VON HAMM-YOUNG CO. GETS FOUR BUICKS ON WILHELMINA

Car Proves Popular Everywhere—News of Local Auto Trade

The von Hamm-Young Company received on the steamer "Wilhelmina" this week, four of the well-known Buick automobiles. The shipment included one of the popular 1500 to 2000 lb. trucks which are used very generally for light delivery, and have proven not only one of the most reliable, but also the most economical cars for delivery purposes. The Buick truck does the same work generally performed by three light drays, doing this work in less than half the time and with less than half the expense.

Another car included in this Buick shipment consisted of a model "29" touring car equipped with a handsome straight line body, which was delivered during the week to Mr. Arthur Rice. Another Buick, a model "35" touring car, was shipped to the Kauai Garage Company, and a third, a model "36" Buick runabout, was shipped to Messrs. C. J. Schoening & Co., for delivery to a prominent business man on Maui. The model "36" Buick runabout has proven to be one of the most popular of the low-priced cars, and at the low price of $1000 it is one of the most reliable little cars built today. It will stand more hard use and abuse than any light roadster ever offered. It is an ideal car for the doctor, lawyer, architect and contractor—in short, the busy man. It is the best finished, best built, simplest and strongest car of its class. Several orders have been booked pending the arrival of this same model Buick runabout, the demand being far in excess of the deliveries which the von Hamm-Young Company has been able to obtain to date.

Greater Hup to Jack Galt.

The handsome Greater Hupmobile touring car, which arrived last week, was delivered by the Von Hamm-Young Co. to Mr. J. Galt, Jr., who returned from college this week and is spending his vacation in Honolulu. Another Hupmobile touring car was delivered to Mr. Geo. S. Alves.

One of the most satisfactory high-priced cars handled by the Von Hamm-Young Company is the Stevens-Duryea, which is noted for the first car to adopt the 6-cylinder motor and which is so well known for its system of three-point suspension used in the Stevens-Duryea cars for the past seven or eight years.

The ranks of the Stevens-Duryea enthusiasts in Honolulu have been joined this week by Mr. A. T. Bottomley, who has purchased from the Von Hamm-Young Company, one of the beautiful AA 6-cylinder Stevens-Duryea Torpedo cars. Mr. Bottomley's new car is one of the handsomest in town and has been very generally admired.

The Stevens-Duryea Company has had for years an enviable reputation as to the reliability and splendid workmanship of its product which enables the car to stand up under the most crucial tests.

New Kissell Truck.

A great deal of interest has been shown in the new Kissel Kar 1½ to 2-ton truck, which appeared this week on the streets for the Oahu Ice & Electric Company. It is one of the most practicably arranged trucks which has arrived in Honolulu for some time. The quiet running motor, easy riding and easy handling of the truck is a surprise to anyone not acquainted with the excellent qualities of the Kissel Kar.

Another Kissell Kar sold by the Von Hamm-Young Company during the week was the pretty Kissel Kar Runabout which was delivered to Mr. K. Ono.

Gradually the 1913 announcements are being made by the various automobile factories, the last being the announcement of the Winton Motor Carriage Co., which reads as follows:

The 1913 Winton Six.

That the 48-H. P. Winton Six is a standard product is evidenced in the Winton Company's announcement that it is to be continued for 1913 without a single radical change. This model was first marketed in June, 1907, at which time the Winton Com-

(Continued on Page 18)

ENGINEER BUYS AMER. CAR

A practical engineer's choice of an automobile is always a matter of considerable interest to other purchasers, and the fact that W. G. Hall, manager of Catton & Neil, has purchased an American Scout Tourist Roadster from George C. Beckley, the local dealer, is the cause of much favorable comment. Mr. Hall is known as an engineer familiar with all kinds of mechanical construction, and his purchase of the American car is taken as a high recommendation. The car was delivered to him during the past week.

The 1913 models of the American Motor Company have been ordered by Mr. Beckley, and it is expected that they will arrive here in a few weeks. Many modern improvements have been made in the 1913 model. All cars will be equipped with Warner speedometers, glass fronts, electric lights and self-starters.

