

# GARAGE AND AUTOMOBILE NEWS

## ANNOUNCEMENT OF THE BAKER ELECTRICS

The von Hamm-Young Company have just received the 1911 announcements of the Baker Motor Vehicle Company. The Baker people were the first to manufacture the now famous bevel shaft drive. In their 1911 announcement they state that the 1910 cars have been found so satisfactory that very few changes or betterments would be embodied in the 1911 models. The main change will be in regard to the brakes. For 1911 they will do away with the armature shaft brake and supply instead two expanding rings in drums, these to be operated in connection with a drum on each of the rear wheels, each expanding ring being operated independently, of the other by means of foot lever, these levers being located in the bottom of the car in the same position as the present levers.

The electric car is getting to be a great favorite in Honolulu. It is the ideal car for ladies to use when shopping and calling. A number of prominent society people have lately purchased Electrics from The von Hamm-Young Company, the latest order being booked this week for one of the beautiful Baker Queen Victoria Electrics for Mr. Alfred L. Castle.

The von Hamm-Young Company have lately installed a fine electric charging plant, and are now able to take care of the charging of electric cars at a very nominal rate, ever increasing business for the splendid Packard cars. Orders received to date for 1911 cars by the factory already exceed those of 1910 by 67 per cent, though 1910 was their banner year.

The Packard has captivated the Honolulu automobile world as much as it has in large cities of the mainland. Hardly a week goes by without an order or two for Packards being placed, by the local agents. Among the latest converts to the Packard is Mr. A. Lewis, Jr., who is now the proud possessor of a fine five passenger Packard phaeton. Mr. A. W. Carter, who left for a lengthy visit to the mainland last week, disposed of his Packard car through the von Hamm-Young Company and has ordered a new 1911 Packard phaeton, which will be delivered to him on his return to Honolulu.

The Cadillac keep to the fore as much as usual. A number of automobile experts who recently returned from the mainland saw the 1911 Cadillac demonstrating cars in San Francisco and report same to be wonders. According to their statements the 1911 Cadillac has all the essentials of a \$3000 car, and considering the enviable record of the Cadillac's economical upkeep it should prove one of the biggest attractions during the coming season. During the week the von Hamm-Young Company delivered a Cadillac touring car to Judge A. Perry, and booked another

order to arrive for a prominent business man.

The well-known, high-class Stevens-Duryea does not lack admirers. The latest purchasers of a car of this make is Mr. Gilbert J. Waller, who purchased of the von Hamm-Young Company a beautiful Stevens-Duryea runabout.

The Overland Company, who are put-occasioned by the late announcement of the Overland Company, who are putting on the market a runabout and touring car with three speed selective type transmission for \$1065, including the magneto. A carload of these new type Overlands has just left the factory and is expected in the von Hamm-Young Company's salesrooms the latter part of September.

Another low-priced car which is always in the public eye is the Buick. For 1911 the Buick Company will turn out a runabout with three speed transmission; cylinders 4 x 4, developing between 25 and 30 horsepower; the car to cost \$1000 at the factory. Already a number of orders for these cars have been placed. However, the demand for this type of car in the East is so great that the local agents will not receive their first carload of same as early as anticipated.

During the week a Buick runabout with planetary type transmission was shipped by the von Hamm-Young Company to C. H. Jennings of Kōka, Kaula.

One of the most talked-of cars in San Francisco today is the Pope-Hartford. The splendid showing made at the Portola Festival at which the Pope-Hartford won all the events in which it entered, and beat the time of the Vanderbilt cup racer is still holding the public attention. The 1911 car, which will be out sometime in October, is going to be one of the sensations of the automobile season. In addition to the larger motor the 1911 Pope-Hartford will have a four speed transmission and a great many improvements and refinements. It will no doubt continue to hold the enviable place it has occupied in Hawaii in the past, several orders having already been booked by the local agents, the von Hamm-Young Company.

### MITCHELL CARS STILL LEAD SALES

Two of the fine, new Mitchell cars arrived in the Lurline for the Schu-

man Carriage Company and were at once placed on display.

