

Beats Fast Train in Two-Mile Dash, Car Speeds on Frozen Water of Hudson

New York, Feb. 17.—Fred Koenig, whose feats of speed are well known in the automobile world, recently added another feather to his cap when he out-speeded the Twentieth Century Limited, the fastest express train in the United States, on a parallel course of two miles in length at Tarrytown.

Koenig chose the frozen surface of the Hudson for his speedway and as this was blanketed by a thin and even coat of snow it served as well as a Diamond beach might. The railroad runs along the bank of the river and the start of the race was at a point two miles above the Helen Gould dock.

Koenig waited for the train a mile

from the starting point and spun along with it after challenging the engineer for a race. The engineer, having accepted, commenced to groom his mount for the dash, and by the time the starting point was reached the big steel tractor had gathered great momentum and was thundering over the steel at its greatest possible speed.

The two remained head and head for the first mile and there was great enthusiasm shown by the passengers who began to think the engine might win. At the first mile post, however, Koenig showed that he had been just playing and immediately threw his gear into a higher speed. He beat the New York Central train by a full hundred yards.



Snapshot of Fred Koenig of Tarrytown, N. Y., beating the Twentieth Century Limited in a two mile dash. Koenig used the frozen surface of the Hudson river as a speedway and cleared the finish 100 yards ahead of the train.

PACIFIC COAST IS NOW RECOGNIZED TOURING CENTER

Easterners Are Always Ready to Listen to News of This Section; Chicago Automobile Show Draws Big Crowd

J. C. Weston of San Francisco, the western district manager of the United States Tire company, who has just returned from an extended trip east and stopped over in Portland for a few days, says the Pacific coast has at last come into its own, and throughout the industry this territory is recognized as one of the motoring centers of the world.

The tire man attended the New York shows, and from there went to Detroit and Chicago. Everywhere he found the greatest of interest in this territory, and the big men of the industry were always ready to listen to stories of the great popularity of the motor car in this section.

Large Attendance.

"The crowds at all the shows have been unusually large," said Weston. "And contrary to conditions last year, business has been wonderfully good. For the past two seasons the big shows have been little more than exhibitions; this year the conditions seemed to suddenly change, and the air was charged with business. Of course, a majority of the

larger companies had their contracts made, but the new firms found little difficulty in placing agencies and the retail business was never better.

"The crowds at Chicago were especially large. I understand that this show was a record breaker for the amount of business done."

"All the tire companies showed a full line of their goods, about the only new thing being the chain tread, nonskid tire offered by my company. This tire was exhibited for the first time at Chicago, and proved a sensation. It is a brother to the Nobby, which has won popularity during the past four years."

Many Kinds Shown.

"Every tire company, from the smallest to the largest, exhibited an anti-skid tire of some kind. Some had merit and some had practically none."

"The newest things offered in the car line were the self starters, electric lighting systems and the Knight motor. In design there was little new, with the possible exception of an improvement in the finish of the cars as a whole. There were also more enclosed cars shown than ever before."

"The truck shows were more complete than ever and attracted much attention. Our company exhibited their new Standard motor truck line and demountable rim. This is the tire which has caused such talk in commercial vehicle circles. We are just beginning to receive shipments of this tire and rim on the coast and are making every effort to catch up on back orders."

Napavine Incorporation Fought.

(Special to The Journal.)

Centralia, Wash., Feb. 17.—Many old residents of Napavine are opposed to the idea of incorporating the town, contending that municipal taxes will be imposed which their property will not be worth. They also contend that the proposed incorporation takes in too much territory and threatens to carry their case to the supreme court if the board of county commissioners grants the incorporation.

More than 90 per cent of the alcohol and alcoholic drinks made in the Philippines are derived from the sap of palm trees.

AUTO BUSINESS IN UNITED STATES IS ONLY JUST BEGUN

If Factories Doubled Output and Each Car Was Commercial One, Pace Couldn't Equal Gain in Commerce.

"If every automobile factory in the United States was to produce double the number of machines it is now producing and every machine was a commercial vehicle there would then not be enough made to take care of the increase alone in our commerce at the present rate of growth. If the government statistics can be taken as a guide," said L. B. Crowe, local agent for the Mait truck.

"The New Year book of the department of agriculture discloses some startling figures. It shows a wonderful increase in horse stock. In 1900 there were 15,000,000 horses in the United States, and 10 years later, or in 1910, there were 24,000,000 horses."

"These numbers are the largest on record in the history of the country. Compared with those of 10 years ago they show a gain of 60 per cent. While horses have increased in number, they have also increased in value. In 1900 the estimated value of horses on farms was \$14 per head, with a steady rise, interrupted only by the panic of 1907. These values mounted up year after year until in 1910 the average price was \$108, representing a gain of nearly 150 per cent."

