

COVEY TAKES AGENCY FOR MASTER TRUCK

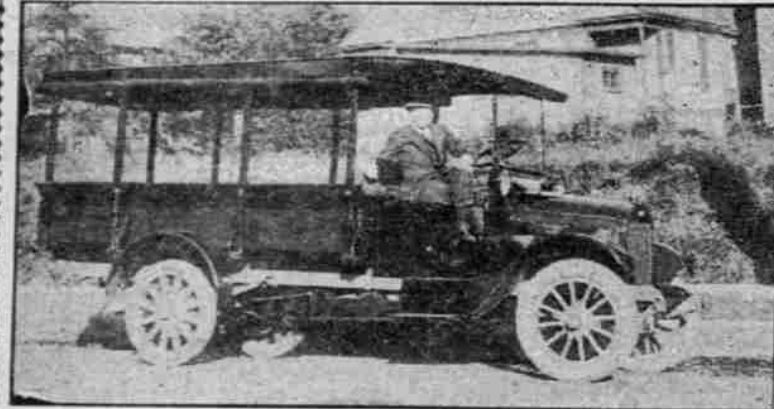
Large Territory Obtained for Well-Known Line.

SUB-AGENTS TO BE PLACED

Mr. Covey Able at Present to Take Orders for Prompt Delivery in Oregon and Washington.

The H. M. Covey Motor Car Company, distributor here for Cadillac and Dodge passenger cars, has entered the truck field. Mr. Covey, last week, closed arrangements whereby he has taken the agency in this territory for the well-known Master truck.

HERE IS THE NEW CHEVROLET ONE-TON TRUCK JUST RECEIVED HERE BY REGNER & FIELDS.



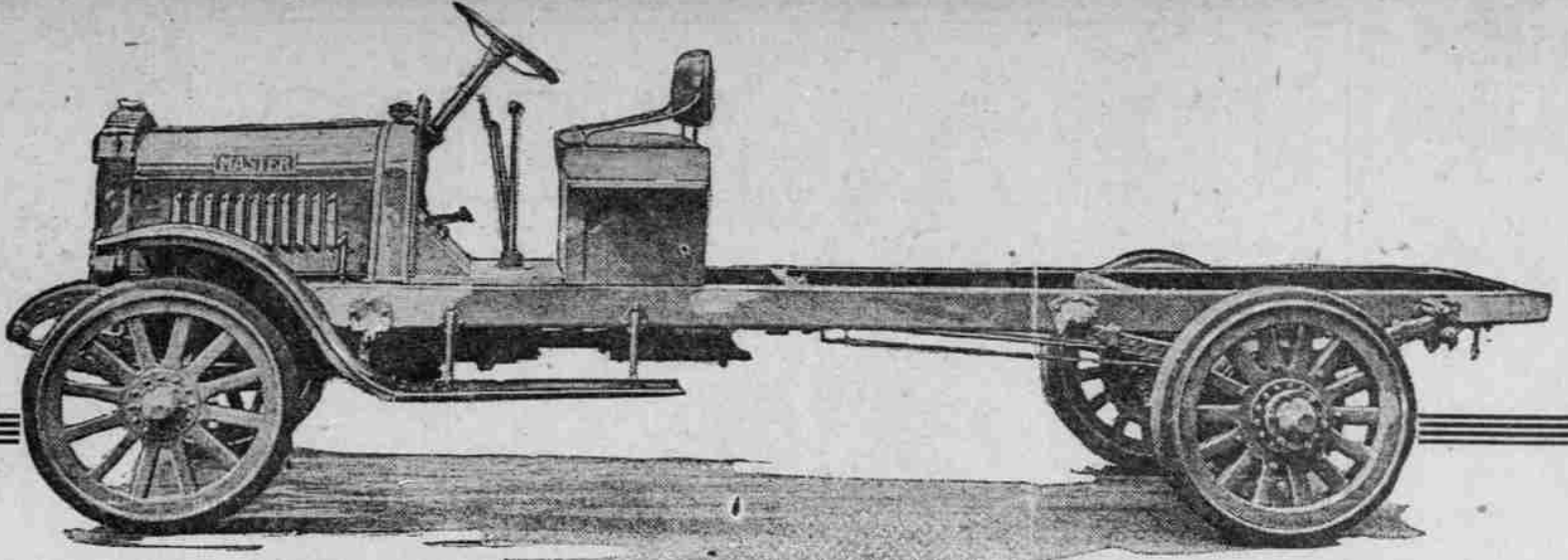
At the Helm of the Truck is Arthur Fields, of Regner & Fields, Multnomah County Chevrolet Distributors. This Truck Comes With Pneumatic Tires in Front and Electric Lights and Starter.

