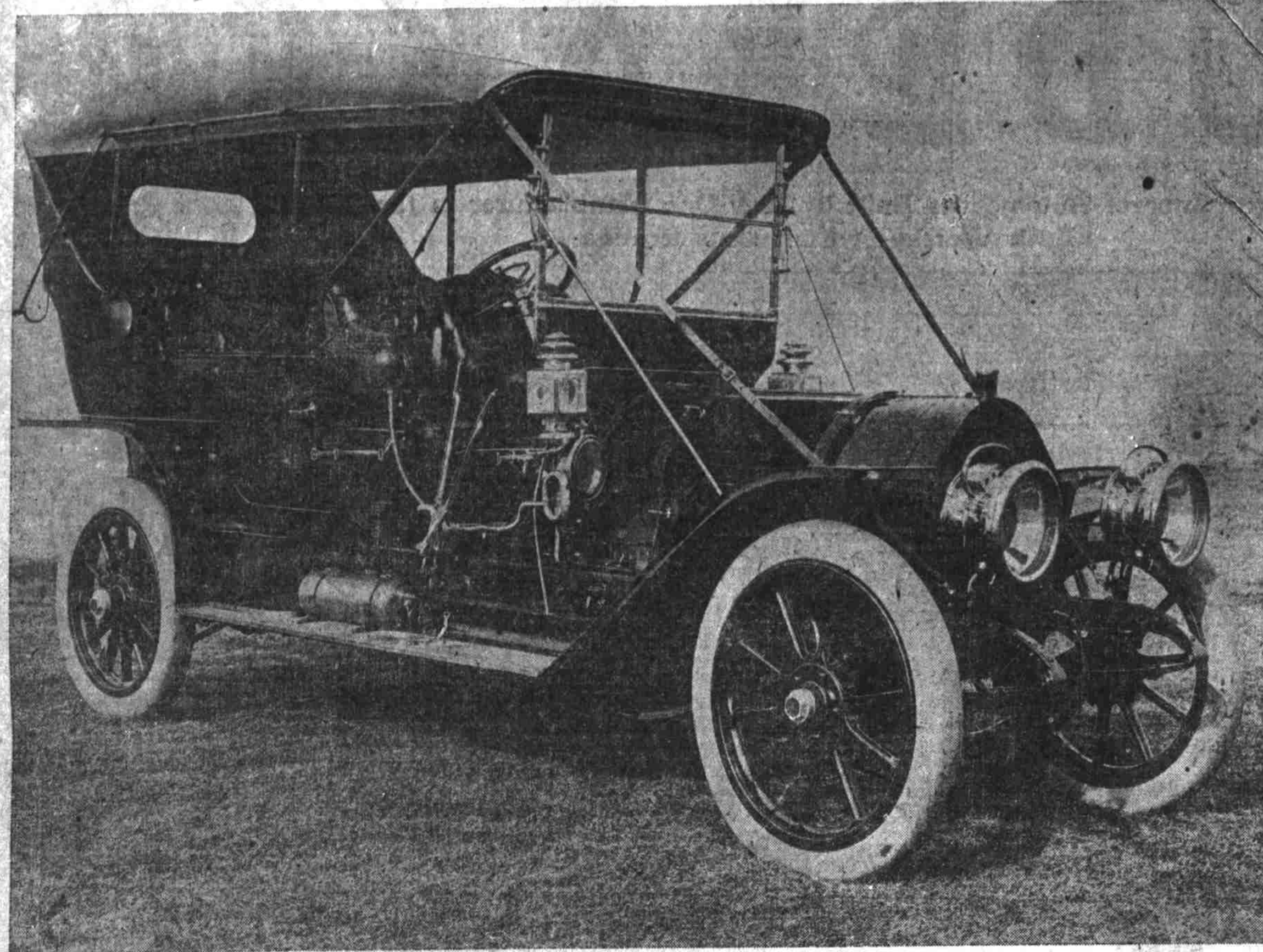


# OUR EASTER AUTOMOBILE OFFERINGS FOR 1908!

## Thomas Flyer==America's Champion Pope Hartford



1908 THOMAS "FLYER," SIX-CYLINDER, SEVEN-PASSENGER TOURING CAR

Have you stopped to reason why the Thomas Flyer has led all its foreign competitors in the great New York to Paris race? They all started on even terms. The Thomas has been able to do this, for three reasons:

### First:

BECAUSE it has the power; is built to run and can do the work;

### Second:

BECAUSE the mechanism has stood the strain better than the rest;

### Third:

BECAUSE it is a stock car with good, honest material and workmanship throughout. The same care and attention to detail that is found in all Thomas cars.

