

SOME CLASS TO STODDARD-DAYTON

Scott Davis Claims His New Models Are Just a Little Bit Better Than Anything Ever Shown in the Valley Before.

Scott V. Davis is covering the valley in a new 1911 Stoddard-Dayton quite the prettiest car in the valley. He claims that there are a lot of these cars in the valley and that many new owners will be showing them off before long.

The car that Scott spills the most hot air over is the new 30 horsepower which is claimed to be just a little better than anything ever shown here for the money.

This car has the easy riding wheel base of 112 inches. Then its cylinders; this year the bore has been increased to 4 inches while the stroke has gone up to 4 1/2 inches. You know that this means power—and a lot more power.

In fact it has power enough to take six people up a hill with a grade of 10 per cent on "high" at the rate of 25 miles an hour.

And that you can slow down to almost a standstill on this same hill mile hill and then, without changing gears, pick up your speed again as sturdily and quietly as any motor you ever rode behind.

You can throttle the motor way down close while running on high gear, and then get out and walk beside the moving car. And this not alone on smooth roads but on cobblestone pavements.

The motor is of the famous Renault type, case "En-bloc." "En-bloc" means all in one piece, both the exhausts and intake manifolds are formed right in the casting, which does away with the usual numerous joints and thereby avoids the many troubles caused by loose connections. Valves are all on one side. No amnifolds or accessories in front of them, which means that they are easily gettable.

And talk about silence—

When you are standing by the car you often have to put your hand on the bonnet to "learn" whether the motor is running or not.

Crank case is of aluminum, is what they call the "solid barrel" type instead of being split in the center. You can see how the one piece casting makes for stiffness and rigidity.

The frame construction of this car is pressed steel. The gauge is half as large again as that used on some higher priced cars now on the market. And the channel section is wide and deep; wonderfully rigid. Spring suspension the same as used on cars up to \$6000. Semi-clipie front and three-quarter clipie rear; unusually long and mounted on heavy strong fittings. Just sufficient resiliency to up jolts and jars, but not so springy as to keep you going up and down, baby carriage like. There is a happy medium to spring designing—you will find it on this car.

Transmission is of the sliding gear type same as used on high grade and high priced cars. Bosch magneto and Stromberg carburetor. We defy you to find its equal. We have tried hard to find it but have failed.

Scott can tell you a lot more about this most wonderful of all cars and we suggest that you talk it over with him and ask him for a demonstration.

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ROADS GETTING IN GOOD SHAPE

Fine Weather Rapidly Drying Up Highways — Autoists All Good Roads Boosters and Have Accomplished Much in That Line.

The desire of the autoist to speed, probably more than anything else, has brought about a great movement all over the country for the betterment of road conditions. That this is so has been made evident in Jackson during the last year or two, but the end by no means is yet in sight.

There is still a great deal to be accomplished before the roads of the county will be in that state where they will attract tourists. Automobiles are the pioneers of good roads boosters, and automobile clubs are still more potent factors in the campaign.

That there will be something doing in good roads of lines of Jackson county this summer is taken for granted by all who have read the signs of the times. The automobile fever has become so contagious that it has grabbed pretty nearly every possible victim, and now the number of good roads boosters is almost identical with the number of travelers. Therefore good roads in Jackson will shortly become the rule, not the exception.

There has been organized in Medford an automobile club and this summer big things are expected. There is something different in the atmosphere, and the obstacles to successful organization of the autoists must all roll over.

What would think of an automobile drive of 100 miles in Jackson county, possible to be made in a day, through a beautiful country, a jaunt that would be a pleasurable outing from one end of the ride to the other.

At the present time likely you would laugh and scoff at the very idea. But, nevertheless, it is said to be a possibility that can be made a reality at comparatively small cost.

Autoists say that right now the trip can be made, although it has been but a few days since considerable rain fell, but the pleasure would be marred in several spots where the road is not fit for auto travel.

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MID-WINTER ENDURANCE RUN

Warren-Detroit Touring Car Makes Trip From The Dalles to California Line Through Mud and Snow— Finishes in Fine Condition.

On February 13, right in the heart of winter, J. E. Maxon left The Dalles, Oregon, with a Warren-Detroit 30 touring car for an endurance run to the California line. Starting as they did right when the snow was the worst and when only poor roads could be expected that made a most wonderful record.

The car covered over 325 miles over the worst roads ever travelled by any car. If you have ever made the trip down through Shanika, Madras Lakeview and Silver Lake you know that this car had some tough traveling. Some 65 miles was made in snow from 14 inches to 3 feet in depth. A rancher along the way on being passed on the road said that the car acted like a snow plow and threw snow for 30 feet on both sides.

