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NEWS OF THE AUTO WORLD

PATHFINDER TO UNDERGO HARD TEST

Just before the Pathfinder car in the Indiana-Pacific tour took its place in line at the start from Indianapolis, July 1, Bob Spiegle, driver, called on Sgt. of Police H. Hunt, at the police station, where the Indianapolis "Iron Man" turned the key in the locks that sealed the bonnet of "Old Daniel Boone" for the long spin across the continent.

The key was mailed to Gov. Hiram Johnson of California, who will be the first to raise the hood of the Pathfinder upon its arrival at the Pacific, the westernmost point in the course of the Indiana makers' tour.

The attempt is all the more noteworthy because the Pathfinder "40" is the same car that was used by the A. A. and U. S. government in its survey of three new transcontinental routes last summer, in 147 days total elapsed time.

The car will be driven by Bob Spiegle, a famous contest driver, who is well known through the West and Southwest.

In spite of its great mileage to date, Spiegle says the car is capable of negotiating the 3,600-mile journey with a sealed bonnet with an ordinarily good break of luck.

The only danger to be encountered is the change of altitude, which will test the flexibility and soundness of the motor to the limit. Other difficulties will be in climbing stiff grades, with the constant risk of fouling spark plugs. One big point in his favor is that all moving parts on the Pathfinder motor are dust-proof.

Once through the great salt desert, Spiegle expects to have easy sailing. Motor fans who are universally skeptical over the ability of any car to turn the trick, are watching its progress with new interest.



Old Studebaker "24," one of the first 25 cars manufactured by the Studebaker Corporation, and the very first Studebaker sent to the Pacific coast.

This car is 5 years old and has run over 100,000 miles.

This car was entered in the Tacoma races by the Waterhouse Co., the local agents.

The car was driven by Earle Staley, and made one of the prettiest performances at Tacoma, being only 20 seconds behind the second car in the Inter-City race, when it struck a dog, throwing the car into a rock pile and breaking the rear wheel. The old veteran had only four laps to go when the dog put it out of business.

COUNT WORKS AS AN AUTO MECHANIC

Guests of the Hotel Pontchartrain, of Detroit, were very much surprised several weeks ago to see a dapper young man in a rough working suit make his way from the elevator to a waiting taxi, while a person, evidently a valet, brought up the rear with a suit of overalls carried openly in his hand.

Inquiry brought out the fact that the young man was Count Paul Von Bohnschan, of Vienna, member of one of the oldest houses in Austria. The count spent considerable time in this country studying American industrial methods, and while in Detroit he worked at the plant of the Ford Motor Co. in the motor assembling department. He asked for favors, and worked steadily for two weeks.

His employment brought him in \$2 per day, while the suite at the hotel he occupied with his valet was costing \$12 per day. When the young man was leaving he asked for a letter stating that he had been a faithful workman, saying that he wanted it to show that he had actually been working with his hands in this country. It was cheerfully given. The count had several other letters from various institutions where he had been employed in this country.

BURMAN AND GOUX TO MEET AT SAVANNAH

Owing to the publicity which was naturally given to the challenge of Burman to Goux, winner of the Indianapolis 500-mile race, and owing to the refusal of Goux's representatives to race the Keeton driver, the Savannah Automobile Club, having secured the entry of the great French driver for the races in November, believe that Burman is necessary to make the events successful. Accordingly every effort is being made to induce Burman to file his entry and so make certain a meeting of the two speed kings. Burman has not announced his intentions with regard to the Vanderbilt and Grand Prize races, but the matter will be taken up with him immediately upon his return to the East, when a decision will be reached. No difficulty is anticipated in the matter of entry for Savannah, as the speed king is anxious to meet his great European rival for the world's crown.

MOTOR TRUCK INDUSTRY ON SOLID BASIS

Motor truck manufacture and sale is rapidly settling down to sound business principles and a consequent survival of the fittest. Like all young industries, it sported "its swaddling clothes" much too confidently and, passing through the usual purgatory of expensive experience, has now taken its place as a solid proposition, with most of the important mechanical, financial and distribution problems settled.

There have been failures, as in every other new line, but most of them can be traced to an inadequate appreciation of the necessity of thorough organization. A company, starting the manufacture of motor vehicles, must secure high-class representation. To market a commodity of this nature means that salesmen of ability and integrity must be secured and, above all, service to owners must be given. It is not enough that the truck is good—it must be kept "on the job," and to insure this, local branches, thoroughly equipped and manned with skilled labor, must be maintained.

