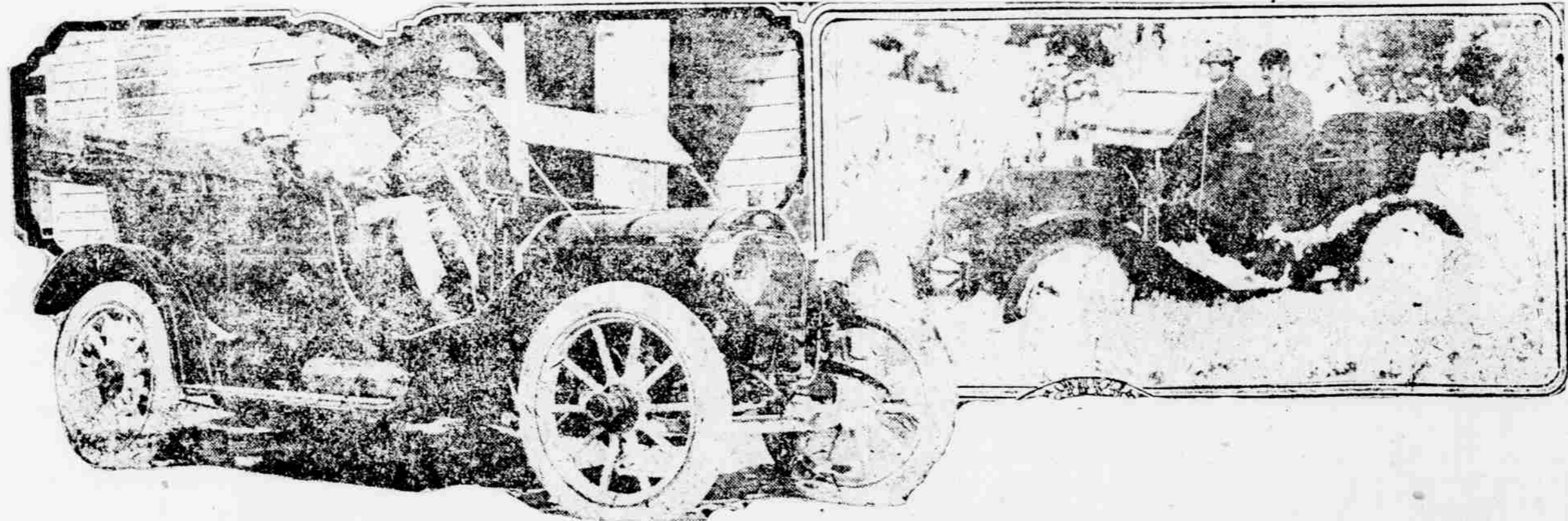




HONOLULU, HAWAII TERRITORY, SATURDAY, DECEMBER 31, 1910.



From Sacramento to Reno in a

CARTERCAR

Read what Charles Mitchell, who drove the car, says:

Speaking of their experience, Mitchell said: "From Sacramento through Folsom to Auburn we experienced nothing out of the usual. At Auburn, however, we struck a cold north wind, colder than snow itself, and to add to the general discomfort, we found the road very badly broken up as far as Colfax. From Colfax to Dutch Flat we found the going better, however, and to that point had but little snow with which to contend. After taking lunch at Dutch Flat we put chains on our wheels, expecting to make the summit by dark. As we proceeded, however, we found more and more snow. No rigs of any kind had been over the roads since the last fall of snow and, consequently, there were no tracks to mark our way. Consequently we often held to what we thought the right direction in general with no regard to roads. On reaching Emigrant Gap I looked into the tank and found that we had enough gasoline to make 23 or 24 miles and so, without replenishing it, started out on the long climb to the summit. Right here our first misfortune began. At the snowsheds the flagman directed us to take the left hand instead of the right hand road, which was the correct one. We followed this mountain road through snow for fifteen miles when we came to a fork in the road and took the right hand branch.

All this time we had been following the ridge overlooking the Sacramento valley, but did not know it at the time. The new road taken by us led to the east in the general direction in which we must go, but after running across a canyon and up another grade we turned west again along a new ridge.

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"It was there that we decided to turn back, the sun having already gone down. We first climbed to the top of a cliff in hopes of seeing from it some trace of the snow sheds, but found only miles of trees loaded down with snow. Before starting back I took another peek into the tank and found only one inch of gasoline. This gave a genuinely serious aspect to things, but all we could do was to take a chance on reaching a new supply before that inch gave out. From there to Bear Valley I drove the machine on less gas than I ever ran a car on before. We still had the stiffest of all grades to make, however, and an inspection showed that about a quarter-inch of the now precious fuel still remained. Prospects for a cold night of it looked likely enough to make things worse and an ugly looking wolf stood up the slope eyeing us. By good fortune and safe driving, however, we succeeded in reaching the top before the engine

came to a standstill. From there it was but a short jog to a store, where we secured more gas. That night we stopped at Allin hotel.

