FACTORIES SWAMPED BY ORDERS FOR CARS

Never in History Has Demand Been so Heavy.

DETROIT PLANTS RUSHED

More Than 7000 Autos Daily Being Turned Out, but Sales Keep Way Ahead.

DETROIT, May 31.—Motor cars are being produced at an increasing rate but production is far behind demand. Production figures for Michigan and Ohio show that approximately 7084 automobiles were made daily during April. This is an increase of 1353 cars daily over the daily March production of 5741 cars and nearly 2½ times greater than the production of January, when 2984 machines were turned out each day.

The unprecedented pile of sales orders in the hands of manufacturers is evidence that if every factory could double its production every car would have an immediate sale. The demand for cars is greater today than at any other time in the history of the automotive industry. The demand exceeds the production of practically every company from 33 1-3 to 70 per cent.

If the majority of the plants increase production as many are now endeavoring, the month of June will see it reach a high mark under present manufacturing conditions. So great is the demand that many plants are rushing work on new building units. This is noticeably true of the Jordan Motor-car company, Cleveland, which proposes to build a new plant greater than its present establishment. The Hudson Motor-car company is pushing work to the limit on new units to handle Essex production. Scripps-Booth will have a new factory this fall. General Motors expansion plans call for greatly increasing the manufacturing facilities of Buick, Oakland, Oldsmobile, Cadillac, Chevrolet and its other passenger-car units.

April Production Boosted.

Production during April was boosted despite the handicap of a tight material market and labor difficulty. All parts makers are experiencing an equally great rush of business and are unable to keep up with orders. As a result the companies depending upon them for parts are obliged to limit production to their parts supply. The parts makers have not switched from a war to peace basis with the same rapidity as the motor car companies and as a result are just beginning to reach capacity production. They have been harder hit by the hold-up of funds on government contracts but this disadvantage has lately been overcome by the willingness of the government to advance 70 per cent of the money they claim is due them, leaving the remaining 30 per cent to be paid when the contract claim is finally approved at Washington.

Detroit manufacturers have encountered considerable difficulty in obtaining a steady flow of castings from the foundries due to labo rtrouble. During April, 13 Detroit foundries were tied up by strikes. Seven are still affected, but six of the strikes have been settled. The companies all have had trouble in various departments, but in almost every instance the workers returned to work in the course of a few hours. However, suspension of operations for but a brief period has had a marked effect on production, causing the April output of a number of concerns to fall short of schedule.

Daily Production Figures.

Daily production figures are as follows:

Car Production, Michigan and Ohio.

Car.	Jan.	Feb.	Mar.	April.
Buick	100	400	450	500
Briscoe	30	50	50	75
Barley	..	4	10	15
Cadillac	55	60	80	100
Chalmers	30	65	70	80
Chandler	..	50	90	60
Chevrolet	..	500	550	700
Columbia	8	10	15	18
Dodge	300	375	400	500
Ford	1300	2000	2400	3000
Harroun	4	4	10	15
Hudson	30	50	50	100
Hupp	38	50	65	75
King	..	4	10	10
Liberty	15	15	25	30
Maxwell	150	150	220	250
Oakland	100	100	200	..
Olympian	4	5	10	12
Oldsmobile	..	110	140	140
Overland	320	400	422	600
Packard	..	..	4	25
Paige	50	50	55	70
Patterson	10	10	10	15
Jordan	..	..	..	12
Saxon	10	50	65	50
Scripps-Booth	20	40	45	45
Studebaker	150	150	175	200
Essex	20	50	50	100
Grant	23	35	50	50
Total	2984	4822	5741	7084

The Packard Motor Car company is increasing its production rapidly. Two hundred passenger cars were produced in April. In May 350 passenger cars will be turned out, while June and July production calls for 500 cars monthly. Trucks are being made at the rate of 750 per month.

The Paterson Motor Car company, Flint, Mich., is running fifteen cars daily and is preparing to increase this production. The company has encountered some difficulty in securing material, but this situation has been greatly relieved within the last three weeks.

Dealers Crying for Cars.

King dealers all over the country have sold their car quota, it is stated at the King Motor Car company. Dealers are coming in person from far states in an effort to secure machines to sell. The Detroit distributor has sold 40 since January 1 and has orders for 35 more for immediate delivery if he can secure the motor cars. The company is building 15 cars daily and is preparing for a production increase.