What all truck manufacturers most desire at the present time is a greater interest and co-operation on the part of owners in operating and maintaining their trucks. The seller can only advise; it is up to the buyer to execute, and it is very disappointing to note how few cases there are where the proper serious study is given to loading and unloading methods, and other features of maintenance and operation that properly should result in greatly lessened cost and increased efficiency.

There are in the United States, according to the census takers, 6,567 veterinary surgeons and 23,564 owners of blacksmith shops, says Frank J. Edwards, of the Kiesel Kar. "It is certainly conservative to assume that these 30,131 people average a gross income of \$2,000 a year, or in the aggregate, \$62,268,000, derived principally from treating sick and disabled horses, shoeing them and repairing wagons. So it may be seen that there is quite something to consider in horse maintenance besides the consumption of food."

"We seldom have much trouble in proving the superior reliability and efficiency of the motor truck over horses, and in a large majority of cases the economy argument would be just as convincing if business men would keep more accurate records of horse-hauling costs. Feeding, stabling, grooming, drivers' wages—these are about all the items of horse maintenance and operation that are generally submitted by the prospective truck buyer who wants comparative figures."

MICHIGAN CENTER OF AUTO INDUSTRY

There is no doubt but that the capital of the automobile industry is located in Michigan. A person does not have to remain in it long until he begins to think that all the automobiles in the country are in that state. One of the great problems that the street railway company have to contend with is handling the employees at the many automobile factories. They claim there are 60,000 men employed within a radius of a square mile, and this is some army when they are all turned loose at one time in the evening.

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CHARGING OF MAGNETOS IS HEALTHFUL

There is one operation in the construction of an automobile which, in its health giving qualities, has the electric belt, electric foot pads and such like paraphernalia relegated to rank second-placers. Men who charge magnetos for service in magnetos undergo an electrical treatment during all their working time that is little short of wonderful in its results.

In one of the largest automobile factories four men are kept constantly at this work. Shop superintendents and foremen who have watched the different men employed on the magnetizers have been astounded by the changes observed. So well known have the healthful qualities of this work become that the frail men of the machine shop are invariably selected for the places at the magnetizers whenever a vacancy occurs.

The healing process is very simple. All day long the men take a little U-shaped piece of steel, place its ends on a highly charged magnet, lay it down carefully and repeat the process.

It is explained by the wise ones that when the steel receives the stock of the electric current, it passes some of this current on to the man who is holding the steel, not very much, but enough to count after constant repetition. It is this shocking hundreds of times each day that is the sanatorium treatment.

One who looked as though they were in the last stages of tuberculosis, after a few months absorbing electricity from the magnetizers, were hardly recognizable. They had taken on pounds and pounds of good flesh; their muscles played and swelled under their skin as they worked; their eyes held the clear look of perfect health.

HOW THE JACK RABBIT WAS NAMED

Before gasoline automobiles became common on the roads an Indian sportsman took one of the Apperson cars to the Dakotas on a hunting trip. The party carried guns and fish spears with them to provide food, but on loading the car they forgot their reserve supply of ammunition. However, this was not discovered until the next morning, as they put up for the night at the "shack" of a settler.

Food was scarce, and in the morning the party volunteered to go out and get enough "Jack Rabbits" for breakfast. Being unable to find their supply of ammunition, they asked their host to provide it, but he was entirely out. However, undaunted by the lack of their guns, they started out with the men on the running boards, and using their fish spears they obtained a large number of the rabbits, returning with an ample supply of food for several days. The Apperson being much faster than the "Jack Rabbits," the task had been an easy one.

After the wants of the inner man had been cared for, they started back to get the ammunition they had forgotten. On arriving at their last stopping place they were surprised when one of the by-standers asked, "Where did you get the 'Jack Rabbit'?" Not understanding the query, the driver walked around in front of the car and found one of the rabbits impaled on the starting crank and frozen stiff. The hunters accounted for this by the fact that they had been driving so fast that the "Jack Rabbit" had jumped in front of the machine and the force of the machine had driven the rabbit through his body. The engine had started on compression, and no one had noticed the rabbit.

On being told of this unusual method of snaring game, Elmer Apperson adopted it for his trademark because the "Jack Rabbit" is emblematic of speed and endurance.

In a recent hill-climb at Atlanta the class for amateur drivers was won by Dr. S. Green in his Marlon car, and his time was 1:11 1/5. The grade was an average of 3.6 per cent over a distance of 4,645 feet.