## It Takes a Car to Win, a Car to Keep the Lead

And the fact that a Thomas Flyer stock car has done this is proof that it's THE CAR TO BUY. If you are open to conviction call on us, we will be pleased to show you what the Thomas will do. You will not impose upon us, nor will you place yourself under any obligations to us whatever. We know what the Thomas does and we want you to know also.

## Pope Hartford

RIGHT. It made HILL CLIMBING, TOURING, TRACK and reliability history. The 1907 Pope Hartford was admittedly and unquestionably the speediest, most power-free, most popular and highly indorsed car in its class of the year. The 1908 Hartford has been on the road many weeks, has been put to every conceivable road, hill climbing, speed and reliability test.



THIS IS ONE OF THE MANY TROPHIES WON BY THE POPE HARTFORD IN PORTLAND LAST SEASON

Ask us to do any stunt you want—ask us to go where any car will go, irrespective of make, price, horsepower or number of cylinders. If you try and make the others, in and out of our class, do the same things under the same conditions, you'll buy a Pope Hartford. Read below a few of the victories

CLEVELAND, OHIO—Pope Hartford won the Stucky Hill cylinder piston displacement hill climb, defeating a Stearns' 60 H. P. Darray Vanderbilt cup racer, Fordsix, Stoddard, Dayton.

DEL MONTE, CAL.—Pope Hartford ran about defeated a Pierce 45 in a 10-mile race. The Hartford was never passed.

WHEELING, W. VA.—Pope Hartford, out of four entries, cleaned the entire state, and not content with this, another Pope Hartford "rubbed it in" by taking second place in every event. Price, horsepower, number of cylinders—all look alike to the Hartford.

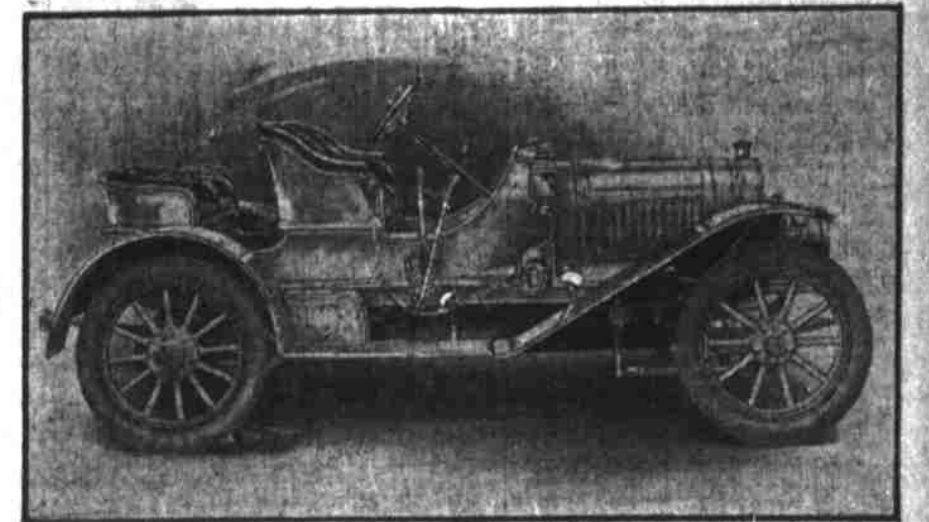
NEW YORK—Pope Hartford won in cylinder displacement class in New York City, Fort George hill climb, making better time than 60 H. P. De Dietrich, 70 Bianchi, 50 Simplex, 60 Crawford, 35 Isotta Franchini, 35 Pennsylvania, Franklin, Stod-

dard, Dayton, Clement, Bayard and Corbin. It was certainly a good Pope Hartford day—three distinct and decided "killings."

