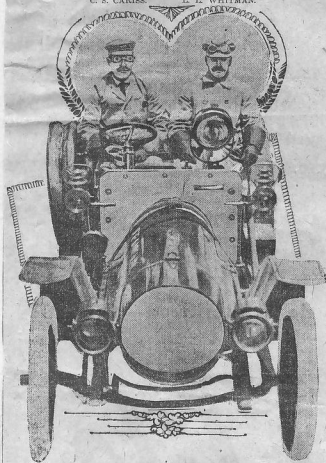


# Expect to Drive Motor To New York in 15 Days

FROM OCEAN TO OCEAN AUTOISTS WILL SPEED.  
C. E. CARISS. L. L. WHITMAN.



## Whitman and Cariss to Alternate at the Wheel of Six Cylinder Franklin.

BY STUART GAYNESS

From San Francisco to New York in fifteen days is the time planned by L. L. Whitman and C. E. Cariss, representatives of the Franklin Automobile Company, who will leave this city tomorrow in a six-cylinder Franklin runabout, in an effort to lower the present continental motor car record. Whitman and Cariss are holders of the present record of thirty-three days, which they made in a two-cylinder Franklin car in 1904. They will attempt to cut eighteen days from this time.

Besides the record holders, C. E. Harris, J. H. Daley and William Bates, three experts from the factory, will take part in the run across the continent. The tour will be made in relays, three of the drivers leaving here by train and meeting the tourists at appointed places along the route, where they will relieve Whitman and Cariss alternately. Owing to their knowledge of the roads, one of the latter will always be with the machine.

Seven other trips have been made by automobiles across the continent. In 1903 Dr. Jacobsen of Vermont made the first record of sixty-four days, and was closely followed by Tom Fetch of this city in a Packard, who cut the time to sixty-one days. Then Whitman and E. Hammond tried with a one-cylinder Oldsmobile, making the trip in seventy-two days. In 1904 Whitman and Cariss made their present record in a two-cylinder Franklin. Last year Percy Megargel and P. Huxz drove two small cars from New York to Portland, Ore., and later Megargel made the round trip from New York in a Geo. No records were made on these runs.

In the trip which starts to-morrow Whitman and Cariss will follow the route which they formerly traveled, and with the exception of the Nevada desert they expect to have little trouble. Arrangements have been made for gasoline and food supplies along the route, so that the tourists

will not lose any time. They will carry an emergency supply of food.

The route will be through California, Nevada, Utah, Wyoming, Colorado, Nebraska, Illinois, Indiana and Ohio. Near Humboldt Sink, Nevada, the motorists will have to drive their car on the tracks of the railroad. Whitman and Bates will drive the first relay out of San Francisco to the summit of the Sierra Nevada. Cariss and Daley will then take their seats in the machine for the second relay.

The machine, which will be given one of the hardest tests known to automobiles, is a regular thirty-horse-power stock car with six cylinders, thirty-six-inch wheels and 14-inch wheel base. An extra hood six feet six inches in length has been placed over the engine to prevent the dust from getting in the cylinders. Two tanks capable of carrying thirty gallons of gasoline are arranged on the rear of the machine, together with a large trunk filled with supplies. A powerful searchlight is operated from the front seat.

# RALLY.

## ACROSS COUNTRY IN TWELVE DAYS

### Transcontinental Auto Record Smashed by Plucky Franklin Drivers.

### Car Arrived Here From Frisco Yesterday, Leaving at Once for New York.

Travel staided and mud splattered covered from bonnet to tail lamp with dust, but with everything running so smoothly and easily as a finely balanced Waterbury watch, the big six-cylinder Franklin car touring from Frisco to New York, and eleven days ahead of the record, flashed into Cleveland last evening, waited for a few precious moments while a new steering post was being put in, and as quickly sped through the mud and dust, leaving a trail of dust in the gathering twilight.

