

PORTLAND MAN BUILDS CYCLECAR THAT BIDS TO EXCEL IN ITS CLASS

Locally Made Machine Has Many Advanced Ideas of Superiority Over Others.

The west is endeavoring to keep pace with the east in the development of the cyclecar that has swept over the country within the last year. One of Portland's best known men, Lewis I. Thompson, architect, and son of E. L. Thompson, president of the Hartman & Thompson banking house, has designed and built in Portland a cyclecar that bids fair to eclipse any of the small cars that are now being exploited by the eastern automobile magazines.

The new cyclecar will be known as the Portland cyclecar, and the first model is being proudly shown by the designer. Mr. Thompson is the only member of the Society of American Automobile Engineers in Oregon, and has had the advantage of the combined experience of the members of that society in the construction of the little automobile.

Improvement on Eastern Machines.

The car as shown here has many advanced ideas over any of the little cars now on the market, and those associated with Mr. Thompson in the building of this car are very confident of the success of the new enterprise.

The motor is of the two cylinder, two cycle, stroke "V" type cylinders set at 45 degrees. Air cooled. Extra flanges to insure perfect cooling, equipped with aeroplanes fan. Mechanically operated valves, magnets, ball-bearing crankshaft, tight fitting piston rings, aluminum crankcase, oil gauge level, circulating oil system.

Special compression release. Extra heavy flywheel. Bore 3 1/2 inches (3 1/2 inches). Stroke 3 3/4 inches (3 3/4 inches).

Actual brake horsepower at 2500 R. P. M., 14 horsepower. Rating by S. A. E. at 1000 feet per minute. Piston speed, 9.5. Schebler carburetor with warm air attachment.

Materials Are of Best.

The transmission is two speeds and one reverse, positive type (no slip). Operated by foot pedals according to the long tried and reliable principle which may also be used as brakes.

The machinery is of the finest materials, made by one of the best parts specialists in the United States, especially for cyclecar use.

The driving arrangement is by chain from engine sprocket to transmission, through a "V" belt rear wheels, which compensates for differential. The rear belts are not so long that the cost is excessive should they need renewing, and still of sufficient length to secure elastic action and perfect traction.

Beats will run approximately 10,000 miles.

Three full elliptic springs are placed one in front and two in rear; the driving torque is through rear springs, which keeps belts tightened.

A "V" block lined with brake lining to press rear wheel, they grooves giving large surface and great leverage.

Steering Gear Is Simple.

Steering is accomplished by the simplest of principles, and one that has gained great favor in Europe, where the cyclecar has gained wonderful popularity. It is by steel cable over drum through sheaves, which is simple, absolutely positive and no small points to rattle and wear out.

The axles are of fine steel and both have a truss rod which can be tightened, insuring lightness so vital to a successful cyclecar, combined with strength.

Wire wheels, with steel rims, rear pulley, riveted to same. Plain castiron bearings four inches long, which can be removed, are used for all wheels.

Standard clincher tires, 28x2 1/2 inches, are used in front and rear. The wheel base is 36 inches, with a tread of 40 inches, which allows the car to be turned around in a small radius. The weight is a little over 500 pounds, and the gasoline tank is covered with 3 1/2 gallons of gasoline and is said to be enough to run the car nearly 100 miles.

Car Seats Two People.

The body seats two persons tandem, the rear seat is wide enough to carry additional child. The body is entirely constructed on the stream line principle, with beveled sides and back of sheet metal over wood frame, as are large cars.

The frame is of white oak, with gusset plates and corner braces, bolted together. It absorbs road shocks and insures lightness and great strength, which, with three point suspension, gives an ideal condition. Upholstery is either of carriage cloth or of imitation leather; inside of body covered to match.

The little machine is complete in every detail, except top, which can be gotten from any one of several top-making concerns in Portland at a nominal sum. The car complete as put out by Mr. Thompson will sell in Portland for less than \$400, and should immediately become very popular on the Pacific coast, as the cyclecar advertisers in the east have to be sent here at considerable expense, and all list east at about the \$400 mark.

