approaching rapidly in Portland. Other business men and merchants of Portland are on the same opinion, apparently judging from the great number of trucks that have been put into use the past year."

Truth of this statement is found in the fact that practically every business house in Portland that has adopted the use of the motor truck has refused to return to the horse-drawn vehicle. Speed, which is often required in the fulfillment of promises to customers, is made possible by the motor truck to a degree unknown in the days when the horse held full sway. The motor truck can cover more ground in a given time, can work day and night and can save the delays caused by railroad shipping.

This modern vehicle of transportation is always at the service of the business man, to deliver to points within the city limits, to carry large loads to outlying districts and to make quick deliveries to nearby towns.

C. E. Mathewson, manager of the Diamond Rubber Company for the Pacific Coast, with headquarters at San Francisco, was a Portland visitor last week.

### AUTO BUILDING IS COMPLETE

Covey Motor Car Company Has Fine Five-Story Home.

The Covey Motor Car Company is removing to its new home at Twenty-first and Washington streets, built especially for the company by John G. Edwards. The building occupies 120 by 120 feet and contains five stories and a full basement. It is constructed of concrete and is one of the most attractive fireproof garage buildings on the Pacific Coast, say automobile men.

The entire building will be occupied by the company, with the exception of a small sales room on the Washington-street side. For the convenience of motorists, two entrances have been provided, one on Washington street and one on Twenty-first street. The first floor will contain the general offices and salesrooms. The second floor will be used for storage of gasoline cars. The stock room and repair shop will occupy the third floor, while the fourth floor will be used for general storage and the paint shop. The basement will be utilized exclusively as an electrical department for charging and caring for electric vehicles.

### AUTO SUPPLIERS GET LEASE

Archer & Wiggins Company Have Home at Sixth and Oak.

The Archer & Wiggins Company, successor to Archer, Combs & Co., has secured a five-year lease on the three-story brick building at the northwest corner of Sixth and Oak streets. The firm expects to remove to the new location in a few days. The first floor is being remodeled especially to meet the needs of the company.

The company has been engaged in the automobile supply business in Portland several years. The original company having been organized by Sam B. Archer. Mr. Archer and Mr. Wiggins have been identified with this business since its beginning in Portland. In addition to the various lines of automobile supplies and sporting goods, the company will install other lines. The new location will be provided with large plate glass show windows and the interior will be fitted with modern and attractive fixtures.

### Portland Woman Drives Automobile Racing Car

Wife of East Side Physician Owns Tiny Machine Made to Order That Will Make 75 Miles an Hour.



MRS. E. VINCENT MORROW.

MRS. E. Vincent Morrow, of 374 East Ninth street, north, has the distinction of being the only chauffeur in Portland who drives a racing car. In the picture above Mrs. Morrow is shown at the wheel of her Black Crow Forty, the only car of her kind in the West. To be sure, there are other Black Crows, but this particular car is a racing model, fitted up with an upholstered tonneau, guards, etc., and converted into a graceful two-passenger motor, made to Dr. Morrow's special order.

Mrs. Morrow also has a handsome 1911 model Cadillac, which she handles very skillfully, but for a good bit of racing out on a smooth stretch of road the little Black Crow is her particular delight.

### Auto Chug Chugs

ALBERT BERTSCHE, of Fort Madison, Ia., has just arrived in San Francisco with his wife and three children, at the end of an automobile trip that reached clear across the country. The Bertsches live in Washington, but while on a visit to Fort Madison, Ia., they concluded to purchase a Buick model 17 and return overland to the Pacific Coast. They came by way of Chicago, Quincy, St. Joseph, Topeka, through Oklahoma and Texas, San Antonio, El Paso, Phoenix, Los Angeles, Fresno and Gilroy to this place. They will continue to Seattle after visiting relatives here.

Bertsche says that this is the true way to get acquainted with the country. He carried a full camp outfit of cooking utensils and bedding. He found the people, especially on the frontier, to be hospitable and obliging in the extreme. They freely offered him firewood, milk and anything they had which he needed. He says that he had no breakage nor any mishaps, and the roads were not as bad as represented. He carried no pick, spade, block and tackle, or rope, as is the usual custom of transcontinental motorists and as he had been advised to do. His entire repair bill was 25 cents, and living had been as cheap as staying at home. He is enthusiastically as to the pleasures and advantages of this kind of travel.

A. M. Griswold, a Portland business man, has returned from a month's trip through the Willamette Valley. He made the tour in a Maxwell Junior car. Mr. Griswold found the roads, on the whole, in good condition.

Robert Simpson, manager of the Auburn Motor Car Company, left Thursday on a trip into the central part of Washington. He will drive an Auburn '40' and will visit Goldendale, Puyallup, Toppenish, North Yakima and other towns in that locality. He will ship his car to Lyle and will begin his tour from that point.

H. R. Frey, manager of the Chemical Fire Apparatus Company, has returned from a trip into Central Oregon. He drove a Maxwell Junior car.

