

OLDEST COAST AUTO FIRM MEN ELEVATED

William L. Hughson Company Business Increasing.

CAMPBELL NEW MANAGER

Organization Follows Policy of Filling High Positions With Men From Ranks.

Among the Portland automobile concerns preparing for a larger and increased business is the William L. Hughson Company, the oldest automobile concern on the Pacific Coast, which is not only city and state distributor of the Federal trucks, Kissel Kars and trucks, Fordson tractors, and Doble-Detroit steam cars, but likewise distributes these products over the entire coast and Hawaiian Islands, handling the ever-popular Ford at the Portland, San Francisco, Oakland, Los Angeles and San Diego branches.

So large have become the varied interests of William L. Hughson and George W. Emmons, the heads of this concern, that the announcement was made that Walter G. Campbell, who last year was elevated to the position of vice-president and general manager of the organization, has been promoted to general manager of all of the interests of Mr. Hughson and Mr. Emmons, who also control the Standard Gas Engine Company, Hughson & Merton Company, which are allied with the William L. Hughson Company.

Executive Ability Recognized.

It has been the policy of this company to promote men from its own ranks to fill the higher positions. Campbell has been associated with the company nearly seven years, starting in as a salesman when the company handled electricals. His executive ability was soon noticed and in a short time he was appointed secretary of the company, which position he filled with such exactness that he finally rose to the position of vice-president and general manager. While giving up the duties of active management, he still remains as vice-president and director of the organization.

John H. Eggal, who was also the recipient of higher honors in the company when promoted to director of sales, is another well-merited promotion.

Eggal has the distinction of being one of the oldest men connected with the automobile industry on the Pacific Coast from the fact that he has been engaged in its workings since 1901, starting in with the Haynes Company, and for the last 14 years representing various companies on the Pacific Coast, representative until six years ago when he entered the services of the Hughson Company.

Eggal will have the direct supervision of the sales department of this large concern with its seven branches, and his long experience in the automobile industry fits him remarkably well for the handling of this large territory.

Wright Started as Salesman.

Del Wright, who is so well known in local motordom, and who has met with such success in the management of local branch for the past year, continues in that position.

Wright is another example of the promotions that come in the organization as a reward for faithful and conscientious work. He started as a salesman at the local branch a few years ago, and through successive promotions was elevated to the position of manager.

So great has been the demand for Kissel Kars and Federal trucks that Forrest Arnold, formerly San Francisco sales manager and prior to that time assistant manager of the company for a number of years, was appointed zone supervisor, assisting Eggal in taking care of this voluminous and growing end of the business.

So optimistic are the officials of the company regarding the outlook of the future business that every department has been strengthened to take care of the business that will be forthcoming.

MOTOR CAR RATED DANGEROUS

Autoist Arrested for Driving "Faster Than Common Trot."

In Paris, in the cycle and automobile show of 1901, a large American automobile manufacturer was refused permission to exhibit his machine by the police on the ground that it was "dangerous."

In Reading, Pa., an early motorist was arrested for driving his horseless carriage "faster than a common trot."

An interesting case was tried in Hackensack, N. J., in 1900 to determine whether the automobile was a common nuisance. In a unanimous verdict the jury brought in a verdict in favor of the automobile.

Automobiles using gasoline for fuel were prohibited in the ferry-boats until early in the year 1901. There was serious talk of granting franchises to run automobiles in Syracuse, N. Y., at the time of their introduction. At the dawn of the industry many enthusiasts predicted an early decline in the value of stock as a result of the advent of the new form of locomotion. That it would soon supersede the streetcar was their confident expectation.

In the early days a chauffeur was called a conductor—Chevrolet Review.

WILSON RIDES IN CADILLAC

Twelve Limousines Are Shipped to France for Commissioners.

Photographs just received from France show President Wilson bowing to cheering Parisian crowds as he is about to start in a Cadillac car for a drive to the boulevards.

The car is one of the standard seven-passenger Cadillacs furnished to the Army, and on its door bears the official Army designation, U. S. 1453. The driver is an American soldier.

The fact that the President rides in a Cadillac while in Europe on his peace mission is particularly interesting in view of the part played by the Cadillac on the battle fronts and in all the American Army activities in France. It is well known that the Cadillac was designated the official seven-passenger car for the Army. Upward of 2000 of these cars were furnished to the Army and they were standard throughout except for a few minor details.

Twelve standard Cadillac limousines were shipped to France for the use of the American representatives at the peace conference.

Shellac Stops Water Escape.

In engines that are provided with a plate on the side to facilitate work on the interior, it is not uncommon to find that water is escaping here in spite of the rubber and fabric composition with which it is sealed. As a general thing, this condition may be remedied by simply painting the screw with shellac or red lead and then securing it tightly into place.