Mr. Thompson's car is now making a thorough endurance run over the roads of Oregon, and the result will be published in the automobile section of The Journal as soon as completed.

LOCAL AGENCY REMOVES TO LARGER QUARTERS

E. W. Hill, manager of the local White branch, has found it necessary to remove from 49 Broadway, where the branch has been located for the past 12 months, to larger quarters, and has secured the building at the corner of Broadway and Oak street as a salesroom. The new location has been remodeled, and will make one of the most attractive showrooms in Portland. The location just across the street from Ballou & Wright should be a very valuable one for the White people.

Mr. Hill has also arranged to have built for the exclusive use of the White company a warehouse 160 by 60 feet, at Twenty-eighth and Savier streets. In this building Mr. Hill will establish his service department for both pleasure cars and trucks. During the last 12 months the White company has paid little attention to the pleasure car end of the industry, devoting their time almost entirely to the truck end. Mr. Hill says now that he has the truck department well organized and in good condition, he will devote much of his time to the pleasure end of the game.

An English engineer proposes to defend his country in event of war by suspending bombs from balloons, which could be exploded from the ground when approached by a hostile dirigible or aeroplane.

SON OF PORTLAND BANKER DESIGNS CYCLECAR



Lewis I. Thompson of this city, seated in car which was designed and constructed here.

BULK OF MONEY SPENT FOR AUTOS STAYS IN CITY, ASSERTS DEALER

Bankers Declared Short Sighted Who Think Business Should Be Discouraged.

By F. W. Vogler.

Local bankers in the past few months have been discussing the relation of the automobile and the bank, as far as it concerns commercial conditions in this state, and more than one prominent banker has recently given his opinion that practically all the money expended in the purchase of automobiles goes back east, and that, therefore, local capital should not be expended in expanding the business. In other words, according to these men, local dealers should not be encouraged to expect business loans, and the industry in general should be retarded.

Such an attitude displays a pusillanimous viewpoint that one would least expect in a banker above all other business men for half a dozen reasons. In spite of all their talk about encouraging industrial work, such a decision would virtually mean a retrogression, or rather an attempt at retrogression, a return to the old days of stage coach. The main reason they give that the business locally should incur their disfavor is that all the money spent on automobiles goes back east.

Dealer Gets Commission.

First of all, such is not the case. When an automobile is sold in Portland by a dealer, the dealer gets a percentage of the money as his interest on the money he has invested and his income. The salesman responsible for the sale earns his living, in many cases, entirely by the number of sales he makes.

The mechanic earns his living by the wages given him for looking after the cars in question, repairing them and keeping them in good running order. The more cars sold in the city, the more mechanics will be making a living, and their presence in the city spells a livelihood for others, such as hotelkeepers, store owners, and so forth.

What is more, the factories in numerous cases set aside a certain sum of money to be expended locally in advertising and in service, this amount increasing pro rata with the number of cars sold. Consequently, it is easy to see that not all of the money that a purchaser expends in getting a car goes back east by a very long way.

Much Money Comes Back.

It has always been taught as a business axiom by bankers that the circulation of money is what spells prosperity. Of the money that leaves this state in the purchase of automobiles, how much comes back? One would imagine from these learned men's talk that we never see any of it again, a mighty poor tribute to the resources of Oregon. I suppose none of it comes back to purchase timber, wool, cattle, fish, fruit? None of it is expended by eastern men in the purchase of land in this state? Some-

of it is, I know, from personal experience, as two of the directors of concerns with whom we deal have invested considerable money in land out here.

But there is a greater argument still against the bankers. If their main argument is that money goes out of the state, how is it that people who desire to start manufacturing of automobiles, or their parts, here find it impossible to get local financiers to back them? The great cry all along has been that Portland needs factories, yet when people come along with patents that really have considerable merit to them, they have to take those patents outside of this state to get enough money to start factory work. That, in itself, looks to me as though this talk about willingness to do anything for the state was merely—well, let's say, "talk."

