

BUICK IS FIRST 1919 MODEL SHOWN HERE

Five-Passenger Touring and Coupe on Display.

FEW CHANGES IN NEW CAR

Most Striking Departure Is Enclosing of Valve Action With Pressed Steel.

The honor of showing the first 1919 model in Portland goes to the Howard Automobile Company, Pacific Coast distributors of the Buick, who will have the new five-passenger touring car and the four-passenger coupe on display at their salesroom, Fourteenth and Davis streets, this week.

"We could not improve the motor," said George W. Dean, manager of the company, in speaking of the new model, "so we did the only thing open to us—added a few conveniences."

"Practically no mechanical changes have been made, except to enclose the valve action. The famous Buick valve-in-head motor is, of course, retained, but by enclosing the valve action in a pressed steel housing the only possible criticism that has ever been offered to the Buick valve-in-head motor has been removed. This results more in a matter of convenience to the owner, for in connection with this an oiling system has been devised which, it is stated, will take care of the lubrication practically for the season and, being enclosed, for the fastidious gives a much cleaner motor."

Housing Eliminates Sound.
The light rhythmic sound of the rocker arms in action, never an objection, has now been entirely eliminated by the steel housing and it does give a decidedly improved appearance to the motor, as will be noted in the accompanying photograph.

"For further convenience the position of several of the grease cups and oiling devices have been improved, an oil pressure gauge having been installed. This, together with a new light and ignition switch, greatly improves the appearance of the dash. The body has been swung slightly lower and with a new top of special waterproof fabric equipped with plate-glass rear window and much neater louvers in the hood, improved fenders, and the addition of a very neat splash apron below the radiator, all of which has contributed to decidedly improve the general appearance of the car, which is now finished in a much darker and richer brewer green than the usual Buick shade.

Slight Spring Change Made.
It is also fitted with the newly adopted standard rim with 23x4 tires. A slight change has been made in the suspension of the cantilever rear springs, which has even improved the present easy-riding qualities for which the Buick has long been noted.

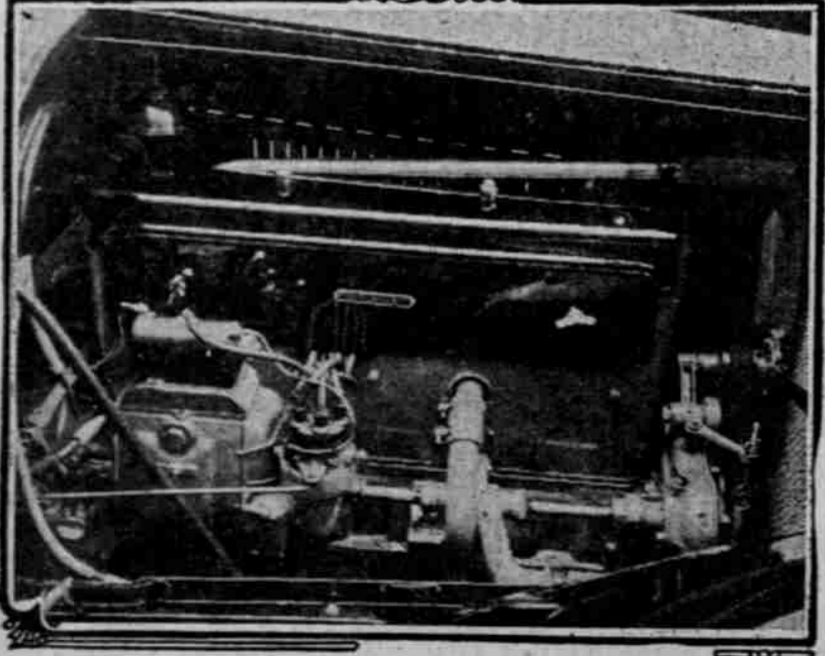
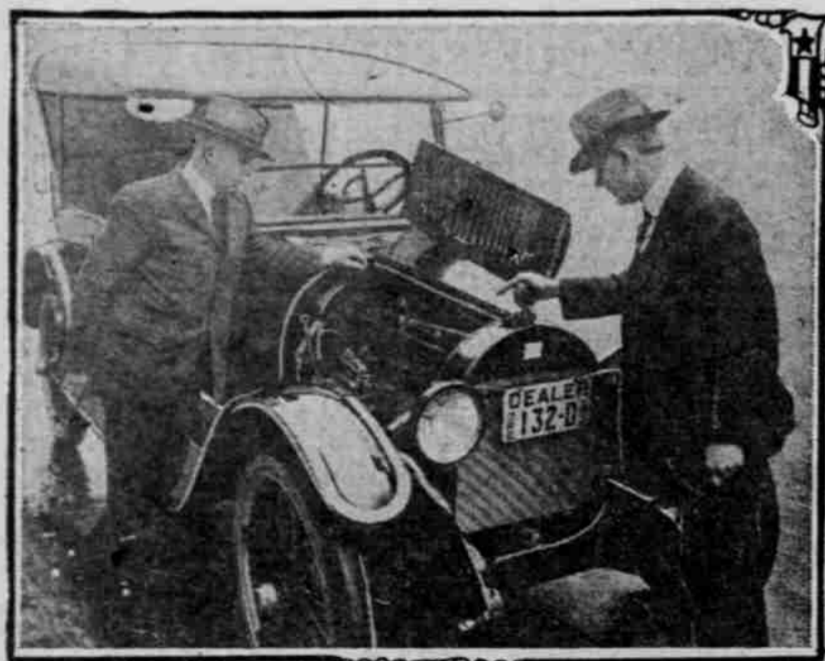
"The popular Buick coupe, seating three passengers, with a comfortable emergency seat for the fourth, combined with the 1918 chassis, will undoubtedly be one of the sought-after models. Two of these models were received, one of them having been sold immediately, and judging by the attention given this model by visitors there will soon be a waiting list for the coupes. This is already true of the touring cars and roadsters, and every one at the Buick headquarters is smiling over the prospects of an unusually good winter business."