WILLIAM L. HUGHSON COMPANY MEN PROMOTED.



William L. Hughson, President.



George W. Emmons, Vice-President.



Walter G. Campbell, Vice-President.



Forrest Arnold, Zone Supervisor.



Harry R. Lanster, Advertising Manager.



Del Wright, Manager, Portland Branch.

FACTORY TRANSITION RAPID

CHANGE MADE FROM PEACE TO WAR AND BACK TO PEACE.

Willis-Overland Company Quickly Meets Reconstruction Demands in Motor Car World.

From automobiles to gun carriages and back to automobiles again is characteristic of the year's work of the Willis-Overland Company in 1918. When millions of men were put into the field, Uncle Sam became the greatest individual buyer in the world.

Naturally he turned to the automobile industry for a large amount of necessary materials. The Willis-Overland Company, an allied plant, being one of the largest manufacturing concerns in the country, quickly responded by making the necessary changes to get into this mammoth production programme.

At the signing of the armistice they were engaged in rapidly completing contracts amounting to \$80,000,000, requiring almost 100 per cent of their production, and within a month from that period were again turning out motor cars in fair quantities.

The contracts for the United States and allied governments included Curtiss training plane motors, French 75 millimeter gun, carriages, machine 3-inch shells, Liberty 8 and 12-cylinder motors, Mark III adapters and lifting plugs for shells, submarine airplane motors, etc., for the British government.

Their first contract for training plane motors was received September 2, 1917, and at the time of their introduction they were able to get in production very quickly, so that in spite of changes necessitated by the Government's requirements, they were able by March to deliver 335 motors and from that time on deliveries were made in amounts only limited by the Government's instructions.

By the middle of December, 1917, they were well into production on an immense amount of contracts, and this in spite of the fact that 5500 men, comprising about one-third of their skilled mechanics, had been called into the Army. The only way this could be overcome was by the great number of patriotic women, many of whom had members of their families at the front, who offered their services to make up the depleted labor supply.

It was found that these women were efficient, painstaking and had proved valuable on some of the lighter assembly and inspection work.

In the executive offices 175 employees, or approximately 18 per cent, were called to the colors. In spite of the many obstacles encountered in erecting new buildings, changing over old equipment and getting into new production requiring entirely different processes, in the short period of the war, the Willis-Overland plant concluded approximately 42 per cent of their war contracts and had built 100,000 cars in strict adherence to the Government's requirements.

These changes for new equipment and buildings involved \$12,000,000 in various plants.

This ability to quickly take on new production and as quickly supply materials in great quantities has been characteristic of the American industry during the war period. At the present time Willis-Overland officials predict a return to a larger production of automobiles as rapidly as labor and material conditions will permit. It is stated that early this year the company will have reached a production of 300 cars per day in its effort to supply the demand created by the curtailed

ment of motor car production during the year just passed.

TRUCK RECORD ESTABLISHED

Pierce-Arrows Told Day and Night for Eight Months.

Working day and night, seven days a week, continuously for eight months, two five-ton Pierce-Arrow trucks, operated by the Thomas Furnace Company, of Milwaukee, are believed to have established a record unsurpassed in the history of motor hauling. In fact, a third truck of another make which attempted to keep pace with the Pierce trucks failed so miserably that it has been discarded in favor of a third Pierce truck.

The truck toiled 22 hours a day, stopping between shifts only long enough to be oiled, greased and inspected. No mechanical trouble was experienced. Each truck covered about 35,000 miles during the eight months. They were used to carry slag from the furnace plant near the center of Milwaukee to the lake front. Two shifts of drivers, each working 11 hours, kept the trucks running.

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INTERSTATE LICENSE RECIPROCIY COMING

Constitution Is Declared to Guarantee Rights.

MOTOR CAR LAWS DIFFER

Open Door Policy Is Now Operative in Eighteen Commonwealths, It Is Pointed Out.

Officials of the American Automobile Association, delving into the various articles of the United States Constitution, believe they have found a clause that makes it mandatory that every state recognize the automobile licenses of other states. Carl G. Fisher, chairman of the board of the A. A. A., believes that a test could be made on this point, especially in the case of Maryland and the District of Columbia, both of which recognize all other licenses except those of these two sections.

Article IV of the Constitution of the United States would seem to establish the fact that any citizen possesses a right to go from one state to another, whether it be on foot, in a railroad train, on a steamboat, or in a self-propelled vehicle.

Herewith from the Articles of Confederation is the phrasing which served as the basis for Article IV of the Constitution.