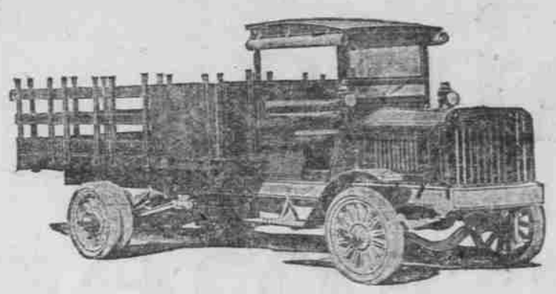
The Scripps-Booth corporation will be housed in its new $1,500,000 factory this fall. While this plant is in construction, production of the present plant will not be affected. The company is turning out 45 cars daily, while the demand calls for 50 per cent more cars than can be produced. The company is exporting 150 cars monthly. Its California distributor has just placed a standing order for 300 cars a month.

The Chandler Motor Car company, Cleveland, O., is unable to build cars fast enough to supply the demand. The sales are from three to four times greater than any previous time in the company's history. The company hopes to produce 2500 machines this month and 3000 in June. At present, the company is running approximately 16 cars daily. The Chandler people expect to build more cars this year than ever before.

The Dort Motor Car company, Flint, Mich., is running more cars daily than ever before since the company was organized. Daily production is hitting the hundred-car mark. The company has three times more orders than it has cars. The entire production for the months of May and June is already contracted for.

In crowded traffic do not apply the brakes suddenly unless it is absolutely necessary. It may be that the vehicle following cannot stop as quickly as you can. [illegible] is the case a collision is sure to result.

Standard



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FOR SERVICE, ENDURANCE
and
DURABILITY

WHY?

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We have just received this new model. Don't fail to see Model 66 3½-ton for that road work.

Now able to furnish standard trucks in 1, 2, 3½ and 5-ton capacity.

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Twelfth and Stark Sts.

Distributors for Oregon and Southern Washington

HAYNES OWNER TRAVELER

BROWNSVILLE MAN SEES AMERICA FIRST.

R. W. Tripp and Family Complete Long Trip Through the Country With Their Car and Trailer.

BROWNSVILLE, Or., May 31.—(Special.)—R. W. Tripp and family of Brownsville are great travelers and "seeing America first" is their hobby. The family has crossed the Rockies about a dozen times and taken in most of the important cities and national parks of the United States, Canada and Mexico. Many of these trips have been by auto and the Brownsville man's comment on the eastern roads and cities is interesting.

Recently they took a 7000-mile journey in a Haynes light six with an auto camp trailer to carry camping goods and utensils. They had two beds, a folding table, gas stove, electric lights, icebox and most of the comforts of home.

They took their time about it, spending a whole year at Denver and vicinity.

Michigan they found fascinating. They took a side trip from Detroit up the Dixie highway to Mackinaw straits and returned by way of Petoskey, Charlevoix, on the Western Michigan pike. Much time was spent at Detroit, the automobile center. Mr. Tripp says the Packard plant buildings are about a mile long, the huge Ford plant the same and that of Dodge Bros.

The family crossed into Canada by ferry and landed at Windsor, where they were required to put up a bond for safe and sane driving while in the province. They discovered that Ontario is a splendid farming country, with fair roads. They passed through London, thence to Hamilton along Lake Ontario to Niagara Falls.

The roads through the rich farming lands of Western New York, says Mr. Tripp, are all paved. And a fine paved road leads from Washington along the Blue Ridge mountains to Gettysburg, Pa., and over the Alleghenies to Pittsburg. From Pittsburg to Iowa the travelers took the Lincoln highway, thence north to the Yellowstone trail and on to Seattle.

Questions and Answers.

If the valves are set for either closing or opening, don't the other come automatically? That is, you don't set both opening and closing, do you?

If you know one figure, that is enough, as the other takes care of itself.

Would it be possible to take an ordinary transmission, like that on my Studebaker 1917, and make it give four speeds instead of three, so that I could get some speed out of it on the open road? I mean would it be possible without spending a lot of money?

It probably could be done, but it certainly would be costly, and you would have to get a new countershaft.

