

### COUNTY TO HELP BIG AUTO RACES

Splendid Course Will Be Thoroughly Oiled for High-Powered Cars.

Governor Chamberlain has consented to order the racing course picked out by the Portland Automobile club vacated one afternoon during the Rose Festival and the county commissioners will lend their aid in preparing the track for the high-powered racing cars.

Several members of the racing committee went over the course yesterday and found it ideal for the purpose. At first it was thought that water might be substituted for oil in laying the track but this has been found impracticable. Water would have to be transported from Portland or Gresham and the sprinkling nozzles could not keep the track properly dampened.

It is estimated that it will cost in the neighborhood of \$25,000 to lay the track with asphalt. In all probability it will be necessary to raise a portion of the money by subscription. The farmers residing along the course will be of great benefit to them, for the oil will remain with the soil for several years. There is some 14 miles of the road to be gone over and a large number of farms are reached over the outlined course.

Just as soon as all the plans can be completed the committee will commence the canvas for funds to put the rails in shape for the speeding machines. Starting about a mile from Montavilla the course is laid south over a cross-road to the Section Line road, thence east to a point near Gresham, where a northward turn will be made. The machines will bring up at the 12-Mile house, and the last leg will be on the Section Line road from 12-Mile house to the starting-point, near Montavilla. This is the longest straight stretch on the course.

President Josselyn, of the O. W. P., has assured the club members that during the races the streets, which pass through the course, will be stopped so that there will be no danger of injuring any of the drivers.

Originally it was proposed to have two races of 100 miles each, but last night it was decided to have a 100 and a 50-mile race. The long race will be for cars whose engines are able to propel them 55 miles an hour and over, and the short race for cars with speed of less than 55 miles an hour. It will be permitted to be entered in either race which is not handled by local automobile dealers and all entries must be in a week before the start.

A \$250 cup will be given by the club to the winner of first place, to remain in the winner's possession until the next annual race, when it will again be put up as a prize. The cups for second and third places will be given to the permanent possession of the winners. Very likely a small forfeit will be required of the cars to be entered, which will be returned after the contest has been pulled off. This is to insure the competition of every car entered.

The racing committee is composed of L. Therkelsen Jr., chairman; Walter Beebe, secretary; Julius Meier, Tom Trenham, J. A. McPherson, Tom Ward, William Warren and M. C. Dickinson, will hold several meetings in the next few days to complete arrangements for the races.

### AMERICANS MAY WIN THIRD TIME

Yankee Car's Peculiar Position in Big New York to Paris Race.

The announcement the other day that the Thomas Flyer, American's entry in the New York-to-Paris race, was returning to Seattle from Alaska to embark for the orient, has put the whole outlook of the race in a peculiar light and one which raises some interesting questions.

Perhaps the American car has already won the race without continuing the race to Paris. In the original rules, which were, however, very vague, it stated that should the journey not be continued the winner would be that car which went the farthest on the original route. This the Thomas car has done by going to Alaska, and it is altogether unlikely that any other car will go by way of that country.

