

PORTLAND-BUILT TRUCK IS WINNER

Webfoot Auto Dump Wagon of C. J. Cook & Co. Stands Big Test.

ALL MACHINE MADE HERE

Five-Ton Conveyance, Just Finished, Likely to Be Type Adopted by Big Contractors—All Parts Are of Cast Steel.

Invented and perfected by an Oregon man, built in Portland, with the exception of a few intricate parts, acting perfectly on its first trial with a load, something almost unheard of in automobile manufacturing, is the record of a five-ton "Webfoot" truck just finished by C. J. Cook & Company's engineers. The first demonstration of the carrying capacity of the truck was made Thursday afternoon. The truck, despite the slippery, icy streets, carried two and one-half yards of sand from the foot of Ankeny street to Twelfth and Couch street without trouble.

This is the first automobile truck ever built in Oregon, and to have it show perfection was almost beyond the hope of the engineers who supervised its construction. The truck is unlike any of its kind ever built.

There are more practical features about the construction of the engine, body, wheels and appurtenances than in the most expensive truck ever manufactured in America, is the belief of the engineers. The vehicle is more substantial than any of its kind ever manufactured. This is made possible by the fact that every bit of machinery connected with its construction is made of cast steel throughout instead of malleable cast iron.

Type Brand New.

No particular type of automobile truck was limited, it being the wish of Mr. Cook and his partners to produce a novel car. Nothing has been left undone to make the car a finished automobile truck. No expense was spared, and at that the car has not been an expensive venture, as it cost only about \$4000.

As it now stands the car is a sand, dirt or gravel wagon. The large expense of hundreds of horses and mules, with the cost of the upkeep of the wagons is a big item. It was to reduce this cost that the manufacture of a truck was first suggested.

The contractor first had been using automobile dump wagons, the dumping apparatus operating by cable and windlass, a slow and unreliable method at best. The new dumping apparatus is operated by machinery, direct transmission being had with the engine by means of a driving shaft operated by a lever back of the driver's seat.

One of the features of the car is that it is unnecessary for the chauffeur to leave his seat to dump the contents. The body, consisting of a heavy steel plate, is mounted on iron bars in character to railroad iron. This is mounted on cast-iron spools set in roller bearings. The body, under the power of the engine, moves rapidly backward or forward at the command of the driver. The tail gate operates automatically when dumping, and locks through a lever back of the driver's seat. Although the body will receive unlimited hard usage, it is strong enough to stand the hardest of wear and tear.

Engine Built Here.

The engine was also built in Portland, although it could have been produced in the East at a much smaller cost. The strength is 45 horsepower, and the engine has four cylinders, cast in pairs. The Christopherson carburetor is used at present. As an experiment the manufacturer decided to not use a fan in the radiator. Upon a trial Thursday it was found that a fan will be necessary. However, this is a minor trouble easily remedied. Although the water got boiling hot on the trial trip the engine remained cool. The engine is provided with a French type of hood, with a great deal of upward curve, lending dignity to the car, despite the fact that it is only a working machine.

Probably the greatest feature to the average onlooker are the wheels. They are very heavy, with steel tires, four inches broad and an inch thick. These wheels, mounted on roller ball-bearings, spin with ease, thereby lightening the strain on the engine. Although one roller bearing would be sufficient to carry the biggest load the contractors could set on the car, every wheel has been provided with a double set.

Tires Are Success.

This is the first experiment with steel tires in Portland, and they more than proved their worth by gripping the pavements and skimming over car tracks without the jar and jerking noticeable with rubber tires. This feature alone will save the company hundreds of dollars annually. The cost of tire upkeep alone for trucks has proved one of the drawbacks of automobiles where they have been used extensively.

The car is driven by shafts, and no chains are used in the entire mechanism of the car.

The patent of Thomas F. Bradshaw, a graduate of a branch of the United States Naval Academy at Annapolis, who has been in complete charge of the engineering forces employed by Mr. Cook, a governor on the engine absolutely limits the speed of the car to 12 miles an hour. Another patent of Mr. Bradshaw is an oiling device which forces the oil to all parts of the machine. These patents will be used exclusively on all the commercial vehicles manufactured by the Portland contracting firm.

To test the operating expenses of the gasoline and electric vehicles, Mr. Cook is having built at his plant at Front and Burnside streets, where this truck was built, an electric truck, also a five-ton car. Workmen expect to have the machine ready for a trial within a few weeks.

It required about three months to complete the truck which was given its trial trip Thursday. Mr. Bradshaw, at the suggestion of Mr. Cook, drew all the blue prints and made the models for the entire machine. He was well pleased with the operation of the car Thursday with its load of five tons. C. J. Cook & Company will probably build all their machines in Portland just as soon as it can be ascertained which is the cheaper, gasoline or electric machines.

