

ENGER AUTO IS HERE

Selling Campaign Planned for New 12-Cylinder Car.

AGENCY IS STATE-WIDE

Announcement by Financially Responsible Cincinnati Company Startles Motor World, Declares Mr. Widell, of Organization.

The automobile latest introduced in the Portland field is the Enger Twin Six, a Cincinnati product, which was placed on the market in the building on the northeast corner of Fifteenth and Alder streets the other day by F. L. Widell, of the newly-organized Widell-Enger Auto Company.

The new Portland firm has taken the entire state and purposes to launch a vigorous selling campaign immediately. Mr. Widell has engaged J. H. King as sales manager of the company and will soon have his organization completed.

The announcement by a financially responsible company of a 12-cylinder car at a popular price somewhat startled the motor world," said Mr. Widell last week in commenting on the specifications of the new Enger car. "To the Enger Motor Car Company must go the honor of being the originator of the popular-priced twin six."

"The Twin Six, or 12-cylinder car, has many desirable features which are so pronounced that its popularity is assured.

"The reduction in the weight of the piston or pistons, and the decrease in the size of the cylinder, which in turn decreases the volume of the blow, eliminates vibration and gives a smooth, quiet performing motor, which is only possible with the Twin Six. The practically constant torque obtained on the crankshaft of the Twin Six motor, in connection with the increased compression which can be used on the small bore, increases the pickup or the acceleration.

"Not only do you obtain all these features in the Enger Twin Six, but the car is manufactured in such large quantities that it can be purchased at the very popular price of \$1095, which is the price asked today by most manufacturers for the single six.

"The Enger Twin Six is a car of many expensive features.

"The motor is of the valve-in-head, removable-head type. Removable-type construction is more expensive in the valve-in-head motor, but is more desirable to the consumer.

"The camshaft is chain driven, insuring a quiet operating motor at all speeds. The camshaft, which is located in the front of the motor, has 24 cams, each valve being operated by an individual cam.

"The oiling system on the Enger Twin Six is worth careful inspection. The crankshaft is hollow. The force pressure pump is located at the bottom of the pan, where it is always flooded. The oil under pressure enters the crankshaft at the three main bearings, the pressure being equalized in the crankshaft. All pistons, cams and valve guides are lubricated under pressure."

DODGE CAR SAVES FAMILY

Mexican Bullets Hit Machine but Fail to Stop Flight.

A. D. Frost staked the lives of his wife and baby, and his own life on his Dodge Bros. motor car during the Villa raid in Columbus, N. M.

The Frost family encountered probably more thrills and genuine peril than most of the numerous refugees who had narrow escapes from the bandits. Mr. and Mrs. Frost were aroused in the early morning by shots and the firing of guns. They looked out in the street and it was teeming with Mexicans.

Mr. Frost got out his car. Mrs. Frost and the two-weeks-old baby were still in their nightclothes when he put them in the back seat and made away for Deming.

They had proceeded only a little beyond the outskirts of Columbus when a carload of bandits started pursuit. They fired on Frost repeatedly. Five bullets passed through the driver's seat. Two struck Frost, one in the shoulder and another piercing his elbow. Except for almost superhuman effort Frost would have lost control of the wheel when he was wounded and the car would have plunged into the ditch. He clung to his position, however, until the bandits were out of range. Weak from the loss of blood, he sank into his seat.

Mrs. Frost, who climbed from the back seat to his side when he was wounded, quickly took the wheel. Leaning over his body she drove the last half of the 35 miles to Deming. The baby, which she had left in the rear seat on joining Mr. Frost, rolled to the floor of the car and was found there, quiet and unharmed at the end of the flight.

Mr. Frost spent several days in the hospital, but was able to ride back with his wife at the wheel.

MACHINE GUN IS MOUNTED

Carriage That Will Make 40 Miles an Hour Is Being Tried Out.

Under the eye of Ordnance Department officers, the Hendee Manufacturing Company, of Springfield, Mass., builders of the Indian Motorcycle, have been working on a position, resembling a suitable carriage which would mount a machine gun. They have now perfected a type which is being tried out through field trials. With a crew of two men on the machine it will make 40 miles an hour. The powerful motorcycle engine will also haul the outfit across rough country to reach what might be effective positions to serve the gun.

One great advantage of the motorcycle machine gun is that it is comparatively small and can come near the enemy without being seen. It can hide behind trees bordering on a road and attack an advance guard and then get away quickly and safely.

