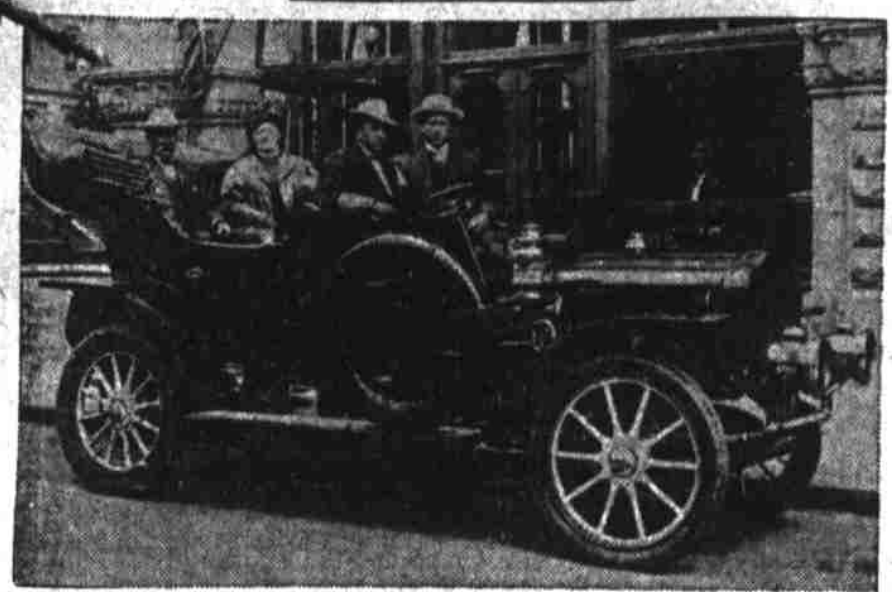


OAKLAND CAPITALIST TOURING NORTHWEST WITH WIFE AND SON



McDonald Family and J. B. Kelly, Local Agent for the White Car.

C. McDonald, a retired capitalist of Oakland, his wife and son, C. A. McDonald, are in Portland today after a trip from their home city in an automobile. They will resume their journey tomorrow, traveling to Seattle and other points in the northwest.

The McDonalds are traveling in a White touring car and though the road in many places is extremely rough, they have had no breakdowns on the way, no need to make repairs and were

THIS MOBILIST MISTOOK MAPLE SYRUP FOR GOOD CYLINDER OIL

It wouldn't have happened if his name had been an unusual one; but his name is Smith, and he lives in a small town in Vermont.

He owns a Ford runabout that he purchased from Charley Fay, manager of the Ford Boston branch. The car had been running splendidly for several months, and Smith had written several times to say how delighted he was. But one day there came a change, in the form of a letter that detailed all the ills a motor car is heir to, and winding up with a request for immediate information as to what to do to make the motor perform as of yore. Fay diagnosed the case as well as he could, and sent him a bunch of "absent treatment" by return mail. But it was of no use. A telegram stated all the expedients suggested had been tried by the motor would not "note." Fay wired for more symptoms. In reply he received information that the engine after much cranking would start, run for a few seconds, smoke, spit and emit a terrible stench. "Seems as if it is running hot," ended the telegram. Fay suggested examining the pump, commutator, carburetor, coil, and everything else he could think of, and concluded by advising, "Put plenty of oil in the engine base." Smith replied, "nothing doing."

Fay, as he slammed the receiver back on the hook. In half an hour a telegram told Fay he could send an expert to make the car run or take back his old machine. It was in the middle of the selling season. Runabouts were going at the rate of 10 a day and every competent man was required to tune up the new ones. But there was no way out of it, a man must be sent. "Half a day to go, half an hour to make the engine run and another half a day to return," growled Fay. "I wish that fellow could think of one symptom he didn't tell me so that I could tell him what ails his car." The man was absent three days. When he returned he met the infuriated manager who asked, "What on earth kept you so long—what have you been doing?" "Took his engine all apart, cleaned it, and put it back in." "Why, what was wrong with it?" "This," said the man setting a can of light brown liquid before his chief. "That looks like good cylinder oil," said Fay. "Looks like it, yes—that's the trouble. It's maple syrup." Strange as it may seem, there are two Smiths in this Vermont town. A friend had shipped a can of maple syrup to one on the same day and by the same express company that was carrying the can of cylinder oil from Fay to the Ford owner. The cans got mixed enroute. When the expert took the motor apart he found the cylinders full of maple sugar, the bearings full of syrup and the muffler choked with the hot burnt wax. Fay is now wondering how the other Smith relished the cylinder oil on his pancakes.