Sleet Storm Cripples Wires.

CHICAGO, Jan. 14.—Telegraph and telephone companies found their service severely crippled today in Iowa, northern Illinois and southern Minnesota as the result of sleet and rain. Train service was delayed to some extent.

ACTRESS IS COMPETENT DRIVER OF AUTOMOBILE

Miss Brenda Fowler Is Enthusiastic Addition to Portland's Group of Woman Motorists—She Will Be With Baker Players.



MISS BRENDA FOWLER IN HER AUTO.

ONE of the latest recruits to Portland's imposing roster of capable feminine motorists is Miss Brenda Fowler, who made her initial appearance (and a big hit) as Fiam in Clyde Fitch's rollicking farce, "Girls," with the Baker Stock Company. Miss Fowler is in Seattle just at present, having gone there for a fortnight's engagement, before becoming a permanent member of the stock company here.

Just before leaving, Miss Fowler was waylaid by The Oregonian's camera man one morning while out for a morning airing. She was skillfully guiding a handsome black E-M-F touring car through an accumulation of miscellaneous traffic at Seventh and Washington, and just as she had worked her way out and was preparing for a nice bit of speeding on the clear, smooth stretch ahead, down Seventh, she was hailed by an alert photographer.

Good naturedly, Miss Fowler consented to sit for a picture, but wished to avoid the curious crowd that was collecting, the camera man and his three-legged machine were invited into the luxuri-

ously upholstered tonneau and away the smooth-running machine sped. Suitable isolation was found in front of the United States Customs building, and there the deed was done. The accompanying picture shows the result, with Miss Fowler at the wheel and a diminutive canine friend cuddling in the crook of her elbow.

Miss Fowler learned to motor in Philadelphia last Summer, and has been an enthusiast ever since. She says motoring is good for the complexion, a panacea for "nerves," a great tonic for the general health and no end of benefit to the disposition. When you are worn to a frazzle with rehearsals, costume difficulties and other trying details incidental to a histrionic career, she says, an hour or so at the wheel of a swift-speeding car over smooth pavements in the pretty suburbs, or through the green woods by a good country road, will do everything right and take all the bristles out of your disposition.

Miss Fowler sold her own E-M-F car before coming West, and is at present driving a car of the same make belonging to a friend of kindred taste in automobiles.

AUTO MEN TO DINE

Annual Reunion Promises to Be Most Elaborate.

MEMBERSHIP FIGHT IS ON

Plans, Which Will Be Made Public at Big Dinner Friday Night, Promise to Result in Gathering of at Least 1000 Members.

The annual banquet to be held by the members of the Portland Automobile Club this year is to be the most elaborate affair ever attempted by this rapidly-growing organization, and is scheduled to take place at the Commercial Club next Friday night.

Invitations have been sent to every member of the club, and responses must be in the hands of the committee by Tuesday night or those desiring are not likely to be accommodated at the festive board. The committee in charge of this affair comprises M. C. Dickinson, Julius L. Meier, Frank B. Riley and W. B. MacKay, and they have formulated a programme to be held in conjunction with the banquet that will prove a revelation to the members of the club and the several especially invited guests to be present.

Several Will Speak.

Short five-minute talks will be heard from Governor West, County Judge Clewley, County Commissioners Hart and Lightner, Theodore B. Wilcox, W. D. Wheelwright, John M. Gearin, O. C. Leiter and C. R. Jackson, as well as from members of the club. The speakers from the club will relate the progress and prosperity of the organization, and of the improvements accomplished in the matter of road building and repairing, and some discussion of the proposed auto roads to Mount Hood, Astoria and other places will form part of the programme.

The membership of the Automobile Club is now close to 500, and all are enthusiastic, active members, who have the interest of the club at heart.

The banquet hall of the Commercial Club will be decorated in a new and novel fashion for this occasion, and the members of the committee in charge of the affair are keeping the details a secret that it will be a complete surprise to the club membership.

Two Hundred Have Accepted.

Plans have been under discussion for some weeks, and the committee yesterday announced that all of the final details of the affair had been completed, and that the acceptances on the part of the membership included over 200 of the autolists last night. This number is expected to be increased to the

total membership of the club by Tuesday night.

The feature of the banquet will be the display of five films of the recent automobile races held at different Eastern points, including the Palm Beach, Fla., record-breaking spins of National celebrities among the auto racers. These films are to be shown for the first time in Portland before the Automobile Club, and were secured especially for this occasion.

