

## FORD'S PLANS STILL CAUSE FOR RUMORS

Name Continues to Be Linked With General Motors Talk.

### NEW CHIEF HEADS HUPP

John N. Willys Personally Obtains Large Interest in Republic Motor Truck Company.

DETROIT, Nov. 29.—Despite repeated denials, reports from New York still have it that the General Motors corporation will acquire possession of the Ford Motor Car company. Impetus to the rumor seems to have been given the past week by the presence in Detroit of W. C. Durant, but the General Motors head continued the sly-like attitude he has maintained since the resignation of Vice-President Walter Chrysler and steered clear of newspaper men.

Substantial evidence that there is no truth in the rumor is seen in a well-authenticated report that the Ford interests are planning on selling their tractors through their automobile agents. It is understood that the method of distributing the tractors which has been in vogue has not proven satisfactory and it has been practically decided to allow the motorcar dealers to dispose of the tractors. Just when this plan will take effect is a matter of conjecture, but it is hinted that the date has been set for next July or August.

#### Headings New Hupp Chief.

At the November meeting of the board of directors of the Hupp Motor Car corporation, Charles D. Hastings, formerly vice-president and general manager of the corporation, was elected president, to succeed J. Walter Drake, resigned. Mr. Hastings will continue as general manager and Mr. Drake will maintain his active connection with the business as chairman of the board of directors.

The action of the board was taken at the suggestion of Mr. Drake, who, in making the proposal, said that in his opinion the highest office in the organization was the just due of the man who, as vice-president and general manager for so many years, had been mainly responsible for the corporation's substantial growth and present commanding position.

So closely have both Mr. Drake and Mr. Hastings been associated in the Hupp Motor Car corporation that a history of the organization is almost literally an account of their individual business activities. This latest move is typical of the team work that has always characterized their united efforts.

Mr. Drake organized the company in 1908, and became its president, which office he has held up to this time. Shortly afterward he was joined by Mr. Hastings, who immediately took charge of the selling division and a little later became general manager. This relationship continued up to the present, except for a short time during which Mr. Hastings retired from active business and Mr. Drake took over the general management of his own company.

**Republic Truck Deal.**  
In 1917 Mr. Hastings returned as vice-president and general manager. The war was on, with its disorganizing effect on the automobile industry. That the Hupp Motor Car corporation during this critical period should have registered its most substantial advance, while giving full support to the government in its production programme, is proof positive of the organizing and executive ability of the man who now becomes its president.

F. W. Ruggles, president of the Republic Motor Truck company of Alma, formally announces that he, in conjunction with John N. Willys and W. J. Baxter of New York city has acquired control of the Republic Motor Truck company and the Torbensohn Axle company of Cleveland.

The interests formerly held in these corporations by parties located in Cleveland, Alma and other points were purchased outright, Mr. Ruggles says. The men whose holdings were purchased, including Charles G. Rhodes, former secretary of the Republic company; C. E. Hopkins, former vice-president and general manager; J. O. Eaton and others, have no further connection with either of these organizations.

Mr. Ruggles states that despite conflicting rumors, Willys-Overland company is in no way connected with the transactions, which represented purely personal investments by himself, John N. Willys and W. J. Baxter.

**Winston Output Growing.**  
Frank L. Klingensmith, vice-president of the Ford Motor company, and A. L. Sorenson, head of the tractor plant and several other Ford officials reached Europe this week. The various Ford branches and distributing agencies in the United Kingdom and on the continent will be visited by Mr. Klingensmith, who is also said to plan finding out how the Ford business may be further expanded in Europe, either through the establishment of assembling plants or more distributing centers. An investigation of the tractor business and its possibilities will also be made.

The Winston Motor Car company of Cleveland is now on a 15-car a day schedule and will reach 20 cars with improvements in the materials market.

Announcement is made by H. H. Franklin, president of the Franklin Manufacturing company, Syracuse, that the company will engage in making one-ton Franklin trucks in a plant separate and distinct from the present factories. Plans call for production in about 10 months. The truck will be pneumatically tired and will be equipped with an air-cooled motor.

The Acason Motor Truck company of Detroit has secured an export order from Norway for 100 Acason trucks.

**Former Policies to Continue.**  
The original administrative policies of the Republic company will in large measure be continued. Mr. Ruggles announces a period of continued growth and prosperity for the company.

A Dodge car bearing factory No. 400,000, was turned out by the plant in a few days.

In the case of the Dodge Bros., the record just established seems noteworthy. The Dodge became manufacturers of automobiles less than five years ago. The first car was turned out December 4, 1914. The sale of 400,000 in four and one-half years, which is at the rate of 80,000 cars a year, is a record which, as far as known, has not been accomplished by any other motorcar builder during the first five years in business.

