

# GARAGE AND AUTOMOBILE NEWS

## BUSY WEEK WITH VON HAMM-YOUNG

The von Hamm-Young Company have just received a carload of the well-known Stevens-Duryea automobiles. This car is one of the most popular of the American cars, having perfect records of 50,000 and more miles to their credit, with very small bills for repairs.

This carload includes one Model X 5-passenger, one Model X 7-passenger car, and one Model A-A 6 cylinder, 7-passenger touring car.

The Model A-A Stevens is the latest creation of the Stevens-Duryea factory. It embodies all the splendid points of former models, with the addition of a great many improvements which make this car superior to most and equal to the best American cars built to-day.

A great deal of interest is shown in the arrival of this carload, especially as the Model A-A is the first car of this type received by the von Hamm-Young Company.

The Cadillac, handled by the von Hamm-Young Company, is not only one of the most popular cars in Honolulu, but it is one of the best known and most talked of cars on the mainland.

The von Hamm-Young Company has sold another Cadillac this week to Mr. William McGarrow of Puuene, Maui. This is the second Cadillac which Mr. McGarrow has bought in four weeks. It shows what great confidence he has in this car.

Among the other purchasers of a Cadillac during the week is Mr. A. W. Eames, who has learned to handle the car in a day and drove it the next day to his home at Wahiawa. Several other sales of Cadillacs have been made, but the purchasers of same wish their names withheld for the present.

The Packard also handled by the von Hamm-Young Company, is keeping to the foreground as much as ever. The first 1911 cars of this popular make are due to arrive here inside of ten days.

The arrival of this car is looked forward to with a good deal of interest by automobile enthusiasts. It will be the first Packard with the famous fore-door body, which is the standard body for the 1911 season. It is understood, though, that the Packard factory will furnish the regular two-door body if desired by purchasers.

During the week the von Hamm-Young Company sold one of the well-known Stoddard-Dayton runabouts to Mr. M. Hottel, who claims that his car will beat any other car of equal power in hill climbing.

Further sales were a Buick, which was delivered by the von Hamm-Young Company to Mr. Edwards of Naalehu. Another Buick has been sold to Mr. John Hogg of the Kaula Garage Company, and a third goes to the Volcano Stables.

The von Hamm-Young Company has received the following interesting information from the Pope Manufacturing Co. of Hartford, Connecticut.

The annual hill-climbing contest of the Westchester Automobile Club at Ossing, N. Y. was held last Saturday. Sunset hill is the scene of this yearly event. The course is seven-tenths of a mile long with a grade averaging eleven per cent. Thirty-one cars of the leading makes participated in this climb. In event No. 4 for gasoline car or chassis up to 300 cu. in. displacement. Mr. H. E. Holt of New

## A GREAT JOURNEY IN CADILLAC CAR

From Los Angeles there comes to the Cadillac Motor Car Company the detailed story of a 15,000 miles trip of a Cadillac Thirty, which for severity and rough usage has seldom been excelled even on a Glidden tour. One of the incidents of the trip was the breaking of a bridge, which let the car fall into a swollen mountain stream.

The car is driven by A. P. Harris, who uses it in his business as a means of transportation over the western half of the United States. When it arrived at Los Angeles, it had been on the road six months, starting from Chicago, and calls had been made at Omaha, Denver, Salt Lake, Ogden, Reno, Portland, Seattle, Spokane and San Francisco. Harris has averaged 2,000 miles a month, and looks upon a thousand mile run as a mere pleasure jaunt.

On the trip from Omaha to Denver occurred the most exciting incident of the tour. Rain was falling so continuously that streams were flooded and roads almost obliterated. After driving ten miles through hub-deep mud, Harris came to a rushing stream. The bridge, it was easy to see, was unstable and trembling in every timber. He decided to risk it, and started across the bridge on low gear. Within 20 feet of the far side, the bridge gave way.

Harris leaped from the car and gained the bank in safety. The Cadillac went to the bottom, and stayed there all night. In the morning Harris secured six horses, dragged it to land, cleaned the motor and gears of mud, and the next morning was on his way. This was the only occasion on the entire 15,000 miles that it was necessary to resort to horses.

York city and Mr. B. C. Finke also of New York entered their Pope-Hartford runabouts. Mr. Finke made the ascent in 1m. 01.19s taking first place and Mr. Holt captured second. His time was only a few seconds slower than that of the first car. Both of these cars were entered and driven purely for the sport of the game, but at the same time competed against cars entered and driven by factory representatives. Both Mr. Holt and Mr. Finke are automobile enthusiasts through and through and have so much confidence in their machines that they are willing to entrust their safety to their mad ascents up steep and tortuous inclines.