BUICK GIVES DEMONSTRATION TO LAUNDRY

As an illustration as to what it is possible to do with one of the new Buick light delivery wagons, and at the same time show the advantage and economy over the horse, Mr. De Castagne of the local Buick agency, yesterday gave a demonstration for the Model Electric Laundry of this city, taking with him one of their men. In the morning they covered 17 miles in Ballard, and in the Great Lake district. In the 17 miles 82 stops were made, in just four and three-quarter hours. Just think of that! We doubt very much if it would be possible for two men with single wagons to cover the same territory and make that number of stops in one day. We might add that the Model Electric Laundry own at present a light delivery wagon which they have used six months. However, the Buick covered the same route in almost half the time that it takes the truck, and negotiated two hills which it does not attempt since it got stuck on some. Needless to say, the Model Electric Laundry purchased a new Buick.

Before starting, the gasoline tank was filled to overflowing—upon returning to the garage, and in order to estimate exactly the number of gallons of gasoline consumed during this trip, the tank was filled again, and it was found that it required less than two gallons to fill it; to be exact, two gallons, less half a pint.

BUICK HAS A1 SERVICE DEPARTMENT

"One of the greatest problems in automobile manufacture today is the furnishing of duplicate parts for repairs on the earlier models," says F. W. A. Vesper, assistant general sales manager of the Buick Motor Cars. "The longer a concern is in business, the greater becomes the problem, because no amount of calculation will enable the manufacturer to figure at all accurately the character or number of parts that are going to be required in the ordinary wearing part, giving a certain average number of miles per year, or the approximate requirements of the average bearing, but when it comes to the parts that have no wear, which are broken only under extraordinary circumstances, there is absolutely nothing on which to base production and the stock to be kept on hand. Then manufacturer has to take a chance."

"I think the Buick Motor Co. has probably come the nearest to solving the problem, because we always keep a duplicate stock covering a certain number of models of every part, no matter how insignificant. This has been done since the construction of the very first car. Records show that some of the parts in stock have never been called for. Maybe they never will be, but if they are, we'll have them."

"The first car that Buick ever built is still running in and around Flint."

"It has required parts, but no demand has been made that we couldn't supply. That others are still in service is evidenced by the fact that a few days ago an order was received for a number of parts for a car which bore the seventh number, and records show that as far as repairs are concerned, this is the first demand this car has ever made on the factory."

HE WON'T COME BACK

LONDON, July 12.—Jack Johnson, the negro pugilist, arrived here today from Paris. He reiterated his declaration that he does not intend to return to the U. S.

Rose Pitonof of Boston, the champion girl swimmer of this country, in a trial swim from Commercial Point to Savin Hill, Boston, recently bettered her previous mark of 2 years ago by several seconds. Miss Pitonof made an approximate mile in 41 minutes.

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THE HORSE VS. THE AUTO

Last week W. R. Stephens was visiting in Missoula at the Paxton garage, when somebody said: "These here automobiles are very nice, but I'd rather have a horse and buggy."

Mr. Stephens stopped the demonstration of the car long enough to remark in about one breath: "You see in me a living exponent of the automobile. I am alive solely because I have turned against the horse and buggy. I'll run away from a horse as I would from the devil. I was sent almost across the great divide by my friend, the horse. Once I was in a runaway. I came out with a broken leg. Once my father sent me down to the farm. A horse kicked me off the hay rake, and when they picked me up one of the rake prongs was sticking out of my ribs like an arrow from a red-skin's bow. Finally I tried to stop a runaway in Minneapolis, and it took a week to patch me up."

"Oh, I'm sure strong for horsepower, but it's got to be all in the cylinders. I've turned turtle with an automobile and come up smiling. It cost me no more than a suit of clothes. A horse would be all right if you could control his magnetos, and I've found that you can never tell when his cylinders are going to backfire. I am for the quiet, sane, moderate, absolute method of present-day locomotion—horsepower on rubber tires instead of on horse shoes."

As Stephens stopped for breath the man with the horse and buggy observed that he thought he'd stroll over to the lively stable and take a look at his nag.

430,000 FORDS HAVE GONE OVER THIS ROADWAY

There is a little strip of wooden roadway in the loading yard of the mammoth plant of the Ford Motor Co., which could tell a wonderful story of the motor car industry if it could talk. All the cars leaving the assembling floors pass over this platform, and when the manufacturing year of the Ford company closes next October approximately 430,000 cars will have been run over it.

The platform was laid when the Ford company built its present great plant in 1910, and today it shows but little wear. But in 1910, 20,000 cars were run over it; in 1911, 35,000; in 1912, 75,000, and this year the number will be close to the 200,000 mark.

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