An automobile bank, with a capital of 410,000 kronen, has been established in Vienna mainly to facilitate the purchase of automobiles on credit.

The little mean tricks cause more worry in the world than the big ones, there are so many more of them.

Piano lessons are cheaper than instruction in draw poker, but less entertaining.

People frequently develop keenest interest in something which makes little, if any difference, to them.

AUTO NOTES

Automobile owners in Racine, Wis., are organizing a club.

Rhode Island's new license plate will be white, with numerals in block.

Indiana automobile dealers are preparing to organize an association for their mutual benefit.

The Wisconsin automobile registration is now nearly 20,000. The total income to the state on licenses is more than $82,650.

The last toll road has been abolished in England, the privilege of operating it being surrendered to the public for the sum of $5000.

Chief Kimmons, of the Niagara Falls, Ont., police department, will enforce the automobile speed limit law owing to complaints by resideits.

The York Motor Club will shortly have one of the finest and best equipped club houses in Southern Pennsylvania, having bought a fine mansion.

With an authorized capital stock of $200,000 a company has been formed in Toronto, Can., to manufacture six-cylinder cars of an improved type.

With the slogan, "Know your own county," and a civil engineer working on a road map, Fulton county, Ga., in which Atlanta is located, is planning a "round-the-county" tour. It is the scheme to make this a one-day run, about 150 miles in length to cover all or at least a material part of every good paved road in the county.

Automobiles and motor asseccories form a part of the display aboard the ship fitted out in New York City by the American Manufacturers' Export Association for a tour of South American ports.

"Association de Buenos Caminos" is the official name of the good roads organization in Cuba. This association which was formed recently, is composed largely of motor car owners. The object of the organization is to increase the good roads mileage and to prepare and publish maps showing the routes available for automobile tours on the island.

So great have become the difficulties which the graduates of technical universities in Germany experience in getting suitable employment that the subject has been taken up in the Zeitschrift des Vereines Duetscher Ingenieure. It is assumed that the large number of very aceptable practicians turned out from the technical colleges of the second class has had much to do with the shaping of the situation, also that the great expansion and specialization of technical industries has rendered purely theoretical and general studies less valuable. The adoption of certain practical courses is recommended.

It is expected that the purchase of motor fire apparatus by Milwaukee, Wis., will be authorized within three months, although nothing definite in the way of scheduling the probable requirements has been done. The Milwaukee fire department at present is using no motor fire apparatus of any kind, save the ordinary pleasure cars for the chiefs.

In South American countries customs regulations are very strict. Each car must be properly marked, its weight carefully noted, and so on. Inspectors at the piers of these ports watch all shipments closely, and if they do not meet with their approval, the shipper is subject to heavy fines. A knowledge of all the requirements of all the requirements of such shipping is, therefore, absolutely necessary.

Manila is well supplied with automobiles, and in the Philippine islands as a whole American machines are dominant. Many cars are owned in the other large places in addition to Manila. This condition, however, is not due to good roads, many of which are exceedingly poor. At present there are between 5000 and 6000 automobiles, principally American, in use in the Philippines.

The New England Aviation Company has leased Rockingham park, at Salem, N. H., and has had plans drawn up to extend the track there so that it will be 2 1-2 miles in length. The foundation for the work is all ready, as the park was built at a cost of more than $1,000,000 by a syndicate of wealthy New York horsemen, headed by James R. Keene, but horse racing was a failure because no pools were allowed to be sold.

AMERICAN CAR WINS ECONOMY TEST IN EAST; MAKES RECORD

The American Motor Car has won a great test in the "Quaker City Economy Test," news of which has been received by George Beckley, sole distributer of the Americans here.

Notwithstanding a continuous downpour that started shortly before 1 o'clock and continued until Atlantic City was reached, almost all of the forty entries in the fifth annual social run and gasoline economy test of the Quaker City Motor Club started and reached the finish in good shape on April 27, a thorough drenching of all the contestants being the only untoward incident.

Made Good Record.

