

AMONG AUTOMOBILISTS OF THE WORLD

SEVEN CARS SOLD LAST WEEK BY VON HAMM-YOUNG COMPANY

Was Busy Period for This Company of Agents—Schuman's Cars to the Front and Long Tour Will Be Made in Locomobile By Local Man.

Seven sales are reported by the von Hamm-Young Company this week, amongst which are two Cadillacs, two Buicks, one Stoddard-Dayton, one Pope-Hartford and one Packard.

A model 10 White Streak Buick was sold to the American Brokerage Co. to be used in their business, which is growing so extensively that it requires automobiles instead of horses now. This is the third car which the Brokerage Co. has bought to be used in their business. Another White Streak runabout was sold to Chas. A. Slaght, which is to be used as a pleasure car entirely. Slaght is a very clever mechanic and says he prefers a little Buick to any runabout which he has yet seen.

A very handsome fore-door Cadillac touring car was delivered to Mrs. Carrie Robinson this week. Another 5-passenger Cadillac was delivered to a prominent oil man.

Jas. J. Crockett purchased from the von Hamm-Young Company a Stoddard-Dayton runabout to be used for pleasure purposes.

H. Yamaoka purchased a seven-passenger Pope-Hartford touring car from the von Hamm-Young Company, which car is to be used in the rent service on one of the other islands. The wonderful stability and small expense of the Pope-Hartford makes it an ideal car for the rent service. Pops always have plenty of power and seem to last longer than any other car made.

The von Hamm-Young Company have just booked an order from Mr. H. E. Wiebman, a 1912 seven-passenger Packard touring car. Mr. Wiebman has had a Packard before and seems to think that they are the best car made and therefore he is ordering a new one. This only goes to corroborate the adage that "once a Packard owner always a Packard owner."

Schuman Carriage Company.

The work of tearing down the old garage at the Schuman Carriage Com-

PACKARD CO. EXTENDS FIELD

Now Has Paris Branch and Will Establish Others in Different Countries.

H. M. Leland of the Cadillac Motor Car Company takes a unique and philosophical view of the phenomenal performance of the Cadillac at Los Angeles, April 9, when that car made the greatest mileage ever recorded by an American automobile in a twenty-four hour contest.

The Cadillac, by covering 1,448 miles in the time specified, not only beat the best previous American record by the miles, but averaged 60 1/3 miles per hour for 24 hours; finished only 43 miles behind the specially built \$7,000 Fiat; and left its nearest following competitor 229 miles in the rear.

"We would be less than human if we did not experience a great deal of satisfaction in this achievement," says Mr. Leland. "But ours is rather the calm satisfaction of the man who sees the correctness of his deep-seated convictions demonstrated to others, than the undue elation of him who achieves the unexpected."

"The ordinary view is that a car which wins an endurance contest is the best car for every-day use. Our conviction is precisely the opposite. We firmly believe that the manufacturer who builds the best car he possibly can build for every-day use, necessarily builds into it the qualities which make for endurance even if it were built as every Cadillac is built, without the thought of triumphing in a 24-hour contest."

"In short, the victory of the Cadillac at Los Angeles was simply a result incidental to the principles of standardization which have always inspired the Cadillac Company. It made the greatest mileage just as it won the Dewar trophy; not because it was especially built for these special achievements, but because it is more thoroughly standardized than any other car in the world."

In extending its sales activities to the French capital, the Packard Motor Car Company has departed from

NEWSPAPER GIRL IN SCHACHT AUTO

Miss List Will Sell Bulletin From E. J. Sidney's 40 h. p. Touring Car.

During the next week the Schacht touring car will be seen on the streets every afternoon with Miss Oranee List, the Oklahoma newspaper girl, who will sell the Evening Bulletin from it.

In nearly every city Miss List and Miss Adair sold their papers from an automobile and E. J. Sidney, local representative of the Schacht Company, has placed this car at the disposal of Miss List while she handles the sales of the Bulletin.

The car will be decorated with signs proclaiming the name and business of the occupant and Mr. Sidney himself will drive the machine for Miss List.

Each afternoon the newspaper girl, who has traveled all over the United States during the past few months, will sell Bulletins from this car, and that her success will be phenomenal is freely predicted.

Mr. Sidney is well satisfied with his advertising success in Honolulu and within a few days he may leave for the coast to confer with officials of the company in regard to opening a branch office here and bring more cars from the mainland.

President Henry Schacht of the company is now in Los Angeles on a combined business and pleasure trip and will remain there until June.

Mr. Sidney believes that the best way to handle the Schacht here is through a branch agency and he will go to Los Angeles to discuss the matter with President Schacht and the Sigmund Motor Car Company which is the general distributor of the car in California and Hawaii.

He will be away not more than three weeks and expects to bring back a manager for the branch here, and he will resume the advertising campaign in Australia with the two cars which he brought here for that purpose, other cars being brought

40 h. p. 1912 Schacht Speedster—most powerful runabout seen in Honolulu.

from the coast to stock the sales-rooms here.