DAVENPORT, IOWA—Pope Hartford won over Oldsmobile, Stoddard, Dayton, Cadillac, in a standing start race over a heavy track.

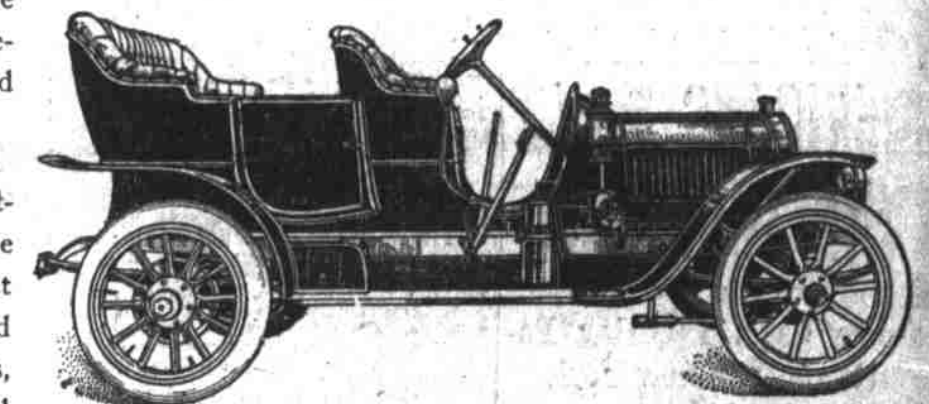
HARTFORD, CONN.—Pope Hartford won Hartford hill climb, the open event for all gasoline cars, in the remarkable time of 56.2-5 seconds, defeating Corbin, Stevens, Duryea Six, Ford Six and Knox.

On the same day a model F, 1906, Pope Hartford touring car, fully equipped, made the best time of the day, and it is remarkable and significant that this car was the original F model built and had covered already a distance of over 50,000 miles, having toured all over the United States in the fall of 1905. The people say it was wonderful.



1908 ROADSTER—\$2,750

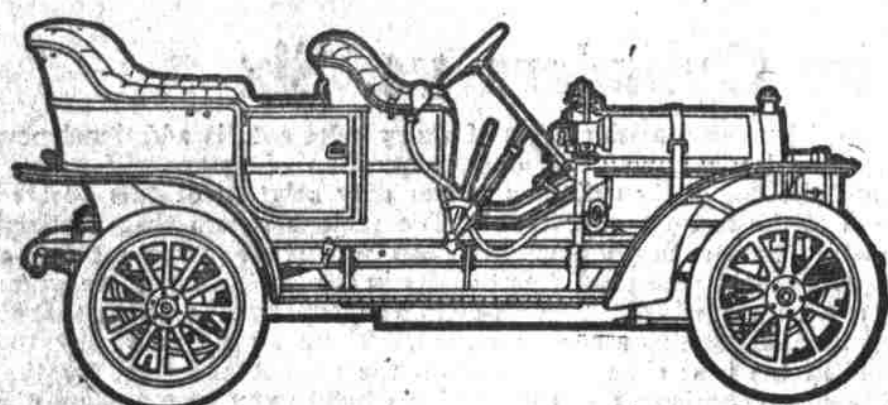
THE POPE HARTFORD has every feature that you could wish to find in an automobile—Reason It Out With Yourself