During the week the von Hamm-Young Company shipped one of the popular Overland runabouts to Mr. McDonald of Lahainaluna. Mr. McDonald is very enthusiastic over his little car, which he claims can take any hill on Maui on the high gear.

The garage and repair department of the von Hamm-Young Company has had a very busy week, there being as many as fifteen cars for repair in there at one time. Acting Superintendent Mr. Shaner is kept up to his eyes with work, and the new electrical expert Mr. McCorkle, who is at the head of the electric battery charging department and the magneto work, has already made a great many friends, who swear by his work.

Next week the new sales-room of the von Hamm-Young Company will be opened. This sales-room is one of the finest of its kind and will no doubt be appreciated by the friends and patrons of this well known firm.

## BUSINESS OF THE SCHUMAN GARAGE

On the island of Hawaii in the past two weeks the E. M. F. automobile, handled by the Schuman Carriage Company, of this city stood tests which proved beyond doubt its ability to negotiate the hardest kind of situations successfully and easily. Two or three E. M. F. cars were severely tested, but the experience of only one of them need be given to show what each of the others endured.

The car in question left Hilo about June 22 and had almost a continuous day and night run over mountainous roads, frequently in mud and sometimes over rocky prairies, until June 29 when its hardest test of all began. At 2 o'clock in the morning on the date mentioned it picked up L. A. Thurston and son, Mr. Taylor of the Advertiser and a fourth party at Kawaihae proceeded up the mountainous country to Waimea and thence to Kukulhele in the rain and mud, making the fearfully hard trip without accident of any sort and arriving on time for the proper destination. Several times the car skidded from the road on account of the mud and more than once was stalled by boulders, but it got through without a break, or even a severe scratch.

It then had nearly three days and nights of duty in and around the Hamakua ditch and on July 2 started out, with the chauffeur, three passengers and their baggage for Hilo, sixty miles away—sixty miles of mountains, gulches, hill-climbing and other difficulties. On arriving in Hilo the driver found his machine to be in first class shape, and immediately volunteered to take a party of tourists up the mountain road to the volcano of Kilauea and return.

This was an E. M. F. demonstration worth while and thoroughly set at rest the idea that this car is too heavy enough for the unusually rough country to be found in these islands.

During the week the Schuman Carriage Company has sold a Ford car to Acting Manager Congdon, of the Mutual Telephone Company.

A Mitchell tourabout was sold to W. L. Emory, and delivery has already been taken.

Another Mitchell tourabout was sold to Charles Bellina.

Three or four other sales are under way and will be reported next week.

On the road, and due to arrive very shortly are four Mitchell cars, one Locomobile and one Vellee roadster. The latter is a new car in these islands, only two having been sold here before; but it has a splendid reputation on the mainland and promises to be exceedingly popular in the islands. It is claimed to be the best car made for \$2500 and under.

## MANY PENALTIES FOR GLIDDEN CARS

OMAHA (Neb.), June 27.—Two extreme road conditions characterized the Glidden tour today—very good and very bad. While the bad going affected the pilot cars most, all the contestants had trouble with wet gumbo at the start. As a result the following were penalized: Premier No. 2, 18 points, new spring clip; Chalmers No. 5, 20 points, new part steering knuckle; Glide No. 10, 118 points, tightening fan belt and new front spring; Cino No. 1, 2 points, cleaning magneto; Moline No. 101, 3 points, taking gasoline; Lexington No. 103, 10 points, adjusting carburetor and tightening lamp bracket. Tomorrow's run to Des Moines of 159 miles promises to be a joy ride.

The Honolulu Fire Department has this week taken delivery from the Royal Hawaiian Garage of a fine 35 h. p. Model L Cartercar.

The Royal Hawaiian is now manufacturing bronze gear and is replacing the factory gear of Locomobiles and other cars with their product. The object is to reduce the noise and increase efficiency and in both particulars complete success has been realized.

### SUMMER VACATION.

Get the most out of it. Vacation means rest for the man and woman who is run down through too much society or too much business. A change of occupation and a change of scene is needed to bring one back to normal. At Halewa one may have all that is necessary to accomplish results. The cuisine and the hotel and its environments act as a tonic and no one can spend a week there without feeling benefitted. Teachers attending the summer school are afforded special rates during the summer.

## THE ASSOCIATED HAS A GOOD WEEK

The Associated Garage will receive three Hudson cars within a week or two. In this lot are the first two Hudson touring cars ever brought to the islands. These are said by all on the mainland to be the best touring machine to be had at or near the price.