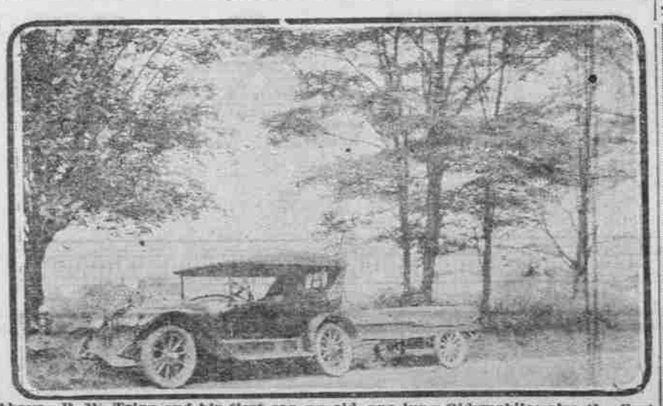
How can I tell if it is worth while to retread a tire? I have a few pretty good casings, but the treads are badly worn. The canvas looks good and I think retreading might give me a lot more service out of them.

If you are sure the fabric is in good condition, have new treads applied. It pays to do this when the fabric is not rotted at one spot, nor "thin"—that is, weak enough so it can be detected by feeling.

What is the horse-power of the Cadillac motor and how much does it turn up. A mechanic here says it is the highest speed motor in the country. How do you measure the speed?

The Cadillac engine develops about 2600 revolutions a minute, but the engine will show as high as 3500 revolutions. The speed is measured with a trachometer.

BROWNSVILLE MAN GREAT TRAVELER BY AUTO.



Above—R. W. Tripp and his first car, an old, one-lung Oldsmobile; also the first car in Brownsville. Below—His latest Haynes Light Six and trailer.

Announcing

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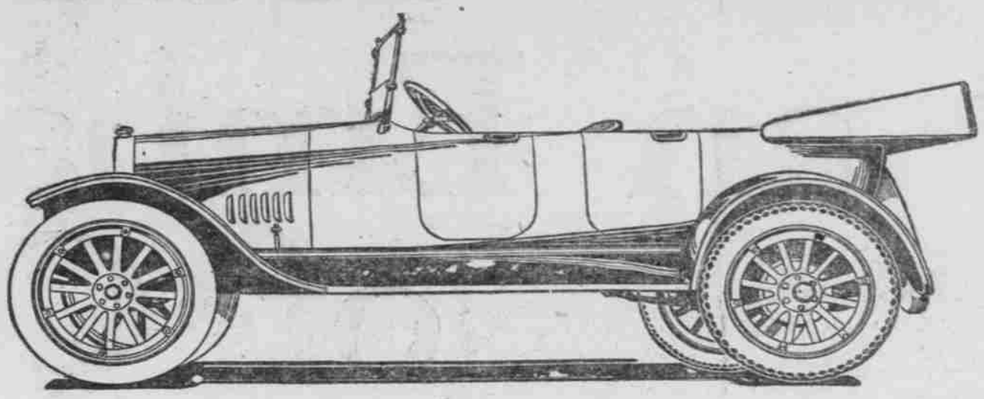

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Partial SPECIFICATIONS FOUR-CYLINDER

Lycoming Motor, L Head, Type 3½x5
115-Inch Wheel Base
Borg & Beck Clutch
Zenith Carburetor
Custom Made Bodies
10 Attractive Colors

Four-Cylinder Touring and Roadster $1285.00

Six-Cylinder Touring and Roadster $1485.00

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You can judge these cars better by a demonstration—Ask Us.

Partial SPECIFICATIONS SIX-CYLINDER

Ruttenberg Motor, 3⅛x5
116-Inch Wheel Base
Borg & Beck Clutch
Zenith Carburetor
Custom Made Bodies
10 Attractive Colors

DANIELS SALES AGENCY

84 Broadway Opposite Benson Hotel

OAKLAND LOW-PRICED SIX

PRICE ECONOMY DUE TO ELIMINATION OF USELESS WEIGHT.

Light Weight, Strength and Power Widely in Demand.

The Oakland Sensible Six car, according to Manager Lemons of the Willamette-Oakland company, has the distinction of being the only car of its price whose engine operates six cylinders.