"Next morning we started again for the summit and found snow of increasing depth. The wheels were sunken way above the hubs in places and the radiator threw a fury like an angry snow plow. It was in the midst of this first we found a large tree across our road. We first took the chains off the wheels and hitched the tree to our car, hoping to pull it out that way, but found sufficient traction for the wheel impossible without the chains, and so replaced them and made a rope of the canvas car cover, and with this equipment the car pulled the tree to one side.

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"Some idea of the strain under which the car was running all this time can be gathered from the fact that on consulting our watches when we reached the summit we found that we had been nine hours and a half in making twenty-two miles. Although we had to plow our way down on the other side of the mountain to Truckee and on to Reno, we had no trouble with the car and arrived at Reno safely after a very strenuous trip."

ROYAL HAWAIIAN GARAGE

Sole Agents

Gasoline Row

The automobile trade in Honolulu and in the Islands generally is growing so fast that the manufacturers on the mainland are finding great difficulty in coping with the demand. Every week new shipments of machines are arriving here and being sold as soon, if not before, they land. The number of cars registered has now reached 632, while the number of driver's licenses issued, up to yesterday, amounted to 943. These figures when worked out in proportion to the number of haolees show that one out of every sixteen owns an automobile, while about one in every ten has a license to drive. These figures are being added to every week. Trade during the week has been brisk and most of the garages report doing well.

On Wilhelmiana.

The Schuman company landed eight E.M.P.'s by the Wilhelmiana, on Wednesday, and have now delivered the whole of them to their various new owners. Three of them went to local people and the remaining five to the agent at Hilo, where they will be used for work in the rent stables until they are delivered to their purchasers. Mr. Jameson, of Waipahu plantation, took over delivery of a fine twenty-horsepower Studebaker-Flanders machine, which has been lying round at the garage for a few weeks past. Charley Fraser also took delivery of his new E.M.P. machine. The Hana Auto Company has also taken over a thirty-horsepower touring machine of the same make. By next week's boats three more of the E.M.P. make will arrive and also a six cylinder Locomobile, which will be the first to be landed in these Islands of that particular type. The latter is absolutely the latest thing the company have produced and will carry seven passengers. These will go into the stock until sold.

New Auto Stand.

A new auto stand has been started on the corner of King and Bishop streets by Gay and Miller. They have seven or eight first-class machines which are fitted out in the latest way and have the advantage of being new. The new firm is to make a specialty of washing, cleaning and polishing automobiles, especially privately owned cars. So well have their arrangements been made that a car will be dried down and finished in an hour instead of having to wait for the usual half or whole day, as is the case at the present time. The new firm should do well and prove to be very convenient for a great

many private owners who want their cars done in the shortest time possible. The sheds for cars are well fitted and the usual supplies of motor requisites will be kept on hand.

Its Busy Week.

Matters around about the Royal Hawaiian Garage have been very busy during the week with a good turnover of business. A fine Marmon roadster was sold to a local buyer and should arrive within the next eight or ten days. In the workshops the mechanics have been kept busy throughout and the extra work which has come in all goes to show how popular automobiles are becoming in the Islands.

Hudsons and Chalmers.

Just inside the door at the Associated Garage premises is a line of fine cars made up of Hudsons and Chalmers. This is the first time that the garage people have been able to carry any in stock, but owing to the increasing of the factory's output they have now been able to get hold of some. The Hudson, it will be remembered, was the car which put up a 500-mile non-stop run round about the local roads and finished up just as good as when it started, in spite of the fact that it was an old car with which the test was made.

Packard Cars.

The steamer Sierra brought for the von Hamm-Young Company a carload of the famous Packard cars. One of these Packards, a beautiful model "18" runabout, was delivered to E. D. Tenney. The car is one of the latest types of runabouts with foredoors, and has been admired by everyone. Another Packard, a model "30" phaeton with foredoor 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 sixty horsepower. George 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 success 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.

Increased Business.

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.

Overland Runabouts.

The von Hamm-Young Company shipped this week another of the popular Overland runabouts to the Volcano Stables and Transportation Company in Hilo. This car has been sold to Sam Pua, 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 Doctor Hedemann was ordered this week for use of the prominent doctor in town. This car is to arrive here on the Lurline on January 10.

Stevens-Duryea.

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 John A. McCandless, who claims that for all around family purposes the Stevens-Duryea can not be beat.

Another car bought by 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.

Wireless Order.

The Cadillac is as much in demand as ever. The von Hamm-Young Company have just received an order by wireless from the Volcano Stables and 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.

