

PORTLAND YOUTHS BUY AGENCY FOR AEROPLANE PARTS

Manning Brothers Develop a Novel Business, Only One of Kind in West, Out of Almost Nothing.

Unknown to the general public there has developed in Portland an industry like that of none in the west. It is a selling agency for flying-machine supplies, supplying the aviators and aeroplans of the entire Pacific coast, novice and amateur alike, with material for the construction of sky-machines.

Dozens of reasons explain why the gas lighting shop of Manning Bros., at 41 Third street, is rapidly being turned into a depot for aeroplanes supplies—the only one of its kind in the west. Inventors and sky men from all over the west are now sending to Portland for supplies for their machines, for silk to cover the planes, for bamboo and steel ribs, and white pine and propellers, and a dozen other things.

The business developed from nothing. Some time ago the Manning boys took it into their heads to make an aeroplans, a bi-plane, by the way, constructed along the lines of the Curtiss ships. They built it and called it Comet No. 1, and then, after a few trials, built another and larger machine. And they called it Comet No. 2.

Comet No. 2 was peculiarly, too fast for exhibition purposes. It was equipped with a 75 horsepower eight-cylinder motor, drove through the air at a rate of from 75 to 75 miles an hour—too great a speed for sharp turns over exhibition tracks. After some trouble, Bruno Sebel, well-known auto driver who has been connected with the Manning "boys" fall with the airship at Lakewood, Wash., three weeks ago.

The high-powered, fast ship proved not only expensive but dangerous for the small fields which could be got for exhibition purposes. With the speed running up above 70 miles an hour the flyer found it difficult in alighting and in rising, and when the ship, Comet No. 2, although not badly damaged, fell at Lakewood, they determined to build another.

Today the Manning "boys" have a new ship, Comet No. 3, at the livestock fair grounds ready for flights during the fair this week. The machine was built in less than three weeks, and is of a different design, although the original plans have suffered no radical change. Comet No. 3 carries 36 inch planes, and is 35 feet long from front to back. It is equipped with the motor taken from Comet No. 2, the 75 horsepower, eight-cylinder machine, but is built to make a speed of only about 55 miles an hour. It will carry two persons.

The Manning brothers in the construction of Comet No. 3, have made what they consider many improvements over the standard machines being manufactured by Curtiss and others. The engine bed is of steel, as was the engine bed of Comet No. 2, and while about five times as strong as the ordinary wooden bed, weighs two pounds less. Despite the fact that Comet No. 3 suffered a heavy fall, the engine was not damaged in the least because held firm in place on the steel bed, which did not give way. Another departure in construction was the use of rubberized silk in covering the planes. This silk weighs less than the ordinary netting used in air machines, and is said to be much stronger. The Manning brothers are the only manufacturers of aeroplanes using the rubberized silk.

An average speed of 55 miles an hour was developed by an automobile driven by a propeller. The machine was tried out on the Indianapolis speedway.

AUTOMOBILE ESTABLISHES NEW WORLD'S SPEED RECORD



HOW TO CARE FOR SPARK PLUGS

Much Trouble Could Be Avoided by Little Attention and Kerosene.

Much of the trouble with spark plugs becoming dirty can be avoided to a large extent by not speeding or racing the engine while idle. The high speed causes the oil in the crank case to be splashed up on the walls of cylinders and into the plugs. This oil is then carbonized by the heat of the explosions, causing short circuits in the plugs.

The electric discharge instead of taking place between the points of the plug, creeps across the carbon deposit, which kills the life of the spark, thus causing the cylinder to miss fire. Much of the carbon deposit in cylinders can be avoided by giving the inside of the cylinders a bath of kerosene oil frequently. This should be done while the engine is warm, immediately after returning from a trip.

Remove the plugs and squirt one-third quart of kerosene into each cylinder, taking pains to squirt the oil around the walls as much as possible. Replace the plugs and let stand several hours. Then start the engine to burn out the oil, and carbon that has been loosened. A dense smoke will issue from the muffler until all the kerosene is burned. Clean the plugs and the engine will run without a miss if the other parts are mechanically right.

Some spark plugs are designed to be taken apart for cleaning, while others are not made to take apart, but instead are self-cleaning to a certain degree. In cleaning plugs that can be taken apart, first remove the porcelain core and brush off the carbon deposit with a tooth brush dipped in gasoline or ammonia, then scrape off all the carbon from the rest of the plug, brighten the spark points, and reassemble. Plugs that cannot be taken apart easily should be brushed out well with ammonia and the points brightened.