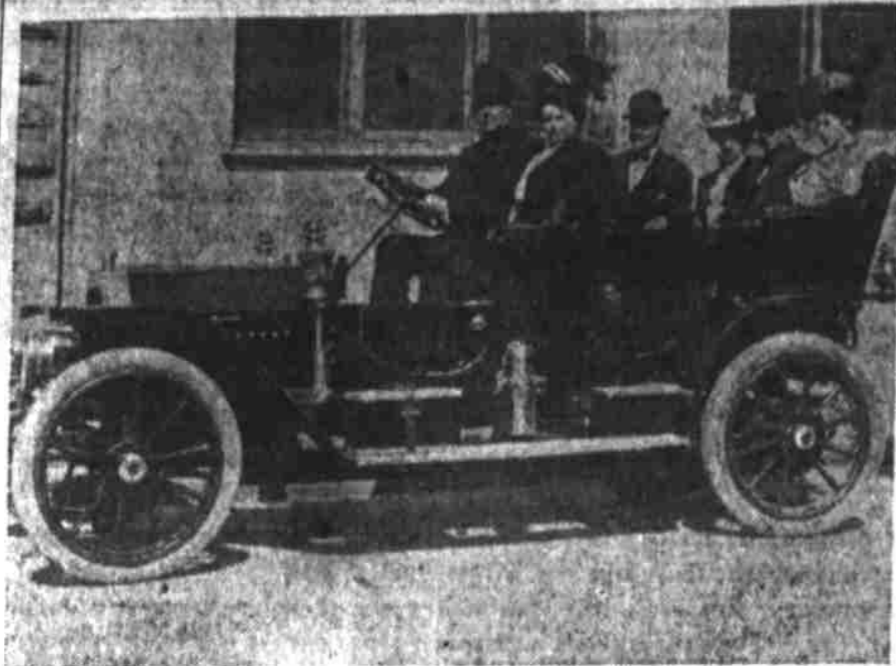
The Thomas car has lost the lead of two weeks which it had on its nearest competitor at San Francisco, through a lot of strategy which was played by the foreigners. Arriving at San Francisco, about 1,000 miles ahead of the race, there was no opportunity for any conference nor any decision as to the future course, and it remained for the Thomas car either to await the coming of the other competitors or to start on the route originally planned. No definite factory direction nor explanation could be received from the officials and committees in charge of the race and therefore the car was shipped to Valdez by the steamship Santa Barbara.

Upon their arrival at Valdez, the American crew appeared to have had what people familiar with Alaska had already surmised, that the roads were absolutely impassable, and it remained for them to retrace their course to Seattle. Here they found the Italian and French cars had already been shipped to Japan, whence they will continue to Vladivostok and by the trans-Siberian route, rather than by the north coast.

This will put America's champion back on an equal footing with what is believed to be the best car in the world upon the foreigners at San Francisco, is lost. The advantage which it would have had by arriving in Alaska on an earlier steamer is also lost. It now has no advantage over the foreigners, except its reputation, its crew of American experts, and the excellence of its American manufacture.

On the other hand, it now has an opportunity to win this race for the third time. It has already defeated the entire field by a sufficient margin to prove finally and conclusively that it is the best car for American road conditions and American road travel. Secondly, it has won the race according to the original rules, by going farther over the original course than any of the other competitors. It now remains for the Thomas, starting on an even footing with the foreigners on foreign soil, to demonstrate its superiority over these cars on their soil as conclusively as it did in its own country.

Jerusalem is feeling the modern spirit. Writing from that city a traveler says of its inhabitants: "They are not goaded on by competition, and their surroundings make for isolation and stagnation. Nevertheless, a spirit of progress has developed which commands respect. If you lived here you would know what a new house in Jerusalem means and you would stand as amazed as I did when I was told that 200 had been completed in the last three months. At Jericho, the improvements have been still more extensive. An art school under the direction of Boris Schatz, who was at the head of the Bulgarian Academy of Fine Arts at Sofia, is flourishing and carpet and rug weaving, carving, modeling and metal working are taught to boys and girls who are of the same class as the children who years ago were taught to beg in the streets of Jerusalem—a new Jerusalem is building."



Mrs. E. O. McCoy and a Party of Friends from The Dalles, in a 1908 Model M Oldsmobile Recently Purchased by Mr. McCoy from the Crow-Graham Motor Car Co. of this City.

### HORSELESS CAR CENTURIES OLD

Crude Motor Omnibuses Carried English Passengers 200 Years Ago.