No. 13, an American car, driven by W. L. W. Jones of Coatesville, Pa., won first prize in the gasoline economy test. A rigid examination disclosed the remarkable fact that but 2.292 gallons of gasoline had been consumed for the more than sixty miles of the trip, a rate of 22.07 miles per gallon, which gave the American 9.51 points for general efficiency out of a possible ten. The American's nearest competitor, a Lenox car, William Fowler driver, finished with an efficiency rating of 6.62 and captured second prize. H. Ogle Krause, in a Columbia, was third. There were six other contestants in this division.

PHONETIC METHOD OF READING TAUGHT TO MOHAMMEDANS

Editor of Oldest Tartar Paper in Russia Introduces Modern System

ALEXANDRIA, Egypt, June 10.—A recent issue of the Egyptian Gazette contains an interesting account of the efforts which have been made by M. Gasprinsky, the editor of the oldest Tartar newspaper in Russia, to introduce among Mohammedans the phonetic system of teaching children to read and write. By the new method children, instead of being taught to read by spelling out the names of the letters of the Arabic alphabet, the system used by Mohammedans generally, are taught at once to associate letters with sounds and to form them into syllables. In this way the average child can learn to read intelligently in 40 days, whereas under the old system six months or a year were required, and even then the result left much to be desired. In the Crimea, in fact, the mullahs who have adopted the new system have found themselves compelled to fill in the time gained by giving instruction in other subjects.

The system introduced by M. Gasprinsky has already been adopted at the normal school for teachers which was established at Constantinople after the deposition of Abdul Hamid, and the teachers who are now being trained there will gradually introduce it into the elementary schools all over the country.

So valuable does M. Gasprinsky feel his system to be that during the past winter he paid a visit to Bombay and established a school in that city. Here, in addition to 50 or 60 children, three teachers are engaged in learning the system. M. Gasprinsky was fortunate in finding in Bombay a Mohammedan who knew Turkish, and he took advantage of this gentleman's knowledge by getting him to translate his lesson book from Turkish into Urdu and then to publish it.

Immediately after the opening of the school M. Gasprinsky left India, convinced that the benefits of his system would so rapidly become apparent that it would be eagerly adopted by Indian Mohammedans generally. He seems to have been impressed by what he saw of British administration in India. "The only thing absolutely forbidden," he is reported to have said, "is rebellion. In every other respect the people seem to me to be entirely free."

RAILROAD MEN MAY STRIKE OVER "ELECTRIC" ISSUE

PHILADELPHIA, Pa., June 29. — A sub-committee representing the Brotherhood of Railroad Trainmen, the Order of Railway Conductors and the Brotherhood of Firemen and Enginemen, again conferred with S. C. Long, general manager of the Pennsylvania Railroad Company, here today over the situation arising out of the refusal of the representatives of the employes to arbitrate the question regarding the employment of steam railroad men on electric lines between New York City and Newark, N. J.

The "electric" issue has caused much friction and the committee, under authority of a vote cast by the men, may declare a strike unless the matter is amicably settled.

It is said that about 25,000 men are involved on the lines of the company east of Pittsburg and Erie.

MODERN JOAN OF ARC LEADS WOMEN IN BIG PARADE

Suffragettes Who Have Been Pestering Delegates Turn Out at Baltimore

BALTIMORE, June 28.—Joan of Arc rode through the streets of Baltimore tonight. Not the real Joan of old, but the real Joan of the present—Miss Ida Neepier. The city enjoyed the suffragist demonstration, of which Miss Neepier was the central figure.

For days the women have been taking delegates to the convention by the lapel of their coats and whispering into their ears the wonderful things which will follow if a suffrage plank is inserted in the Democratic platform.

Regardless of the results of the women's campaign, delegates have found them exceedingly charming to converse with, and, despite pressing convention duties, turned out in large numbers to watch the marchers pass. And the women were in earnest about the parade. In speeches from automobiles and carriages, by the distribution of literature and carrying motto-bearing banners they proclaimed to all who passed the suffragist requirement of the hour.

Women want to vote. To bring their cause more forcefully to the attention of the convention city, they organized a parade, and, led by the reincarnated Joan, marched through the business section of the city.

