

—and still another commendable addition to "THE LINE COMPLETE"

- 1-TON CHASSIS
\$2100
 - 1½-TON CHASSIS
\$2800
 - 2-TON CHASSIS
\$3150
 - 3½-TON CHASSIS
\$4150
 - 5-TON CHASSIS
\$5150
- PRICES ARE F. O. B.
DETROIT, MICH

THESE PROVEN UNITS ARE USED IN

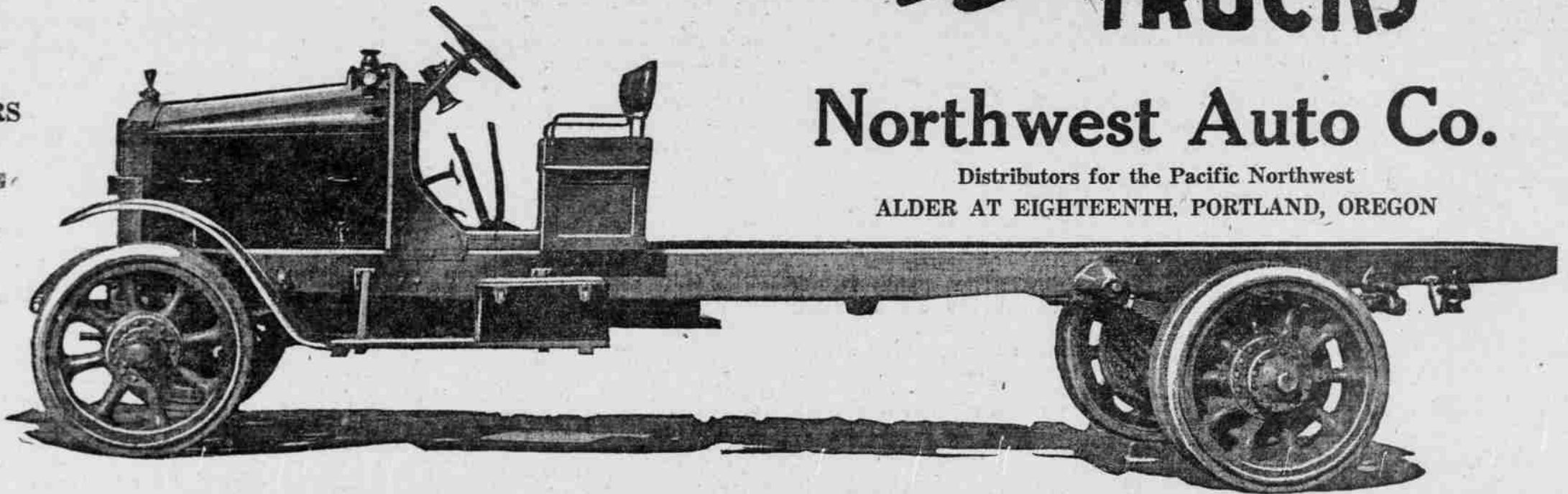


—Waukesha Motor, Eisman High Tension Magneto, Stromberg Carburetor, Borg & Beck Dry Disc Clutch, Timken-David Brown Worm Drive, Timken Bearings throughout, Ross Steering Gear, Boyce Motometer, Full Floating Rear Axle, Pressed Steel Frames, Three-Man Seat.

Wherever motor trucks are expertly discussed, these units are accepted as being the highest standard possible to obtain.

ESTABLISHED DEALERS NOW LOCATED IN

- | | |
|------------|-------------|
| Astoria | Tacoma |
| Nehalem | Spokane |
| Wasco | Walla Walla |
| Bend | Ritzville |
| Burns | Davenport |
| Pendleton | Colfax |
| La Grande | Idaho |
| Enterprise | Weiser |
| Baker | Lewiston |
| Seattle | Reubens |



Northwest Auto Co.

Distributors for the Pacific Northwest
ALDER AT EIGHTEENTH, PORTLAND, OREGON



WEST THE GOAT ON CARS

EASTERN DEALERS CAMP AT THE FACTORIES, SAYS PEPP.

Whenever There's a Spare Car to Be Had, They Get It, So There You Are, He Remains.

David A. Pepp of the Daniels sales agency has just returned from a visit to the Revere and Crow-Kilhart factories in Indiana, where for a couple of weeks he has been trying to bring up shipments of cars to him. He returned to Portland Wednesday with word that one carload of Reverses is on the way, and three carloads of Crow-Kilharts, with more to follow.

The Pacific coast dealer is up against it when he tries to get cars in competition with the dealers of the east, who live close at hand," said Mr. Pepp.

"I am not kidding at all when I say that some of those Eastern dealers simply camp at the factory. Can't you see it? They come and stay for a month, two months, three months. They are right there all the time. They never leave, for fear somebody will get in ahead of them and get away with a few cars.