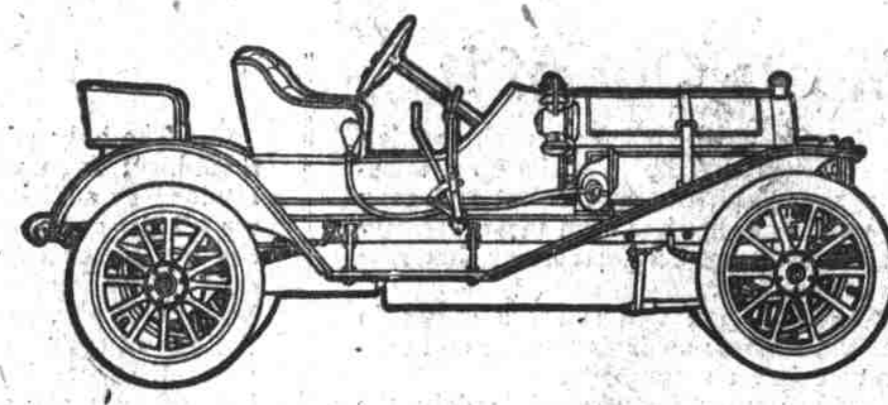
1908 HARTFORD TOURING CAR—\$2,750

## "Thomas Detroit Forty"

Practically Noiseless



TOURING CAR \$2,750



RUNABOUT \$2,750

### Five Suggestions

- 1—See the Forty before you buy.
- 2—Take a long ride.
- 3—Pick out a steep hill.
- 4—Notice performance in congested traffic.
- 5—Compare each point with other cars.

THEN DECIDE

### FIVE STYLES

- 1—TOURING CAR
- 2—RUNABOUT
- 3—TOURABOUT
- 4—LEMOUSINE
- 5—LANDAULET

ALL 40 H. P.

### Superior in Five Points

- 1—Hill climbing ability and speed.
- 2—Clean cut construction.
- 3—Superb finish and luxurious comfort.
- 4—Ease of control.
- 5—Remarkable low cost of upkeep.

## FRANKLIN



### "Run It on the Scales"

Don't buy your automobile without having it weighed. Light weight means net ability and low expense.

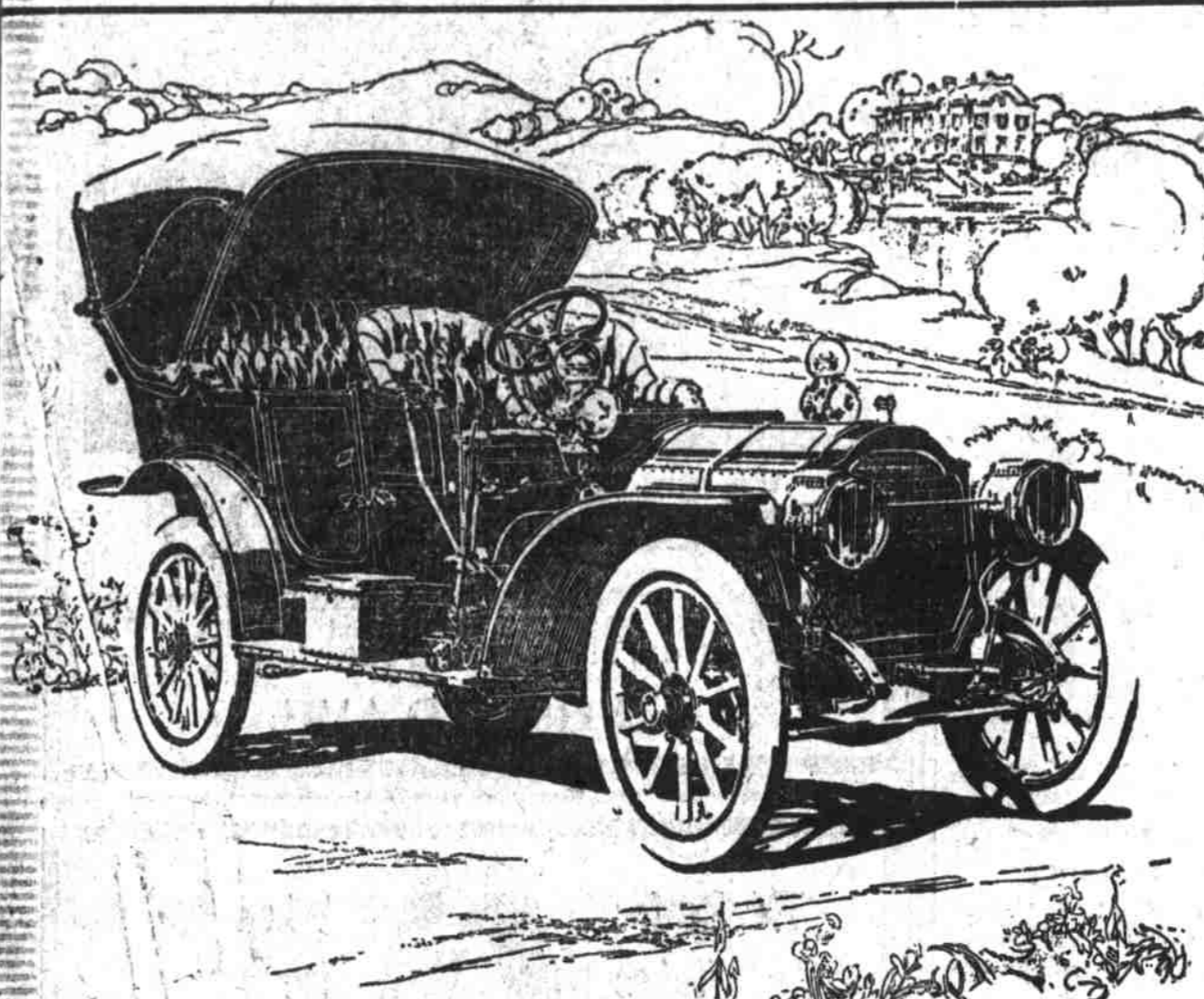
Unnecessary weight means extra work for your engine—less speed, slower going on hills. What's the use of buying high horsepower and throwing it away on excess weight? A heavy water-cooled engine has more to get out of order than an air-cooled engine—that means more repair bills.