been driven to increase the weight and strength of his vehicle to withstand road shocks and vibration. "Here the analogy ends. The lion has lain down with the lamb. The tire engineer has seen his great opportunity for service and has grasped it. "The United States Tire Company has placed on the market a cord pneumatic tire in sizes large enough to carry the heaviest commercial loads at speeds equalling those developed by passenger automobiles, and with no more damage to roads than is caused by the lighter vehicles. Through this achievement the truckmaker can now build a much lighter truck and the total weight on the road is made up of a far greater percentage of useful load than heretofore. The race between tire builder and road builder has been called off on account of United States pneumatic truck tires."

GRAPHITE FRIEND CAR OWNER

Lubrication of Gears and Bearings Most Important.

Every month added to the life of an automobile means dollars and cents to the owner in these days, when every car owner realizes that when his present car is gone he may not be able to get another. With the scarcity in new cars, used cars have gone way up in price and car owners are holding on for a still better price. Hence, every month the old car holds out adds dollars to its value. The most vulnerable parts in a car are the gears and bearings. They receive the hardest usage and are fre-



A Motor Truck of High Character at a Reasonable Price

MASTER TRUCKS

The COVEY MOTOR CAR Company has been appointed Oregon and Southern Washington distributors for the Master Trucks and as such is able to make immediate deliveries.

Made from standard units combined in a truck without a weakness. It will stand favorable comparison with trucks costing many hundreds of dollars more.

SPECIFICATIONS IN BRIEF:
Buda Motor, Eiselman High Tension Magneto, Timken Axles, Timken Bearings, Spicer Universal Joint, made in six sizes, 1 1/2 tons to huge 6-ton Tractor Truck.

LIVE DEALERS WANTED IN UNOCCUPIED TERRITORY

COVEY MOTOR CAR CO.

21ST AND WASHINGTON STREETS, PORTLAND, OR.

sub-agencies in the territory. In fact, Ray Wise, territory representative for the manufacturer, is at present going through the Oregon territory for Mr. Covey to arrange for placing of some of these sub-agencies.

The Master truck is so well known that it does not require much introduction here. It is a truck made of the highest class standard units throughout, such as Timken axles, Timken bearings, Spicer universal joints, Eiselman high tension magneto and Buda motor.

Furthermore, it is selling at present at an unusually low price in its field.

A large number of Master trucks, mostly of the popular 2 and 3 1/2-ton sizes, are already operating in Oregon and the Pacific Northwest. They are all giving fine satisfaction and have abundantly demonstrated their adaptability to conditions in this territory.

Although most of the Master trucks now operating here are, as mentioned, of the 2 and 3 1/2-ton sizes, the Master truck is manufactured in all sizes from the 1 1/2-ton to the 6 1/2-ton tractor truck.

Mr. Covey is much pleased at having been able to obtain a line of trucks so well established and generally known as the Master truck. He expects to do a big business in this territory with the Master truck, as he is able at present to make immediate deliveries on trucks ordered from him. This is a condition that may not obtain very long, for the demand for trucks generally is exceeding the supply.

NEW TRUCK TIRE ARRIVES

U. S. RUBBER COMPANY BUILDS PNEUMATIC FOR TRUCKS.

Announcement of Heavy Duty Cord Is Boon to Hard-Pressed Makers of Roads.