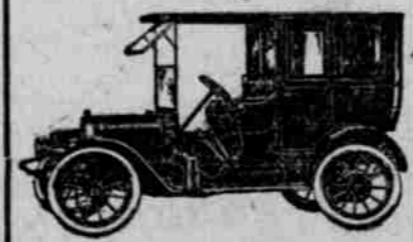
This banquet is expected to prove an incentive for the club members to hustle for the new membership desired, as it is the hope of the club officials to increase the roll of the Portland Automobile Club to 1000 by May 1.

VELIE RACE TYPE CAR HERE

Roadster Attracts Attention by Its Speedy Appearance.

Attracting attention wherever it is, the race-type Velie roadster, which arrived Wednesday for the automobile department of the John Deere Plow Company, Oregon agent, has probably caused more comment than any car that

1911 REO



Some of the best people in New York and Chicago are putting up their high-priced cars, as they have found the Reo Town Car fills all their requirements at a lower cost of maintenance and yet it is just as reliable, stylish and comfortable.

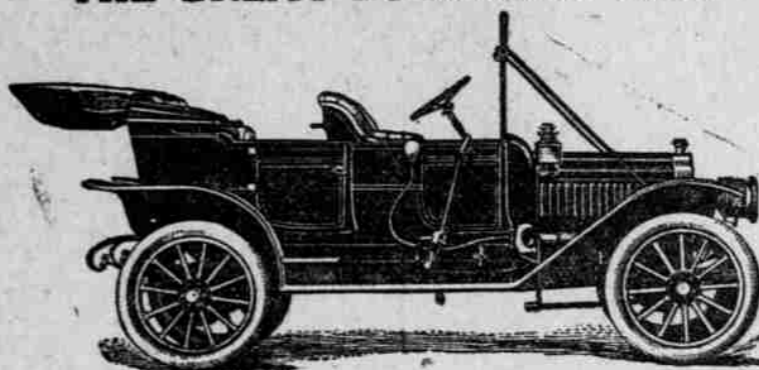
Limousine or Landaulet, \$2000.

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Northwest Distributors for Reo and Apperson.

MAXWELL

THE GREAT ECONOMY CAR



Model EA—30 H. P. Touring Car \$1400.

Guaranteed for Life—Think What This Means.

19 ORDERS TAKEN FOR SPRING DELIVERY SINCE THE FACTORY ANNOUNCEMENT OF NEW PRICES ON JANUARY 1.

Don't wait for Spring sunshine before you decide on the right car for your needs. Order now or you will not get the car that you want when you want it.

UNITED AUTO CO.

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OREGON DISTRIBUTORS

MAXWELL

COLUMBIA

SAMPSON TRUCKS

has arrived in Portland during this year.

Named the race-type roadster, the car's appearance bears out its name in every particular. No car, other than stripped racers, suggest the general racing ability that does the outward appearance of the new Velie.

With a wheel base of 115 inches, with plenty of clearance space, and with its extra equipment and position of gasoline and oil tanks showing prominently behind the seat, this car is novel in appearance and construction. It is a two-passenger machine, the type of which the Velie Motor Car Company enters in the stock car road races. It has a guaranteed speed of 65 miles an hour and has done better than 75 miles an hour when in competition.

Everything about the car's exterior, which can possibly be spared in stripping, is detachable. The fenders, lights, hood and several other minor parts of the machine can be easily taken from the car in case of necessity. The hood is constructed with "port holes" on the left side so that the exhaust may be sent out through these holes.

The engine is rated at 40 horsepower, but upon the block test at the factory has generated more than that. It is a four-cylinder machine, the cylinders cast in pairs.

Tire irons with capacity of two tires are attached to the extreme rear of the car. In front of these are two iron rods, two gasoline tanks, one large and one small. They have a capacity of 35 gallons, and lubricating oil tank, with capacity for holding enough oil to sustain the engine for traveling 1000 miles. The steering wheel is large, projecting high above the driver's seat, and the wheel proper is composed of vulcanite, scrolled out for good hand holds. The steering post has a backward slant that helps the general appearance.

Below the frame of the body on the right side is strapped the prestolite tank, clamped tightly to the body by heavy iron bands, it being removable by thumb screws. On the right, attached to the seat, is a pump which will allow increased pressure to be given the gasoline or oil tanks. The body of

the machine is enameled a bright red and is striped with black.

In the shipment received, there were two other cars, a four-passenger touring car and a five-passenger fore-door touring car. The distinguishable feature of the fore-door car is that the fore-door arrangement is easily removed, making it either a Summer or Winter car.

BUSINESS PROSPECTS GOOD

Chalmers Representative Sure That Demand Will Grow.

H. L. Keats, who has just returned to the city from the convention of Chalmers dealers, which was held in Detroit November 28 to December 1, is enthusiastic over not only the cars which he represents, but also the prospects for business for the coming season.

"I have never seen such enthusiasm as prevailed at the Chalmers dealers' convention," he said. "Most of us had visited the factory several times before, but I am sure that none of us realized what a magnificent institution it is."

