

# GARAGE AND AUTOMOBILE NEWS

## Eight E. M. E. Cars Arrive On Wilhelmina

Eight E. M. F. Studebaker "30" cars arrived in the Wilhelmina for the Schuman Carriage Company. This is one of the largest shipments of a single car received here in a long while, and speaks volumes for the popularity of this superb machine.

Of the big shipment, five cars were forwarded to the Volcano Stables for delivery to as many of their customers on the big island—where the E. M. F. has become exceedingly popular. The Volcano Stables represent the Schuman Carriage Company on Hawaii. The three remaining cars received in this shipment are for parties in Honolulu.

The E. M. F. Studebaker ordered some days ago by Charles R. Franzer has been delivered.

Another E. M. F. "30" has been sold to the Hana Automobile Company, at Hana, the "jumping off place" of Maui, and will be used by Deputy Sheriff Levi Joseph.

Still another E. M. F. "30" goes to former Deputy Sheriff J. K. Lota, of Hanalei, Kauai. Lota is now in the automobile business, having a

garage over there of his own. The new machine will be used in the service.

One of the pretty, little Flanders "20" cars has been sold to L. Jamieson, machinist at Oahu plantation.

By the Lurline next week two more E. M. F. cars will arrive, and a six-cylinder Locomobile will be expected by the same steamer.

People of the islands are just beginning to realize what the cut in the price of the E. M. F. car means. At first it was anticipated by some of the Doubting Thomases that the factory could not produce the car at the price proposed; and it was ventured that the new car would not come up to the old in the finer points, but the other thing has happened, and, if anything, the E. M. F. today is a superior car to anything the company has yet sent to this market.

The Flanders is also a very satisfactory machine, and comes at a price even lower than the E. M. F. Quite a few are already on the street and it is rapidly growing in popularity.

This car is to arrive here on the Lurline on January 10th, and is anxiously awaited by our friend the Doctor.

The Stevens-Duryea is proving its popularity again this week. In addition to the two Stevens reported sold last Saturday, a Stevens-Duryea touring car model "X" was sold this week to Mr. John A. McCandless, who claims that for all around family purposes the Stevens-Duryea cannot be beat.

Another car bought by Mr. John A. McCandless from The von Hamm-Young Company is a fine four-passenger Stoddard-Dayton roadster which will be added to the already fine equipment of the Hawaiian Electric Company.

The Cadillac is as much in demand as ever. The von Hamm-Young Company here just received an order by wireless from the Volcano Stables & Transportation Company for another Cadillac. Unfortunately it had to be back-ordered as the next carload will not arrive until the latter part of January. Several cars have been sold from this shipment, and owing to the large number of orders received, the factory is unable to turn out sufficient cars to meet the immediate demand.

The shipment of Lozier cars which arrived last week created a great deal of interest in town. There cars are talked of and written about all over the Mainland.

MOTOR AGE in its annual review of 1910 road racing has gathered together much interesting data relating to the big road events of the past year. MOTOR AGE gives to Mulford in the Lozier the driving honors of the year, and to the Lozier not only the official title of Stock Car Champion, but recognizes the Lozier as the free-for-all road champion of the past season.

C. G. Sinsabaugh, who has compiled the records and data for MOTOR AGE's annual says: "Unquestionably the road racing campaign of 1910 not only developed a champion driver in Ralph Mulford but it brought out forcibly the speed and stamina of the Lozier, which as a stock car pure and simple, made the best record of the season, although pitted against many cars that were built for racing only and which included not only the cream of the American fleet, but the pick of the foreigners as well. To Mulford in the Lozier belong the driving honors of the year as is evidenced by a study of the statistics which have been compiled."

ing sent off yesterday for it. The Marmon is becoming a great favorite here as on the mainland, and it will undoubtedly have a big sale in the islands next year.