Dodge Bros.' car No. 100,000 was made October 31, 1918; by October 31, 1917, the plant had produced 200,000 cars and on December 31, 1916, the

## PERFORMANCE COUNTS

### Who's Behind The Truck You Buy ?

Is it Bluff & Bluster or Fly-by-Nite? Either is a treacherous firm to do business with. They develop as a parasite, living on your check book.

And when the string breaks—as it always does—who holds the bag? It is the misled, credulous purchaser, who listens to the Siren's song about the Pot of Gold at the Rainbow's End, while his Truck runs against the Rocks.

Therefore, take heed. If the milk is spilt or the finger burnt; if the pill has been a bitter one, next time think twice before you leap, and—

**Always buy a High-Grade, Thoroughly Engineered, Manufactured Truck, and buy from a financially solid dealer. Buy from a dealer with a reputation for Honesty and Fairness—one with a Prestige beyond any Price.**

You take no risk when you buy a MACK truck from the

**International-Mack Corp.**  
10th and Davis Broadway 690

300,000 mark was reached. The fact that No. 400,000 was turned out only a few days ago was due entirely to war conditions. Car No. 500,000, with the Dodge name plate, is expected to be ready for its user long before next fall.

At present there are more than 17,000 men at the Dodge Bros. plant and while the work originally covered about 28 acres it now covers 26 acres and more room is imperatively needed.

**Repair Windows.**  
This is the time of year to repair broken windows and the following is an easy method of doing the work: The windows are sewed in with a double row of stitches. Cut the inside row of stitches, leaving the second row. Next cut out the broken light, leaving a strip about half an inch wide all around and held in place by the row of stitching left intact. Now cut the new pane the right size and cement it to the edges left on the old pane. The cost of replacement of a window in this way is less than a dollar.

**STILL ANOTHER NEW CAR**  
**A. M. BEAVER BRINGS MALBOHM SIX TO PORTLAND.**

Light Car to Be Handled for This Territory in Conjunction With Columbia Six.

Still another passenger automobile will soon be in the procession here. A. M. Beaver announced last week that he has obtained the distribution in this territory for the Malbohm six. This car is a light six of standard units made by the Malbohm Motors company of Sandusky, O. A shipment is at present en route by rail to Mr. Beaver. His territory for the car includes Oregon and the Columbia river counties of Washington.

Mr. Beaver will handle the Malbohm in conjunction with the Columbia six. He has just returned from a trip east, during which he visited the Colum-

**ENTERPRISING YOUNG AUTO SALESMEN TAKE WINTNER TRUCK FOR OREGON AND PART OF WASHINGTON.**



Under the name of the Chessman-Stater Motors company, W. D. Chessman, until recently salesman for the Oregon Motor Car company, and G. C. Stater, truck salesman for the same company, have opened headquarters at 22 North Broadway and have taken the distribution of the Wintner truck for Oregon and the Columbia river counties of Washington. They have received word that the Wintner will bring out a passenger car, to be called the Wintner Six, in the spring, to be made of as high-grade units as the truck line.