The people on the West Side who happened to see two autos tearing like mad through the streets yesterday evening about 6 o'clock evidently figured that someone was trying to set the new orders of Chief Kohler regarding auto speeding. They were wrong in their calculations, however, for it was the big Franklin and the pilot car, which had picked them up a mile or other side of Rocky river and which were endeavoring to make up some of the time lost between Toledo and Cleveland. The speed limit was possibly exceeded, but it was in a good cause and no complaints were registered.

All day yesterday an air of expectation hung over the Franklin garage on Vincent-st., for it was well known that the transcontinental drive was soon due. Eleven days on the road from the ruined city of San Francisco, not atop for anything more serious than two new spark plugs, and not even a new tire until Chicago was reached is the proud record that H. L. Whitman and his assistants established, and they bid fair to drive into New York city Thursday morning with their record unblemished.

When the big flyer drew in sight yesterday at Rocky River she was a little late, and the local drivers of the Franklin company and a Plain Dealer representative in the pilot car were anxiously awaiting her arrival. When at last she swept around the bend into sight not a moment was lost. The road had been cleared by the pilot car as far as the city limits, and with a few brief signals to C. S. Carris, who was at the wheel, the race for the garage was commenced. A new steering post was needed, for the one in use had been worn somewhat in the long run, and a new one had been sent from the factory at Syracuse. Not a word was wasted when the cars met at the river. A wave of the hand and the two cars sped through the quiet West Side streets, down Clifton boulevard, onto Detroit-st., then a switch to Franklin, and in a few moments dashed across the viaduct, up Superior-st., and amid a cheer from the crowd gathered on Vincent-st., drew into the Auto shop.

Here it was that what was probably a new record for auto repairs was established. Almost before the car had stopped, two mechanics were under the machine, one in the body, and in the remarkably quick time of twelve minutes, the old steering post had been removed, a new one substituted, and the flyer was ready to continue her trip against time. So quickly were the repairs made that the crew had not yet finished their hasty meal, when word was sent that the car was ready. A hasty overhauling of the most important parts, a testing of the motor, a few drops of oil here and there and in twenty minutes from the time she rolled into the garage, the flyer was on her way east, lamps and searchlight lit and engine running smoothly. The repairs, which were accomplished in such fast time, were made by L. Garber, C. L. Shaw and William Sharp, men who had been selected by the Franklin company especially for the work. Auto men throughout town last night were of the opinion that the changing of the steering post was the fastest bit of work of that kind ever done.

The men in charge of the "six cylinder" as she is called, have been working in relays all the way from the coast. Two men will bring the machine a certain distance, probably 100 or 200 miles, according to the roads, and will then take a train as far again, get some sleep, and pick up the machine when she gets in. In this way the car is traveling practically all the time, and yet the run is not overly fatiguing to the drivers. C. L. Carris, C. H. Harris and H. L. Whitman are the men who have done the work so far. Carris and Harris brought the car in from Toledo yesterday and were picked up by Whitman last night at Erie, where the machine was driven from here. On the way east the crew was accompanied by E. M. Springsteen of the Auto shop, who acted as guide.

Both drivers of the car spoke entertainingly of the machine when interviewed on the run in from Rocky River. "We have had excellent luck so far, and I think we ought to keep it up all the way. We have never unusually lucky with our tires, neither a puncture nor blow out all the way. At Chicago we thought it best to change tires, as the ones we had were beginning to wear badly. We ran eleven days ahead of the record now, a record which was established by Whitman in 1904, while in a two-horse power Franklin. Our car will give a more than enough power to carry a through the hard places, although we were lucky a few times while crossing the plains.

The machine is a regular stock of cylinder Franklin, made up as usual about. In the bumper are carried in a dozen inner tubes, extra cans of gasoline and oil, together with a few small parts which might be required in making repairs on the car. A steamer trunk for the men's clothing, blankets to protect them from the rain and wet, is carried back of seats on top of the bumper. The car is fitted with a dash searchlight in addition to the regular lamp equip and is also provided with two slickery sticles, which are essential to desert are often necessary in protecting the car out of the sand. To complete the touring outfit, each man has a provided with a khaki suit, a belt as protection from the severe heat of the desert sun, and a canteen in which to carry drinking water.