The automobile seems so essentially a modern invention that we are likely to forget the motor car is a thing of quite respectable antiquity. The production of steam-propelled vehicles has occupied the mind of man for more than 200 years. Sir Isaac Newton gives a sketch of one in his explanation of the Newtonian philosophy, written in 1680. Papius, writing to Libinits in 1698, says: "I have made a little model carriage driven by this force (steam), but I think the inequalities and bad curves of the roads will make it very difficult to bring the invention to perfection. (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

Several other inventions followed before the end of the eighteenth century. In 1769, according to the Leeds (England) Mercury, Francis Moore, a linen draper, had invented a steam carriage. He sold his horses, persuading his friends to do likewise, because he anticipated that the value of horses would be depreciated by his invention. The same year Cugnot, a French engineer, made a locomotive which ran through the streets of Paris.

between Finsbury square and Pentonville. They are described as having made no noise and no smoke, and the newspapers of the day remarked that horses soon became accustomed to them and showed no sign of fear.

Built Several Cars. The inventor of the Enterprise built several other steam omnibuses and carriages, and for a time at least they became very popular. Successful as Hancock's omnibuses were Dr. Church's London and Birmingham coach was certainly far handsomer. But one cannot help suspecting that many of these prints present a very flattering view of the steam coaches. Apart from the caricatures, hardly one of these pictures show any steam or smoke coming from the vehicles.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

The tolls were increased to such an extent that from 1840 steam vehicles in England practically ceased running. Later legislation made it impossible for them to travel on the roads, and so an industry in which England was far ahead of the rest of the world was crushed and remained dormant for almost 60 years until the new gasoline and electric cars were invented and turnpike laws and toll were repealed, when the "devil machine" was again permitted to run on English highways.

# The Real Difference IS IN THE PRICE

A Study in Values



How to Save \$1,850

## Stoddard-Dayton Model 8-F Touring Car

COMPARES FAVORABLY WITH ANY CAR ON THE MARKET IN

QUALITY, PERFORMANCE, REPUTATION REGARDLESS OF PRICE

In the parallel columns below we have made a comparison between an average of seven of the leading American built cars, ranging in price from \$4,900 to \$5,000, and the STODDARD-DAYTON.

	Averages of 7 Leading Cars	STODDARD-DAYTON
Power of Engine	45-50	40-45
Wheel Base	121-6	113
Seating Capacity	7	7
Transmission Gears	C Nickel	C Nickel
Engine Oiling System Capacity	1 Gallon	3 Gallon
Size of Wheels and Tires	36x4 1/2	34x4 1/2
Ratio of Power to Weight	1 h. p. to 83.3 lbs.	1 h. p. to 66.6 lbs.
Average Weight of Cars	3,750 lbs.	3,000 lbs.
Ignition System	Double	Double
Percentage of Parts Manufactured	60 Per Cent	80 Per Cent
Appearance and Quality	WE INVITE COMPARISON	
Performance	Some have beaten us	We have beaten all of them
Price Per Horse Power	\$98.80	\$67.05
Price Per Pound	\$1.25	\$0.95
Selling Price	\$4,700	\$2,850

The above comparison is made on a Touring Car fully equipped less the top. The only difference of any consequence is the selling price. STODDARD-DAYTON is the equal in every practical way and at \$1,850 less money.

DELIVERIES LAST WEEK—40-45 H. P. Touring car, C. B. Moores, Salem; 18 H. P. Runabout, Dr. Sanford Whiting, city; 40-45 H. P. Limousine, W. H. Warrens, city; 18 H. P. Landulet, W. H. Warrens, city; 40-45 H. P. Touring car, H. E. Noble, city.

RECENT SALES—40-45 H. P. Roadster, Wright & Dickenson Hotel, Oregon City; 40-45 H. P. Touring car, J. O. Storey, city.

