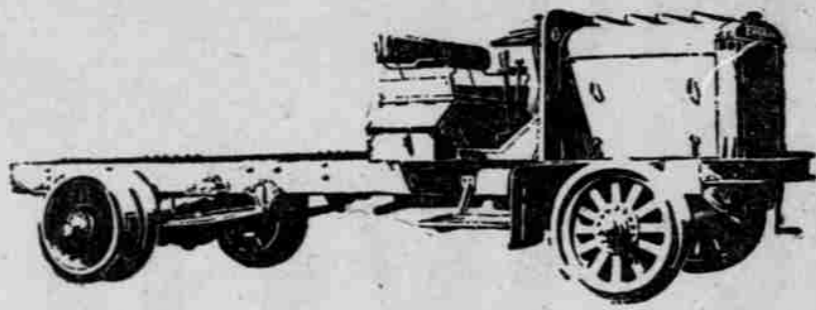


FAGEOL trucks



Those dealers in California selling Fageol Trucks are making money and friends.

It is not overstating the case to say that the first year's production of Fageol Trucks did not develop a single serious fault—a fact which may be one reason for the popularity of the Fageol in California.

The Fageol exclusive system of spring oiling affords continuous chassis lubrication.

Built in 2½-3, 3½-4 and 5-6 ton capacities.

Butler-Veitch

Sales Organization—Fageol Products
Oakland, California.

"THE WEST KNOWS HOW"

FAGEOL GROWS RAPIDLY

CALIFORNIA-MADE TRUCK TO ENTER THIS TERRITORY.

Fourth Unit Just Added to Fageol Factory at Oakland Assurance of Prompt Deliveries.

Word has just come of the completion of the fourth unit of the Fageol factory at Oakland, Cal., for use as a parts and supply department. This marks another step in the rapid expansion of manufacturing facilities for Fageol motor trucks, and is assurance to the prospective truck buyer of prompt deliveries.

This is the fourth section added to the Fageol factory in the past year. When it is remembered that the entire plant has been built since June of 1917, and that the first Fageol truck was constructed and marketed the same month, some realization of the value obtained by purchasers of Fageol trucks, and the esteem in which they are held by buyers, may be gained.

The new parts and supply department is to become the central building of the industrial group on the ten-acre site. Other units, with the machinery equipment, have entailed the expenditure of more than \$750,000 in the last year. A carefully planned machine room was opened early this year and has been equipped with the highest grade machine tools.

Western business men, in the effort to adapt motor trucks and haulage machinery made for eastern roads and eastern climatic conditions, have suffered through delays, breakdowns, and the physical inability of the machinery to "stand up" under the wracking tests on western roads.

The average inter-city haul in western territory presents problems in distance, climatic and road conditions, and temperature, unconsidered in the construction and design of many eastern trucks. Consequently, when a truck is designed and built of the best standardized parts, with specially designed features to meet western requirements of roads, climate and haul, etc., it is only natural that an almost instant popularity is achieved by the product.

Such has been the case with the Fageol truck. Butler-Veitch, under whose sales management a widespread California representation for the Fageol has been made possible, is now planning, in cognizance with the growing factory production, an extension of sales arrangements to include Portland, Seattle and Spokane, and can assure truck dealers and buyers of prompt deliveries on any of the three models.

Here is a western factory, enjoying a preferential rating from the War Industries Board for the shipment of material, making a truck built to meet the especially trying western conditions, which by reason of its central location is in a position to make deliveries at once, whatever the condition of freight-line congestion or roads. Drive-aways, as a means of delivery for automobile machinery, so much talked of in eastern factory centers, is the customary method of delivery on western made trucks, and it has been almost universally used in the case of the Fageol product. While the Northwest territory is further removed from the Oakland factory than Central and Northern California, it is little further than points in Southern California to which Fageol trucks have been sent under their own power.

Consequently, no delay need be feared in the delivery of Fageol trucks into the Pacific Northwest. If freight cars cannot be had, the Fageol will start out under its own power, probably loaded to capacity with Fageol tractors, also under the sales management of Butler-Veitch, and come through on schedule time over our northern roads, as they have in California.

ROYAL CORD GIVES LONG WEAR

Tire Runs 25,000 Miles on Florida Stage Line.

Twenty-five thousand miles on a United States Royal cord tire is no longer an unusual performance, but the manager of a bus line operating in Florida has turned in a record of a Royal cord which has made 25,421 miles under exceptional circumstances.

This tire was part of the equipment on a 4400-pound bus running between Tampa and Lakeland, 165 miles a day over brick, asphalt and clay roads. It ran 892 miles on a rear wheel before a puncture came. It was then shifted to a

BEVEL EDGE PATENTED

STUDEBAKER PROTECTS FEATURE OF NEW BODY.

Joseph H. Bourgon, Body Engineer of Studebaker Corporation, Designer of Stream-Line Bevel.

GRAPHITE SAVES REPAIRS

Proper Lubrication Secret of Keeping Car in Condition.

One of the best rules for keeping a car out of the repair shop is the proper use of lubricants. The most sensitive

TACK STREWER AT WORK.