"So with these dealers right there where they know just what the factory is doing, not many cars get away from them. They get the big share of production, while the poor devils from the coast have to be content with an occasional carload. It is easier for the factories to give us out here the double cross on car deliveries, figuring we probably won't know anything about it, than to cut down on the eastern dealers, who would all be on their necks.

"There is a car shortage all over the country, but it is most acute here and that is the reason. We are out here on the edge of things, so don't get the cars that are coming to us.

"Portland folks will like the Revere. It is a high powered automobile with a Duesenberg motor. When you get in that car and step on 'er—boy, how she will go! Just watch for that Revere, and then watch it. That's my tip."

LINCOLN HIGHWAY GOOD

\$12,000,000 BEING SPENT IN ROAD WORK.

Main Cross-Continental Link in Pretty Fair Condition for Travel Just Now.

DETROIT, Mich., July 12.—To travel by automobile across the continent via the Lincoln highway is now a pleasurable trip.

The condition of this 3224-mile stretch of road work connecting the eastern and western shores is such that only in a few places will the tourist meet with any difficulties and at this time of the year it is very probable he could make the entire trip with scarcely any trouble. This great system of highways running through 11 states and connecting 12 is to be the backbone of the federal system of roads.

of highways complete this year will come from state, government and private appropriations. Every state in which this highway passes has appropriated funds to help carry on this work and federal assistance was forthcoming.

Congress is considering a bill introduced by Senator Townsend of Michigan appropriating \$25,000,000 to construct a federal highway system to connect all the main line arteries of interstate highways. The Lincoln highway will be the "backbone" of this system and will be maintained by the government. The government will provide any funds lacking to build the remaining gaps in the transcontinental road.

Private donations have amounted to \$250,000, while the Lincoln Highway association has raised another \$250,000.

The work is now progressing as follows: New Jersey, 17 miles being reconstructed with highest type of road material; Pennsylvania, 22 miles reconstruction; Ohio, 49 miles under construction; Indiana, six miles; Illinois, 49 miles; Iowa, 49 miles; Nebraska, 27 miles; Wyoming, 43 miles; Utah, 44 miles; Nevada, 69 miles; California, nine miles.

Indiana presents the best strip in the Lincoln highway and the six miles of dirt road will be filled in this summer. California runs a mighty course second with only nine miles to construct and New Jersey and Pennsylvania have reconstruction work only to place their roads in good shape. Heavy truck traffic running into New York city has broken these roads down and they must be rebuilt in places.

Ohio, Illinois, Iowa and Wyoming have broad gaps to fill in, but the first three mentioned are causing the most work. The black soil of these states makes travel hard in the rainy seasons, but the end of this summer should see these black spaces fading.

ROSCOE SARLES TAKES WIFE

Famous Auto Racer Wedded to California Girl.

Roscoe Sarles, the brilliant young California race driver, who has signed a contract to pilot a Roamer-Duesenberg Special during 1920, and Miss Dorothy Jones of Long Beach were quietly married in Chicago recently, according to word received here.

They are making their home in Kalamao while Sarles is engaged in rebuilding his car for the contests ahead.

Turns Are Dangerous.

Never turn around or turn off onto another road without making absolutely sure there are no other vehicles behind you.

BETTER ROADS NEEDED

GOODRICH OFFICIAL HEARS FARMERS TALK.

With Bumper Wheat Crop Here, Improved Highway Requirements Emphasized.

"Some folks, among them a large number of farmers and property owners, got together the other day and had a road meeting over in southern Montana, and what do you think happened," asks C. L. Campbell, pneumatic sales manager of the B. F. Goodrich Rubber company.

"One rather prosperous looking farmer finally got the floor, after considerable parleying, and, waving his hands for emphasis, said something like this: 'What are we waiting for, anyway? Here's all this wheat we have on our farms here in Montana to get to market and no roads to get it there on. We have got to get to work now to get good roads; yes, better roads than we have dreamed of in the past.'

"He is absolutely right," says Mr. Campbell.

"With the government guaranteeing \$2.25 a bushel for the biggest bumper crop of wheat in history nobody wants bad roads to stand between him and the market. It is time to get to work now, not only in Montana, but in Washington and Oregon as well, and make good roads from every farm to the nearest town or market.

"The main idea, right here also in that with the bumper crop of wheat, and this is true in Washington and Oregon as much as in Montana, we can afford trucks on the farm to haul that wheat to market, with cars to do the errands in."

HANCH NOW WITH MAXWELL

Former Studebaker Treasurer to Be General Manager.

Looking forward to an uninterrupted era of demand for automobiles and with the purpose of developing one of the strongest organizations in America, the Maxwell Motor company has just acquired the services of C. C. Hanch as general manager of all Maxwell-Chalmers interests.