The start was made from San Francisco at 8 p. m. on the evening Aug. 2.

# FROM SEAT TO SEA; 15 DAYS IN CAR

NEW TRANSCONTINENTAL RECORD FOR AUTOMOBILE—HOLD-ER NOW HERE.

## NEW CHICAGO-NEW YORK MARK

G. S. Carris' Remarkable Drive of Franklin Car for Two Long Distance Records.

C. S. Carris, a transcontinental automobile speed merchant of more than ordinary note, has been in Spokane for the last fortnight on business connected with the Syracuse factory in whose employ he now is. Mr. Carris, with four other drivers, in August of this year achieved the feat of breaking the automobile record from San Francisco to New York. A thirty-horsepower, six-cylinder, stock Franklin car, in the elapsed time of 15 days, 3 hours and 12 minutes, was propelled by its own engines from the Golden Gate to Manhattan island, an ocean to ocean journey. This beat the previous record of 33 days.

"To accomplish this feat in long distance road racing," said Mr. Carris, "five experts were employed. Two men would drive the car 350 miles when two other men who had proceeded ahead by train would relieve the first two and in that manner the car was kept going night and day.

"The going was good to the top of the Sierra Nevada," said Mr. Carris, "the journey requiring, from Stockton to the summit of the mountains, only one and a half hours more than is consumed by a journey on the train. When we struck Nevada, however, the roads were far different. We plowed through the sand for miles in an August sun so hot that water would almost boil. Of course, there were accidents along the way. Our car was damaged for hours in the Humboldt Sink and there were other minor mishaps. From San Francisco to Ogden the journey consumed four days' time. We nearly consumed four days to Chayenne at a little better rate of speed but the roads were very rough. On this stretch we were stalled for 24 hours. At 12 o'clock one night, the rear axle broke. We also had some difficulty with high fords, in one river in particular struggling to move the machine for three or half hours in water up to our arm pits.

### Many Queer Delays.

"Such minor incidents as being held up by deputies for fast driving and being compelled to retrace our steps for 20 or 30 miles to pay a fine also delayed the car some. From Chayenne on to New York the roads were much better and we frequently rested off 45 miles an hour. Our actual running time, subtracting the time for stops and accidents, was 112 hours. Incidentally, we were attempting to set the Chicago-New York record on this trip, but we met with another accident and did not attempt that record-breaking trial until later."

After a rest in New York the Chicago-New York speed trial was made. Five weeks ago James Dalley, C. Talbot, M. S. Bates, Mr. Carris and a 1903 model of the Franklin, a 28-horsepower machine, traveled from Chicago to New York in 39 hours and 58 minutes. The New York Herald, speaking of this trip, says:

"At last the trip over the roads from Chicago to New York has been accomplished by an automobile in less than two days. A light little air-cooled Franklin runabout last night completed the run of 1240 miles in 39 hours and 58 minutes, cutting the record between the two chief American cities down at a single effort by 17 hours and 8 minutes. Among intermediate records made was 19 hours and 18 minutes from Buffalo to New York."

### Average 31 Miles an Hour.

"In many respects the record is the most remarkable yet established in this country. Running ceaselessly day and night the little car averaged more than 31 miles an hour over rough country highways, through sand

stretches and across mountains. For long stretches where the going was fair, a speed of 45 and 50 miles an hour was maintained, while in other stretches 15 miles an hour was the limit.

"A good criterion of the speed is afforded in the ride of 214 miles from Cleveland to Buffalo, in which the same railroad train carried three relays of drivers, in each case the automobile awaiting the arrival of the train at the station where drivers were to be changed.

"The start of the run was made at Chicago at 8 o'clock Wednesday morning, and at the same hour yesterday morning the car was well on the route between Buffalo and Syracuse. At 7 minutes of 3 o'clock last night the record ride was terminated at Weehawken, where the ferry was taken to New York.

"On the trip C. S. Carris, James Dalley, C. Talbot and M. S. Bates alternated at the wheel, two men riding in the car while two traveled by train. The usual route was followed to Syracuse, from which for the trip to New York was made via Delhi and across the Catskill mountains to Kingston, thence to Newburg and along the west side of the Hudson to Weehawken."