"As for the business prospects for next year, I am convinced that they are excellent. I believe that the business in 1911 cars will be fully equal to, if not greater than the business for 1910. One has only to see such a plant as that of the Chalmers Motor Company and listen to such a man as Mr. Chalmers to be convinced that the future of the automobile industry is sure."

"When you stop to think that here is a company comprised of some of the best business brains in the United States and that this company has invested \$1,600,000 in buildings and machinery in the last 18 months, you begin to feel sure that the automobile industry is no mushroom growth. As Mr. Chalmers himself said during the convention, 'We are not gamblers, but we have in 18 months bet \$1,600,000 against the future, that the automobile business will last and that the Chalmers Motor Company will be one of the

companies to keep right on selling cars."

But more impressive than all of this to me was the evidence of the Chalmers dealers themselves. Just think of 150 men going to Detroit from all parts of the United States, some even from Canada, Porto Rico, Cuba, the Hawaiian Islands. These 150 men left their business to attend this convention. Each of these men is close to the automobile-buying public. In this convention they were not talking to outsiders. There was no grand stand effect. They were sitting in a private room talking about the industry which

is their bread and butter, yet there was not one of all these men who did not have perfect confidence in the future."

House Set on Fire by Burglars.

HEMPSTEAD, N. Y., Jan. 14.—Fire, apparently set by burglars to cover their tracks, last night destroyed the \$30,000 summer home of A. W. Royster in Red Springs, L. I. The fire was discovered by the caretaker, Patrick Seiglock. He lives in the garage not far from the house and was aroused by hearing the burglar alarm ringing. Upon investigation he found the second floor of the house in flames.

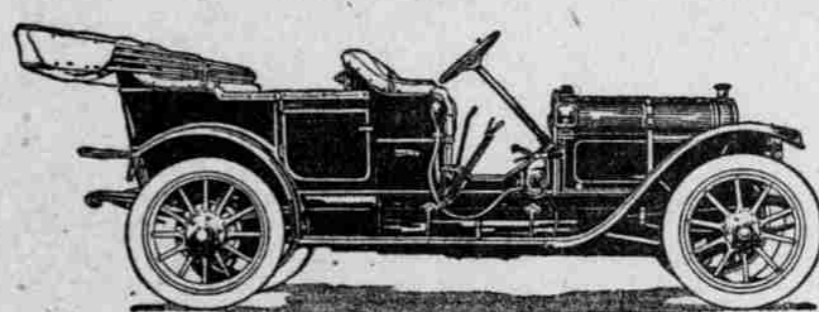
After you have looked over all the

"BEST CARS"
"THE MOST POPULAR CARS"
and "MOST FOR THE MONEY CARS"

Come and see the
Oldsmobile and Marion
We invite comparison

CROWE AUTO CO.

16th and Alder



A Prophecy About Motor Cars

I have just returned from a four days' Convention of Dealers in Chalmers cars, which was held at the factory of the Chalmers Motor Company in Detroit.

The Company has shipped exactly 103 per cent more cars so far this season than for the same period last season.

Yet it doesn't intend to build any more cars than it built last year.

All the dealers naturally were anxious to get as many cars as they could, and if the Company should agree to meet the demands of the dealers at the convention it would have to build twice as many cars as it intends to build. But it won't—because "Not how many, but how good" is the Chalmers manufacturing policy.

I have never seen a crowd of men more enthusiastic about their business than these dealers were, nor have I ever seen a crowd with more faith in their ability to sell the cars that have been allotted them. All of them reported a good business, and not one of them would surrender any part of his allotment.

I may not be much of a prophet—it won't take long to prove whether I am or not, because TIME

WILL TELL—but I predict that there will be the same shortage of Chalmers cars next Spring as there has been each Spring in the past. The reason for this, in my opinion, is simply that the Chalmers Car is THE CHALMERS CAR. It is so well known for its quality and for the Chalmers service which goes with it to the owner that the demand for Chalmers cars is not affected by the demand for any other car. I therefore urge all who think of buying 1911 Chalmers cars to place their orders now so that they can be sure to have their cars in the Spring.

I don't say this simply to try to force the sale of cars at this time. That is not necessary. I have never raised a cry of "wolf" in the past and I never will. It is not our way of doing business. But I had my eyes opened a little bit while at this convention as to what the real conditions are going to be next Spring, and I think that I am simply doing a number of our prospective buyers a favor by making this announcement.

I simply want to tell you as honestly, as candidly and as sincerely as I can that now is the best time for you to buy a Chalmers car, because next Spring many people who want them will be disappointed.

H. L. KEATS AUTO CO. BURNSIDE AND SEVENTH STREETS, PORTLAND, OR.