Great Records Made.

The shipment of Lozier cars which arrived last week created a great deal of interest in town. These 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."

Commenting on the consistency of the Lozier's various performances Motor Age goes on to say: "An idea of the merit of Mulford's performance is had when it is remembered that in every one of his races he did better than sixty miles an hour, and his grand average for the 1198.2 miles covered by him in the Bligin, Vanderbilt, Fairmount and Grand Prize races is 62.49 miles per hour for all four of these contests."

As for the Lozier car itself, it has even a better record than has Mulford, the star driver. Outside of Mulford's performances, the Lozier gained fame through the work of Teddy Tetzlaff at Los Angeles, and Horan at Atlanta. The work of Tetzlaff on Thanksgiving Day gave the Lozier great prestige in that it resulted in winning for the Lozier the honor of making the two best averages ever recorded in an American road race, exceeding even the pace in the Grand Prize, at Savannah, and which rank second and third in the world's table."

Record Lowered.

From the Northwest word has been received stating that at last the record for the hard treacherous road between Pomeroy, Washington, and Lewiston, Idaho, has been lowered to below an hour. It has long been the ambition of local motorists to make the thirty-one miles between the two towns in an hour but owing to the extreme difficulties, no one has come near that mark. Recently, however, C. C. Burns of Lewiston, Idaho, an enthusiastic locomobile owner, determined to try out his forty-horsepower locomobile over this road. Accompanied by Mr. Ralph Gilchrist of Clarkston, Washington, he left Pomeroy at twelve-fifty-three o'clock, and arrived in Lewiston at one-fifty o'clock only fifty-seven minutes having been used in traveling thirty-one miles of the worst roads in Eastern Washington.

Affidavits Convince.

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 five miles through heavy sand, in fact, river bottom sand, the road being strewn with large boulders and sharp rocks to the extent that fast driving is very dangerous. Owing to the heavy sand on this portion of the route it is almost impassable for many cars. Leaving the Snake River the road follows up what is known as Alpowa Canyon for about ten miles, this route up the Canyon being all stiff grade from five to twenty per cent on a narrow 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 Alpowa 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 fifty-seven minutes for thirty-one 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 plunger on bad roads and able to travel at high speeds through any country almost regardless of road conditions.

DON'TS FOR THE AUTOIST

From "The Automobile."

- Don't let the wheels go to rack; if they are loose at the miter and can not be tightened, remove the hub flanges and pack the space, then put back the flange and tighten up on the hub bolts.
Don't experiment with alcohol as a fuel, and finding that it is not efficacious in a low-compression motor, drink it in disgust.
Don't put your feet up against the finished back of the front seat, supposing you don't own the car.
Don't start out for a ride in a friend's automobile garbed in a peek-a-boo waist and a glad smile; if it starts to rain you will have to come home in his overcoat.
Don't accept an invitation to ride in a friend's automobile and stand upon the varnished tool box just because it occupies a place of convenience, on the running-board; there remains enough room for good-sized feet on the same board.
Don't accept an invitation to ride and then volunteer to crank the motor; you might get your head kicked off.
Don't tinker with anything that you don't understand; think of kicking the fetlocks of an army mule.

- Don't confess your sins to the chauffeur; he is not sworn to secrecy.
Don't parade the family skeleton anyway; let the wired bones disintegrate and mingle with the dust of ages.
Don't go around collecting family skeletons; the blame things store badly.
Don't be grieved if there are things that you do not understand; the longest list is in the keeping of the wisest man.
Don't destroy your standing among your friends by suspecting their motives; you may not be big enough to attract their notice.
Don't stop at a farmer's house and flash a dollar when you ask him to treat out a glass of milk; he might not have less than an "angle" with which to make the change.
Don't be arrogant in any event; you are not so much just because you borrow an automobile to ride in.
Don't acquire the hallucination that you have the right to litter up the tonneau of your neighbor's automobile just because he is not the possessor of enough land to make you use a telescope.
Don't play poker with a mercerizer and then suddenly discover that the tires on your automobile are too costly.
Don't look at your troubles through a magnifying glass; just meet them face to face.
Don't forget that the child with a lost doll is in a hopeless state of despair.
Don't see things with the eyes of the fellow who just lost his job looks at the world.
Don't scan the horizon through the tear-dimmed eyes of the small boy whose mamma would not take him to the circus.
Don't underestimate trouble; it is always real, but it is never so much in earnest that it can resist real earnest effort.
Don't trade the real for the imaginary—you might better have a horse dealer as an agent, and let him act for you.
Don't serve in the capacity of a leantoe; architecturally no great edifice is so incumbered.
Don't scatter the faculties; use a choke-horn mental gun; aim at the heart of the object.