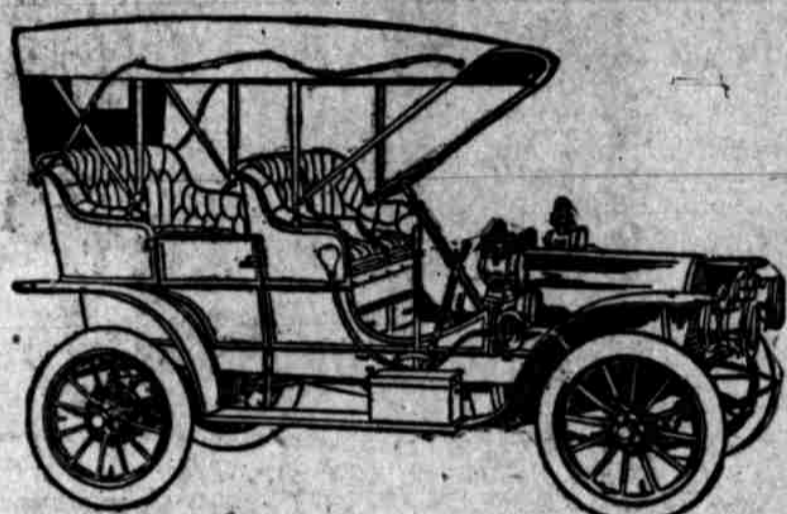


# Cream of American AUTOMOBILES

Representative of reserve power. Record-breakers for economy. Leaders in mechanical excellence. Imitated and envied models of beauty. Every modern feature is found on these cars.

## FRANKLIN



- Shaft-Drive Runabout ..... \$1800
- Four-Cylinder Light Touring Car ..... \$1850
- Four-Cylinder Touring Car ..... \$2800
- Six-Cylinder Touring Car ..... \$4000

The only successful air-cooled Car manufactured; 1907 improvements constitute refinements. The engine and entire car is quiet, body more spacious, longer wheel base, allowing wider doors; larger wheels, giving extreme ground clearance; appointments are up-to-date, brakes more effective, control is simplified; the change-gear quadrant is so arranged that you cannot make a mistake. Back of these relatively minor improvements are the unchanged prime foundation principles of engineering and construction which carried a Franklin car from San Francisco to New York in 15 days, 2 hours and 12 minutes, and from Chicago to New York in 56 hours and 52 minutes—world's records unparalleled and unapproachable. Also winner of the two-gallon economy contest—nearly 100 miles on two gallons of gasoline.

## BUICK

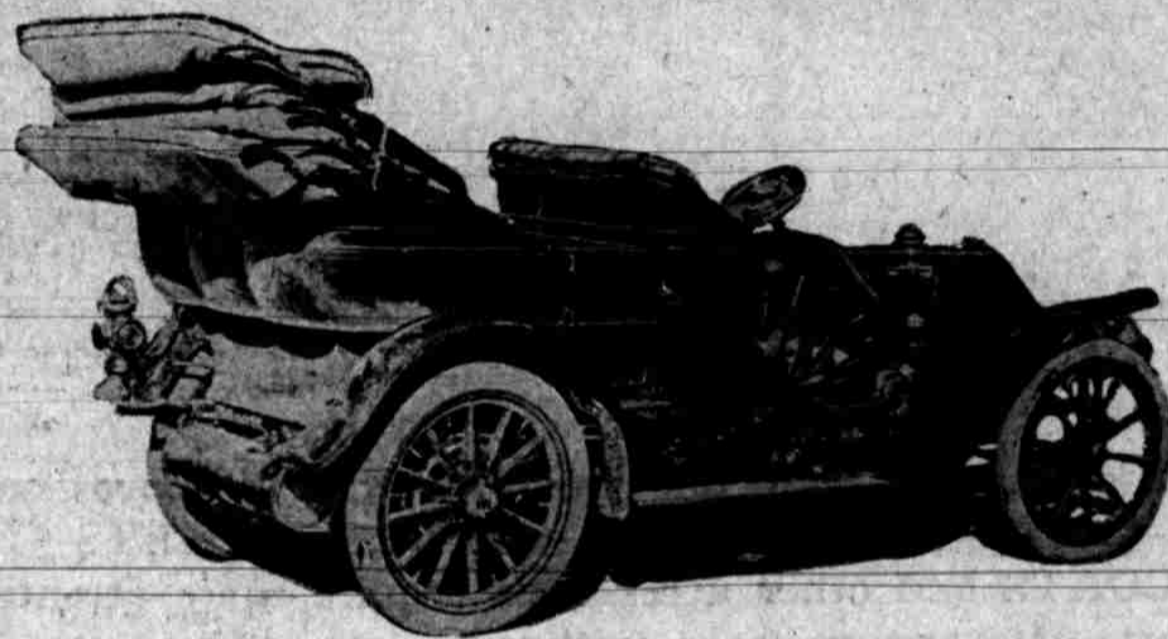


- 22 H.-P. Touring Car ..... \$1250
- 22 H.-P. Runabout ..... \$1150

The many hill-climbing, racing and endurance contests won by Buick Cars are an eloquent indication of their worth. Simplicity, accessibility and durability combine in this Car to make it supreme in its class. Three carloads now in transit. We solicit an opportunity to demonstrate.