Branch Factories Established Here.

Still another angle presents itself. There is a factory now going up; there are other buildings that have gone up here; buildings for which the money has been sent out from the east simply and solely because business in the automobile world here had been big enough to warrant it. I refer to the branch factories established in this city by half a dozen or more of the leading concerns that make automobiles today. Only a small portion of the money expended in the purchase of these automobiles goes back east.

Without mentioning any names, we find quite a number of our worthy bankers in this city, who have sent east for their automobiles and machines, at that, which are not represented in this city, simply that they may save the local dealer's profit. In their case the entire money they spend goes east, as also must that sum of money which they will have to expend on parts in the case of breakage.

One might quote to them the little proverb of "practice what you preach." If this "howl" could be traced to its origin, it would be found, in all probability, to emanate from the bankers who have gone east for cars, and not from those, the large majority of well established bankers, who have bought their cars from local dealers.

Argument Declared Poor.

Taking the line of argument they have put up, our women folk should not send east for sewing machines, or any of the thousand and one articles, big and small, that are not manufactured on the coast. Each of these lines of business should be regarded, should be wiped off the face of the map by these Don Quixotes. In the purchase of clothes and the numerous other articles a far larger percentage goes east, and also out of the country than in buying a car.

Purchase back east as opposed to here in the west is simply at present in many cases "Hobson's choice." We would not buy away from home and incur great cost of transportation could the same article be bought at home.

There is another point. No one can today stop the use of automobiles, which have proved themselves for general use far and away the most flexible, the speediest, the cheapest means of transportation in the world. It is today a business and an economic necessity. In its final analysis, the general public, by no means the fool that our bankers would have us believe, can be relied on to choose the good from the bad, whatever the article in question. Where any such article fills an urgent need, its manufacture and sale will be supported; where not needed, it will die a natural death. Who but a banker would any one automobile is not an urgent necessity?

HONOR CONVICTS USED TO GOOD ADVANTAGE IN BUILDING OF ROADS

Plan Being Employed in Number of States Meeting With Success.

The practice of putting convicts on their honor, especially prisoners who are at work constructing or repairing highways, has been started in several states and is meeting with much success, according to reports received by the national committee on prison labor. North Dakota, Oregon, New Jersey, Michigan, Ohio and Colorado are among the states where the honor system has been developed to its highest degree.

Under the laws of North Dakota, the board of control may employ convicts on the public highways, their expenses to be paid by the respective counties in which they work. The law stipulates

that the prisoners perform their duties under the supervision of skilled laborers, who act as guards, but so far as possible, the law declares, the convicts are to be placed on their honor.

Another feature of North Dakota's prison laws is worded as follows: "Each short time convict worked upon said state roads shall receive a credit upon his time of 10 days for each 30 days that he shall faithfully and diligently work upon said state roads, and in case of convicts serving life sentences, such privileges shall be given them as in the judgment of the warden is proper, but in case that any convict fails to do faithful and efficient work or attempts to escape, he shall forfeit all or as many of said credits as in the judgment of the warden shall be proper."

Of 275 convicts who were worked under the honor system in Ohio, only 18—less than 7 per cent—attempted to escape, according to the report of Warden Preston E. Thomas of the Ohio state penitentiary. While these men were thus employed, there was no barrier except their own honor between them and freedom. Of the 18 men who broke faith, all but seven were caught and returned to the prison, so that the

percentage of those who failed to serve their full sentence was only two and a half. This record, says Warden Thomas, compares favorably with trusts in the outside world.

Also in Michigan, where all persons convicted of drunkenness or vagrancy are sentenced to work on the roads instead of to jail, the practice of trusting prisoners has been found successful. Not only that, but, according to W. M. Bryant, good roads commissioner of Michigan, the sentencing of convicts to work on the highways tends to eliminate much petty crime.