With the Indian combination the gun carriage can be detached from the motorcycle in 30 seconds and wheeled into firing position, returning the motorcycle to go back to the main lines with a message for reinforcements. The gun and operator are protected by a shield of armor plate.

MOTORS PENETRATING CHILLS

Trucks Being Tried Out in Transportation of Nitrate.

That the motor car is finding its way into the remote sections of South America, and that the great southern continent will eventually offer an immense territory for the automobile manufacturer to take into consideration and to cultivate, is brought out in an article by William A. Reid in the May number of the Bulletin of the Pan American Union, Washington, D. C.

Even in those countries where good roads are scarce the automobile is becoming a necessity for industrial purposes, for in many places it is beginning to demonstrate its value in the transportation of freight and passengers where railroads are impracticable or too expensive to build. In this connection Mr. Reid writes:

"In the barren nitrate section of Chile where the cart and mule have long done faithful service, one finds today a number of automobiles. On a recent journey through the nitrate fields several machines were placed at the writer's disposal, and they did excellent service over some of the most trying trails to be encountered in any country. Furthermore, it was learned that eight motor trucks are to be tried in the handling of nitrate.

"The two-mule team and cart in general use at present, cost about \$700. Small locomotives, costing several thousand dollars, may eventually be replaced by the motor truck if it proves its practical utility. The truck, costing from \$2000 to \$3000, may prove itself more economical than the old system; the clearing and building of a cheap road for the truck will certainly be less expensive than the laying of railway tracks for the locomotives and dump cars. At any rate, the experiment is well worth watching by those interested in the sale of commercial cars; for should the 140 companies operating in Chilean nitrate eventually adopt the auto truck the demand will gradually grow to thousands of machines."

AGENCY PLACED IN COOS

NORTH BEND FIRM TO HANDLE CHALMERS CARS.

Country Will Be Paradise for Motorists When Proposed Road Improvements Are Made.

Charles B. Harris, wholesale sales manager of the H. L. Keats Auto Company, who has charge of the wholesale Chalmers distribution in this state and part of Washington, returned last week from a trip to the Coos Bay country, visiting North Bend, Marshfield, Couville and Bandon.

Mr. Harris placed the Chalmers agency with Messrs. Grosz & King, of North Bend, who operate lines in that territory, carrying the United States mails.

Passing through the hills and mountains north of Marshfield great fields of rhododendrons in full bloom were encountered, making a sight worth anyone's time to see.

The wagon roads in the Coos Bay country are not generally in good condition at this time, as there has been a heavy rainfall, the total precipitation being 32 inches since the first of last September. Mr. Harris says, however, the Coos country citizens are preparing to vote on a bond issue for improving the roads, which, if carried, will make that section a paradise for motorists, as the country has wonderfully beautiful scenery, while the streams abound with fish and the mountains with game.

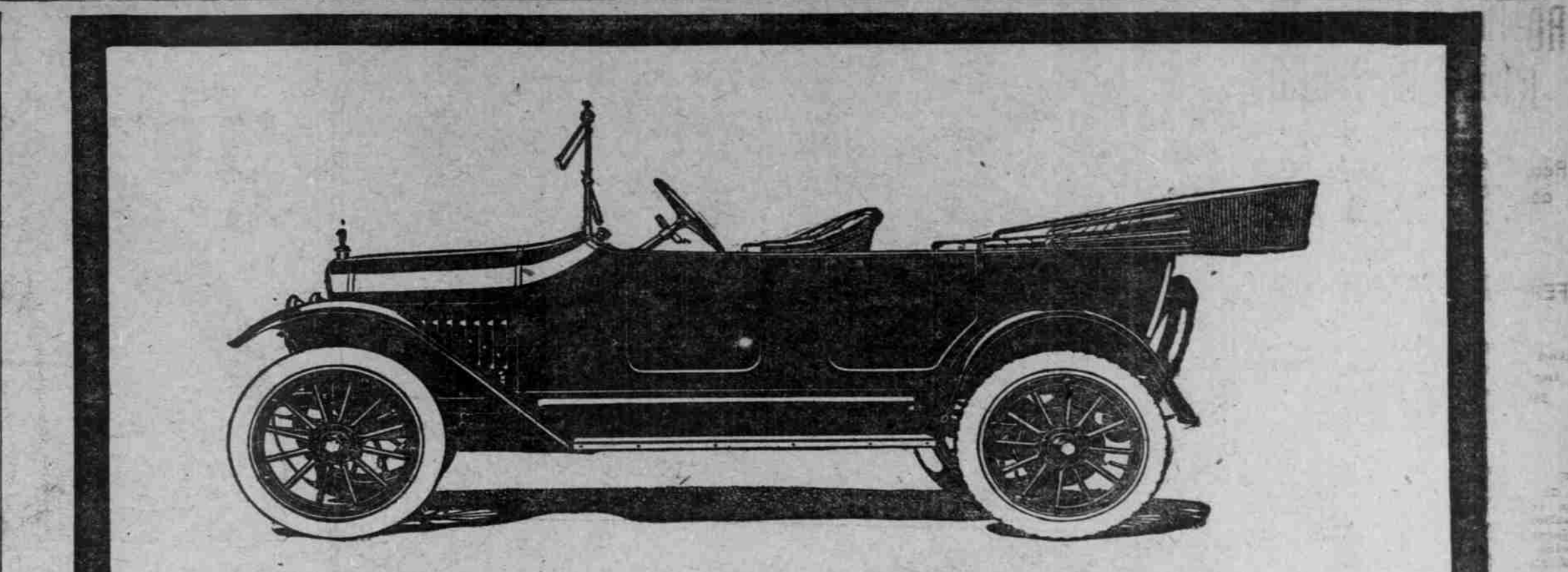
Mr. Harris reports that the Pacific & Eastern Railroad is building a draw-bridge across the Umpqua to connect with the road on the south side of the river and that the Becker Lumber Company, which has bought the Simpson interests, is opening its logging camps, and that the mills are now running on full time.