Most people are at a loss to know how to get spark plug points so as to get the best and most even explosions in all cylinders. After cleaning the plug parts thoroughly, screw them together. Then if you can slip a new silver dime between the points, the distance is correct. Otherwise make the distance between the points to equal the thickness of a dime.



Two views of Stearns car, which broke all records in 24 hour race at Brighton Beach, August 19-20. It covered 1263 miles in 24 hours, averaging 52 miles an hour, including stops for supplies, etc.

PORTLAND-FRISCO TOUR IS SUCCESS

J. H. Cook and Wife and "Bob" Montgomery Make Trip With Perfect Score.

J. H. Cook and wife of Portland, with Robert Montgomery driving, have returned to this city after a jaunt in their Stearns Thirty-Sixty covering three weeks. They made the longest tour of the year from Portland, covering a distance of 2300 miles and going to San Francisco and return.

The Cook party started out for a tour of Burns and Prineville, but enjoyed the first part of the trip so much that they decided to go on. They took a camping outfit with them, and stopped along the road wherever night caught them, pitched their tents and cooked their meals over an open fire. They made the tour with a perfect score, not even experiencing tire trouble.

They went through the Harney valley to Lakeview, and drove to San Francisco through the Shasta mountains. Returning they came by way of Eureka and Crescent City. They found the roads delightful, the scenery exquisite and the weather perfect.

They returned their car boosters for the "camping-out" tour.

AGENTS FLOCK TO PORTLAND FIELD

Lured by Reports of Past Performances, Many New Salesmen Come to State.

Portland sales agents for many of the larger eastern automobile manufacturers are contemplating the prospect of 1911 gloomily, for the reason that every indication points to an influx of competitors in the selling field.

During the last week or so several agents who for years have sold cars for eastern firms, have been robbed of the agencies, and as competition increases, others fear that they will have difficulty in holding to their patron companies, and at the same time make expenses.

The situation is this: In the past, Portland has been one of the best cities in the country for the automobile salesman. Although no vast fortunes have been amassed by sales agents, many have prospered to the extent that their incomes are sufficient for a comfortable livelihood. Dashed by the reports of those who have gone before, new agents are entering the field in flocks, but because of their numbers can not hope to taste of the success of the pioneers.

Now the prospect of multitudes of new selling agents coming into the field, confronts and frightens all the new and the old. Members of the pioneer squad of agents fear that with the invasion of a few dozen new aspirants, the field will be so divided that none will realize an income sufficient to warrant the risk.

BUICK CARS TO BE SOLD DIRECT

Announcement has just been made that the Howard Automobile company, which formerly distributed Buicks in Oregon through the agency of the Northwest Buick company, is to establish a branch in Portland for direct distribution. The new establishment is to be under the management of Mel G. Johnson.

During the past year Johnson has held the Buick agency in Arizona, but previous to that he was first manager of the Howard Automobile company in San Francisco and later held the similar position with the Los Angeles branch.

The Portland branch, according to C. S. Howard, is to be the distributing center for the northwest. The Buick has been one of the cars most in demand throughout Washington, Oregon and Idaho this season just closing and consequently Johnson is preparing for a big sale of 1911 models by the Portland house.

PROPER PRESSURE USED IN INFLATION OF TIRES

For the purpose of informing car owners as to the proper pressure to be used in the inflation of tires in proportion to the weight carried, a manufacturer of rubber tires has compiled the following table. The weights are for cars unladen.

| Size, Inches | Wt. per wheel, Pounds. | Air pressure, Pounds. |
|------------------|------------------------|-----------------------|
| 28 to 32 1/2 | 225 | 40 |
| 28 1/2 to 32 1/2 | 250 | 40 |
| 28 3/4 to 32 3/4 | 300 | 40 |
| 30 1/4 to 32 3/4 | 350 | 40 |
| 32 1/4 to 32 3/4 | 400 | 40 |
| 34 and 36 1/2 | 500 | 40 |
| 30 1/4 | 550 | 40 |
| 32 1/4 | 550 | 40 |
| 34 1/4 | 600 | 40 |
| 36 1/4 | 750 | 40 |
| 32 1/4 | 700 | 40 |
| 34 1/4 | 800 | 40 |
| 36 1/4 | 1000 | 40 |
| 38 1/4 | 1000 | 40 |

Do you know how to lock your motor car so it cannot be run off? Have a hole bored through the quadrant in which the gear shifting lever operates, so that when the pedal is in place the lever cannot be moved from the notch in which it has been placed. Many locks have been prepared.