"The times of arrival at principal points follow:

"Wednesday—Left Chicago at 8 a. m.; arrived at South Bend at 4:40, Elkhart at 7:30, Bowling Green at 1:25 p. m., at Cleveland at 5:40, Erie at 9:30.

"Thursday—Left Buffalo at 12:40 a. m., arrived at Syracuse at 8 a. m., at Newburg at 9:35 p. m., at Weehawken at 7:55 p. m.

### Smash Former Record.

"The former record was 58 hours 59 minutes, by L. L. Whitman and C. S. Carris in a six-cylinder Franklin, made last year. They had broken the previous mark that had stood for several

years by about two hours. Between Buffalo and Syracuse the gasoline became exhausted, and for 15 miles the car was run on kerosene taken from the supply provided for the side lamps. The only mishap of the trip was one punctured tire.

VOL. 1.

## OLD STEAMER PILOT

"Clean Score" Carris  
Represents Franklin.

"Them was happy days in the olden times, when steamers were all the go."

C. S. Carris, district sales manager for the Franklin factory, who is at the Des Moines show this week, can't get over talking about his experiences with steamers way back in the eighteenth century, when that class of motor vehicle had it all over the gasoline wagon.

"Clean Score" Carris, as he was known in his palmy days, used to be some race driver. To hear Carris talk, one would imagine Barney Oldfield, Bob Burman and some of the present day speed fiends were learning their A. B. C.'s at those days.

But Carris was there, according to those who remember the records of the early days. The Franklin man was some road racer, they say, and hung on some records with the steamers that were hard to beat. He still holds the high record for a run from New York to Chicago. Sam Johnston says that the reason that record still stands is because no one is foolish enough to try it again.

Carris started out with the White people. In 1902 he went to the Franklin factory, and is well there. He made a strong enough reputation with the Franklin people to land a soft job.

"We surely used to have a lovely time with the old steamers," said Mr. Carris. "You had to watch the mechanism like a hawk or burn out your flues. And it was so delightful to sit behind the wheel and think what would happen should the open flame under the flues come into contact with the gas tank under the seat."

Makes Big Record.  
A. H. Pearsall, Chicago.

# SPORTIN'

*Ed. Reynolds*

## AUTO RECORD HOLDER HERE

Carris, Who Broke Time Frisco  
to New York, in City.

### MADE THE RUN IN 15 DAYS

In Franklin Car He Scorched Across  
Continent in Time as Fast as  
Express Train.

C. S. Carris, one of the automobilists who made the record-breaking tour across the continent from San Francisco to New York in a time equal to the fastest express train, arrived in the city last night in a six-cylinder Franklin car, the same make and model in which he made the great run. He was accompanied by G. E. Messer, also an expert autoist and salesman of the Franklin company.

Mr. Carris took a spin about the city last night with J. R. Jackson, the local member of the touring board of the American Automobile association, and told many anecdotes of his many trips.

Carris was accompanied by Walter Whitman in his nerve racking trip which he made in the phenomenal time of 15 days. The fastest express train takes eight days to make the run from Frisco to New York, and this is running practically continuous. Carris scorched along the country roads on an average of 18 hours out of every 24. He would have made the run in 13 days, he claims, except for one accident he met with. When near Erie, Pa., his car plunged over an embankment at a sharp turn of the road and he was thrown many feet into the air and was very fortunate to escape death. The fall of the machine resulted in the breaking of an axle. Carris had to send to the factory for new parts and this occasioned a delay of two days.

#### Holds Two Records.

As soon as the run from Frisco to New York had been completed Carris and Whitman returned to Chicago and after a rest of two days made the run against time in the same car for the record from Chicago to New York. They captured this record also, doing the 1200 miles in 36 hours. The previous record was held by Holcomb, who made the run in a Columbia in 42 hours.