"The value of the horses and mules in this country 10 years ago was practically \$815,000,000, while today it exceeds \$3,000,000,000, a gain of more than \$2,000,000,000."

"Where is the man who says that in 10 years the horse will be extinct? Also where is the man who says the automobile business is being overdone?"

"At the present rate of increase in our commerce, in 1920, it would take nearly 40,000,000 horses to supply the demand. If the horse is to be superseded by trucks or tractors, it would take (allowing one truck will do the work of six horses), 7,000,000 trucks and tractors (allowing the life of the truck to be five years). It would take a production of 1,400,000 trucks per year to supersede the horse exports in 10 years. "The upkeep of horses is increasing faster than the value, while the upkeep of the automobile is decreasing. In the face of these figures, how can anyone say the automobile business is being overdone? It is really just now coming into its own."

moderate expenditures and as time goes on the wisdom of such investments will be evident to the people generally."

Congressman William Kent of California, expresses his belief in federal aid in roads building in these words: "I am thoroughly convinced that the national government should initiate a plan on a national scale providing a few great highways, partly for the utility of these highways and partly as an example of what can be done to cheapen rural transportation through the use of motor trucks that will not be liable to break bulk on freight hauls."

Favored by Oregonians.

Congressman Fields of Kentucky, says: "I believe that the federal government can in no other way appropriate money that would result in as much good to the public generally."

Congressman McGillicuddy of Maine writes: "I realize fully the great and far reaching necessity and importance of good roads, and the equal importance and necessity of federal aid."

Congressman Curley of Massachusetts has no hesitation in putting himself on record as being in favor of the memorial to Lincoln in the form of a highway.

Senator Newlands of Nevada expresses this national sentiment: "I have long favored a policy of federal improvements which would cover the cooperation of the nation with the states in the full development of our rivers and of our roads as part of the machinery of interstate and state transportation."

Senator Bourne of Oregon is avowedly in favor of federal aid in roads

construction, and his senate companion, Senator Chamberlain, comments: "That there is no more reason why the government of the United States should not assist in the building of public highways than there is to prevent the government from making appropriations for the improvement of the rivers and harbors of the country."

In following out the plan of proceeding upon reasonable lines, the A.

A. A. in his federal aid efforts is accepting the consensus of opinion of those members of congress who have given the subject a vast amount of thought.

White Slave Convicted.

(Special to The Journal.)
North Yakima, Wash., Feb. 17.—Ralph Smuthers of North Yakima pleaded guilty to a white slave charge in the

federal court and was sentenced to one year on McVell's island. The case of Eugene Altham of Pasco, on the same charge, is before a jury.

Baking pans invented by a Massachusetts man have the edges turned outward to form grooves, into which may be inserted a forklike tool to lift them from an oven with no danger of burned fingers.

Automobile Show Continued Another Week

The people of Portland have shown their appreciation of our efforts to give them an automobile show by attending in large numbers during the past week. We feel there are still a number of people in this city who have not had the time to avail themselves of the opportunity of seeing our line of PREMIERS, APPERSONS, REOS and the wonderful working model of the Stearns Silent-Knight Engine, and have therefore decided to continue the show in our new salesroom for ONE WEEK LONGER. Don't fail to witness this display of 1912 cars.

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The Stearns-Knight Car

The Czar of Russia Owns a Knight-Motored Car

So does the Emperor of Germany.

So do the Kings of England, Belgium, Spain.

So do more than 8,000 men, on both sides the Atlantic, who demand the best the world can offer in their pleasure cars.

In Europe, the list of Knight owners is the Blue Book of Motordom.

Daimler—the leading car of England—since 1908 has been a Knight-motored car.

Mercedes—the monarch of the German field—is now a Knight-type car.

And the Mercedes engine, which the Knight-type supplanted, was considered the master engine of the world.

Panhard, the pride of France—Milerva, Belgium's greatest car—both have come to this sleeve-valve motor.

Thus the four leading cars of the Old World have recognized that the poppet valve must go.

Last summer, after two years of testing, the Stearns came into line.

That is the record of the Knight-type motor after three years of the limelight.

Five of the world's greatest makers adopt it. And 8,000 owners of high-grade cars have become Knight-type enthusiasts.

Consider these facts when somebody warns you that the Stearns-Knight is an experiment.

Sales Doubled

We have built Stearns cars for 18 years. They have attained an immense popularity.

But the first announcement of this sleeve-valve motor doubled our sales in a month.

It compelled us to lease a new factory. Hundreds of men who got early deliveries have run these cars thousands of miles. And the letters we get from them form the highest tribute ever paid an American car.