Mr. Maxon is at the head of the Portland-Detroit Motor Co., of Portland and agents for the Warren-Detroit Co., cars for the northwest. This endurance run was made simply to prove that this car should be anything that any other car could be and in this instance it has made a most wonderful record. Up hills, on long rolling stretches, across the plains with only a trail to follow through the sand and muddy stretches (of which there were quite a few) through the snow and in some places into the ditches, this car went and finished in fine condition. The party rolled into Silver Lake just at noon when everyone was at lunch in the hotel. The dining room was emptied at once and every one came to see what had dropped into the berg. They were simply amazed to find that a motor car had penetrated that part of the country. They told the boys to tie up and take the stage for they could never hope to get through the country at that time of the year and over such roads. Mr. Maxon stated that he had started on this trip for the purpose of testing the car and that as long as he could get along that he would go forward.

If you are looking for a car that will do the work and be ready to start again at once it will pay you to see

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1 DAY IN AUTO TO PORTLAND

Claimed That 1911 Cadillac Can Make Trip From Medford in One Day—Covey to Demonstrate Truth of Claim.

Mr. Covey, the agent for the Cadillac cars in Portland, claims that he can make the trip from Portland to Medford in one day and will do so one day this coming summer.

Just recently a 1911 Cadillac 30 made the trip from Los Angeles to San Francisco in 14 hours and 45 minutes. This is claimed to be the record for that trip and is a wonderful feat for this car and a record that any car would prize very highly.

If Mr. Covey succeeds in making the trip from Portland to Medford in one day he will have accomplished an almost unbelievable feat. The people of this vicinity will anxiously to learn is such a trip can be made. Most people will state that they think it an impossibility. The car that made the trip from Los Angeles to 'Frisco, smashed all existing records between the two cities, making the trip of 500 miles of mountainous roads, some of the way thick with mud, as it rained part of the time, and only took 14 hours and 49 minutes. Exact duplicates of this wonderful car can be delivered right here in Medford. At the end of this record breaking trip the car was put on a six-day non-stop run and finished with a perfect score. When Mr. Covey makes his record spin from Portland to Medford with the 1911 Cadillac 30 it will set a new pace in the automobile world of Oregon. Think of leaving your place of business early of a summer's morning in Medford and being able to listen to grand opera in Portland the evening of the same day.

Verily the motor car will have worked wonders in transportation.

Cahow-Motor Car Co., of Medford Oregon, and have a look at the Warren-Detroit 30 in the new 1911 model.

The Warren-Detroit is truly a triumph of the Automobile manufacturers' art and when it can come through such a test as was given it in Eastern and Central Oregon in February you may know that it will be satisfactory. There is no guess work about this car.

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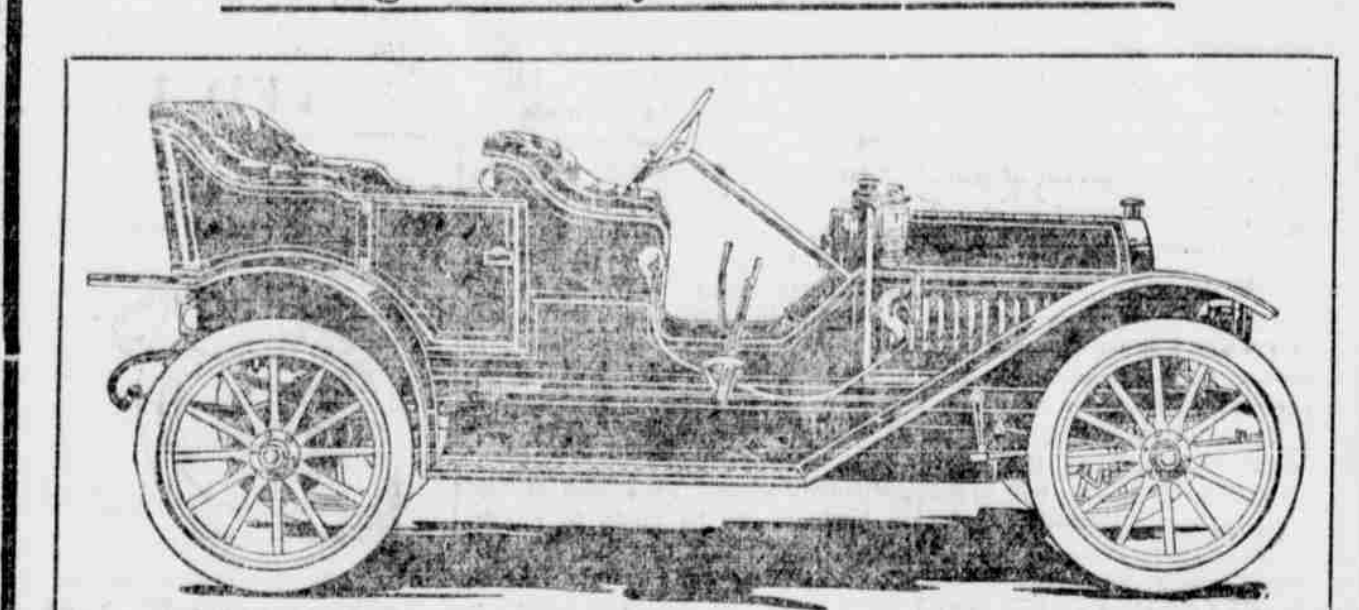
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Warren-Detroit "30"