The record from Frisco to New York was held by Tom Fetch, who made the run in a Packard in 65 days. The first time Carris and Whitman went out for this record they cut it to 33 days and the following year they made the same distance in 15 days, which is the present best time. On the trip with them they had to carry a guide between stopping stations who was familiar with the roads and kept them from losing time by getting off the best routes. Carris and Whitman took turns driving the car and the one who did not work slept upright in his seat through sheer exhaustion when his hands were not on the wheel.

## TEN DAYS RUNNING TIME FROM 'FRISCO

Mr. Whitman and Fellow Motorists Say Actual Record Was Even Less.

### TRANSCONTINENTAL TOUR A SURPRISE

Results of Record Trip Constructed as Demonstrating Six Cylinder Model's Effectiveness.

Hundreds of enthusiastic motorists called to-day at the Decauville garages of Wyckoff, Church & Partridge, to see the latest wonder of the motor world, the six-cylinder Franklin, which cut seventeen days off the American transcontinental record by making the San Francisco-New York trip in fifteen days and six hours.

The public is interested because it means that a most interesting transcontinental tour is going to be made across the continent, probably before the close of 1907. L. L. Whitman and the four men who came from the coast with him, driving the car, which was kept running twenty-four hours a day, in relays, all made the remarkable assertion at a banquet given by the Franklin Company in their honor at the Hotel Astor, that it is possible to cross the United States from New York to San Francisco in ten days.

#### Less Than Ten Days.

All these men asserted, in fact, that the actual running time of the car was far under ten days. They lost thirty-six hours by running into a ditch and wall in Ohio. They were arrested in Buffalo, where they lost five hours. They were held up by constables in Iowa for nearly eight hours for running into a farm wagon and in crossing California and Wyoming they met washout conditions in the roads which have not been known to be half so bad for more than ten years.

Their tire record was quite as wonderful as the record of the machine itself. At Chicago they had received only two punctures. During the entire trip, Mr. Whitman says, they had little or no engine trouble, except to blow out four dirty spark plugs, caused largely by the varying quality of gasolene they were forced to buy.

There is no very accurate way of determining the actual distance covered, because all the speed registers they had on starting had to be abandoned for one reason or another. It is estimated that the car travelled more than four thousand miles.

#### Upholds Six-Cylinder Model.

Among other comments heard on the trip was the opinion that it had shown the value of the six-cylinder type of motor, and that the performance of the car had weakened a more or less prevalent theory that there is no more power in six than in four cylinders. It was predicted that the American manufacturers would pay more attention to the six-cylinder model for 1907.

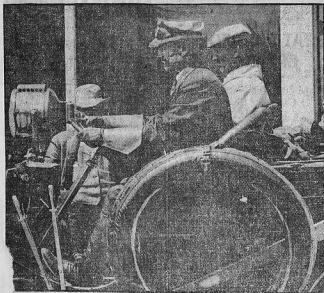
Speaking of his trip Mr. Whitman said: "There have been some rather good performances made by the car during the trip. For example, the run up the Sierra Nevada Mountains, where an elevation of 7,300 feet is reached, was made in almost overland limited train time. The run across the Nevada desert, six hundred miles, to Ogden through Marino, Nev., was made at an average speed of eleven miles per hour. This is wonderful when it is considered that there were no roads through this section, and that the car was almost constantly going through hitherto impassable desert sand.

"Ogden was reached in four days, against ten in 1904. Up to that time the car was on a ten day basis, with every prospect of reaching New York within that limit. Considerable time was lost, however, in Wyoming, where the rivers were all badly swollen from recent rains, making fording very dangerous. The car also encountered many irritating ditches and had difficulty in crossing them. In several places in Wyoming quicksands were met with and time was lost in that way.