Manager Wells has received information that seventy Cartercars were purchased last month in San Francisco for use in the rent service. This fine machine has taken the coast metropolis by storm.

road with many turns, in fact, a road, the average driver would not care to drive at all in the dark and would drive with great caution in the day time. From the top of the hill at Alipowa to Lewiston the road follows a rolling country constantly up and down hills, with an elevation of four to five hundred feet, there being practically no level road in the entire route, except along the Snake River bottom out of Lewiston. To those familiar with this route the time made by Mr. Burns of 57 minutes for 31 miles is remarkable and when you consider that this running was made at night over the route as described, it becomes strictly a Locomobile performance and bears out the reputation of the Locomobile being a hard traveler on bad roads and able to travel at high speeds through any country almost regardless of road conditions.

men of Puebla. The gentleman did not specify whether he wished the car as a means of hurried retreat but he asked that it be delivered immediately as he would probably wish to use it before the revolution was over.

E. J. Gay, of Honolulu, has just bought a 1911 Chalmers "Forty" Touring Car to use in rental service in the Hawaiian city. Mr. Gay has a 1910 Chalmers "Forty" which has been run 19,000 miles in this service.

The Chalmers car is gaining quite a prestige among the members of the court of Japan. Dr. Jokki Takamini, a member of the Japanese Commission who visited the United States was the first to purchase a Chalmers. Dr. Takamini later bought a Chalmers "30" for the Mikado. The latest to acquire possession of one of the Detroit-made cars is Baron Shibuzawa.

## LOCOMOBILE DOES VERY HARD STUNT

From the Northwest word has been received stating that at last the record for the hard treacherous road between Pomeroy, Wash., and Lewiston Idaho has been lowered to below an hour.

It has long been the ambition of local motorists to make the 31 miles between the two towns in an hour but owing to the extreme difficulties, no one ever came near that mark.

Recently however Mr. C. C. Burns of Lewiston Idaho, an enthusiastic Locomobile owner, determined to try out his 40 H. P. Locomobile over this road.

Accompanied by Mr. Ralph Gilchrist of Clarkson, Wash., he left Pomeroy at 12:53 A. M. and arrived in Lewiston at 1:50 A. M. only 57 minutes having been used in traveling 31 miles of the worst roads in Eastern Washington.

Mr. W. D. Wallace of Seattle who knows the roads in that country would not believe that the feat had been accomplished until he saw affidavits from both Mr. Burns and Mr. Gilchrist.

After reading them he said—"It is hard to realize that such time could be made even by daylight, for the road is fearful." Leaving Lewiston, Idaho you cross the Snake River and follow the river banks for 5 miles through heavy sands, in fact, river bottom sand, the road being strewn with large boulders and sharp rocks to the extent that fast driving is dangerous. Owing to the heavy sand on this portion of the route it is almost impassible for many cars. Leaving the Snake River the road follows up what is known as Alpowa Canyon for about 10 miles, this route up the Canyon being all stiff grade from five to twenty per cent on a narrow

## NEW HUDSON AND CHALMERS ARRIVE

Three new Hudsons and three Chalmers cars have arrived at the Associated Garage and are now on sale. These cars are all of the latest model.

Manager Seymour Hall reports the sale of one Chalmers during the week, although the name of the buyer is withheld by request.

George W. Hipple, the Philadelphia representative of Chalmers Motor Company, has been elected Treasurer of the Automobile Trade Association of Philadelphia. This association of motor car and accessory dealers now has a membership of 39 automobile dealers, 21 dealers in accessories and supplies and 90 contributing members. It is one of the most prosperous local trade associations in the industry.

Mohler & De Gress are probably the first automobile dealers in the world to sell and deliver a car in a territory where a war was in progress. Perhaps the revolution in Mexico did not attain the dignity of a war but it was at least pretty serious to the people of Puebla, where the revolutionary uprisings were most severe. When the uprising was at its worst and while fighting was actually in progress in the streets, Mohler & De Gress sold a Chalmers "30" Touring Car to one of the principal business

## CADILLAC GOES FARTHEST NORTH

No vehicle—wagon or automobile—has ever penetrated so far north into the frozen Canadian wilds as did a Cadillac 1911 car a few weeks ago, when the fifty-fifth parallel was reached and a short stop made at the northernmost Hudson's Bay trading post on Canadian soil.