Mr. Harris was greatly pleased with his trip, and he expects to ship a great number of Chalmers cars into the Coos Bay country during the season.

New Car Owners in County

ACCORDING to the records of M. O. Wilkins the following temporary police permits were issued in Portland last week to the purchasers of new cars:

- James H. Campbell, 126 North Third street, Studebaker.
F. E. Pope, 8 East Eleventh North, Overland.
A. W. Frankhouser, Lentz, Or, Maxwell.
Portland Rubber Mills, 349 East Ninth, Ford.
J. Kruse, Ryan avenue and Sandy boulevard, Ford.
H. Kronholm, 705 Thurman, Ford.
Fred Palmer, 294 1/2 Fourth, Chevrolet.
E. H. Clock, room 5 Oregon building, Ford.
E. E. Hackett, 5805 Fortieth street Southeast, Ford.
W. J. Wheeler, 271 East Water, Chalmers.
S. A. Danford, 324 Glen avenue, Maxwell.
Minnie A. Harrington, 495 East Davis, Mitchell.
R. S. Trus, Troutdale, Saxon.
William A. Cattachach, 727 Holman, Maxwell.
K. H. Koehler, 792 Marshall, Buick.
Dave Nepon, 378 Fourth, Grant.
L. W. Lewis, 251 1/2 Broadway, Dodge.
Frank W. Taylor, 912 Corbett building, Saxon.
Mary B. Robertson, Dundee, Overland.
Frank Robertson, 267 Northwestern Bank building, Paige-Detroit.
A. Garbarino, 548 Third, Paige-Detroit.
F. K. Freese, Halsey, Or, Overland.
James S. Thomas, 616 Lovejoy, Overland.
Milton Smith, Rainier, Or, Buick.
Mrs. Mae V. Grandin, 544 East Thirty-sixth, Ford.
Joseph F. Kell, City Hall, Portland, Buick.
S. E. Bellwell, 104 Front, Ford.
Fred Oblander, 1019 Grand avenue North, Dodge.
W. C. Walker, 5817 East Eighty-fourth, Ford.
Miss G. D. Rogers, 327 Corbett building, Maxwell.
Maxwell, Hollister, 760 Morgan building, Studebaker.
Dr. F. M. Brooks, Oregonian building, Buick.
R. J. Gisel, 378 Washington, Haynes.
D. E. Steele, 1885 Alder street, Grant.
Truman Dalton, 828 East Washington, Ford.
Small Barker, Holbrook R. F. D., Overland.
K. W. Crombie, 1134 East Twenty-fifth street North, Ford.
J. F. Oswald, Elmira apartments, Dodge.
Mrs. J. E. Pines, 1012 Pine, Ford.
Mrs. Jennie A. Lang, 849 East Fort first North, Cadillac.
W. Cotton, Wells-Fargo building, Chalmers.
H. Jenkins, Beaverton, Chalmers.
Charles L. Owens, 667 Kearney, Saxon.
C. C. Conkey, 329 East Fifteenth, Reno.
Charles Owens, Northwestern Bank building, Studebaker.
Hugh Graham, 1131 East Thirty-eighth, Ford.
George Isaacson, 201 Worcester building, Buick.
T. E. Hammerly, 259 Twelfth, Grant.
George Long, Hillsdale, Or, Ford.