It was in Colorado, under Warden Thomas J. Tynan, that the honor system was first employed among prisoners at work on the highways, and it is in that state and Oregon that the system has been most extensively developed. Governor West, of Oregon, in a statement to the National Committee on Prison Labor, concerning the honor system among prisoners at work on the roads, said:

"Our road gangs are made up of from 15 to 25 men, with a free man as foreman, who lives and works with his crew. His word is law in camp, and his report as to conduct of the prisoners

carries great weight with the prison officials. It is most essential, therefore, that great care be exercised in the selection of these foremen. We have had unexpected success in the operation of our road gangs. Some have been maintained as far as 300 miles from the prison, and nearly all in the hills and mountains, where every opportunity was given to escape. At first we lost a number of men, due largely to the novelty of the plan and unjust newspaper criticism, which made many of them fear the abandonment of the policy and their return to prison. There has been less newspaper criticism of late, and the public, seeing the merits of the system, is accepting it as a settled policy."

Mongolians Are True to U. S.
St. Petersburg, Dec. 20.—A Mongolian deputation which is now here and which is getting no satisfaction from the Russian government, is addressing its complaint to Germany and the United States. Under the Russo-Chinese treaty which is forced on Mongolia the country cannot conduct any foreign trade except with Russia.

The Buick Six

POSTAL TELEGRAPH-CABLE COMPANY
NIGHT LETTERGRAM
The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this night lettergram subject to the terms and conditions printed on the back of this blank.
CLARENCE M. MACRAY, President

35PO F 80 BLUE

Howard Automobile Company,
Portland, Oregon.

Fresno, Calif., Dec. 19, 1913.

Buick "Six" with F. E. Gross, Claude McGee, Mr. Pierce and Mrs. Doyle arrived at our garage from Twelfth and Madison streets, Oakland, at ten thirty. Gross drove all the way without a change and without a stop in eight hours and ten minutes. Speedometer shows one hundred eighty-four and five-tenths miles. Gasoline used was nine and five-tenths gallons, making an average of nineteen and forty-two one-hundredths miles per gallon. Can any "Six" beat it?
WATERMAN BROS. COMPANY, INC.
110PM

Howard Auto Company

MEL G. JOHNSON, Manager.

Phones Main 4555, A-2550.

14TH AND DAVIS

UNITED STATES RUBBER COMPANY

"The Best of Everything in Rubber"

Our Own Factory Products

United States Tires

"Eureka" Fire Hose

"American" Rubber Clothing

"Sawyer" Canvas Belting

"Meyer" Rubber Footwear

"Revere" Mechanical Goods

"Mechanical Cleveland," Rubber Specialties
Druggists' Sundries

"Stoughton" Clothing

Goodyear's "Glove" Footwear and
Druggists' Sundries

BRANCHES AT

PORTLAND, OR., 24-26 North Fifth Street

Los Angeles, Cal.: 923-925 So. Grand Ave.

Fresno, Cal.: 1257 K St.

Phoenix, Ariz.: First and Van Buren Sts.

San Francisco, Cal.: 50-60 Fremont St.

Seattle, Wash.: 212-216 Jackson St.

Spokane, Wash.: 1011-1013 First Ave.

Tacoma, Wash.: 1316-1318 A St.

Osaka, Japan

It Is Easy to WIN Some of This Money

We are going to give away \$1000 to residents of Multnomah County—\$750 for the time required in which to gather and classify the essential information about the 11 main features to be considered in the purchase of an automobile and \$250 for the names of prospective buyers.

Charts for use in this contest may be had at the principal office building cigar stores and also at Sig Sichel's cigar store, and J. R. Smith's cigar store, and at our salesrooms, Broadway and Burnside.

Contest Closes January 15

H. L. Keats Auto Co.

Call, phone or write for a Contest Chart