Washing tires and washing a car are two different propositions. Water alone should be used to wash tires and as little of it as necessary. After every run the envelope should be wiped clean with a damp sponge or well-wrung cloth.

A common mistake made by motorists is to mix kerosene with the water. This may be advisable when washing the body of a car to remove mud and dust from the varnish, but it should never be done when washing tires because kerosene erases rubber. This fact can be readily proved by immersing a small piece of rubber in kerosene and allowing it to soak. The rubber will soon swell and lose its elasticity. The reason of New Market, N. J., a recent purchaser of a Packard truck,



40 h. p. 1912 Schacht Speedster—most powerful runabout seen in Honolulu.

rich in fatty properties which remain after the expiration of the gases. Every time a tire is washed with a kerosene mixture the rubber is deprived of more of its strength.

When washing tires it is best to simply dampen a sponge with clean water, care being taken that the sponge is not soaked and dripping. Then wipe the tires dry with a cloth or handkerchief.

This, and many other phases of the tire question are intimately covered in the "Book of Illumination" set free to motorists upon request by the Michelin Tire Company of Miltoen, New Jersey.

"I can load three tons of hay at a time, haul it to Newark, eighteen miles away and get six dollars more a ton for it," writes F. Lauterbach and lose its elasticity. The reason for this is apparent. Kerosene is

The Advantages of the Six Cylinder Locomobile

The Locomobile Shaft Drive Six, without changing gears, runs as slowly as a walk, or at a rate of over 60 miles an hour, and climbs hills splendidly—yet shows an efficiency of 12 miles to a gallon of fuel. It has done this under ordinary favorable conditions on the roads of Southern California with full passenger load. In hill-climbing and other points of performance it is the best car that we ever made. A recital of the features of this model will make it clear why this is so.

The Six Cylinder Motor develops over 70 Horse-Power on the test stand. The motor base is bronze. There are cylinders specially designed for this model, large valves, quiet valve lifters, high tension dual ignition, and a new carburetor that cuts down fuel consumption and provides great power at the same time. The new oiling system is self-contained—oil is pumped to the bearings in a constant stream.

The Carburetor referred to is new Locomobile design and construction. It provides the snap and power of a multiple jet device with the simplicity, economy, and ease of starting of a single jet. Heat for vaporization is provided by both hot water and hot air. The hot air from the exhaust gives a good mixture immediately at starting. The combination of hot water and hot air gives a more perfect mixture than could be obtained with either system alone and enables low gravity gasoline to be consumed with satisfaction. The quality of the mixture can be varied by the operator.

The Clutch on the Locomobile Six operates without slipping or jerking. It is a multiple disc, the type most suitable for a large car. It is simple, reliable and requires very little attention for lubrication. It may be removed and replaced as a unit without disturbing anything else.



The Locomobile Six



THIS model possesses, in the highest degree, those important advantages that are peculiar to the Six Cylinder type. It runs at a foot pace, and by the mere pressure of a pedal climbs hills or accelerates to express train speed. The motor operates smoothly at all speeds.

☐ In addition, and very important, The Locomobile Six is notably ECONOMICAL in the use of tires, the consumption of fuel and the time needed for upkeep.

☐ As to the fundamental virtues of Safety and Reliability, it is a typical Locomobile—a car of the highest quality of material, workmanship and inspection. It is a thoroughly tested and highly developed model.

☐ The Locomobile Six is made and distributed by an experienced organization whose equal aim is to build the finest cars possible and to render such attentive service to owners that each Locomobile will give that complete and permanent satisfaction for which it was built.

THE LOCOMOBILE COMPANY OF AMERICA
SCHUMAN CARRIAGE CO., LTD., Agents For Hawaii

The Advantages of the Six Cylinder Locomobile

The Transmission is another feature. The case is bronze, insuring permanent alignment of gears, shafts and bearings. Four speeds and reverse selectively operated. It gives no trouble and can be driven several thousand miles without adding any more grease to the case.

The Rear Construction contains no brazing. Alloy steel rear axle tubes. The 3/4 elliptic rear springs are free to act—no driving through the springs. Universal joints are in metal housing—will run 5000 miles or more without repacking with grease.

The Appearance is attractive—low lines. The body is graceful and roomy, of the four-door type, and seats seven. The hood is short, obviating the clumsy appearance and waste room of numerous other sizes. The running boards are clean on both sides. Tires are carried at the rear instead of on the running board, thus improving the appearance of the car and weighting the rear springs equally.

Tires are large in size and not overloaded, thus do not wear out before their time. Careful design and construction of the differential gear eliminates any binding or crowding when the car is turning a corner—a condition that increases the life of the rear tires very considerably.

The Riding Qualities are remarkable. This is due to a long wheel base, long elastic springs, and excellent balance. The car rides easily and steadily—there is no side sway or any tendency to skid when traveling at speed.

The Locomobile Six merits your close attention. If you are interested call or telephone for a demonstration. The price is \$4,500, Touring Car or Torpedo, including Top and Demountable Rims.

The Locomobile Book, which is in library form and contains 258 pages and 80 illustrations, will be sent on request. Our methods are free from insistent salesmanship.