Nothing To Be Added To The Maxwell

YOU will never want to add anything to your Maxwell.

The purchase price includes everything you will ever need or desire for luxurious motoring.

You won't want to disguise the hood or buy a new body or put in another carburetor or ignition system or install electric lights or a self-starter.

You won't want a new radiator or springs or new spark plugs or shock-absorbers or a new top.

You need add nothing for comfort, reliability, beauty, economy or convenience. If it is a Maxwell, your car, your experience and your investment are complete.

That is the way that Maxwells are designed, manufactured and sold.

Question the owners of other motor cars—any other motor cars—and see if they are equally satisfied with their motoring investment.

Touring Car \$655 Roadster \$635 F. O. B. DETROIT



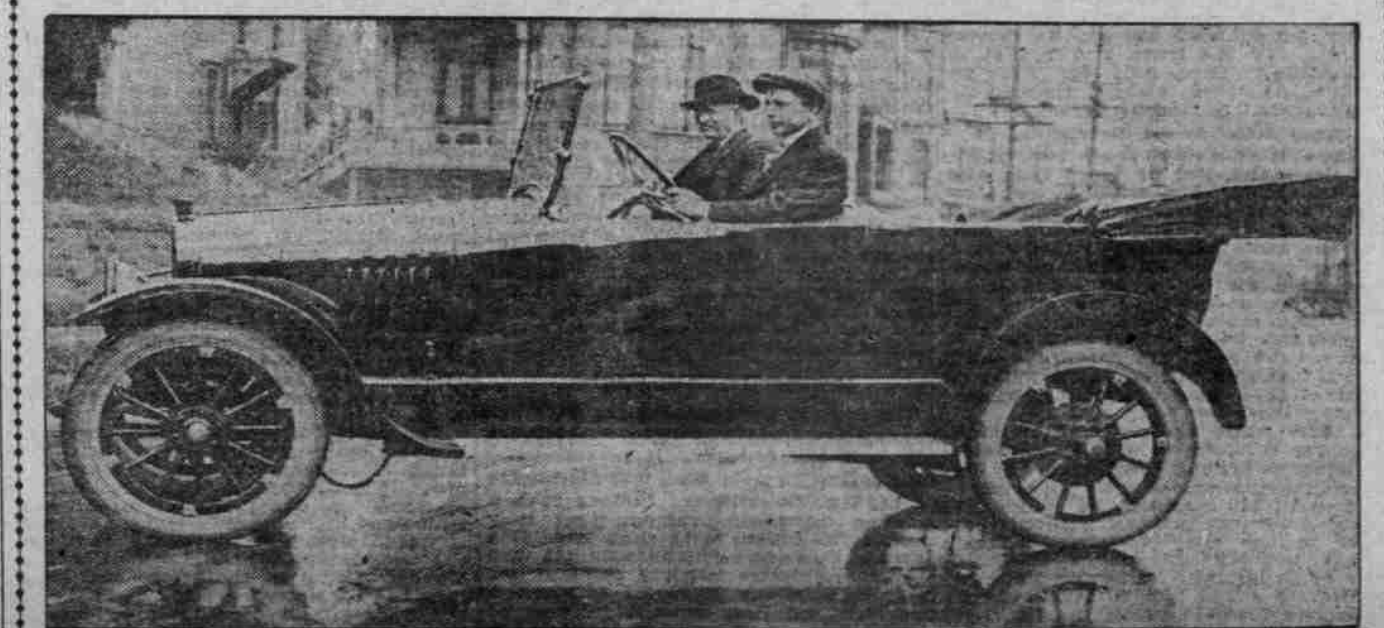
C. L. Boss & Co. 615-617 Washington Street