These 1907 Models Have Been Refined, Perfected, Simplified, Lightened, Strengthened and Beautified

## THE CHROME NICKEL POPE-TOLEDO



Price, Fully Equipped, \$4250

Chrome Nickel Steel construction throughout, selective gear, four speeds, 6 to 60 miles an hour on high gear, mechanical valves, multiple metal disc clutch, Deutsche Waffen Fabrik Bearings. A partial list of the owners driving Pope Toledos last season—a complete list can be had for the asking; also copies of letters of recommendation—no better references than these—note the prominence of these parties:

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>S. L. Perkins, owner and editor Tacoma Ledger and several other daily papers.</li> <li>Chester Thorne, banker, Tacoma.</li> <li>T. B. Wallace, capitalist, Tacoma.</li> <li>A. Baillie, manager Balfour, Guthrie Co., Tacoma.</li> <li>C. J. Lord, banker, Olympia.</li> <li>E. W. Purdy, banker, Bellingham.</li> <li>S. J. Craft, capitalist, Bellingham.</li> <li>W. L. Thompson, banker, Pendleton.</li> <li>George Dodson, capitalist, Spokane.</li> <li>H. Krutz, banker, Seattle.</li> <li>A. L. Cobb, capitalist, Seattle.</li> </ul> | <ul style="list-style-type: none"> <li>R. Kinnear, capitalist, Seattle.</li> <li>G. W. Ruckman, capitalist, Seattle.</li> <li>E. J. B. Yeon, capitalist, Portland.</li> <li>H. W. Goode, President Electric Light &amp; Power Co., Portland.</li> <li>P. Buehner, manager Eastern &amp; Western Lumber Co., Portland.</li> <li>Gay Lombard, capitalist, Portland.</li> <li>L. Q. Swetland, merchant, Portland.</li> <li>G. H. Kleiser, merchant, Portland.</li> <li>James A. Gowanlock, Secretary Portland Iron Works, Portland.</li> </ul> |
|--|---|

Our stock of Motor Cars afford the greatest selection to be had in the Northwest, and owing to our unparalleled facilities for taking care of machines, our resources, experience and permanence in the business, you may be assured that dealings with us will be safe and satisfactory.

These different lines were not decided upon from reading advertisements or from photographs, but is the direct result of two months of careful investigation and research throughout the Automobile Factories of the United States by Mr. Keats. When such old, experienced drivers as H. Wemme, the pioneer Automobile owner of the Pacific Coast; C. J. Cook, M. H. Insley, Lewis Russell, E. J. B. Yeon and William F. Lipman, place their orders with us for 1907 Cars, there should be no question about the superiority. We have orders on our files now for 133 Machines. Come into our office and see the list.

ALL PRICES F. O. B. FACTORIES.

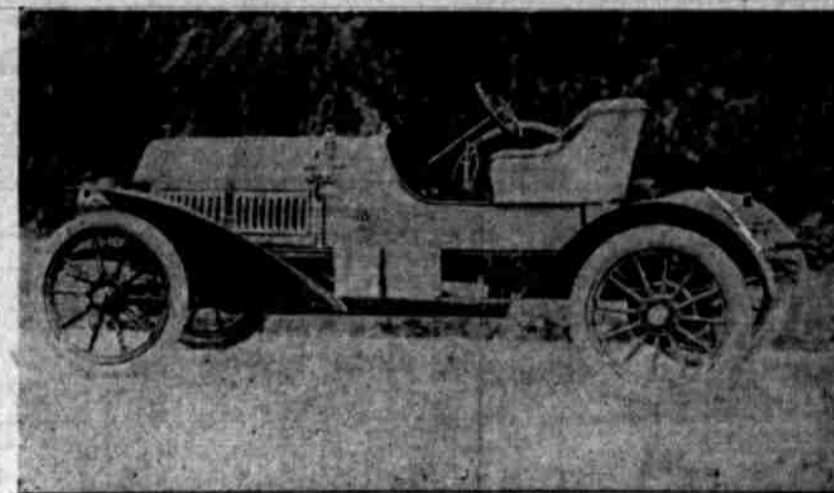
## OLDSMOBILE



Four-Cylinder 40 H.-P. Touring Car—Price, fully equipped ..... \$2750

The Oldsmobile needs no introduction to our readers. Hundreds of them are in daily use in the Northwest. The Olds Motor Works are confining practically their entire output to this model. This Car made such a phenomenal record in the Glidden tour and other road events last season that the entire factory—one of the largest in the United States—is devoted to the building of this Car. In general appearance it is the same as the 1906, only refined, affording it a handsomely designed body. Larger wheels, more horse-power, more roomy tonneau and a few minor details constitute the improvements for 1907.

## THOMAS, JR.



Four-Cylinder Runabout ..... \$2750  
Four-Cylinder Touring Car ..... \$2750

A very stylish, moderate-sized Car, with features entirely original—an ideal Car where the owner wishes to drive. Well adapted for touring purposes. Selective type non-stripping gear transmission, three speeds forward, control stationary, roomy tonneau. Motor has mechanical valves and all gears enclosed, running in oil; 34x4 wheels; wheel base, 112½ inches.

# H. L. KEATS AUTO COMPANY

Distributors for Oregon, Washington and Idaho

Headquarters: Seventh and Oak Streets, Portland, Oregon