

## ARMY TRUCK TRAIN CROSSING CONTINENT

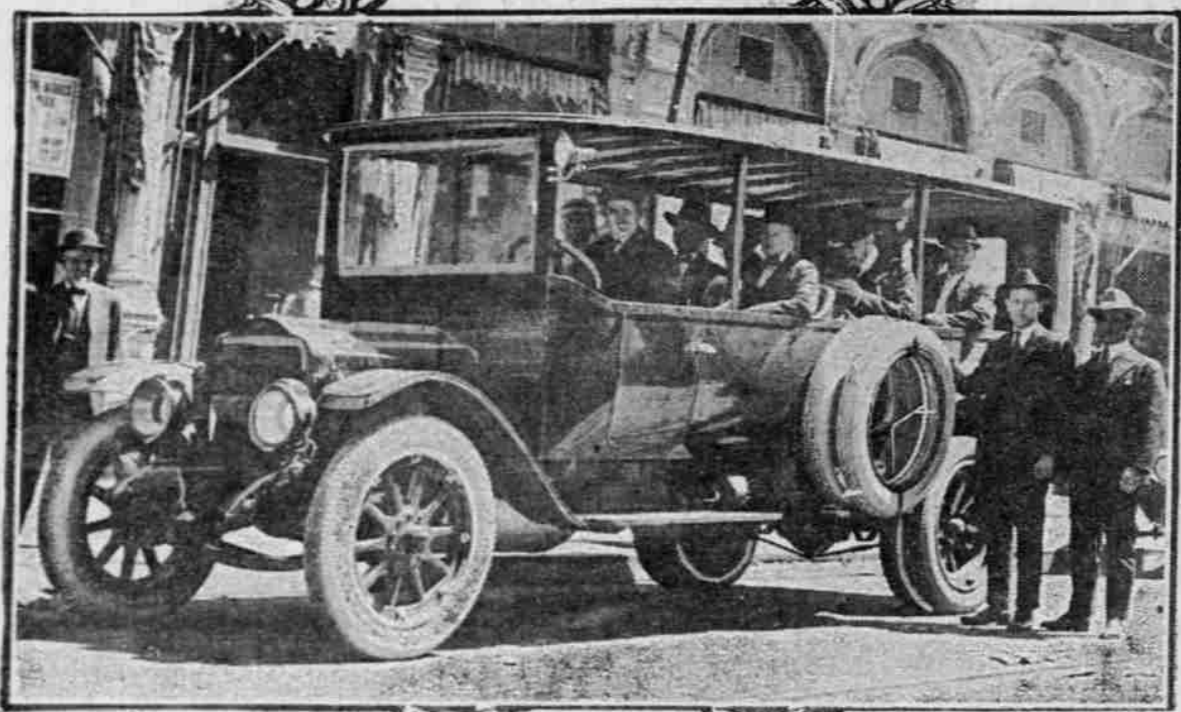
Caravan Heaviest War Truck Unit Ever Assembled.

### CAPACITY LOADS CARRIED

Convoy of Motor Lorries on Run to Demonstrate the Value of Good Roads in War and Peace.

BY FRANK KANE.  
FREDERICK, Md., July 12.—(Special.)—Into this little town, through which the wagon trains of Lewis' defeated army crawled southward 84 years ago today at a pace of a mile an hour when the creaking wains held together, rolled the 80-truck victory train of the

CANTON CORD TIRES ALL AROUND ON THIS NEW WHITE TRUCK FOR COLUMBIA RIVER HIGHWAY BUS SERVICE.



IT'S THE NINTH WHITE TRUCK IN THE BUS FLEET OF FRANK SHEPARD.

Frank Shepard, who operates passenger buses all around these parts, believes in following up a good thing. Consequently, when he bought a new 2-passenger bus for Columbia River Highway service the other day his selection was a two-ton double reduction gear White, with special 45 horse power motor. The other Whites in his service are 3-ton models. Having some knowledge of tires from long experience with them, he selected Canton cords for equipment throughout. Through Frank Hawley of the Pacific Tire & Rubber company he purchased eight big 37x5 Canton cords as a starter. This included dual tire equipment on both rear wheels and two spares.

United States motor transport corps on the first leg of its ocean-to-ocean run. The great carriers made 12 miles an hour easily from Washington to Frederick, Md., on Maryland's unexcelled highways.

Leaving the nation's capital on the trip, which is intended as a demonstration of the military and peace-time values of good roads and the range of the motor truck as a carrier, the train was sped on its way with the best wishes of Secretary of War Baker, General Peyton C. March, chief of staff, and Brigadier-General C. B. Drake, in charge of motor transport.

**Packards in Convoy.**  
The caravan is the heaviest war truck unit ever assembled. Not even the truck trains organized for the American army in France at the height of operations last year equal it. It is manned by 298 regular enlisted men of the motor transport corps and nine officers, commanded by Colonel C. W. McClure, who has recently returned from 12 months' campaigning overseas as an infantry officer in the all-American division.

There are 60 trucks in the train, including practically all the types of carriers used by the army.

Among them are three light-duty Packards re-equipped with 10,000 Packards that served on all the allied fighting fronts during the war. The drivers are picked men who have enlisted for from one to three years' service. Most of the officers served overseas. Each of the trucks carries a full capacity load, and the train as a whole is self-sustaining, including motorized repair units, cook trucks, baggage and bedding trucks. The men will cook their own meals and sleep in their trucks by the roadside at night.