MOTOR BUS INVADES TOKIO

Company Will Handle Freight and Passenger Traffic.

An extensive motor bus service is to be started in Tokio for both freight and passenger traffic. Eventually the service will be maintained by 150 passenger cars, each carrying 16 persons, and by 50 motor trucks for freight. The passenger fare will be 4½ cents with an extra half cent for transfers if needed. The route of the motor bus system will follow the principal street-car lines of the capital of Japan. The company announces it is planning to buy the initial fleet of motor buses.

1919 BUICK MAKES BOW TO PORTLAND AUTOMOBILE PUBLIC.



Above—George W. Dean, Manager of the Howard Automobile Company, Distributor of the Buick, Calls the Attention of D. M. Smith, Salesman, to the Enclosed Valve Action. Below—The Greatest Change in the New Model Is the Pressed-Steel Housing for the Valve Action.

from American manufacturers. Later the company will build its own buses at Tokio.

FAGAN ON RETURN JOURNEY

Pierce-Arrow Manager Wires More Cars Are Being Manufactured.

C. C. Fagan, manager of the Pierce-Arrow Pacific Sales Company, has telegraphed from the Pierce-Arrow factory at Buffalo, N. Y., that all the energies of the company are being directed toward peacetime production and that the output of both passenger cars and trucks promises to be large. He is enthusiastic over the prospects for business in 1919. Mr. Fagan left on the return trip to Portland Friday and is expected to arrive Tuesday.

SOLDIERS TO BE HONORED

"VICTORY" TREES WILL LINE LINCOLN HIGHWAY.

Memorial Idea Proposed in Ohio Is Determined to Receive National Consideration.

National consideration is to be given to the plan recently announced by the Lincoln Highway Association of the action of Crawford County, Ohio, in preparing to plant a memorial tree for each of her soldier dead along the Lincoln Highway. The idea has been endorsed by the American Forestry Association through Charles Lathrop Pack, president, and by the General Federation of Women's Clubs, which, since the establishment of the Lincoln Highway in 1913, has been active in promoting plans for its beautification.

It is considered most appropriate that each state through which the Lincoln Highway passes arrange for the planting of "Victory" trees for the soldiers and sailors of the community who have died in the service of their country. It is conceded that the motor truck and motor car have played a mighty part in the winning of the war, and that the Lincoln Highway stands as the first example in the minds of the people as the medium of their use in through, connected transportation. For these reasons the planting of memorial trees along the Lincoln Highway is particularly favored.

It is pointed out by the American Forestry Association that wood has played a big part in the victorious achievements of our forces overseas, and that attention must be given to the replenishment of our wood stock. With each Lincoln Highway state co-operating with the highway association, a living lesson could be taught to coming generations as to the beauties and value of forestry.

SPARK GAP MISFIRING CAUSE

Motorists Too Prone to Declare Carburetor Is at Fault.

There are few things more annoying to the motorist than a missing, skipping motor. Besides the certainty this condition is imposing a serious strain upon the engine, clutch, transmission and the rest of the propelling system of the car, due to the irregularity of the power impulses, it means increased gasoline and oil consumption and carbonized cylinders. Too frequently motorists are prone to suspect the carburetor and start to tinker with the adjustments, when, as a matter of fact, there is nothing the matter with the mixture. The whole trouble may be due to uneven spark gaps, caused either by bending the electrodes unintentionally in removing and cleaning the plugs, and sometimes in replacing them, or by the points becoming pitted to such an extent that the gap is materially widened. By spacing the gap so that there is a space of one thirty-second of an inch between the actual firing surfaces of the two points this condition may be quickly and easily corrected.—Motor Life.

Cause of Missing.

A not infrequent cause of spasmodic engine missing is either moisture or grease in the ignition distributor face. The current passes across the surface of the water or oil instead of pursuing its proper course. It is a good plan to give the distributor a cleaning at frequent intervals.

Oil Cups.