Time Payments if Desired



- Dr. H. G. Parker, 1000 Corbett building, Cadillac.
J. W. French, 659 Northrup street, Studebaker.
E. W. Brown, Sixteenth and Thurman, Studebaker.
L. H. Manning, 46 Front, Ford.
John A. Lang, Spalding building, Hudson.
F. Warner Lobman, 1501 Teon building, Studebaker.
Frank C. Trohar, 1100 Stevens building, Ford.
Mrs. R. Everling, 241 Tenth, Cadillac.
J. Willette Ferguson, Estacada, Or, Ford.
Dr. C. L. Ryke, Medical building, Haynes.
Mr. Weinstein, 394 Washington, Cole.
Alice R. Fenner, 729 Schuyler, Overland.
W. E. Snyder, 228 East Sixteenth, Saxon.
Mrs. C. E. Malarkey, 719 Knott, Olds.
D. W. Richards, Fairview, Dodge.
W. H. Goodeve, 800 Halsey, Dodge.
Otto Hurtig, 356 Yamhill, Ford.
J. W. French, 659 Northrup street, Studebaker.
E. W. Brown, Sixteenth and Thurman, Studebaker.
L. H. Manning, 46 Front, Ford.
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FIRST POPULAR-PRICED TWIN SIX REACHES PORTLAND FIELD.



ENGER TWELVE-CYLINDER CAR WITH F. L. WIDELL AT WHEEL AND J. H. KING, SALES MANAGER.

WHERE DO RACERS GO?

PEOPLE ASK WHAT BECOMES OF FAMOUS CONTEST WINNERS.

Nordyke & Marmion Say Many Machines Are Put Back in Service, but Some Are Kept at Factories.

"What becomes of famous racing cars?" is the question asked by many people, especially during the automobile racing season.

What is done with the cars which have brought fame to their owners by victories in the test of racing?

Often you hear of stories of the thoroughbred horse, which after winning some thrilling Derby is tenderly cared for the rest of its existence.

Do the manufacturers which build these cars and race them keep the cars, or do they sell them to some other person for races, or do they go back into the service of private owners?

Recently the Nordyke & Marmion Company, of Indianapolis, was asked the question what they did with their old racing Marmion cars. In the early days of racing, Marmion cars won many victories and became famous for their work on the road and speedway.

The most famous racing car which the Marmion company ever built is the "Marmion Wasp," which won the first 500-mile international sweepstakes race on May 26, 1911. Previous to this race this six-cylinder car had won several less-conspicuous events. After winning the 500-mile event of 1911, the car was retired from racing and since has been used mainly for exhibition purposes.

Some day there may be an organization for preserving the famous racing cars of automobile history, and such cars as the "Marmion Wasp" will be the most interesting in the exhibition.

CHALMERS SETS MARK

ENGLISH PEAK AND MOUNT DIABLO CONQUERED BY CAR.

Motorists' Terror Near Oakland Is Assuaged Without Fan and With Radiator Sealed.

Conquering two of the most famous mountain peaks in the country, the Chalmers Six-30 has added fresh laurels to its mountain-climbing reputation, by ascending English Peak in Utah, and Mount Diablo, near Oakland, Cal.

English Peak is known to every tourist who visits Salt Lake City as the mountain which rises steeply from the eastern limits of the city. Its summit is plainly visible from every quarter of the city, but its steep sides had never before been traversed by a motor car.

Fred Junk, who was in Portland a few weeks ago with J. Hirsch, Pacific Coast manager of the Chalmers Motor Company, piloted the car on its hazardous journey. Starting at 3 A. M., the car reached the flange on the summit at 10:10, after a battle with steep grades that has probably never been equaled in a test of this kind.

In climbing Mount Diablo, near Oakland, Cal., J. Hirsch, Pacific Coast representative of the Chalmers Company, removed the fan from the car to demonstrate its cooling qualities. With an Oakland newspaperman as observer Mr. Hirsch made the run of 10.2 miles to the summit of Mount Diablo on high gear. The mountain has a rise of 3000 feet above sea level and has a reputation for "boiling" the water in the radiator of all cars trying the trip.

CHALMERS FOR PREPAREDNESS

Employees of Factory to Be Paid While in Military Camps.

Address to 600 members of the Chalmers Men's Club on May 15, Hugh Chalmers offered to pay full salaries of the first 50 employees of the company to enroll for the summer training camps held under the auspices of the United States government at Flatlands and Fort Benjamin Harrison.

"Eventually I would like to have every man on our payroll undergo this course of military training," said Mr. Chalmers in announcing his offer. "Until we can place a plan in effect, however, whereby our factory routine will not be disturbed, we will have to limit the number of those attending this year's camps."

Autos Invade Board Walk.

Automobiles on Atlantic City's famous board walk are the latest. On May 25 a full line of Studebaker cars was exhibited in the arcade at the Marlborough-Blenheim, which is on the board walk and is Atlantic City's most celebrated hotel. T. E. Burgan was in charge of the exhibit.