LITTLE SPARKS FROM MOTORDOM

Paper models of automobiles, made like surgical manikins, are a recent invention. A person may unfold his model and study the inner workings of his car by its use.

As a rival to motoring a strong organization has been formed in Great Britain by persons who prefer to spend their vacations leisurely in caravans of the gypsy style.

A Pennsylvania manufacturer who recently established agencies in England, Ireland and Scotland also will establish one in South Africa, either in Cape Colony or the Transvaal.

During his recent visit to this country President Manuel Amador, of Panama, took great interest in automobiles, saying that they were gradually becoming popular in his country.

The Automobile club of Long Island has begun proceedings looking toward the conviction for perjury of persons who caused wholesale arrests of motorists on a recent Sunday.

American automobile builders are just beginning to learn that there is an excellent market in Holland, which purchased many bicycles in this country when cycling was at its height.

While Queen Maria of Portugal and her second son, Prince Manuel, were motoring recently they were stoned by hoodlums, who fled as soon as her majesty ordered the car stopped.

Over 100 cars participated in the Fort George hill climb, near New York.

Cardinal Merry del Val, the Papal secretary of state, has become an ardent motorist.

A powerful automobile police patrol wagon has been placed in service at Richmond, Virginia.

A company has been formed at Philadelphia to manufacture a motor driven by carbolic acid gas.

The Automobile club of Philadelphia is posting the routes on all main highways leading from the city.

The New York Automobile club has applied for admission to both the national and state associations.

President Newman of the New York Central railroad, is spending his vacation touring Europe in an automobile.

Many Nebraska farmers are using runabouts for pleasure or business trips, reserving their horses for strictly farm work.

A 50-mile road for the exclusive use of motor vehicles is being constructed in Wyoming between Baggs and Wamsutter.

H. C. Frick, the "silent" steel magnate, and Judge E. H. Gary, of the Steel trust, are touring France in automobiles.

During the recent great parade of the Elks at the Philadelphia reunion motor trucks were extensively used as bases for floats.

Makers of accessories will be permitted to exhibit at the rather exclusive show of the Importers' Automobile salon at New York next winter.

Samuel Vaucain, superintendent of the Baldwin Locomotive works, Philadelphia, is an enthusiastic automobilist of many years' experience.

The New York city police authorities have forbidden sightseeing automobiles to stand idle along the streets and may place a limit on their size.

Fifty taximeter cabs will be placed in service as soon as the builders can deliver them by a New York hotel for the exclusive use of its patrons.

To notify a driver that a tire is becoming flat a foreign inventor has patented an electrical device that rings a bell when the tire begins to go down.

Horns similar to those used on automobiles, blown by compressed air operated by electricity, will be used as signals on some of the Prussian railroads.

Hawaiian motorists are much opposed to violations of the speed laws in their island country, and are cooperating with the authorities in suppressing the archers.

On his first run to a fire in his new 24-horse power flyer, Deputy Chief Binns, of New York, made four miles

through crowded streets in four minutes.

A 25-mile automobile track is being built by the Kaiser on his estate at Schriber for the exclusive use of the members of the imperial family who motor.

Mufflers should be cleaned occasionally. They easily become clogged, causing an unnecessarily high back pressure upon the engine, with a marked loss of power.

Two Pittsburg parties, headed by Clyde Overholt and A. L. Banker, recently drove to Cleveland by way of Erie in 8 hours and 23 minutes, actual running time.

The Duchess of Vendome, sister of the future king of the Belgians, is an ardent motorist and was one of the first women to obtain a French license as a chauffeur.

ENDURANCE RUN AWARD DISPUTED

J. B. Kelly, the local dealer for the White steam touring car, disputes the justice of the award of The Journal sweepstakes trophy in the endurance run held July 27. Together with four other cars in the class worth \$2,500 and over, the White steamer made a perfect score. The Pope-Hartford, owned by the H. L. Keats Auto Co., was awarded the prize, as it used the least amount of gasoline.

Mr. Kelly declares that his car made the run fully equipped, carrying top robes and everything else for the comfort of the passengers. Although the driving was not done with a view to economy, but to the comfort of the passengers the safety of the car and its tires, yet the White carried its load for less money than any other car in the run. Its eight passengers were carried at a total cost of \$3.69, or 46 cents per person. The gasoline auto which was awarded the sweepstakes trophy carried four passengers at a total cost in gasoline of \$2.92, or 73 cents per person.