Ingress and Egress Guaranteed.

"Article IV. The better to secure and perpetuate mutual friendship and intercourse among the people of the different states in this Union, the free inhabitants of each of these states, paupers, vagabonds and fugitives from justice excepted, shall be entitled to all privileges and immunities of free citizens in the several states, and the people of each state shall have free ingress and egress to and from any other state, and shall enjoy therein all the privileges of trade and commerce, subject to the same duties, impositions and restrictions as the inhabitants thereof respectively, provided that such restriction shall not extend so far as to prevent the removal of property imported into any state, to any other state of which the owner is an inhabitant; provided also that no imposition, duty or restriction shall be laid by any state on property of the United States, or either of them.

"If any person guilty of, or charged with, treason, felony, or other high misdemeanor in any state, shall flee from justice, and be found in any of the United States, he shall, upon demand of the Governor or executive power of the state from which he fled, be delivered up and removed to the state having jurisdiction of his offense.

"Full faith and credit shall be given in each of these states to the records, acts and judicial proceedings of the courts and magistrates of every other state."

While the motor car laws of the several states gradually are becoming more liberal in reference to registration reciprocity, not a few commonwealths still decline to adopt the year-round, open-door policy of New York, Connecticut, Massachusetts, Alabama, Delaware, Louisiana, Idaho, Iowa, Kentucky, Louisiana, Ohio, Vermont, Pennsylvania, South Dakota, Arkansas, Wisconsin, Florida and West Virginia.

Most States Fix Limit.

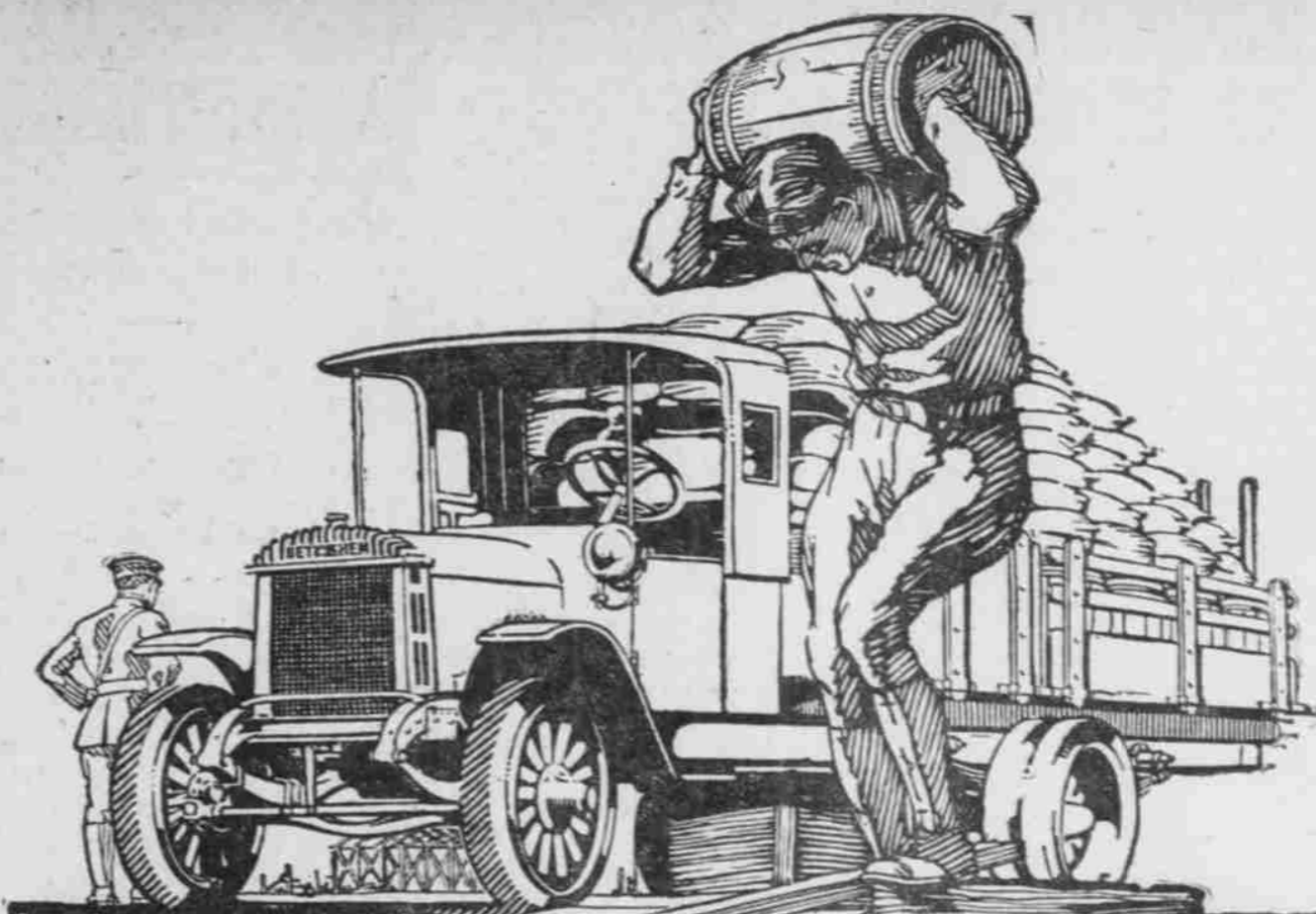
All of the other states limit the reciprocal period in some manner, for varying periods, ranging from two weeks to one, two or three months, and in a couple of instances to six months.