The trip north was made from Edmonton, in Alberta province, by Tom Evans, Cadillac factory representative on the Pacific coast, in the latter's new demonstrating car.

When the start was made the thermometer registered 12 degrees below zero, the ground was rough and frozen hard, and snow had newly fallen. At times the car traveled 15 to 20 miles without passing a sign of human habitation, or animal life. After traveling about 50 miles, the Athabasca river—covered with four feet of ice—was reached, and the car was steered out on the ice. After another hundred miles, Athabasca Landing was reached, where the party was advised not to attempt to proceed farther north. It was also learned that the Cadillac was the first automobile to make the trip from Edmonton to Athabasca, and that few wagons attempted the journey in winter.

After a few hours' rest, the party

## Von Hamm-Young Co. Have A Very Busy Week

The steamer Sierra brought for The von Hamm-Young Company a carload of the famous Packard cars. One of these Packards, a beautiful "18" runabout, was delivered to Mr. E. D. Tenney. Mr. Tenney's car is one of the latest types of runabouts with fore doors. It is probably the most graceful and artistic car in town, and has been admired by everyone.

Another Packard, a model "30" phaeton with fore door body, went to Mrs. C. S. Holloway. This car has that beautiful straight line effect which distinguishes the 1911 Packard. It is as smooth running as a sewing machine and yet develops over 60 horsepower. Mr. Geo. I. Brown is driving the car and is very much envied by his many friends. This is the fourth Packard owned by the Holloway family within the past three years, and is only another instance showing the remarkable hold the Packard car has on its owners.

The third Packard, a beautiful seven-passenger touring car with fore door body, has been secured by a young gentleman who intends to put it in the rent business. The great business which the Packards have

had in the rent business, and its enormous popularity with the traveling as well as the resident public insures success to the rent driver. Owning a Packard in the rent business is as good an investment as a gold mine.

The Packard Motor Car Company reports that their business has exceeded their best previous year by sixty per cent. The wonderful Packard plant in Detroit, even though it has been enlarged to thirty acres of floor space, can hardly keep pace with the tremendous demand which has been made on the Packard Motor Car Company for more and more cars.

The von Hamm-Young Company shipped this week another of the popular Overland runabouts to the Volcano Stables & Transportation Company in Hilo. This car has been sold to Mr. Sam Paa, Sheriff of Hilo, who now armed with an Overland runabout is worth a half dozen sheriffs on foot.

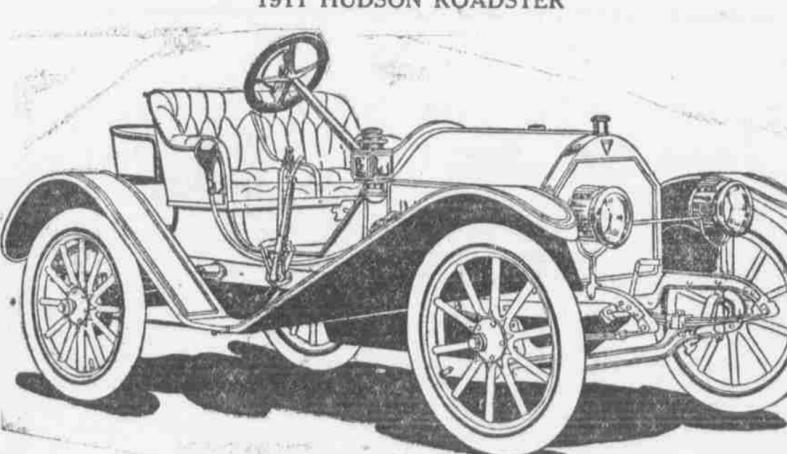
Another Overland roadster of the same type as the one driven by Dr. Hedemann was ordered this week for one of the prominent Doctors in town.

### HAWAIIAN GARAGE.

Extensive mention is made elsewhere of the remarkable feat of a Cartercar in the snow. The Cartercar is one of the standbys of the Royal Hawaiian Garage, one of them now being on the floor. It is of the 1911 Model, double rumble, full top, four seats and 25 horse-power.

Manager Wells reports the sale of another Marmon roadster, a cable

1911 HUDSON ROADSTER



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