The White car in this run used naphtha, a fuel costing 18 cents per gallon. All the other cars used gasoline costing 30 cents. The White economy test was 31.8 while the car awarded the trophy had a test of 21.7, showing according to Mr. Kelly that the White car is decidedly cheaper to run. The fuel consumed by the White on this run was the ordinary fuel used by all White cars in Portland.

Out of the number of cars which made perfect scores in the auto endurance run held last Saturday week, only one was driven by an amateur. This was the six-cylinder Ford, driven by F. B. Baumgartner. Mr. Baumgartner's car, with four others, tied for first place, but the decision was given to the Pope-Hartford of H. L. Keats, because of the best gasoline score.

J. A. Bennett states that as one result of the endurance run he has sold a Ford runabout to H. S. Gile & Co. of Salem. He has also had a number of inquiries concerning his autos from the small towns through which they passed on the run.

During the week F. A. Bennett also sold a Ford runabout to the Goodie Rubber Co., and a Reo touring car to S. G. Roos of Cove, Oregon.

GOOD RACE PROGRAM FOR ROSEBURG FAIR

Roseburg, Or., Aug. 3.—The district fair that will be held at Roseburg September 10-14 promises to be the best ever held in southern Oregon. Work has been in progress for the past two months upon the race track and grounds, and the way that the speed program shows up looks good to many men who own blooded horses. There will be several horsemen here from California and Washington, besides from all over this state. The purses amount to over \$2,000.

LABOR DAY FIGHT NEXT ON LIST

Thomas and Ketchell to Be Principals—After Gossip of Britt-Nelson Mill.

By W. W. Naughton. (Journal Special Service.)

San Francisco, Aug. 3.—The return match between Joe Thomas and Ketchell of Montana, which Coffroth has secured for his Labor Day attraction at Oceanview is a more promising pugilistic event than might appear at first glance.

At the Marysville fight July 4 Thomas was naturally a strong favorite. He returned here after cleaning up everything in his class in the east. There was virtually no opponent in sight for Joe when he turned his face homeward.

When the Marysville promoters signed Thomas and Ketchell, the Montana unknown, San Francisco sports thought it would be a mere exercise canter for Joe. As it happened, however, the unexpected was trembling in the balance more than once. Ketchell proved a tarrar, and when, after one of the fastest twenty-round contests ever seen on the coast, Referee Eddie Smith declared the match a draw, it was agreed on all sides that a return would prove a great drawing card.

Britt Had Learned Lesson.

Arguments are still in progress as to whether it was the licking Battling Nelson received at Goldfield or the beating Jimmy Britt took at Colma that proved the greater factor in last Wednesday night's mill at the Auditorium.

It must certainly be said that the effects of the Colma lesson were apparent in every move made by Britt in the recent fight. At Colma he just hurried himself at the constantly advancing Dane and lashed out without taking much note of distance or direction. He made a desperate effort to outslug an iron-jawed, rock-ribbed rival and he failed. He wasted considerable of his strength in futile punches.

Wednesday night he was Jimmy the economist. Nothing much went to waste. True, the man whom the writer years ago dubbed the Durable Dane had taught himself how to block that favorite left body blow of Britt's with the elbow, but this was about the only department of the Dane's defense that was in any way effective. And at that Britt's glove was quicker than Nelson's elbow many a time.

In every other direction Nelson was wide open and it was interesting to watch for the measured, whip-like rights that Britt shot in while leisurely backing away. They were varied with solid left jolts and 90 per cent of them scored.

REBUILDERS REPAIRERS DESIGNERS OF ALL MAKES OF AUTOMOBILES.

PULLMAN AUTO CAR CO. 68-70-72-74 North Sixth St., Cor. Everett.

A. D. PERKINS, PRES. Tel. Main 41.

"Largest Automobile Repair Factory in the West."

FORD

Makes Perfect Score

THE SIX-CYLINDER 40 H. P. FORD made a perfect score in Salem Endurance Run. It was THE ONLY CAR owned and driven by a novice to make a PERFECT SCORE (because of its simple operation). The tires used on this car had been run 4,000 miles and don't show any effects of the run (because of steady pull and light weight; it weighs 2,685 pounds, scale weight).

THE LITTLE FORD lost a nut off throttle rod and was penalized three points, otherwise PERFECT SCORE. This car carried two people 135 miles over heavy roads on five gallons of gasoline (27 miles per gallon). LOOK AT THE SCORE OF THE HIGH PRICE RUNABOUTS—THE LITTLE FORD BEAT THEM ALL.

