

GLEANINGS OF THE AUTO WORLD

'SILENT KNIGHT' IS A REVELATION TO THE AUTO WORLD

Vibrations Are Entirely Eliminated—Car Made in Three Body Designs; Auto Trade Conditions Found Good.

E. E. Cohen, manager of the United Auto company, has just returned from a trip to the east. He finds business in general very much improved to what it was a year ago. The automobile business especially has a very fine tone in every city he visited.

"In the Tarrytown Maxwell factory I was more than pleased with the new line. The new thirty-six horsepower is certainly a world beater with which the public will agree after they have seen this model. It has a different shaped hood similar to the one used on the Columbia and a perfect straight lined body with ventilators in the front vestibule. The chassis is 114 inches wheel base, 4 1/2 x 5 1/2 motor, three speeds forward and one reverse, full floating rear axle."

"The Model 'T' which was so popular last season will be practically the same as last year with a slight change in body line and shape of hood. The two cylinder runabout will be continued with a slight change for foredoors."

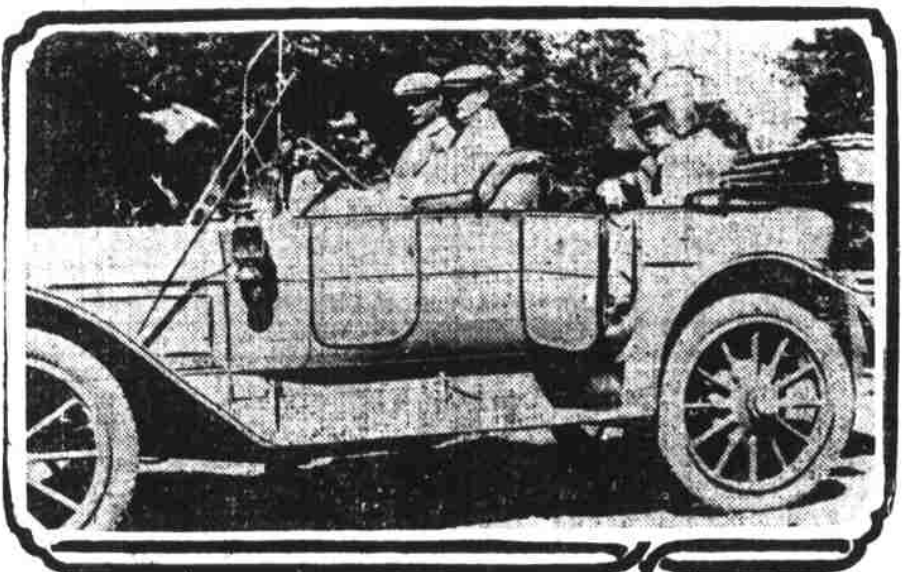
The Maxwell factory will manufacture 24,000 cars during 1912, an increase of 6,000 cars over the 1911 output."

In an interview with Benjamin Briscoe, president of the United States Motor company, Mr. Briscoe stated that the automobile business is still in its infancy and that a manufacturer who produces a good automobile at a modern price will have all he can do for a number of years.

Another proposition that was taken up with Mr. Cohen was the factory's furnishing a mechanic to cover the road constantly to take care of any adjustments which may be necessary so that the factory will be in better touch with the car owners. The proposition of dealers' care-taking of customers was also weighed, the substance of which was an inspection at least once a month for the period of one year of every car sold.

At Hartford, Conn., at the Columbia factory, the Columbia "Silent Knight" was proven to be a revelation in the automobile world. It is perfectly silent with absolutely no vibration whatever. It will be made in three body designs, four, six and seven passenger. The Columbia Motor Car company has intended putting their six cylinder car on the market for the 1912 season which they have been experimenting with for the past two years, but has abolished for the "Silent Knight." They will continue the four cylinder Mark 85 chassis for 1912, which has proven so popular in the season just past throughout the country.

Washington County Roads Are in Splendid Condition



C. F. Wright, at the wheel, and party, who enjoyed delightful one-day auto tour through Washington county.

One of the most interesting one day trips out of Portland, according to O. F. Wright, one of the popular members of the Ballou & Wright firm, is through Washington county. Mr. Wright, with a party of friends, is shown above in his big touring car on one of the roads leading up near Forest Grove. Leaving Portland Sunday morning recently, Mr. Wright drove up through Beaverton, Reedville, Hillsboro, Cornelius and on to Forest Grove, where he had lunch and then took the road north from Forest Grove, swinging around into Reedville. This route he

found to be in much better condition than the regular road mapped out in the tour book. Mr. Wright says the regular traveled road is very dusty and in some places the chuck holes and rocks have not been removed from the road in some time. The scenery up through that part of the state is unsurpassed and is well worth the trip. If the Washington county people will only spend a little time improving the main highways, many autoists would make trips through Washington county, which would mean a great deal to the advancement of the country.

Believing that motor driven vehicles now should be admitted to the scenic wonderland of the country, there has been organized in Pocatello, Idaho, the Bannock County Automobile club for the announced purpose of enlisting "the full power of the American Automobile association in a movement looking for its end a revocation of a federal rule and regulation excluding automobiles from Yellowstone national park."

President Snodgrass and Secretary Trist and other officers of the Idaho club express conviction that only by concerted action of automobilists throughout America can the necessary permission be secured from the federal government to "open the nation's playground to automobile tourists."

Automobiles are now excluded from the park on the alleged ground of danger to horse-drawn traffic on the excellent government roads, but is vigorously contended that the adoption of proper rules and regulations can effectually safeguard traffic in Yellowstone park as well as in other parks throughout the country. It is understood that the chartered stage lines operating in the park do not look with any vast favor upon the admission of the more enjoyable and time-saving vehicle.

The Pocatello club was conceived at a meeting of good roads enthusiasts. The Idaho congressional delegation, including Senators Borah and Heyburn and Congressman French, will be urged to take the matter up with the secretary of the interior after the movement has gotten under way by the instrumentality of the A. A. A.

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