Maryland refuses to recognize the District of Columbia as a subdivision of the Nation, and insists that the residents of the Capital City shall be charged for their use of Maryland's highways, and through a combination of circumstances this fact has interfered with the passage of what is known now as the "Pittman bill," formerly labeled as the "Adams measure." A measure designed to bring about a country-wide and year-round basis of motoring reciprocity before the Senate. One's state, territory, or district number would be sufficient to travel for whatever periods he might elect over the roads of all other sections of the country.

With the multiplicity of interstate passenger car travel and motor truck transportation, there never was a time when the highways of the country would be more open to the road-traveling vehicle of all states, as long as the home state number is carried for identification purposes.

Poor Valve Action.

Misfiring is just as frequently caused by trouble in the valve gear as by poor carburetion or bad ignition. Owners should remember this in searching for the causes of persistent misfiring.



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STANLEY STEAM CAR HERE

W. H. WALLINGFORD NAMED AS DISTRIBUTOR.

Machine Makes West Side Hills With Ease, Gaining Speed From Standing Start.

The Stanley steam car is the latest automobile to make its appearance in the Oregon territory. The car will be distributed by W. H. Wallingford in this state and the Columbia River counties of Washington. The Stanley has been manufactured for 22 years, but practically the entire output has been taken in the East. In addition to Oregon, the car now is also handled in Seattle and Tacoma and in California.

The car is manufactured at Newton, Mass., and is turned out with four and seven-passenger bodies. The demonstrator received here by Mr. Wallingford is a seven-passenger car. It was put through its paces every day last week and its performances were watched with interest by Portland automobile enthusiasts.

"The simplicity of construction and operation are among the chief recommendations of the Stanley," said Mr. Wallingford. "The car has no gears or transmission and all you have to do when you start is to open the throttle. The car picks up speed quickly and is very easy to drive. Hills have no terrors for the Stanley. Upkeep of the car is a very simple matter and we guarantee that any boy of 12 or 14 can learn to take care of the car in 19 days of instruction."

In a demonstration Wednesday on West Side hills the Stanley did many things not usually expected of an automobile. In a distance of 400 feet on a street with a three or four per cent grade the car attained a speed of 25 miles an hour after making a standing start. Making the same kind of a start up steeper hills the car picked up speed all the way up the grade.

Many motorists have predicted that the steam car is one for a period of greater popularity and it is expected that the Stanley will take well here.

FARMERS DEPEND ON TRUCKS

Vehicles Prove Big Aid in Transporting 1918 Crops.

In the harvesting and marketing of our 1918 crops motor trucks have performed a wonderful service and have established themselves as a regular part of farm and ranch equipment. Never in our history was the necessity rendered in transporting supplies from farm and field to the railroad centers for shipment to the seaboard our great war programme would have suffered greatly. In addition to saving a lot of time in actual hauling of materials, they offset to a great degree the shortage of farm labor caused by the entry of thousands of workers into military service.

OREGON SLIDES SHIPPED EAST

Columbia Highway Pictures Will Be Shown in Michigan.

"Colored stereoscopic slides of the Columbia Highway, have been loaned us by the Portland, (Oregon), Chamber of Commerce for showing at our non-day picture shows," says the Republic

Radio published by the Federal truck factory at Alma, Mich.

The pictures have been secured through Traffic Manager Githens who has taken an especial interest in arranging for films.

"There are 60 slides in all and they are beautifully colored. It is said by those who have seen the slides that they are more beautiful than the Apian Way at Rome. The scenes of the highway shown lead to Mount Hood."

"Sydney B. Vincent, of the Chamber of Commerce, wired Mr. Githens last week to the effect that the films had been expressed. The date of their showing will be announced on the bulletin boards."

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