White Gas Cars

"The Quality Car"

EVERY FEATURE OF WHITE GAS CARS IS DISTINCTIVE—WHITE GAS CARS EMBODY ALL THE DESIRABLE QUALITIES OF OTHER MAKES, YET CONTAIN IMPROVEMENTS WHICH CAN BE FOUND IN NO OTHER MAKE.

The Life of a Car Is In Its Engine

White Cars are fitted with four-cylinder, four-cycle engines of extreme simplicity. The four cylinders are cast in one piece, assuring compactness and absolute rigidity. They are imported castings, the same as are now in use on the high-priced and high-power cars.

Perfect cooling is assured in White engines, a continuous water jacket surrounding the four cylinders. This is a great advantage over the engine whose cylinders are cast singly or in pairs.

Again, the casting of the four cylinders in one piece makes possible the greatest improvements in years—namely, the intake and exhaust passages are made a part of the engine casting. A single intake leads from the carburetor to the engine, and a single exhaust leads from the engine to the muffler, instead of four. Also, but one water pipe leads to and from the engine.

In fact, White Gas Car engines are so complete and possess so many advantages over other engines that they must be seen to be appreciated. White Gas Cars are equipped with engines that prolong the life of the car several years over other makes of engines.

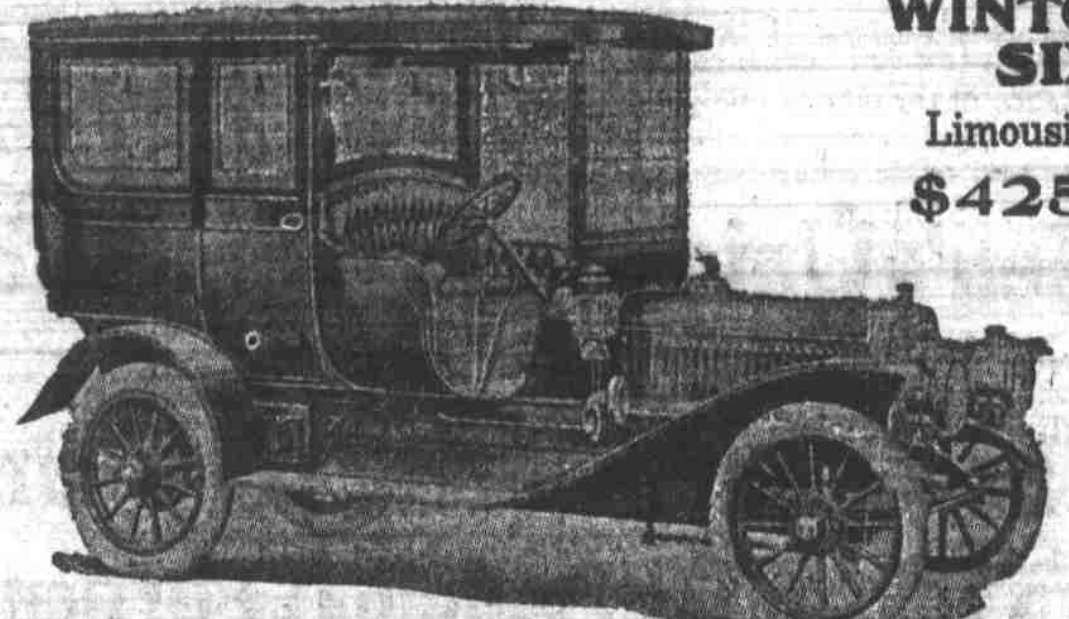
White Motor Car Co.

C. A. Eastman, Gen'l Mgr.
G. S. Brackett, Secretary

6th & Madison Sts.

Our Commercial Vehicle Department is in charge of a motor delivery expert, and we are showing a complete line of commercial vehicles adaptable for any line of business and for immediate delivery. If you desire any sort of commercial vehicle, let us show you the White Cars. Or if you desire any particular type of body for your machine, call on us and inspect our line of chassis, which are in various sizes and shapes and adaptable to any style of body.

- 3-5 Ton Trucks
- 1 1/2 Ton Trucks
- 1500-lb. Delivery Wagons
- Hotel Busses
- Light Delivery Wagons
- Ambulances, Etc.



WINTON
SIX
Limousine
\$4250

Alters the Whole Question

"We had our first experience of the pleasure of owning an automobile with a Thirty, but this new proposition of six cylinders alters the whole question. It is so finished, so restful, so satisfying that it appeals to me through and through. I do indeed thank you for making so complete a car."