A heavy automobile wears out tires fast—still more expense. The 16 h. p. Franklin Touring Car at \$1,850 weighs 1,600 lbs.; the 28 h. p. at \$2,850 weighs 2,200; the six-cylinder 42 h. p. at \$4,000 weighs 2,500 lbs. Water-cooled motor cars of similar power weigh from 2,000 to 4,000 lbs.

Don't take catalogue weights—See your automobile weighed with your own eyes before you buy it—**"Run it on the scales."**

### 1908 Franklin Models

16 h. p. Runabout, \$1,750 28 h. p. Touring Car or Runabout, \$2,850  
16 h. p. Touring Car, \$1,850 42 h. p. Touring Car or Runabout, \$4,000  
Landaulets and Limousines. Prices f. o. b. Syracuse.  
Demonstrations by appointment. An hour's ride in a Franklin will tell you more than we could describe in a hundred pages.



1908 PACKARD TOURING CAR—\$1,200

There are more Packard Cars in use today, almost two to one, than any high grade car on the market. The question is often asked, "What becomes of all automobiles that have been used for several seasons?" The tabulated statistics below give a very striking answer regarding Packard cars:

50 per cent of '04 Packard owners are still driving their original cars.  
80 per cent of '05 Packard owners are still driving their original cars.  
82 per cent of '06 Packard owners are still driving their original cars.  
91 per cent of '07 Packard owners are still driving their original cars.  
100 per cent of '08 Packard owners are driving their original cars.

### LISTEN!

85 per cent of all PACKARD owners, covering a period of five years, are still driving their original cars.

Just think for a minute what this means. Only Packards, that give consistent and economical service, can boast of such a phenomenal record as this. There must be a reason for it.

