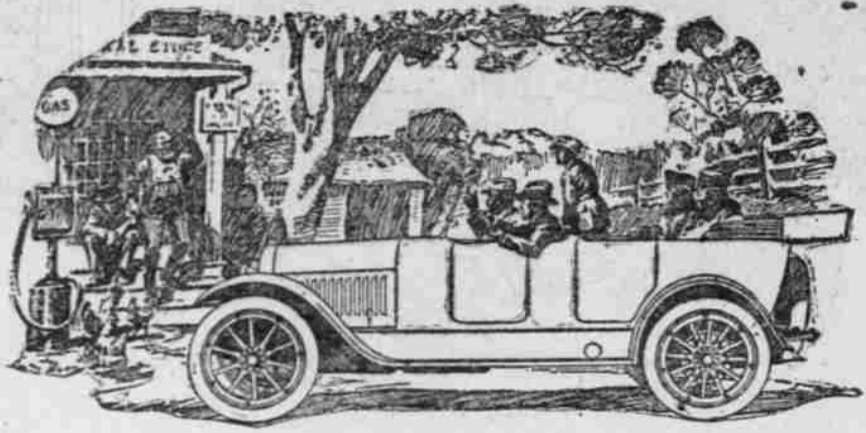


A HOT SPOT Chalmers Never Cries for Gas



A GALLON of gas goes a long ways in a Hot Spot Chalmers. For the great engine in this remarkable car wrings every last bit of power out of gas.

As soon as it leaves the carbureter the gas hits the Hot Spot (one of two magnificent devices common only to a Chalmers) and there it is "cracked up" into "dust."

So "dry" does this gas become that once it reaches the cylinders and the spark plugs touch it off there is translated immediately almost every single bit of power that nature put into gas.

But to get the "dry" gas to the cylinders from the Hot Spot is no easy matter.

The great Ram's horn was designed to do this work and it does the task well.

See this device and you'll never forget it. You'll wonder why it wasn't done years ago. But the common every-day thing known as a pin, remember, was one of the last things the human mind devised.

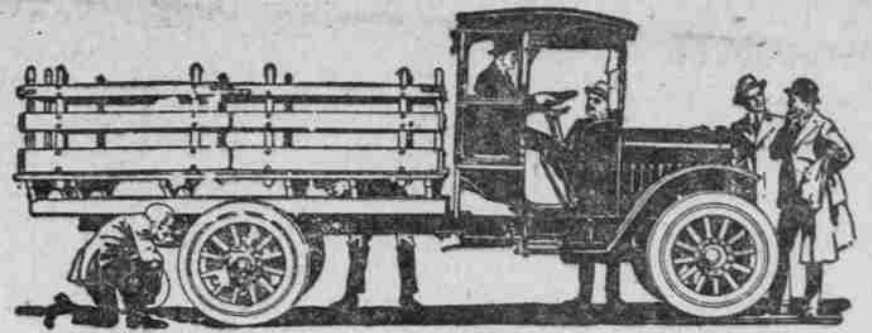
One look at this Chalmers car of today and you'll want to sit behind the wheel. One ride there—and you'll want one.

Six months later, you, too, will say that the Chalmers is really one of the few great cars of the world.



C. L. Boss Automobile Co.
615-617 Washington Street

For good used Automobiles
SEE
C. L. Boss Automobile Co.,
615-617 Wash. St., Portland.



This Maxwell Truck has 25,000,000 miles behind it

ONE thousand times around the equator is about the mileage of all Maxwell trucks now in use.

What this tremendous mileage has taught may be found in the Maxwell truck you buy today.

For the keen engineering done in this remarkable carrier of freight has not been laboratory engineering but road engineering.

That is why the Maxwell is so practical, why it is so hardy, why it seldom needs mechanical attention, why it is always a delight for engineers to look over.

It is every man's truck. It is not a road rolling monster. Neither is it light and flimsy. It will carry 80% of the different kinds of loads conveyed by horse or motor.

Surprising, of course, is the chassis price—\$1085; several hundred dollars less than any other truck of similar capacity. Quantity production is the reason for this.

Pays for itself as it runs. See it and save.



C. L. Boss Automobile Co.
615-617 Washington Street

LARGE SHIPMENT ARRIVES

TRAINLOAD OF CHEVROLETS IS RECEIVED HERE.

Fifty-eight Carloads for Oregon Territory From Oakland Are Valued at \$300,000.

A solid trainload of Chevrolet automobiles consisting of 53 loaded freight cars, each containing six machines, has arrived in Portland from the Chevrolet factory at Oakland, Cal. This is only the February allotment of the local wholesale branch and the cars are being turned up and put in the hands of new owners as fast as a clip that within a few weeks they will be all gone. Another trainload is being made up at the factory for shipment to Oregon, and the two are expected to last at least two months.