#### Ploughed Through Mud.

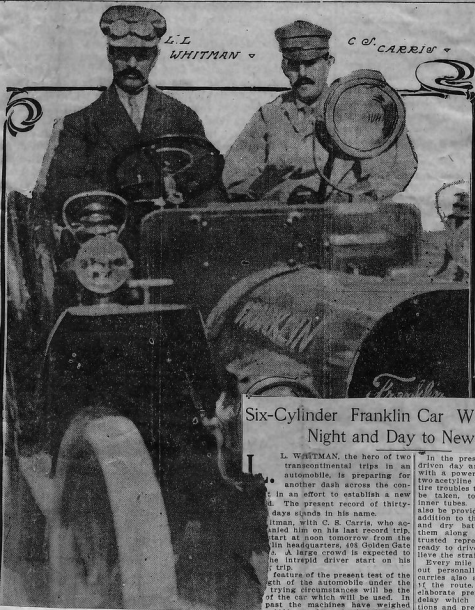
"From Ogden, an elevation of 4,200 feet, the car climbed to 8,000 feet, which was the highest point reached on the whole trip. After passing Cheyenne, Wyo., we figured that the car would make up lost time going into Omaha, but unfortunately it encountered mud all through Nebraska, and, as you doubtless know, this mud is very treacherous, making speed an impossibility.

"We were hoping to make a fast run from Chicago to New York, and seemed certain of beating the record between those points when the unfortunate accident occurred in Ohio. Up to that point our most serious engine trouble had been the replacing of one spark plug."



MAN AND MOTOR WHO HAVE BROKEN 'CROSS COUNTRY RECORD  
L. L. Whitman and C. B. Carus, who drove across the continent from San Francisco to New York, in a six-cylinder Franklin motor car, in 15 days and 6 hours.

# Whitman to Race Against Time Across Continent



## Six-Cylinder Franklin Car Will Be Driven Night and Day to New York.

L. L. WHITMAN, the hero of two transcontinental trips in an automobile, is preparing for another dash across the continent in an effort to establish a new record. The present record of thirty days stands in his name. Whitman, with C. S. Carris, who accompanied him on his last record trip, start at noon tomorrow from the main headquarters, 403 Golden Gate way. A large crowd is expected to see the intrepid driver start on his new trip. The feature of the present test of the strength of the automobile under the trying circumstances will be the weight of the car which will be used. In past the machines have weighed out 1000 pounds, and when they became stalled in bad roads it was comparatively easy to get them out of difficulty.

On his next trip Whitman will use a Franklin weighing when laden about 5000 pounds. It will be a six-cylinder affair, and the engine will develop thirty horsepower. The car will have a wheel base of 114 inches. The wheels will be thirty-six inches in diameter and will be fitted with four-inch tires. The car is the regular stock pattern, the only change being in the size of the wheels. For regular use these are thirty-four inches in diameter.

Whitman will follow the line of the railroad, having found it the most satisfactory on his previous trips. He will go from Oakland to Stockton, thence on to Sacramento, Colfax, Truckee and Reno. The 600 miles across the desert will be the most trying part of the trip.

From Ogden the Union Pacific will be followed to Cheyenne. The country is more thickly settled from this point on, and with good weather conditions fast time will be made. From Chicago the route selected will pass through Toledo, Cleveland, Erie, Buffalo, Albany and then New York with all its lights and noise and glories.

The first attempt at a record trip across the continent in an automobile was made in 1903 by Dr. Jackson of Vermont, who covered the distance in sixty-four days in a Winton. Tom Fetch followed in a Packard the same year and did sixty-one days. Whitman then started and covered the distance in an Oldsmobile in seventy-two days. He was hung up at one stage of the trip for ten days, which made record breaking out of the question.

Whitman made his great record of thirty-three days in 1904 in a Franklin. This was a four-cylinder ten-horsepower car. The one he uses this time will be the highest powered car ever used in an attempt on the record.

In the present trip the car will be driven day and night. It is provided with a powerful searchlight and with two acetylene lamps. In anticipation of tire troubles two extra outer cases will be taken, together with four extra inner tubes. The record breakers will also be provided with a repair kit. In addition to these gasoline, cylinder oil and dry batteries will be awaiting them along the route in charge of trusted representatives, who will be ready to drive the car at times to relieve the strain on the regular drivers.

Every mile of road has been mapped out personally by Whitman, and he carries also a typewritten description of the route. One weak spot in his elaborate preparations might mean a delay which would upset all calculations and prevent the breaking of the record. It is to avoid this that he has studied out the problem in its minutest detail.