The parade started in Mount Vernon place and there, at the base of the monument of the father of their country, some mothers of the country and some daughters made speeches to mere men who gathered and looked at them in awe. But the women were not satisfied with merely being gazed at. They wanted to be listened to and taken seriously.

If men on the sidewalks had any objections to the cause of suffrage, they were invited to imediate debate, and if they had no objections to it they were invited or commandeered to pledge themselves to talk woman suffrage to all their men friends.

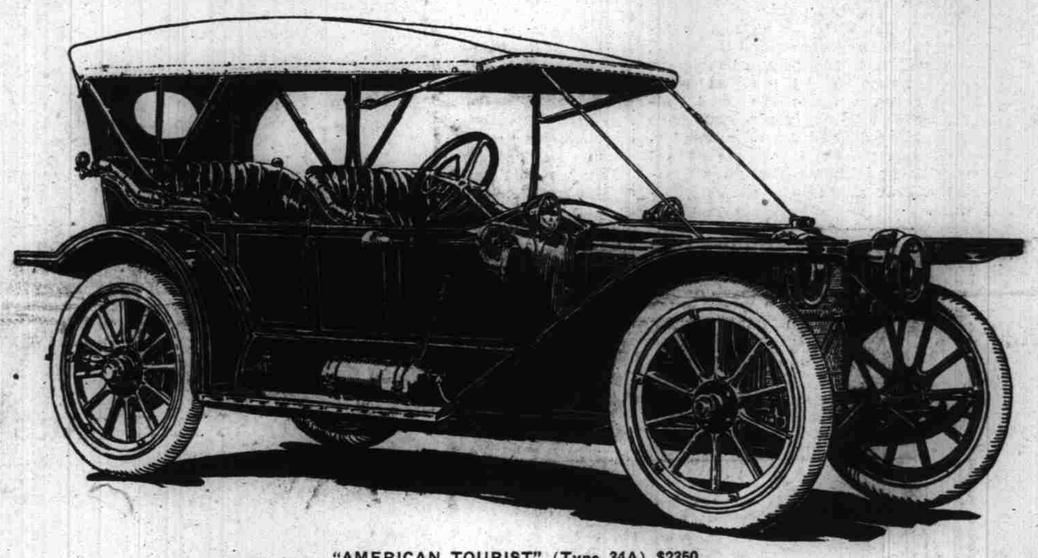
There were no debates, and many pledges. In fact, one man kept insisting upon pledging himself to a very handsome woman in a gayly decorated automobile. He reiterated his pledge so often that finally he was given a ride in a less pretentious motor vehicle, and in the morning a Judge will doubtless make him take another kind of pledge.

Miss Neepier, garbed in a white riding suit, with a great cape of white, embroidered with gold, rode a large white horse which, by his prancing and cavorting made her a picturesque figure. She held at arm's length a white banner with the inscription "Votes for women."

Behind her the parade stretched out interspersed with bands of music and displays of colored lights.

1913 "American Tourist" 1913

SELF-STARTING and ELECTRICALLY LIGHTED



"AMERICAN TOURIST" (Type 34A) $2350

Four passengers. Wheel base, 118 inches; tires, 37x4 front and rear on Q. D. demountable rims