The leaving of the train from the Oakland factory was made the subject of a small-sized celebration at the factory, as W. C. Silla, the general sales manager of the company, was present from Detroit. C. M. Steves, the assistant manager of the Chevrolet Motor Company of California, speeded the train on its way, and on this end it was received by Leroy Fields of Regner & Fields, local distributors, in the presence of W. C. McCabe, the local wholesale manager. Fields' firm is absorbing the larger portion of the trainload.

The Chevrolets came in double-decked cars. This was accomplished by building standing over the bottom tier of cars. This method of storing is also followed at the warehouse and results in a substantial saving in space. Plans have been outlined for an addition to the Oakland factory which will double its capacity and will result in the present demand for cars to more nearly keep up with its orders. In discussing the outlook for 1919 Mr. Fields said yesterday that judging from the present demand for cars the present selling season would far out-distance last year's record of two-a-day. The firm is steadily building up an organization, which through co-operation from the heads of the firm, is rounding into one of the best on the Pacific coast. Their record in selling cars warrants this statement, which was made recently by one of the heads of the Chevrolet organization from California.

Locating Leaky Cylinder.
Usually the easiest way to discover this is to uncover the valve springs and watch the valve lifters while you turn the crank again, or take out a spark plug and watch the valves. The offender is the cylinder whose inlet valve closes just as the limping stroke begins.

Remedy for Wintery Weather.
Any possibility of a coal shortage is not bothering the farmers of Illinois. Through the use of their tractors they are hauling logs to the woodyard and

there sawing them into cordwood with the same machine through the application of its power by belt to a circular saw.

WRIGHT INSPECTS LEE LINE

William L. Hughson Company Manager Makes Seattle Trip.

Del Wright, manager of the Portland branch of William L. Hughson company, dealers in Federals and Fords, left Thursday for Seattle, where he will confer with Roy Satterthwaite, manager of the Seattle branch, relative to the Lee line of trailers and loaders which the William L. Hughson company has recently taken the distribution of the coast. A shipment of these trailers and loaders has arrived in Seattle and Mr. Wright expects to take a large part of it for the Portland territory. "When fuel dealers, lumber manufacturers and handlers of produce come to understand the great saving of time by the use of trailers," said Mr. Wright, "their use will become universal." Mr. Wright expects to attend the Seattle auto show before returning.

C. H. S. COMPANY GROWS

FORCE INCREASES FROM THREE TO 23 IN TWO YEARS.

Heads of Firm Distributing Moon Car Recognized Experts in Their Lines.

Years ago when the automobile business was in its infancy and mechanics were hard to obtain, Frank C. Riggs, the Packard distributor for Oregon, went east and brought back several experienced factory men. Only two of the seven men he brought out here, Fred W. Houghton and A. E. Snodgrass, stayed. The others were not in love with the rainy conditions of this country and left. For eight years these two boys were Riggs' service men. They were adapted to all kinds of motor car troubles and their work carried them to all parts of the state. When the Frank C. Riggs company

sold out the Packard line the mechanical end of this business incorporated a company of its own, under the firm name of the C. H. S. company. This name stood for two purposes—Crawford, Houghton and Snodgrass; also for "clean, honest, service." During the war and about the time the armistice was signed Crawford sold out his interest to M. H. Gillen and L. M. Cox with the expectation of enlisting.

For two years the C. H. S. company has been operating a high-class garage and repair shop at 65 North Twenty-third street. Early this year it took on the distribution of Moon cars after careful consideration. From the beginning of this organization the success has been pronounced. M. H. Gillen, in charge of the garage, is a man of long experience in this class of work, having served four years with the Riggs company and several years with the Walther-Williams company, one of the largest garages in eastern Oregon.

A. E. Snodgrass gives the shop and service his personal attention, whereby the customer gets the benefit of years of technical and practical knowledge. L. M. Cox has charge of the financial end of the business. His various ex-

periences along these lines makes another strong link in this organization. F. W. Houghton, the other member of the firm, devotes his entire time to the management, car sales and expansion of the establishment.

In two years from the original founders the C. H. S. company has expanded, until there are now 23 employees on the payroll. Although in its infancy this organization promises to be one of Portland's foremost automobile dealers.

Don't Change Battery.

On motor trucks equipped with electric starters operators sometimes try the experiment of changing their storage batteries so as to have nine volts

instead of six. This is a mistake, as the motor will not stand up under a higher voltage than the one it was intended for.