George E. Keller, general manager of the Studebaker Brothers Company, who has been in Portland and other Northwest cities on a business visit, left Tuesday for Denver, Colo.

Owners of Overland cars in the central part of the Willamette Valley attended a demonstration given at Al-

bany last Wednesday as the occasion of the opening of a general agency at that place. A parade was given in the afternoon and in the evening the visitors were given a banquet. Tom A. Deering, of the J. W. Leavitt & Co., of Portland, was in attendance.

Colonel Theodore Roosevelt during his recent visit to Seattle, Wash., at which time he was the guest of the Seattle Press Club, used an E-M-F '30' exclusively in his rides around the Northwestern city. At the University of Washington, the famous lion hunter addressed a crowd of nearly 10,000 people from the tonneau of the E-M-F. In the car with Roosevelt was President Franklin Kane, of the university.

J. C. Eglov, a merchant of Dallas, left Friday for his home in a new model L Carter car. He took the route by way of McMinnville, J. V. Kelly, of The Dalles, also purchased a Carter car, but had it shipped to his home by train. Another purchaser of a Carter car last week was J. C. Adams, of Salem. He selected a Model H car and initiated it by driving it home.

It is probable that the Portland Automobile Club will make a run to Seattle this year. This will be decided upon at an early meeting of the club. A social session of the Portland Automobile Club will be held every three months. It is planned to make these quarterly meetings unusually interesting. Special programmes will be arranged for each meeting.

Portland automobile dealers are well pleased with business conditions that have obtained this spring. All of the agents report a brisk business. It is believed that this will be one of the banner years for the auto trade in Portland.

The driveways out of Portland will swarm today with automobiles, if the weather remains at all favorable. Many trips are being planned. It is probable that the Base Line road and the Hood road will be the scene of many autoing parties.

Nate & McCarthy, Washington and King streets, have enlarged their quarters by the addition of a salesroom. The showroom has a frontage of 50 feet on Washington street, the room being furnished in the Mission style, with oak floor.

The Chicago Automobile Club has instituted a new form of amusement for its members and their families. It is what is termed a "family tour," on the same line as the sociability tours of the past.

### BOXING PICKING UP

Game in "Land of Golden West" Sees Hope.

### COFFROTH KEEPING BUSY

New Open-Air Pavilion to See Opening Bout Between Frankie Burns and Ad Wolgast, Which Promises Joy.

BY HARRY B. SMITH. SAN FRANCISCO, Cal., April 29.—The boxing game is picking up in the land of the Golden West. With this month's bout out of the way, Jim Coffroth has some matches in sight that promise to keep the static affairs hustling.

The latest news from the Coffroth balliwick is that the promoter has signed a lease for the pavilion at Eighth and Howard streets formerly used by Louis Blot. It is in this open air structure that Coffroth's coming matches will be held.

The first of these bouts will be on Saturday afternoon, May 27, when Frankie Burns, of Oakland, takes a crack at Ad Wolgast, lightweight champion of the world. Burns is just now at Hayes Springs, where he is taking a light course of exercise, and at the same time taking a good rest. He will remain there until about the first of the month, and then return for three weeks in the gymnasium.

### Owen Moran to Get Chance.

Both lightweights have signed an agreement with Coffroth by which the winner will meet Owen Moran. It was no news that Wolgast had signed, but the information came out just this week that Burns had agreed to the same proposition in case he was returned the winner.

"I suppose that I will be criticised for agreeing to let Burns fight Moran in case he wins the championship six weeks earlier," said Jack Perkins, who is handling Burns, "but I am willing to stand the consequences. In fact, we are so sure that Burns can beat Moran we are willing to take the chance."

It's a peculiar state of affairs, but the Burns people figure matters in a funny way. Perkins thinks that Moran has a chance to win the decision over Wolgast in a 20-round match, but doesn't believe Moran can lick Burns in any sort of a bout.

It remains to be seen how the betting will be on the Burns-Wolgast bout, but the chances are that the public will stand by Wolgast because he is the champion. Looking at the bout this far off from the actual match, it appears that Burns is the kind of a fighter built to order for the Cadillac champion, Wolgast, as anyone who has seen him in action knows, likes infighting, and Burns is the boy who will come right in and mix things. At that, Frankie is a good boy, with plenty of stamina and likely to give the Easterner a hard scrap.

### "Gunboat" Smith Training.

"Gunboat" Smith, the local heavyweight, is in training for a six-round bout with Jim Barry that will take place before the Oakland wharves on Wednesday night, May 3. Smith is doing his boxing over at Billy Shannon's establishment in San Rafael. He is a mighty slow chap but has a world of confidence as to his ability to win from the Eastern man. Barry arrived the first of the week and has started training in Oakland.