50 Per Cent More Power

The cylinders in the Stearns-Knight are 4 1/2 x 5 1/2 inches.

By accepted standards such an engine is rated at 28.9 horsepower.

But we guarantee that this engine will show an excess of not less than 50 per cent.

This is due to the absence of poppet

valves, and their leakage. And to the spherical shape of the explosion chamber.

That's an immense item.

No larger cylinders, no greater consumption of gasoline. Yet half again as much power as the rating calls for. Think what that means.

Won Dewar Trophy In the Greatest Test on Record

The Royal Automobile Club of England won the Dewar Trophy.

It is offered for the greatest achievement of the year in automobile engineering.

In 1909 this trophy was won by the Knight-type motor.

It was won in a test beyond precedent—a test which engineers called

impossible—a test which no poppet valve motor ever will attempt.

At the end of the test—which equaled two years of ordinary service—the engines developed more power than they did at the start. And they showed not a sign of wear.

Such is the verdict of the world's foremost authority on the sleeve-valve type of motor found in the Stearns-Knight.

No Leading Car Can Lead for Long Without It

The Knight-type motor, after years of tests, has been adopted by the world's best cars.

Each, to adopt it, displaced a poppet-valve engine as good as men can make.

What is done by Daimler, Mercedes, Panhard and Milerva—in so vital a

matter—must be done by all great cars soon or late.

The leading cars of the future will be Knight-type cars. The evidence is overwhelming.

No lesser features can ever outweigh this silence, this power, this efficiency.

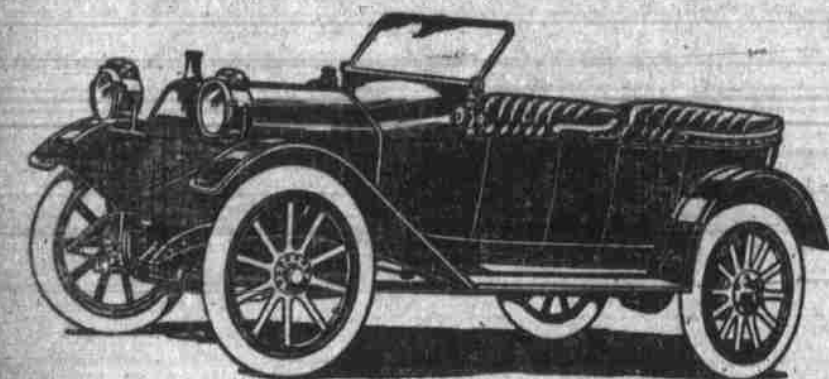
Come and See

Every motor car lover should see this car. It is the topic of the hour in Motordom.

Come and look it over. Then let us put the engine to any test you want.

Far Above the \$900 Mark in Value

Hupmobile



Long Stroke "32," five-passenger touring car; four cylinders; 3 1/4-inch base, 5 1/2-inch stroke; Bosch magneto; 106-inch wheel-base; three speeds and reverse; sliding gear; 32x3 1/2-inch tires; equipped with gas lamps and generator; three oil lamps; wind shield; tools; and horn.

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VIEWS ON U. S. AID FOR ROADS GIVEN BY CONGRESSMEN

Bourne and Chamberlain Are Among Those Senators Who Favor National Assistance—Subject Deeply Studied.

Sentiment in congress in favor of the Lincoln Memorial Highway is making substantial progress, according to the latest reports received by the American Automobile association good roads board. "Some recent confusing statistics by those interested in giving architectural recognition to the martyr president, have had the distinctly contrary effect on the part of roads enthusiasts to confuse the exaggerated cost of construction and maintenance of a first class highway," comments Chairman George C. Diehl, who presided at the recent Federal Aid convention of A. A. A., held in Washington.

Congressman Lafane of Pennsylvania in explaining some opposition to the highway proposition, says: "Many members advanced the argument that the construction of this memorial way would establish a bad precedent; that it would be the entering wedge for the establishment of a fixed policy of granting federal appropriations for the construction of public highways."

Congressman's Views.

Congressman McCoy of New Jersey, takes this view of the matter and adds: "I am opposed to the expenditure by the federal government of money for the improvement of roads." Congressman Underhill of New York, dissents in this concise manner: "The government has liberally aided the building of railroads and is engaged in assisting commerce by deepening waterways in the interior. I hope that a system of federal aid will be worked out in such a manner that it can receive the support of congress. My opinion is that it should start with

Equipment	
Warner Auto-Meter	Continental O. D. Demountable Rims (two extra rims)
Banker Windshield, Model K	Klaxon Horn—also Bulb Horn
Silk Mohair Top and Cover	Trunk Rack, Robe Rail, Foot Rest, etc.
Vesta Dynamo Electric Lighting System	
Touring Car	\$3,500
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