Many car owners are finding that oil cups may be substituted for the grease cups commonly used in many locations



First For Usefulness

WITHOUT the motor car modern business would be impossible. In saving time and making it possible for the man of affairs to transport himself quickly and at a minute's notice the motor car is indispensable.

First among business men's cars comes the GRANT SIX. It is the most economical car which offers the size, power, comfort and fine appearance which the business or professional man or the prosperous farmer now demands.

Its extreme economy and comfort make the GRANT SIX an ideal car for salesmen, collectors, doctors and others who use a motor car many hours a day. Its dependability, based upon mechanical refinement and advanced design, is a quality that takes front rank in importance under present conditions.

GRANT SIX owners average 20 miles to a gallon of gasoline, 900 miles to a gallon of oil, 7000 miles or more from standard tires.

Price, \$1245 f. o. b. Cleveland

MANLEY AUTO CO.

11th and Oak at Burnside.
Phone Broadway 217.

GRANT MOTOR CAR CORPORATION—CLEVELAND

on the chassis with eminently satisfactory results. The oil cup need be filled but once a month, perhaps, and it needs no turning down to perform its function. However, where the grease cup is mounted horizontally and an oil cup is to be substituted, some sort of connection will be needed to keep the cup straight.



"Most Economical in Oil, Gas and Upkeep"

READ this letter: "We have a Velie three-ton and three other makes of trucks in operation and we consider the Velie the most economical in oil, gas and upkeep. Our Velie takes the place of eight horses and two wagons."

And this: "We operate three Velie trucks and three six-tonners of another make. The Velie trucks outdo the others with lowest cost for repairs. Velie is best for rough and rocky roads."

We have many such letters as these, some written after five years of Velie truck use.

Model 25, 1½-2 Ton. Model 26, 3½-4 Ton

We have some desirable territory open for a limited number of dealers.

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WORM GEAR DRIVE TRUCKS

These Biltwel Features tell why—Four forward speeds, direct drive on fourth; heavy-duty Continental truck motors; steel Raybestos disc clutches; worm gear drive; Timken bearings throughout; nickel chrome and vanadium steel construction; extra deep pressed steel channel frames; removable tubular radiators; long, heavy, silico-manganese steel springs; driver's cab, gas headlights and Prest-o-lite tank included besides regular oil lighting equipment.

Made by one of the most substantial organizations in America, backed by half a century of manufacturing experience.

We carry full stock of parts. Call on us for Velie service any time, day or night.



First in Peace

The orders for Paige Cars since "Surrender Day," November eleventh, have eclipsed all autumn records in Paige history. It demonstrates that a Paige Car, considered as a utility-investment, is "First in Peace"—as well as War.

However, let us frankly explain our position. It is both gratifying and embarrassing. Paige sales are far above normal. And Paige production is and, we fear, will continue for many months to be, far below normal.

The Paige promptly agreed to every Government request. The Day the Armistice was signed Paige had practically reached a hundred-percent War-Work basis. It had taken us ten months to reach it. Now the Government has lifted—and only partially lifted—the ban on motor car manufacture. We still have War obligations to fulfill.

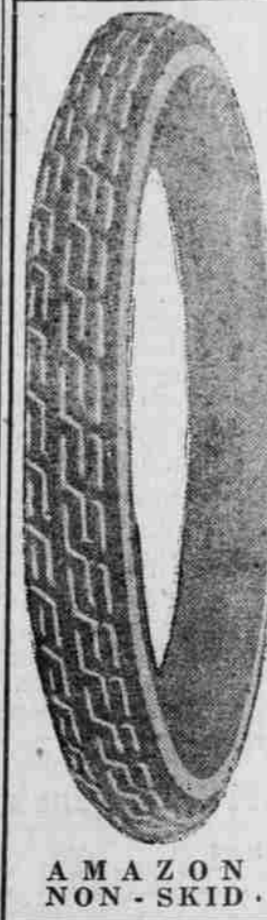
There is the question of steel. Half of Europe must be rebuilt. For nearly a year America's own construction and expansion have been halted. For the Work of Peace steel is needed as sorely as it was for the Work of War.

We recognize the needs of motorists and dealers, who denied during the War, are clamoring for Paige Cars. We are concentrating our energies upon this tremendous problem of raising a sub-normal production to cope with a super-normal demand. And, while solving this problem, a limited number of cars can be shipped.

Cook & Gill Co., Inc.

Broadway at Everett
Phone Broadway 2610

The PAIGE-DETROIT MOTOR CAR CO. DETROIT MICHIGAN.



TIRES

SPECIAL PRICES 5000-Mile Guarantee

	Regular Price	Our Price
30x3½ Non-Skid.	\$25.25	\$17.50
30x3½ Rib Tread	24.00	17.00
32x3½ Rib Tread	27.70	18.00
31x4 Non-Skid.	38.35	25.75

It is on account of our large buying capacity that we are able to make this price while they last.

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Goods Shipped C. O. D., Express or Parcel Post—Write or Call.

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