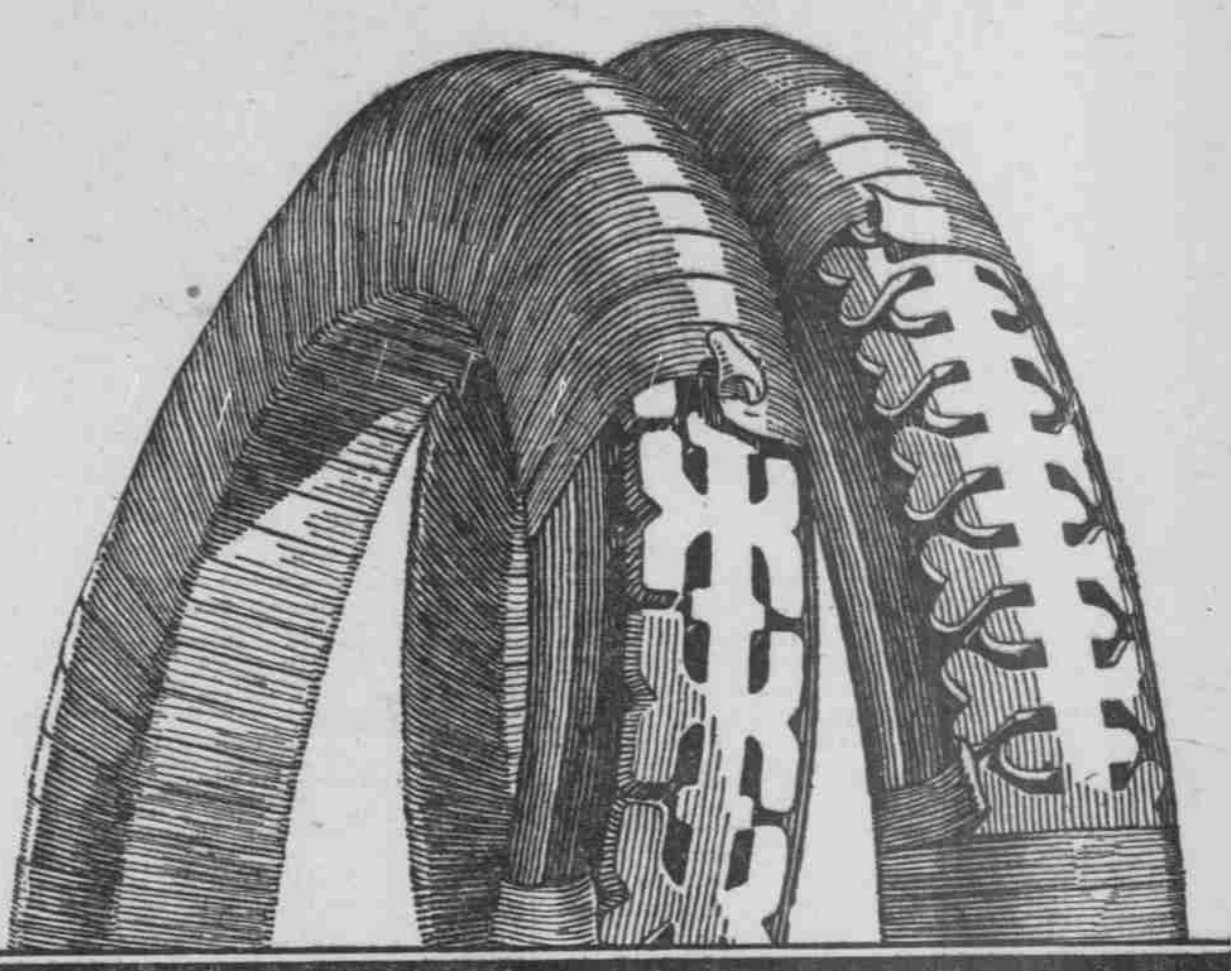
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### ESSEX IN ITS NEW PLANT

PRODUCTION REMOVED FROM MAIN HUDSON FACTORY.

With 20,000 Cars Completed Ahead of Time, 1920 Programme Is for 40,000 More Essex.

DETROIT, Nov. 29.—Essex production has been removed from the main Hudson factory and is housed in a new \$1,120,000 assembly unit, just completed, which will be in operation November 15. The new plant makes the completion of the first unit in the proposed \$2,250,000 Hudson-Essex expansion plan, which includes a machine shop and heat-treatment plant,

nearing completion at a cost of \$750,000.

A large building erected during the war for shell manufacture also will be used for production work. All the new plants will be in operation soon after January 1.

The ground occupied by the additions covers 42 acres, in addition to the 26 acres occupied by the main factory. The machine shop will be 300 by 400 feet, with 120,000 square feet of floor space. The heat-treatment plant will be 100 by 200 feet and will have 20,000 square feet of floor space. The present force of 6000 employees will be doubled when the extensions are completed.

Essex Motors company terminated its 1919 production schedule when its 20,000th engine was turned out October 27, six weeks ahead of schedule, a record regarded as remarkable by engineers.

A big factor in making the production record possible was the fact that \$450,000 worth of aircraft machinery, delivery of which was canceled after the armistice, was purchased by Hud-

son-Essex and put in place and in operation last January 15. The 1920 programme calls for 40,000 Essex cars and 20,000 of the Super-Six design.

**The Spare Tire.**  
The car owner who carries a spare tire—and a great many of them do it—unprotected on the car, is laying out trouble for himself. Even if no more serious accident happens, dust collects on the inside of the spare casing and is turned to mud by the first shower. Then when the casing is called into service the inner tube will be rubbed against this hard deposit of mud, with chafing and a speedy blow as the result. Cases for the spare tire cost little, and they should always be used to protect and preserve the spare tire for its day of service.

The Nevada State Automobile association has been organized in Reno. One of its main purposes will be to undertake a vigorous road-building campaign.

Acason Motor Truck Company, Detroit, Michigan

The Husky One-Ton Truck equipped with pneumatic cord tires has numerous economy features worth consideration. Speedier transportation is assured.

There is a Size Acason for Every Business

**NORTHWEST AUTO CO.**  
Alder at Eighteenth