There is a close analogy in the development of truck tires and naval shells in relation to improvements in the surfaces against which they are used. As fast as the shellmaker has progressed in his art the armor manufacturer has been forced to greater efforts in the furnishing of protection to battleships. Each instance in the penetrating power of armor-piercing shells has called for corresponding improvement in the quality of armor steel or added thickness of the protective belt. In the more peaceful problem of motor truck transportation are all the elements of this situation except that the prize is business development. The increasing size of motor trucks equipped with solid rubber tires has forced the road engineer to endless experiments in an effort to produce a road surface that will stand up under the terrific punishment caused by incessant demands for speed, tonnage, and still more speed. And the truck builder has

quently the most neglected. But it is not necessary for the car owner to be a mechanic to keep his bearings in order. If he knows how to keep them lubricated, he knows all that is necessary. He can take his car to the garage occasionally for a more thorough inspection.

Almost any motor mechanic will advise the use of flake graphite lubricants for bearings. The Joseph Dixon Crucible Company makes a line of graphite lubricants for gears and bearings especially suited to the various parts. Only selected flake graphite, obtained from the company's own mines, is used. Perfect lubrication is assured by the use of these lubricants because of the permanent, heat-resisting and absolutely frictionless nature of the graphite.

BRIDGE COSTS MODERATE

NEW STRUCTURE AT SALEM SETS ECONOMY RECORD.

All the Engineering Supervised by State Highway Commission, With Surprising Results.

The State Highway Commission is well pleased with the design and completed construction of the new Marion-Polk County highway bridge, and has made some interesting comparisons as to engineering and design between this structure and that of the Interstate bridge between Portland and Vancouver.

The fact that the Interstate bridge was built in peace time under the most ideal conditions while the Salem bridge was built during war times under the most adverse conditions has considerable bearing on the comparison of costs.

Yet this comparison is favorable to the Salem structure, inasmuch as engineering costs are generally higher in proportion on the smaller structure, and further, because of the fact that foundation conditions were similar, both structures being built upon pile foundations with concrete piers. The river beds are similar and the current conditions are also about of the same velocity. The Salem structure is on a 4 1/2 per cent grade on the Salem side of the river and a 4 per cent grade on the Polk County side of the river. The approach on the east side of the river is of massive concrete design, which adds somewhat to the cost of design and engineering.

The total cost of the Salem bridge, exclusive of payment and mills in approaches, was \$244,541.36.

Total cost of engineering, including surveys, borings, inspection of steel and cement, blue prints and supplies, resident engineer's salary, stenographic work and design and inspection from Highway Commission's office, was \$49,931 or about 13 per cent of the cost of the structure. This is supposed to be a record for a structure of this

magnitude when the variety of engineering work required is taken into consideration.

The engineers for the Interstate bridge at Vancouver, Wash., received a fee of \$80,000 for work that cost about \$1,600,000, or about 5 per cent. On this basis, the engineering of the Salem bridge would have cost \$12,200. The extra work involved amounts to about \$75, or less than one-third of 1 per cent.

Of steel work involving a value of over \$100,000, not a single error in design involving extra expense was found against this department. A feature very pleasing to the Marion County Court was the fact that the quantities upon which the main contract was based were reduced so that the bridge cost about \$5000 less than was contemplated at the time the contract was signed.

It might be noted that the Interstate bridge was constructed by Eastern engineers upon a contingent fee basis. The Marion-Polk County bridge was designed and constructed under supervision of the Oregon State Highway Department and the designing engineer was an Oregon boy, L. W. Metzger.

PIERCE TO STOP, TOO

NO MORE PIERCE-ARROW PASSENGER CARS AFTER JANUARY 1.

Company in Formal Statement Explains That Trucks Will Be Built for War Work.

The edict of the War Industries Board cutting off production of passenger automobiles after January 1, 1919, found the Pierce-Arrow Motor Car Company of Buffalo, well prepared to meet the changed conditions. Production of trucks for war and domestic use is assured, the company gradually having planned to conform to just such an order as was issued.