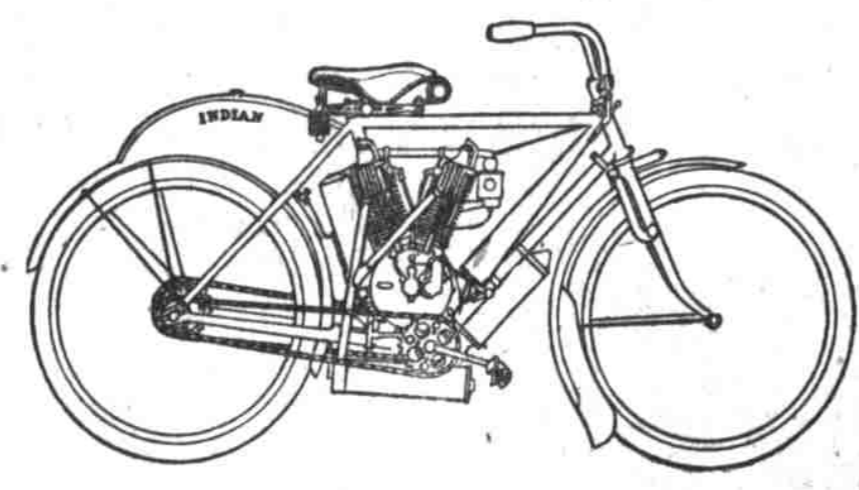
Willamette Motor Car Co. 16th and Alder

The first car we built had the following points: Two-cycle motor, three-point suspension, double-side chain drive, make and break ignition, ball bearings, vertical motor, pressure feed gasoline to small reservoir, three speeds, forward, three reverse, 36-inch wheels, force pump for both gas and water, sight feed for lubricator, pneumatic tires.

"Some of the specifications for this car we still embody in the car of today, and others have proven unsatisfactory, and we have discarded them for more suitable practice. However, there are a number of points which we have discarded that manufacturers of more recent date have heralded as being their own design, and have made quite a figure of it."

## Indian Motorcycles! -- Automobile Supplies!

We carry the largest stock of these goods west of Chicago



2 3/4 H. P. Single Cylinder.....\$210.00  
5 H. P. Double Cylinder.....\$260.00

### SPEEDIEST

And most economical method of transportation. Note these records:

10 miles in 10 minutes 2 seconds.  
5 miles in 5 minutes 6 seconds.  
5 miles in 4 minutes 58 seconds.

Made at Los Angeles February 22, 1908. It will pay you to investigate our DELIVERY VANS for business and TRI-CARS for pleasure.



DIRTY CYCLES

BICYCLES

EMBLEM AND READING-STANDARD.

Prices \$20 to \$60

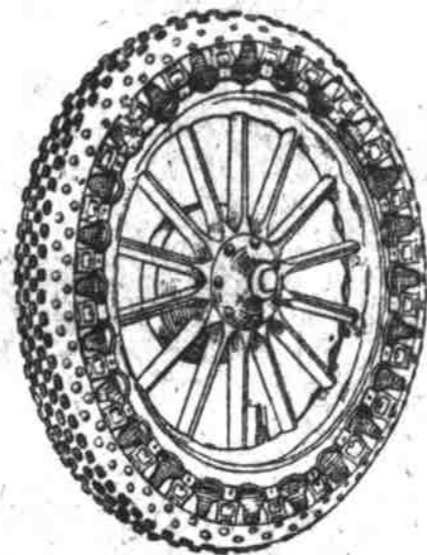
See us when looking for anything in the bicycle line.

### Base Ball Goods

Reach Balls, Mitts, Gloves, etc. Be sure to get catalogue of our various lines.

## BALLOU & WRIGHT

The COMPLETE SUPPLY HOUSE  
86 Sixth St. Opp. Wells-Fargo Bldg.



WOODWORTH DETACHABLE THREAD FOR 1908.

Prevents skidding, punctures and wear. All popular sizes in stock. Prices \$8.00 to \$25.00 each. These are no longer an experiment.

### Tires

Distributors of

M. & W. and Goodrich

WE CAN FIT ANY RIM



### OILS

Monogram

Is the recognized standard