During the week a 35 horse-power Mitchell was sold to Arthur C. Aubrey, proprietor of the store at Haaha, this island, who will use it in his work over there and for trips into the city.

A fine Locomobile was sold to Antonio Abreu, of Wailuku, who will put it into the rent service.

Another sale during the week was an E. M. F. to T. Hasegawa, the enterprising Japanese merchant at Hanalei, Maui. This deal was closed yesterday afternoon.

The Schuman Carriage Company is also experiencing a season of lively business in the shop, many people taking advantage of the fine weather to have their machines fixed up for the autumn and winter.

A number of cars of various kinds will be looked for by the Schuman garage in the next two weeks. There are more Mitchells a few E. M. F. cars and Locomobiles on the way, while orders are being taken for the Flanders 20.

## DECISION WAS A VERY POPULAR ONE

The award of the Glidden Trophy, the chief prize in the 1910 reliability tour of the A. A. A., and the classic of all endurance contest prizes, to Bill Bolger's Chalmers "30" Number 5 is probably the most popular decision ever made by the contest board of the American Automobile Association.

The contest board announced the Chalmers "30" as the Glidden Trophy winner late in the afternoon of Friday, July 22nd. The news was hurried out of New York to newspapers in all parts of the country. By Saturday morning more than 200 telegrams of congratulation had been received by the various officers of the Chalmers Motor Company and in the two days following the announcement of the Chalmers victory hundreds of letters of congratulation reached the factory at Detroit.

When for five days after every other car in the tour had lost its perfect score, Chalmers Number 5 still remained unpenalized, newspapermen and automobile experts generally picked the Chalmers car as the Glidden Trophy winner.

"If the Chalmers '30' wins the Glidden Trophy," said C. H. Van Dervoort, president of the Moline Company, whose Pony Tonneau won first place in the Chicago Trophy division. "It will be the most popular victory in the history of the Glidden Tour." And subsequent events seemed to indicate that Mr. Van Dervoort knew whereof he spoke.

Fine Job Printing, Star Office.

## CHALMERS AGAIN TAKES THE LEAD

Entered in four events, of which he won first place in three and was third in the other, is the record of Allan McDonald, an amateur automobile enthusiast of Danville, Ill., in the Newport hill climb recently. Mr. McDonald entered his Chalmers "40" in all events to which it was eligible and in the free-for-all. In the contest for the "Honorable Joseph G. Cannon trophy," open to cars owned and driven by residents of Vermillion County, Ill., McDonald was an easy first. By this victory he becomes the permanent owner of the Cannon cup, having also won the same event last year. In this event there were five starters. McDonald's time was 26 seconds.

In another event open to stock chassis of cars at \$2000 to \$3000, McDonald again won in 26 seconds in a field of three. The trophy was a silver loving cup. In the event for the Danville Automobile Club open to cars owned and driven by residents of Danville, McDonald was again a winner. By this time his time in negotiating the hill seemed to have become a habit, his third victory again being won in 26 seconds.

The fourth event entered by Mr. McDonald was the free-for-all. Though he reduced his time to 25-45 seconds, he finished third, the event being won by a 60 H. P. Stearns with a 60 H. P. Palmer-Singer second.

The wonderfully consistent showing in the matter of time is the best indication of the efficiency of both the Chalmers "40" and its youthful driver.

### ROYAL HAWAIIAN.

The Royal Hawaiian Garage has no new sale cars on hand during the week, and has specialized on rent business, in which Manager Wells and his experienced co-workers are scoring a big success. The drivers at the Royal Hawaiian have the best of machines, know the roads and under-

## HUDSON CARS KEEP UP GOOD RECORD

The Associated Garage has not been very much in evidence in regard to sales this week, having few cars on hand; but next week there will be new cars in and the story will be different. The one sale since last report was of a Hudson roadster tank car—one of the brand new style of machine—to the physician at Kahuku plantation. He will use it in his professional tours at the other end of the island.

It is often interesting to note the changes that come about in human plans. When the Hudson roadster was first produced it was supposed to be strictly a pleasure car; but statistics show that in the past year 30 per cent of the sales of Hudson roadsters were to professional and business men in all lines. About 200 corporations in the United States are employing the Hudson roadsters in daily and nightly use; and the demand for this same type of car was so strong that instead of discontinuing that model for 1911 the manufacturers have been induced to keep it up.