After remaining quiescent for quite a while, the tack-strewer vandal is again quite busy in Multnomah County. While driving over the Craig road the other day from the Sandy to the Base Line road, Frank Van Duyn got 30 roofing nails in his four tires in a few minutes. No sooner would he repair one puncture than the car would pick up another nail. Now he is warmly in favor of lynching the culprit if he is found.

In the meantime motorists who have anything short of armor plate on their tires had better steer clear of the Craig road.

parts of the car are the bearings, and unless they are given scrupulous care they are the first to break down.

This bit of advice is given by a repair man who has seen hundreds of cars come and go at the repair shop. "Next to proper adjustment," he says, "a good lubricating system and the right kind of lubricating grease for each bearing are necessary to keep a car in good running order. If an owner has not been careful of these things, I can sense it the minute he drives in the door."

"A good grease, mixed in the right proportion with selected flake graphite, forms the best lubricant for bearings. The Joseph Dixon Company put it up already mixed, a different grade for each purpose. A good car, well taken care of, can be kept from the repair shop for whole seasons at a time."

The Staggard Studs on Republic Tires give extra security in driving.

They are scientifically designed and placed to afford maximum non-skid with minimum friction.

Republic Black-Line Red Inner Tubes have a reputation for freedom from trouble.

The Republic Rubber Co., Youngstown, Ohio.

PORTLAND TIRE & TRUCK CO.
J. L. Haas, Manager.
Broadway 2162
71 Broadway, Portland, Oregon.

REPUBLIC TIRES



BEVEL EDGE PATENTED

STUDEBAKER PROTECTS FEATURE OF NEW BODY.

Joseph H. Bourgon, Body Engineer of Studebaker Corporation, Designer of Stream-Line Bevel.

Under Patent No. 52125, dated July 2, 1918, patent rights covering the use of a bevel-edge around the top of an automobile body, are granted to Joseph H. Bourgon, body engineer of the Studebaker Corporation, by the United States Patent Office, Washington, D. C., according to word received by W. C. Garbe, of the Wyn Motor Car Company, Studebaker distributor here.

The bevel-edge of the new series 19 Studebaker is one of the most conspicuous of its many outstanding features. This long, stream-line bevel accentuates the length of the car and gives it a low, rakish appearance. Trimmed in a contrasting color to that of the main part of the body, it adds an outstanding touch of color that is at once a mark of distinction.

Although the new Studebaker seven-

passenger big six was the first stock car to feature the bevel-edge body, it is interesting to note, in connection with the granting of the patent rights to Studebaker, that the same idea appeared on a Studebaker custom job over two years ago.

In the Fall of 1915, Mr. Bourgon, Studebaker's veteran body engineer, and long famous as a creator of distinctive body types, brought out a special five-passenger Studebaker car which made use of the stream-line bevel-edge identically as it appears on the new series 19 big six. This model was named the Studebaker "Bourgonette," after its designer, and won considerable recogni-

tion at the time as one of the finest special custom body jobs that had ever been produced in America.

This year Bourgon utilized the same idea in working out the body design of the Studebaker big six, known as the masterpiece of the Studebaker organization, and recognized as one of the most beautiful cars on American roads. And it is this bevel-edge, born with the Studebaker "Bourgonette," that is now officially registered and fully protected by patent rights that are wide in their scope.

Roads into the Rainier National Park are good from Tacoma to Paradise

Valley, according to the report of E. S. Bullitt submitted to the Chevrolet Touring Bureau for distribution to motorists. Scores of machines are making the trip each week and few fail to make the tour in ease and comfort.

Keep the Air Vent Open.

In the cap on the filler hole in a

gravity feed tank you will usually find a small hole. This is to allow pure air to enter at the top so that the gasoline can flow into the carburetor from the bottom. If gasoline fails to reach the carburetor, though there is plenty in the tank, make sure that this air vent is open before trying to locate a stoppage in the line.

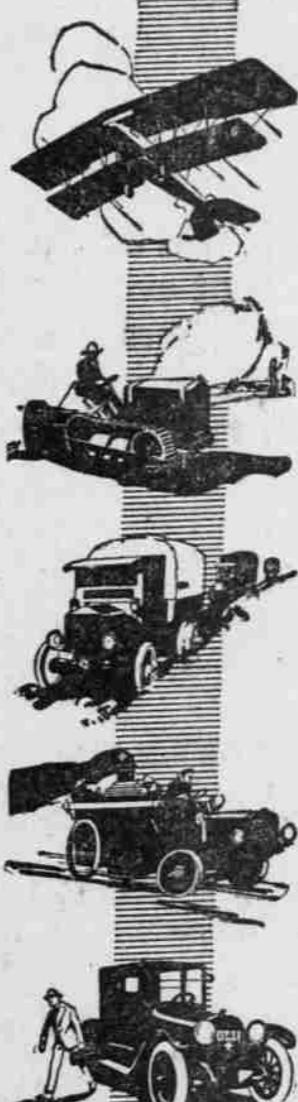
JUDGMENT

I firmly believe the Empire four and six-cylinder automobiles are the best that can be purchased for the money. Your inspection invited.

J. S. MOLTZNER

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BROADWAY 2393 OPEN SUNDAY

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We will prove it to you, too, if you will afford us the opportunity.

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