"The six-cylinder engine is just one example of the many features of the high-priced car that are incorporated in the Oakland Sensible Six," commented Mr. Lemons. "The six-cylinder engine has never been associated with low-priced cars. In spite of the fact that some of the high-priced cars are equipped with eight and 12 cylinder engines, none of the really low-priced cars explodes on more than four, except the Oakland Sensible Six.

"The reason that the Oakland includes so many of the highly capable and luxurious features of the high-priced car is because the economy of the Sensible Six is not dependent on the elimination of these particular features. The Oakland depends for its economy of cost upon the elimination of every ounce of needless weight and not on doing away with features of the car that improve its action or riding comfort.

"Doing away with needless weight is the big principle on which the Oakland is built and it is, without doubt, the reason why the car is reasonable in first cost and remarkably economical to maintain in gasoline and tires. The Oakland Sensible Six has always been famous for its light weight, strength and wonderfully hung suspension, and, of course, this principle has been perfected with each new model."

Motorcycle Mutterings

AT a meeting at the Rose City Motorcycle club Tuesday night arrangements were completed for the entertainment here of the out-of-town motorcyclists who are here for the motorcycle races at the Rose City speedway. Several first-class numbers were promised in the way of entertainment by the different vaudeville theaters and local talent.

Special credit is declared by motorcyclists to be due F. J. Wyatt of the Indian Motorcycle & Bicycle company for the manner in which he handled the entertainment arrangements. The entire entertainment was left in his hands by the Motorcycle club.

Ray E. Day of Tacoma telegraphed early in the week that he would bring down a goodly number of Tacoma cycling enthusiasts for the races today. In addition, most of the principal towns of Oregon and Washington will also be represented.

For the benefit of those not able to remain for the Sunday programme, a special match race of two heats and a final was run yesterday afternoon.

Reports are coming from all parts of the country that the motorcycle clubs are making the biggest plans ever for the third annual gypsy tour, which will be staged Saturday and Sunday, June 14 and 15.

The first of these tours was held in the summer of 1917 and they have increased in popularity beyond all predictions.

The nature of the tours is an open-air outing for motorcyclists, in which the motorcycle clubs over the country gather their members for a tour of one or two days of 75 or 100 miles a day. The party camps out gypsy style, enjoying the recreation of outdoor picnicking. Many of the tourists will start the tour Saturday morning and camp out over night, returning Sunday evening.

The popularity of the motorcycle has increased like magic since the introduction of the side car, which now gives a family vehicle for mother and the kids to join in such excursions as the gypsy tour.

Many new clubs have been formed this season and, realizing the instructions needed, the Harley-Davidson Motor company of Milwaukie, Wis., has requested all its dealers to aid every motorcyclist in getting desired data in forming a Gypsy Tourist club.

J. P. Schantin is tourmaster for the gypsy tour from Portland on June 14, the destination of which is to be Chehalis, Wash. More Portland motorcyclists than ever before are expected to participate in the two-day run, which will be an event long to be remembered.

The Pacific coast championship will be decided at Ascot Park track, Los Angeles, on June 22. Los Angeles promoters have scheduled one of the biggest motorcycle races in the history of the sport and an immense crowd is looked for. Such crack riders as Dud Perkins, Irwin G. Baker, Roy Artley and Wells Bennett have already placed their entries.

Fear the Pistons.

If a set of inside and outside micrometers are not available and the repair man is in doubt as to whether the new piston is too tight a fit in the cylinder, the next nearest accurate operation is this: Place the piston in a rather slow-heating fire and let it come to a heat of about 600 degrees Fahrenheit. While it is in this condition place it in the cylinder and work it up and down. If the piston works freely it is evident there will be little danger of its sticking in the cylinder from heat expansion. While this cannot be as accurate, it will serve.

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THE next time you see a Velie just notice how it stands out from all the ordinary light Sixes—how much finer the Velie looks—how much more elegance it has.

This is due to its long, extra roomy, deeply upholstered body—its graceful design, the work of the famous Velie builders—its tailored top and unusual equipment.

And it has the "go" that matches its beauty. Its wonderful performance is due to the power of its Red Seal Continental motor, the superiority of its Timken axles and bearings, and big construction features all through.

All this at the lowest price—value for value—on the market today. Let us demonstrate.

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