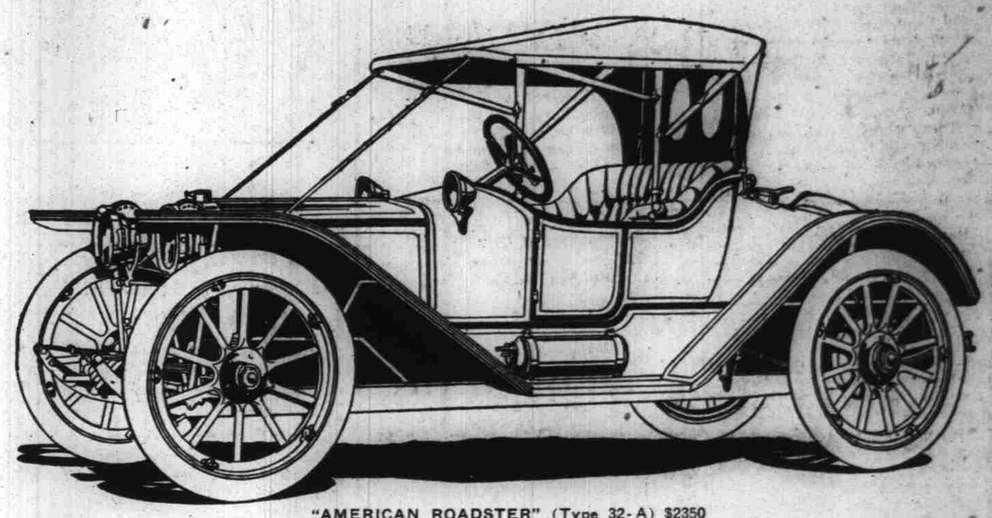
FULL EQUIPMENT INCLUDES: Electric light generator and battery complete supplying all five lamps ($150 outfit); handsome plate glass windshield; $50 Warner 60-mile speedometer; Disco self-starter; fine mohair top, top boot and storm curtains; full nickel trimmings; high tension magneto and storage battery with single unit coil; one extra rim; shock absorbers; foot rest; robe rail; horn; jack; tire pump; complete tool kit and tire repair outfit.

THE "AMERICAN TOURIST" (Type 34-A) is built and designed especially for the discriminating buyer who desires a strictly high-grade car of class and distinction, but who is limited—either by requirements or purse—to a medium-priced car. Built along the general lines of the "American Traveler," it embodies the same cardinal points of superiority—including the underslung frame, low center of gravity, large wheels, straight line drive and low, rakish appearance—that has made the "American Underslung" the acknowledged aristocrat of motor cars.

What greater comfort could be asked than a self-starting, electrically lighted car, equipped with a complete electric generator, handsome plate-glass windshield, $50 Warner 60-mile speedometer and an efficient and reliable self-starter? The completeness of this equipment reflects the care and infinite attention to detail so apparent throughout the construction of the car.

The "American Roadster" is in every feature of construction and Equipment identical with the "American Tourist," except for the few necessary changes to make this an ideal two-passenger car. A large baggage compartment—at the rear of the seat, absolutely dust and water-proof, accommodating two suit-cases—provides a car that is ideal for cross-country touring as well as for use in town or city.

COLORS: The "American Tourist" (type 34-A) is offered in the following color options: "American" wine body, gold striping, black fenders and gray running gear; blue-black body, gold striping, black fenders and gray running gear; French gray body, gold striping, black fenders and gray running gear. Standard color on "American" Roadster (type 32-A), neutral onyx body and champagne running gear.



"AMERICAN ROADSTER" (Type 32-A) $2350

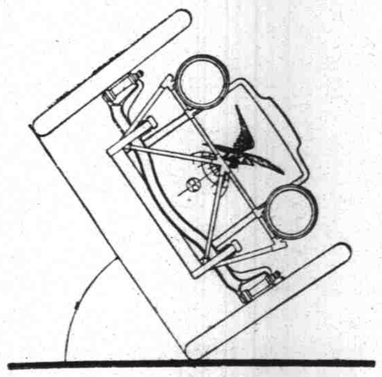
Two-passenger. Same chassis as "American Tourist (type 34-A), except that the steering column has been lengthened and set with a slightly greater rake. Regular equipment includes the same as listed under model shown above, with the exception of the foot rest and robe rail.

Geo. C. Beckley

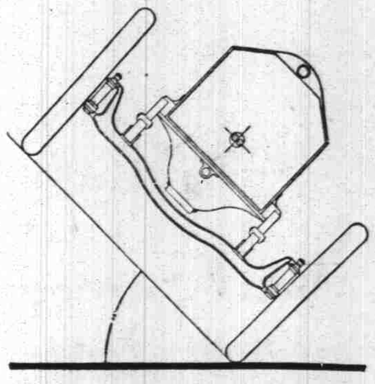
Sole Distributor Hawaiian Islands

Cor. Alakea & Hotel Sts.

Phone 3009



THE "AMERICAN" CAR CAN TILT 55°



OTHER CARS TURN OVER AT 43°

American Motor Co.,

Builders for the Man Who Cares

Indianapolis, Ind.