CRATER LAKE ROAD PLANNED

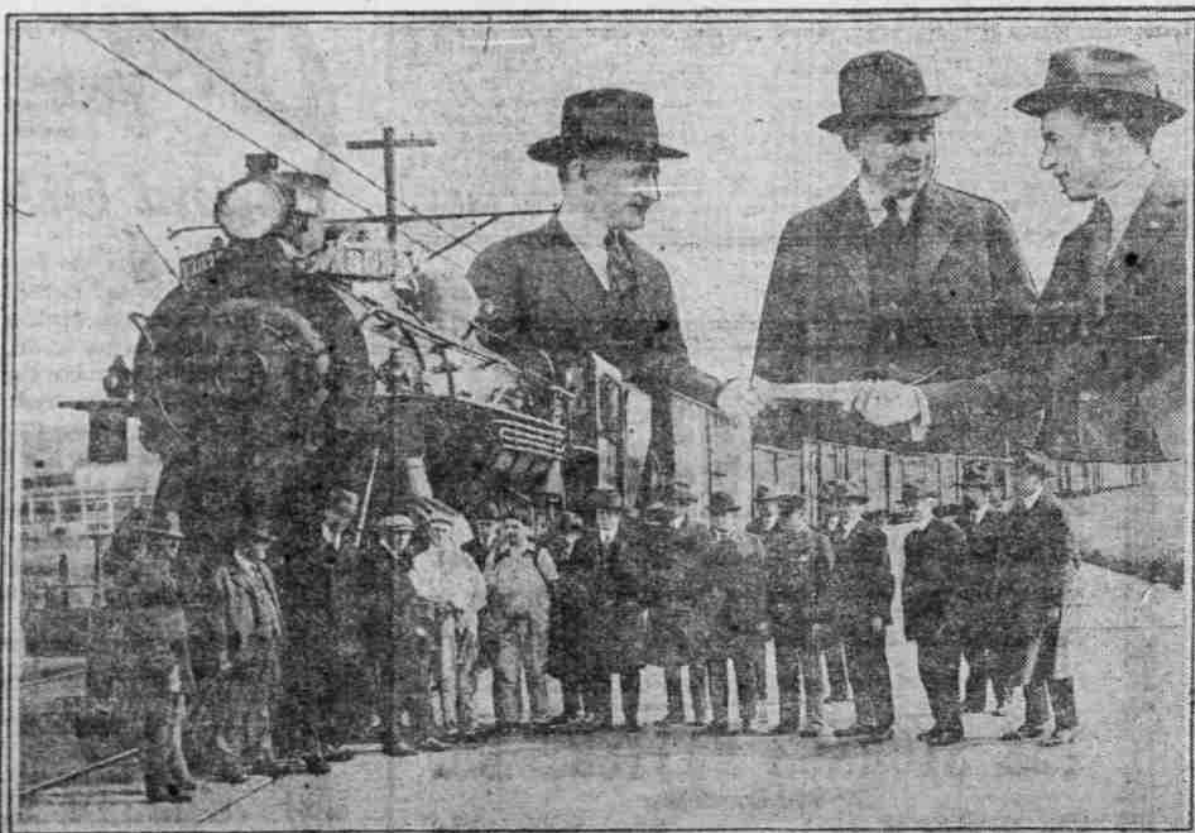
Highway From Prospect to Park to Cost Approximately \$246,000.

MEDFORD, Or., March 15.—(Special.)—Twenty-two miles of good road will be constructed from Medford to Crater Lake this year by the state and county assisted by the federal government, according to Supervisor Rankin of the local federal forest service. The new road will cost approximately \$246,000

and will extend from Prospect to the boundary of Crater Lake National park. Add to this 17 miles of good road within the park and there will be a continuous highway from Prospect to the rim of the lake, around the lake and on to Klamath Falls. Bids for construction probably will be called for in April.

Oil Spark and Throttle Levers.
The car owner should not forget occasionally to squirt a little oil around the spark and throttle lever connections. Some of the oil will then run down the post and prevent the lever rods from freezing and thus moving at the same time.

TRAINLOAD OF CHEVROLET AUTOMOBILES LEAVING OAKLAND FOR PORTLAND.



Assembly of the officials of the Chevrolet Motor Car company of California, who started the trainload of Chevrolets toward the Oregon line. The 58 carloads contain machines valued at \$300,000. The train has arrived in Portland and is being unloaded. C. M. Steves, assistant manager of the Chevrolet Motor Company of California, handing blanket bill of lading for trainload of cars to W. C. McCabe, local representative and wholesale manager. Leroy Fields of Regner & Fields, largest Oregon distributors, who takes the major portion of the 58 carloads, is a pleased spectator.

ATTENTION!!

Owners—Ford, Maxwell,
Chevrolet and Dort

GET READY FOR SPRING!

While They Last We Are Offering
Big Price Reductions on

GORDON TIRES

Sizes 30x3 and 30x3 1/2—Non-Skid
GUARANTEED 6000 MILES—ALL NEW STOCK

Pacific Tire & Rubber Co.

Broadway 290

445-447 Stark St., Portland, Or.