Shop work at the Associated has kept up without intermission during the month of August and the indications are that September will be a record month in that line. The demand for auto parts has also been quite lively.

## DARING DEEDS OF MOSBY

(Continued from page nine.)

of the road. It was too late to retreat and I did not care to be captured. So drawing a pistol with one hand and waving my hat with the other I struck spurs into my horse and bore down on the enemy, yelling like a wild Indian. The squadron evidently thought I had Lee's army at my back, for they stand how to treat and please the public. Shop work is very active, a big force of men being constantly rushed with work.

## FAMOUS DRIVER GOES TO FLORIDA

Walter F. Winchester has severed his connection with the Pierce-Arrow Motor Car Company of Buffalo and hereafter will be head of the Winchester Motor Car Company, dealers in Pierce-Arrow cars at Jacksonville, Florida. Winchester will be remembered best as the pilot of the Pierce-Arrow car that won the Glidden trophy in 1909. Previous to that time he had driven in two Glidden tours as pacemaker in the chairman's car. In the early days of motor cars in this country he earned a reputation as a driver of racing cars.

In entering business for himself, Winchester is following in the lead of a number of Pierce-Arrow dealers who were formerly employed by the company and later established themselves as dealers in the cars made by the company they were associated with.

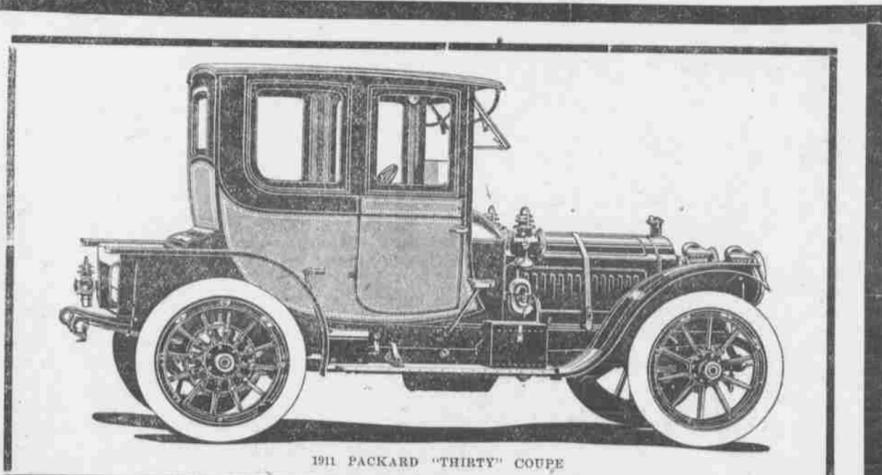
took to their heels without firing a shot."

### A TERROR TO THE ENEMY.

Next morning the column arrived safely in their own camp, having ridden around McClellan's army without the loss of a man. The effect on both armies and on the people at home was electrical. The one side took, the other lost heart. That McClellan's great army could be ridden around with impunity by a squadron of impudent cavalry was a shock to the North and a joy to the South. Its effect on the morale of the two armies was equal to that of a pitched battle won or lost.

It was this effect that was the keynote of all Mosby's subsequent exploits. To shake the confidence of his enemy, to make him start at the falling of a nut or the barking of a squirrel, to keep him in such a state of alarm that his fears magnified his danger and unfitted him with his own nerveless terrors; these were Mosby's aims. How well he accomplished them many a northern soldier laughingly narrates today.

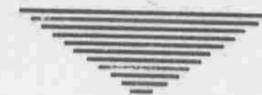
It was not until the winter of '62-3 that Mosby was given an independent command. This at first consisted of a



1911 PACKARD "THIRTY" COUPE

Ask the man who owns one

Mr. Samuel Crozer, of Philadelphia has owned one 1904, one 1905, one 1906, one 1907 and two 1909 Packards. His father has owned one 1906, one 1907 and one 1909 Packard



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1911

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The Von Hamm-Young Co., Agents,  
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