## CAPTURES THE EYE

HAVEN'T you occasionally noticed a car glide by through the crowd that seemed to fairly radiate style—a car that your eyes followed? The design seemed so distinctive—the effect so luxurious—the quiet, dignified lines simply captured the eye. This is the result of pre-eminently able designers directing the work of skilled body builders. A perfect combination of brains, of talent and of "Know how." Let us tell you about the complete car, or better still, arrange for demonstration NOW.

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WASHINGTON AND 15th STREETS, PORTLAND, OREGON  
MANUFACTURED BY STEVENS-DUREYA CO., CHICOPEE, FALLS, MASSACHUSETTS.

Jim says that he has been promised a match with the winner of the Al Kaufman-Jim Flynn bout in Kansas City, in case he wins from Smith. Barry also reports on "White Hope" Carl Morris, who he says is a false alarm and only used as an advertising scheme for the state of Oklahoma.

### Automobile Agents Wanted

I want a good live agent for Portland to handle the Paterson 20 and 40 h. p. cars. Good commission and good cars. Eight models. Answer at once.

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Do you know that Goodyear No-Rim-Cut tires have become the sensation among men who know? Last year our tire sales increased 200%. This year 64 makers of motor cars have contracted for these tires. Over half a million have already been sold—enough to equip 125,000 cars.

Don't you wish to know why these patented tires have jumped into such popularity? Another 25% Goodyear No-Rim-Cut tires are made 10% oversize. The hoolless base permits us to do that. That means 10% more air—10% added carrying capacity. It takes care of the extra—the top, glass front, gas tank, etc. It avoids the overloading which otherwise occurs with nine cars in ten.

Overloading is the main cause of blow-outs. This 10% oversize, with the average car, adds 25% to the tire mileage. These two features together, as proved over and over, will double the service one gets from tires.

Last year these tires cost one-fifth more than other standard tires. Yet the figures show how many gladly paid the price. This year they cost nothing extra. The saving is clear. You'll get them if you insist on them. Our Tire Book is based on 12 years of experience. Ask us to mail you a copy.

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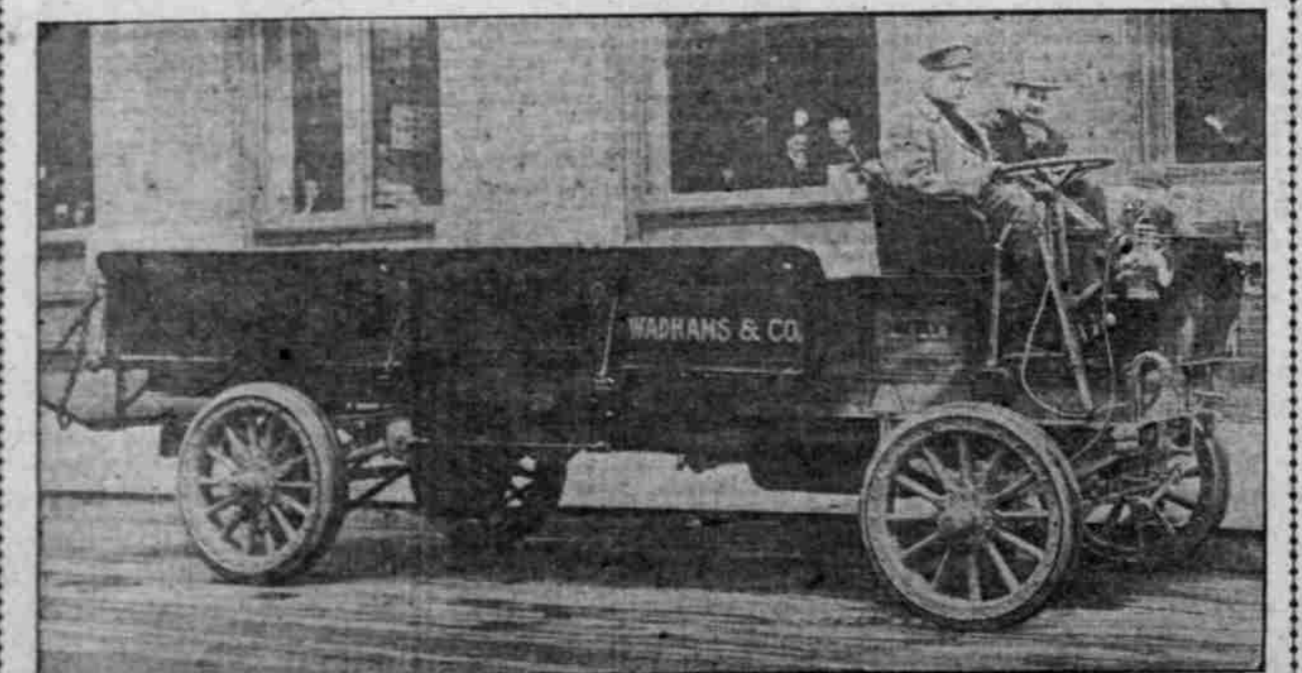
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