This letter from a lady in California tells a big story briefly. The Six does alter the whole automobile question. It accomplishes previously impossible results in quietness, comfort, flexibility, hill-climbing and economy. Money spent lavishly to perfect a car of four-cylinders can only add to the price you pay. It can never add that finishing touch of continuous power, which is found only in the Six. The Winton Six is high-grade in design, materials, workmanship and classy finish. It is superior in the beauty of its performance. And supreme in low cost of upkeep. Its world's record of 77 cents per 100 miles is the direct result of its six-cylinders, its continuous power, and its beautiful operation. The Winton Six has the only self-cranking motor. Air does it. No clock springs, no complicated mechanism. Just one single moving part. The 1911 48 H. P. Winton Six Touring Car sells at \$3500 F. O. B. Portland, fully equipped. To find its value, compare it with cars that cost \$4000 to \$6000. Our catalogue tells a plain, forceful, easily-understood story.

The equipment of a car always denotes its grade. The 1911 Winton Six has Bosch magneto, dual ignition, oxide storage battery, Stromberg carburetor, Warner Auto meter, electric lights with extra storage battery, 36 inch wheels, 5 bow mohair top and folding glass front.

PORTLAND MOTOR CAR CO.
C. B. MINERS, MGR.
PHONE MAIN 2583 OR A-4944 522-28 ALDER STREET.

THIS INSURANCE MAN CURED OF DRINK HABIT TELLS OF INVESTMENT

A Three-Day Vacation at Neal Institute Put Him Into Trim To Beat All Former Records

"That was the best investment I ever made in my life, and it yielded the quickest returns."

This was the way in which an insurance man summed up the results of his three days' stay at the Neal Institute. He went there to get rid of an increasing and never-satisfied appetite for drink. He lost all craving and desire for liquor, all right and gained in brightened faculties needed in business. "I never realized what drink was doing to me," said the insurance man, telling of his experiences which followed his resumption of business. "I see how that I am alert and wide-awake, while before my brain was fogged. I can meet people now with clear eyes and bright mind. You know there's an old adage that says 'I'm worth a dollar more in \$500 more last week than in any other previous best week,' so you see I'm not exaggerating the dollars and cents value of the Neal cure to me. It is marvelous."

This insurance man is only one of hundreds of business and professional men who have gone to the Neal Institute at 354 Hall street, and learned the same sort of joyful truth.

Nervous drinkers—the kind who just must take a drink as a before-breakfast appetizer and then scatter the "bracers" all through the day until time for the "night-cap"—have returned to the Neal Institute and found quick, certain, permanent relief. They have, like the insurance man quoted, discovered the psychological fact that business and excessive drink are not very good traveling companions.



To get rid of the distracting desire and persistent craving for liquor in three days seems incredible, but that is simply a statement of fact. Going to the Neal Institute on Hall street is just like going home, and the appointments are cheerfully elegant. There is all the privacy of a home, club or hotel in the environment of this hilltop abode.

Guests enjoy this privacy. Names are never divulged. All communications are treated in strictest confidence. The victim of drink can come, stay three days and return to business on the morning of the fourth day, ready to profit by the best three-day vacation ever planned. The Neal Treatment itself is simple. Twenty-five small doses of a harmless vegetable remedy are taken internally. That is all. There are no hypodermic injections and no prolonged stay, as required by many other treatments. The Neal plan is a builder of the nervous tissues, and every trace of alcoholic poison is driven from the system. The Neal Institute guarantees a cure or a refund of the money, and the management always says: "Satisfy us of your ability to pay, and then pay us when you, your physician, your friend or all are satisfied."

Write the Institute and they will give you unquestionable references as to their ability to do as they promise, and as to their responsibility. If you have a friend who would like to rid himself of the drink habit, write or wire the Neal Institute, 354 Hall st., Phone Marshall 2400. The Neal Institute is open day and night. REMEMBER—WE GIVE A GUARANTEED BOND AND CONTRACT TO CURE THE LIQUOR HABIT IN THREE DAYS, WITHOUT ANY HARMFUL EFFECTS WHATSOEVER. OR THE TREATMENT WILL BE FREE. YOU CAN TAKE THIS TREATMENT AT THE INSTITUTE OR AT HOME. SEND YOUR MONEY. IT WILL BE RETURNED IF A PERMANENT CURE IS NOT EFFECTED.

Neal Institute 354 Hall Street, Corner Park, PORTLAND, ORE. Phone Marshall 2400