A statement issued by the company says: "After the present limited supply of series five Pierce-Arrow automobiles has gone to the public, this company will produce no more passenger cars and all steel and other materials are available without detriment to the war programme.

"This decision is directly in line with the policy adopted by the Pierce-Arrow Motor Car Company when the United States became a belligerent. We were convinced that it was necessary to accept conditions developed by the war. Without any pressure from the Government, this company voluntarily suspended production of two of its models, the '38' and the '46', and concentrated on one model, the '48', in order to conserve material and labor.

"A large amount of material already

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has opened under new management, fully equipped to do all kinds of Auto Repairing, Tire and Tube Vulcanizing. All work guaranteed.

A complete line of tires, tubes and accessories. Service station for Miller Geared-to-the-Road Cord and Fabric Tires.

We will come after you if in trouble on the road. Phone us.

STORAGE AND REPAIRS

ordered for contemplated production of cars was canceled. Some of this had to be abandoned at considerable money loss.

"As a matter of fact, the Pierce-Arrow Motor Car Company has ordered no new passenger car material since the United States entered the war.

"Cars now in the process of manufacture are being built from material which was ordered in December, 1918. "By voluntarily curtailing passenger car production, we were enabled to release a large portion of our facilities for highly important war work. We

expect to have capacity to care for our domestic truck business.

"We have lately presented to the public the highest grade of engine ever developed by this company, the Dual Valve Six. Its welcome convinces us that we could sell a considerable greater number than our plans call for. We shall not attempt any larger production, as we wish to conform our whole policy to that of the War Industries Board, and during the war period give preference to war work and motor trucks.

"When peace comes we will be in a

position to present to the public a passenger car which will maintain our effort to combine an engine of highest power and permanency with bodies of greatest beauty, comfort and safety."

Reviving Dry Cells. It is possible to get increased amperage from partly run down dry cells

by crowding down the material near the carbon element with a small piece of wood and a hammer. This lessens the obstructing material from around the carbon and permits free chemical action. The asphaltum on top of the cell may be sealed again by application of a little heat.

AUTO DIRECTORY

offers more of "what you actually need and want in an automobile." BRALY AUTO CO. Main 4880, A 3881. 19th and Washington Sts.

International Motor Truck A Truck for Every Purpose. Manufactured by International Harvester Company of America. For Sale by Henneman Motor Truck Company, Broadway 564, Ninth and Couch Streets.

Lexington MINUTE MAN SIX MINUTE MAN SIX Brunn Motor Car Co., 444-46 Stark St. Phones: Broadway 2958, A 2958

MACK Trucks Capacities, 1, 1 1/2, 2, 3 1/2, 5, 5 1/2 Tons. Complete Stock Repair Parts. F. C. ATWELL, Sales Agent. Washington at 21st. Tel. Mar. 440

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BOWSER GASOLINE and OIL TANKS STORAGE SYSTEMS FOR PUBLIC AND PRIVATE GARAGES. S. D. Stoddard, District Supt. Sales, 719-29 Corbett Bldg. Main 1476.

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David Hodes Co. AUTOMOBILE GEARS, PARTS AND ACCESSORIES AT REDUCED PRICES. ENGINES A SPECIALTY N. Broadway and Flanders.

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Willard STORAGE BATTERY CO. We Stock Them. We Repair Them. We Charge Them. Free Advice. AUTO ELECTRIC EQUIPMENT CO. Sixth and Burnside Streets.

ALL-WORK FARM TRACTOR DEMONSTRATING ITS PLOWING ABILITY AT SALEM STATE FAIR.



The All-Work, which is a three-pow tractor, was the center of a great deal of interest at Salem. It is distributed in this territory by J. A. Freeman & Son, of Portland.

NASH

Announcing the Arrival of the New 7-Passenger Touring Car —and— 3-Passenger Coupe

We also have for immediate delivery a limited number of 5-Passenger Touring Cars 4-Passenger Runabouts —and— 5-Passenger Sedans

NASH TRUCKS

and the famous Nash Quad

PORTLAND MOTOR CAR CO. Tenth and Burnside