A fine Hudson roadster, in battle-ship gray, has been delivered to Mr. Dixon, son of Mrs. George Suerman, who has just returned from New York. Mr. Dixon is highly pleased with his purchase, and expects to have a great deal of pleasure and use out of the car over Oahu's good roads.

R. W. Shingle is back from the Hamakua ditch where he took his Hudson car for some of the hardest kind of work over muddy and mountainous conditions. He expresses himself as more than pleased with the action of his roadster. During the many days of enormously hard driving there was only one slight break, and this was due to a common cause and was no fault of the make of the vehicle. Mr. Shingle regards the Hudson as just the thing for a business man, a conclusion in exact keeping with opinions on the mainland, where this car is coming into enormous favor.

The Glidden tour of 1910 is conceded to have been the hardest and most grueling test of official recognition that any American car has ever been put to.

The Glidden tour is the severest test to which it is possible to put a machine, being over 2600 miles of the hardest travelling that can be selected. Besides the fearfully hard road conditions, each car must stand a speed test of a certain number of miles every day, and during the tests each car is checked morning, noon and night.

At the start each car is examined minutely, and for every small adjustment, insecure bolt, defective arrangement of gasoline or water or other breaches of specifications, black marks are given, denoting penalties.

The drivers of the fifteen cars in the Glidden tour had not gone far before they realized the almost hopelessness of making a perfect score.

## SIMPLE GRADUATION DRESSES

A GOOD MOVEMENT STARTED IN A NEW YORK CITY

(San Francisco Chronicle.)

The New York City High School, which had its girls graduate in dollar dresses, set an example which will be well worth while if it checks the tendency to make graduating expenses large.

The graduation dress of a few years ago has become a costume with accessories of flowers and special gifts of remembrance.

This counts for nothing with the well-to-do, but imposes burdens on people of moderate means which they cannot afford and yet are unable to escape except at the cost of making a daughter unhappy at a time when she ought to be the most cheerful.

On a graduation occasion simplicity of dress, of manners and of speech might well be imposed by the teachers; leaving for the usual class ball, which all the young women need not attend unless they want to, opportunities to display fine fabrics and jewelry.

All who graduate must be present when the diplomas are given, so if the standard of dress is high, a poor girl cannot avoid it. She must either wear what her parents cannot afford or appear in a dress which reveals the difference in her circumstances.

This is neither fair nor considerate. It is lacking in delicacy and refinement, qualities which, if the wealthier girls do not possess, ought to be imposed upon them by rule, at least in the matter of graduation frocks.

It would be no real hardship to them. No young schoolgirl ever looked the worse for simple dressing; indeed the majority of them look the better for it.

The old saying: "Beauty unadorned is adorned the most," applies. The bright eye, the glowing cheek, the girlish figure are more noticeable in simple muslin on a graduation platform than in anything else.

Many a young bride never looks so well in her elaborate wedding raiment as she does in her home circle or in morning costume on the street.

Fine dresses are not needed to set off youthful beauty; simple dresses enhance it. The function of an elaborate toilet is mainly to take the eye from the ravages of which beauty suffers.

The easiest way to spoil the looks of a young woman is, oftentimes, to give her a \$500 frock.

Nero's empress, even in her youngest days, clad in purple and blazing gems, could not attract the public eye from the slave girls that walked in her train. Their simple beauty eclipsed her artificial charms.

Simplicity is the handmaiden of refinement, and refinement is something which even a city high school, with all its unpromising material, ought to cultivate.

One after another either piled up penalties of withdrawal entirely from the competition.

At the last day the Chalmers-Detroit and one other car were the only ones in at the finish.

Fine Job Printing, Star Office

Drink  
MAY'S OLD KONA COFFEE.  
Best in the Market.  
HENRY MAY & CO.  
Phone 22.

### THE STRONG MAN.



"Now, ladies and gentlemen, I will lift above my head with one hand these weights; one thousand pounds they weigh, and I will offer one thousand dollars to any gentleman in the audience who can do—"



"—!! Hey! Drop that, you!"

**STEVENS DURYEA**

A Carload of the well known and reliable Stevens-Duryea, has just arrived including Two Model X Touring Cars. [as per cut below.]

**Price, \$2850**  
f.o.b. factory

**Price, \$3300**  
f.o.b. factory

**The Model AA is the Latest Creation**

of the Stevens factory; it embodies all the splendid points of former models, with the addition of a great number of improvements which places this car at the head of the foremost American makes.

Come and see the new cars; demonstrations given by appointment.

**The von Hamm-Young Co., Ltd.**  
Sole Agents  
Manufactured by the Stevens-Duryea Co., Chicopee Falls

Fine Job Printing, Star Office.