5 Passenger Touring Car
Large Wheels, Long Wheel Base
Powerful Motor --- Insures Easy Riding on Any Road. :: :: ::



11-C Touring Car--5 Passenger, \$1325.00. F.O.B. Detroit

The above cut is an exact model of the one which recently completed endurance run through eastern and central Oregon, in snow and ice.
Better see this Car before buying

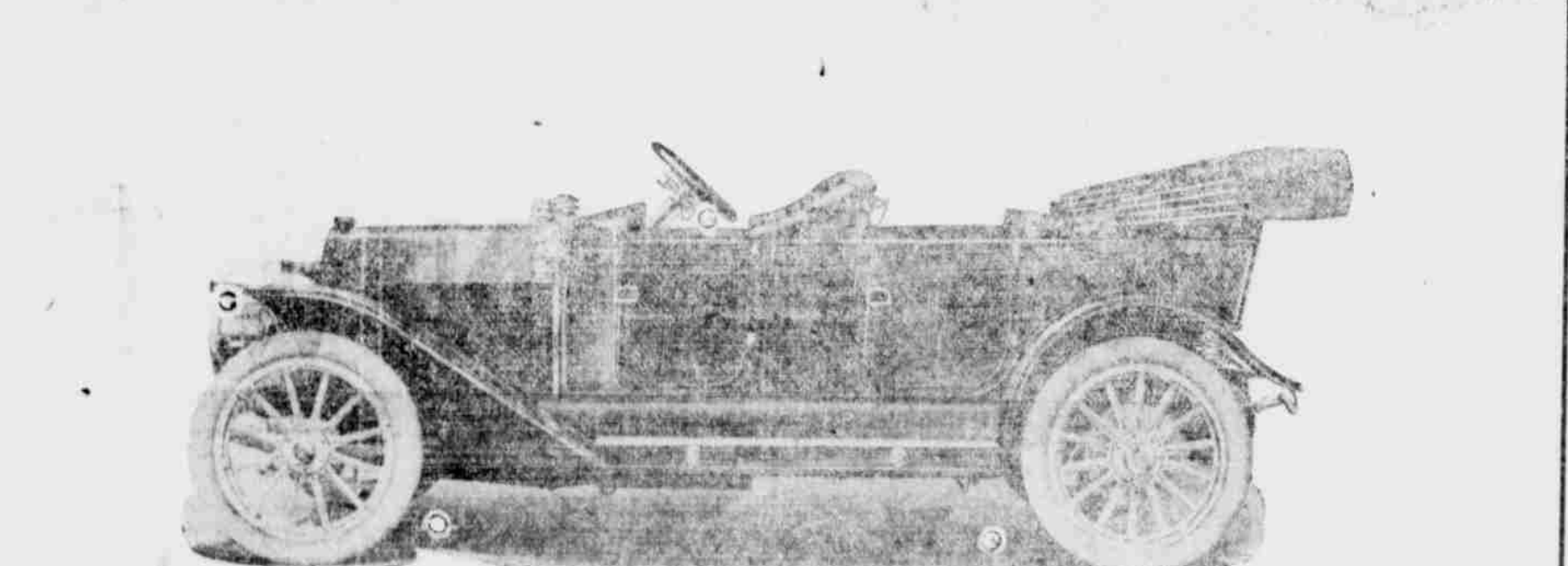
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'Stoddard-20'

FIVE-PASSENGER, FOREDOOR, 30 H. P.
For beauty of its lines no car, of any other make regardless of price, exceeds it. As to service and satisfaction, it will fill the most exacting requirements. Wheelbase of 112 inches is sufficient for utmost ease. Its power (cylinders 4x4 1-2) will take you anywhere. Tires 32x3 1-2. Bosch dual ignition system. No. 2 Universal quick-detachable, demountable rims, including one extra. Price, fully equipped.

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