In leaving the Studebaker corporation after serving a period of years as treasurer, Mr. Hanch comes to Maxwell-Chalmers equipped with all the executive leadership and automobile knowl-

edge necessary to make the Maxwell-Chalmers companies one of the most formidable institutions in the commercial world.

For 19 years he was general office manager and treasurer of the Nordyke & Marmor company at Indianapolis, going to Studebaker in 1915. In June of last year, through the courtesy of the Studebaker corporation, he became chief of the automobile products section of the war industries board. Mr. Hanch has been a successful leader in cooperative activities of all kinds and in addition to having served as the first president of the Indianapolis chamber of commerce, the new Maxwell chief was president of the Indianapolis Manufacturers' association, chairman of the Indianapolis freight bureau, vice-president of the National Association of Manufacturers for Indiana and for the past few years secretary and a director of the national automobile chamber of commerce.

One of Mr. Hanch's most successful accomplishments was initiating the movement and serving as chairman of the committee that effected the cross-licensing patent agreement among American automobile manufacturers.

AUTO PRODUCTION FOR JUNE

Several Factories Are Hard Hit by Labor Troubles.

Daily car production for June as reported by the leading factories of Michigan and Ohio is as follows:

Buick	500
Briscoe	75
Barley	10
Cadillac	70
Chalmers	60
Chandler	100
Chevrolet	150
Columbia	20
Dodge Brothers	450
Dart	100
Ford	3000
Harran	10
Hudson	100
Hupp	75
Liberty	40
Maxwell	200
Oakland	250
Clyde	12
Oldsmobile	140
Overyland	0
Packard	25
Pease	75
Peterson	15
Jordan	15
Hess	125
Liberty	50
Scripps-Booth	100
Studebaker	100
Peerless	10
Winton	10
Reax	100
Grant	40
Total	6647

Never back or swing from the curb into the street without looking back to see if the way is clear.

PARCEL CARRIER GOOD ONE

RUST STANDARD MADE TO GO ON RUNNING BOARD.

When in Use It Handles Luggage and When Not in Use Folds Up in Small Space.

Summer's here at last—that is, for the touring motorist. So the one big thought now is to load up the car with all kinds of luggage until it is almost impossible to get in the passengers. But nowadays all this is taken care of by the running board rack or parcel carrier.

One that's meeting with particular favor is Rust's "Standard" detachable folding parcel carrier, which is being placed on the market in Washington, Oregon and Idaho by L. G. Muller & Co. of the Smith building, Seattle.

This carrier was designed after others using clamps and the like had proved unsuccessful. The Rust carrier has no clamps to work loose or castings projecting below the running board to catch on ruts, stones, weeds or brush. It is hinged, not pulled out; folds up into a neat little bundle for under the seat when not in use; can be put on and removed in a few seconds. It cannot bulge or break and will protect the heaviest kind of a load; can be opened to 44 inches or 10 inches, and all above the running board.

One of the advantages of the Rust carrier is that it enables the passengers in the rear seat to ride comfortably with plenty of leg room, and still carry everything required.

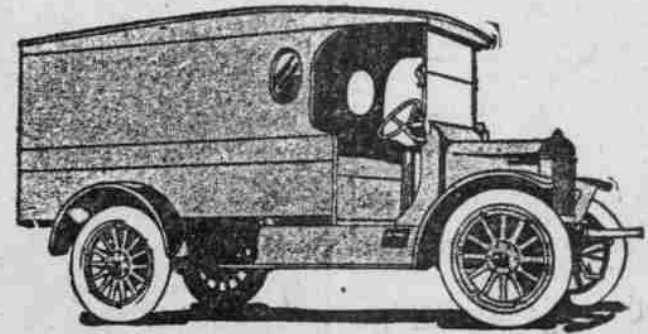
Here's Real Thief Law.

Through the efforts of the Pennsylvania State Motor federation a real law for automobile thieves is being considered in the Pennsylvania legislature. The new law would provide a penalty of \$5000 fine or ten years' imprisonment. An accessory to a theft is to be considered as guilty as the principal. This goes for so-called joy-riders as well as professional thieves.

WINTHER TRUCKS

ALWAYS DEPENDABLE
1½, 2, 3, 4, 5, 6 and 7-ton Capacities
Also Four-Wheel Drive
1½, 2 and 3½-ton Capacities

Oregon Motor Car Co.
Distributors
PARK AND DAVIS STREETS



Stewart Truck

The truck which is noted for its endurance. Economical to operate. You should have a Stewart Truck to keep a-pace with business.

ATTERBURY Truck Sales Co.
Truck Specialists

343 Oak, Near Broadway Phone Bdwy. 354

THEY'RE SMILING BECAUSE THEY HAVE SOMETHING TO SMILE ABOUT.



Each of the tires held by these pretty girls had been consigned to the junk heap before Gates Half-Sole tires came to the rescue and gave them a new lease on life. Something to make any motorist smile, isn't it?

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BEARINGS SERVICE COMPANY

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