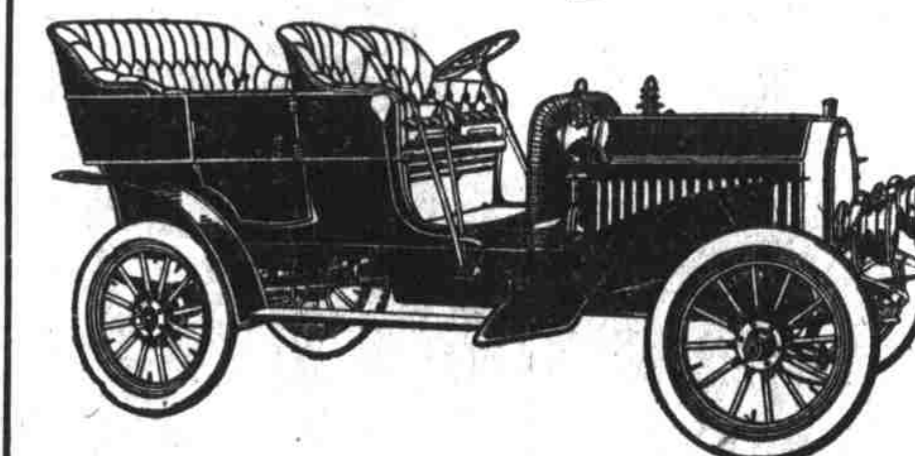
ASK THE MAN WHO OWNS ONE

It is worthy of your most serious consideration if you are thinking of buying an automobile.

## Buick

The Buick Automobile is more car and better value for the money than any machine offered to the public. More Buicks are in use today than any automobile in the world. WHY? Because it is the most consistent performer at the smallest cost of up-keep. We can show affidavits where two Buicks purchased in 1905 have been over 95,000 and 100,000 miles each and still running.

Buicks Range in Price From \$1050 to \$2500



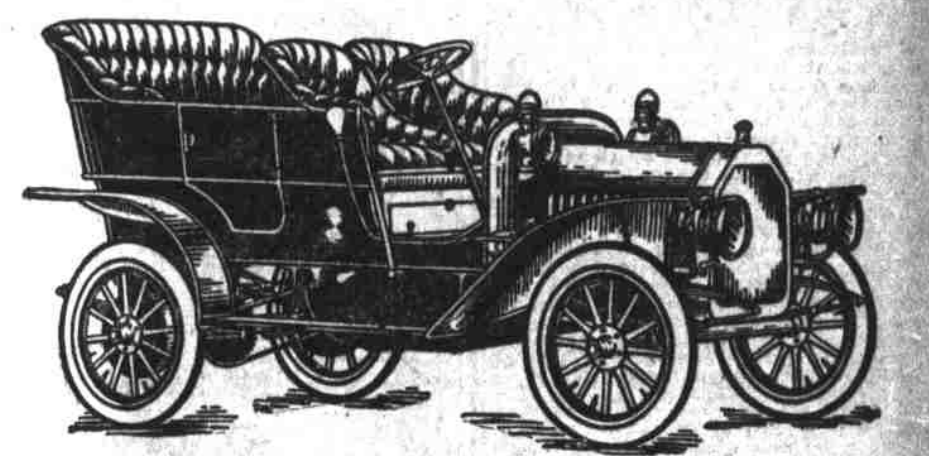
MODEL D TOURING CAR—\$1,750

MODEL D TOURING CAR—\$1,750

4 cylinders,  
24 horsepower,  
Semi-elliptic springs, very long,  
Jump spark ignition,  
Storage battery,  
Sliding gear transmission, 3 speeds forward, 1 reverse,  
102½ inch wheel base,  
Shaft drive.

MODEL NO. 10 RUNABOUT—\$1,050

4 cylinders,  
18 horsepower,  
Jump spark ignition,  
Full elliptic rear,  
Semi elliptic front,  
Storage battery,  
Planetary transmission,  
Shaft drive.



MODEL F TOURING CAR—\$1,250

MODEL F TOURING CAR, 5 PASSENGERS—\$1,250

2 cylinders,  
22 horsepower,  
Jump spark,  
Storage battery, dry cells in reserve,  
Planetary transmission,  
Internal expanding brake.

MODEL 5 TOURING CAR, VERY ROOMY—\$2,500

40 horsepower,  
Semi-elliptic springs,  
108 inch wheel base,  
Jump spark,  
MAGNETO and dry cells in reserve,  
Selective type transmission,  
Shaft drive,  
Spark and throttle control on steering wheel.

Agencies All Important Centers

PACKARDS, POPE HARTFORD, THOMAS FLYER, FRANKLIN, BUICK, THOMAS FORTY, MACHESON, LOZIER

# H. L. KEATS AUTO COMPANY

80-82 Seventh Street  
Portland, Oregon