Fred A. Bennett

495 ALDER ST., PORTLAND. 718 FRONT ST., SPOKANE

REOS

WIN

REOS WIN in Salem Endurance Contest.

TWO REOS started in the Endurance Run and BOTH finished with PERFECT SCORES. NO other make did as well.

The REOS BOTH made the trip without one INSTANT'S stop.

The big heavy high priced cars busted tires, skidded off the road and were ungainly and hard to handle in bad places. The REO carried its same load of five people with one half the expense. The tires did not show a mark and the big cars cost from two to four times as much money. WHICH IS THE BEST BUY?

Fred A. Bennett

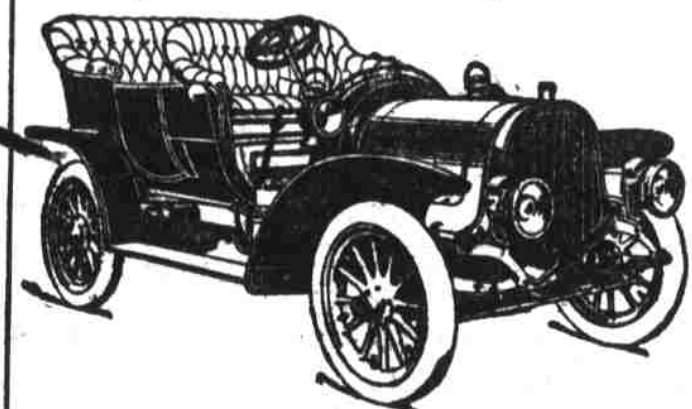
495 ALDER ST., PORTLAND. 718 FRONT ST., SPOKANE

THE SAME OLD STORY

Three cars entered in Portland-Salem endurance run, three cups won, two cars finishing with perfect scores, the other car losing only one point.

Beat It If You Can

Pope-Hartford \$2750



The Sensation in the Automobile World

Pope-Hartford achievements in Portland within the past 30 days:
Broke all world's touring-car records for from 5 to 25 miles.
Won all races in its class that it was entered in at our late races.
Won hill-climbing contests on Portland Heights.
Won Portland-Salem endurance run in its class and The Journal's sweepstakes cup.
The same car is in use daily as a demonstrator and is a regular stock machine.
In a Pope-Hartford you combine speed, hill-climbing ability and endurance. Its appearance and comfort can best be determined by a demonstration which will cost you nothing.

Our cars have made the fastest time in hill climbing and on the track, no other car being close enough to be considered a competitor. The reason why: Our lines are decided upon after very careful tests by our Mr. Keats at the factories. We are the pioneers in the business, sell more cars than all the balance of the dealers in Portland twice over, consequently the factories are all anxious for our business. We not only have the cars but have the mechanics to put and keep them in condition.

Buick runabout not only won easily in its class, but defeated cars costing over \$4000. Would have finished with a perfect score had a compression pet cock not jarred open, losing one-quarter of a minute.

1908 CARS ON OUR FLOOR

H. L. KEATS AUTO CO.

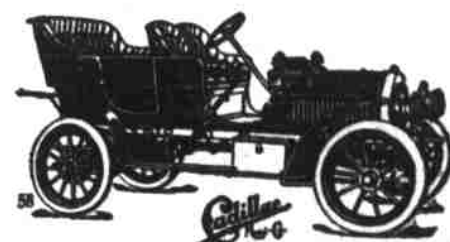
PORTLAND, OR.

AGENCIES: SEATTLE, TACOMA, SPOKANE AND ALL IMPORTANT CENTERS

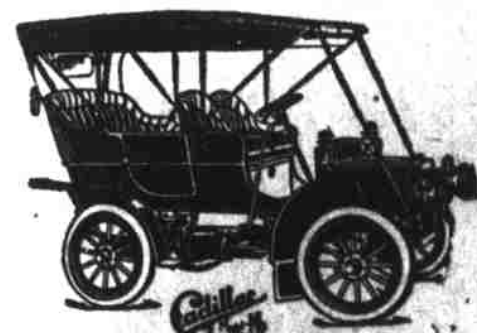


CADILLAC

Winners in Endurance Contest



Model "G," 4-cylinder 20 H. P., \$2,150, winner in Class B, perfect score and 9 1/4 gallons of gasoline



Model "M," single cylinder 10 H. P., \$1,050. Carried four people through the contest on 6 1/4 gallons of gasoline. Lowest consumption of any car. Score 999 out of a possible 1000.

Covey & Wallace
SIXTEENTH AND ALDER STREETS