**Highway Vision Realized.**  
Colonel McClure received just before starting a message of greeting from Lieutenant-Colonel Henry B. Joy, who conceived the idea of the Lincoln highway and was one of its founders.

"The sending of the convoy of motor trucks by the motor transport corps to the Pacific coast via the Lincoln highway is the realization of the vision of the highway founder," said Colonel Joy.

"The commercial and military needs of such a main artery highway were paramount in the minds of its originators. Commerce has been using the Lincoln highway for several years throughout its length. The army used the eastern third of it extensively during the war, transporting overland under their own power thousands of trucks from middle-western factories to seaboard loading points and carrying thousands of tons of munitions.

"I am very proud of the connection I and my company had with the inception of the Lincoln highway idea. For several years prior to 1912, the year the Lincoln route was established, I sent all experimental motor car testing trips for the Packard company westward in search of the best route to the Pacific.

**Road Conditions Studied.**  
"I drove various routes myself and studied the general topography. The final location of the highway became a matter of the simplest decision, logically forcing itself by the accumulated data as to its feasibility.

"Your truck train run should be an object lesson which will lead to the wise location of other main artery routes and the building of them as fast as the ways and means can be provided. The needs of agriculture and industry require it, and fast but not least, the military needs."

The engineers attached to the train are making a study of atmospheric, road and hauling conditions and will report their data to the war department at the end of the trip. The motor transport corps is campaigning at the end of the trip. The motor transport corps is campaigning on route for recruits, emphasizing the value of its training schools.

Gettysburg was the second stop en route.

**DON'T NEGLECT THE BATTERY**  
Owner Should Insist on Regular Inspections, Says Eastern Expert.

"If the motor car owner expects his batteries to have as much punch at the end of the six months as when new, he

must insist on regular inspection," says an eastern expert.

"When neglected, batteries lose capacity—which means that the battery will not operate the starter as well or light the lamps as long. Following are some troubles which result from neglect: Low gravity of the electrolyte sulphation; pores of separator filled with active material from bulged plates; shedding of active material from plates. Low gravity may be caused by replacing with water electrolyte which has either spilled or leaked out of the battery jar.

### FRANCE LIFTS CAR EMBARGO

Cars, Tires and Parts May Now Be Sent to That Country.

WASHINGTON, July 12.—The restrictions against the importation of cars, tires and parts have been lifted by France and these commodities now can be exported from the United States to that country freely. This information was received officially by the department of commerce. It is expected by government officials that Great Britain, as a result of France's action, will remove restrictions soon and allow cars to be imported from the United States.

Information also received by the department of commerce provides for a new ad valorem surtax, based on c. i. f. or landed values at French customs houses. Twenty per cent ad valorem is the extreme limit of the surtax un-

## HOW ONE ENGINEER SEES FUTURE AUTO

William B. Stout Tells Valuable Lessons From War.

### 900-POUND CAR IS COMING

It Should Be Easy Rider, Make 40 Miles Per Gallon, and Use Wood in Construction.

What is your conception of the car of the future?  
Here is what William B. Stout, consulting engineer, thinks about it as he told the members of the Society of Automotive Engineers:  
He who would be a prophet is always

at a disadvantage through the wide divergence between what he actually does if he would and what he actually does. This same divergence exists when one would forecast the future motor car.

There are so many things that might be done with motor-car design, most of which probably will not be done for other than pure engineering reasons, that a correct forecast is impossible. I purpose to outline, therefore, only a vision of what is possible today in the motor car.

With what we have learned during the war it should now be possible to build a five-passenger closed car of present-day standard of performance with a weight of about 900 pounds.

**40 Miles to the Gallon.**  
This car should give 30 to 40 miles on a gallon of fuel and 10,000 to 15,000 miles on a set of tires.

In riding ease it should surpass anything in heavy-weight construction. In cost it should be built for no more money than cars of today of equal passenger capacity and performance.

The care required to keep the car in shape should be far less than in present construction and all parts could be oiled from the engine.

Freedom from noise and rattles would

be a feature, and the life of the car in proportion to its price much increased.

Engines as well can undergo a real revolution, not only in performance but in design. It is even probable that we shall see a movement toward air cooling, as it is now possible to build air-cooled engines with a mean effective pressure as high as the best motor-car engines and cool them under motor-car conditions.

The greater part of the engineering lessons learned which can make these things possible have come through development of the airplane.

**Much Learned From Airplane.**  
War production of planes taught us one new thing at least. We for the first time found what wood was and how to use it, both for strength and for production.

We found that wood, combined with the new waterproof glues into multiple units, was a dependable basis of structure under all weather conditions and under severe vibrations and stresses.

We found that we could mold it, press it, cut it, form it in a real production way, and obtain structures with a frac-

**PERFORMANCE COUNTS**

**Mack TRUCKS**

**MORE ABOUT PRICES**

In purchasing motor trucks, everyone is entitled to full dollar for dollar value, the same as when buying any other merchandise.

It is unfair on the part of the seller to over-price an article and it is equally as unfair on the part of the purchaser to seek to underpay.

Applying this principle to the purchase of a motor truck these deductions must be given consideration:

The 2-2½-ton model MACK truck is lower in price than any of the other high-grade trucks to which it can be compared.

It also is lower in price than most of the assembled trucks of the same rating.

The MACK is a manufactured product throughout, built by the largest exclusive builders of heavy duty trucks in the United States.

Back of every MACK truck are the best engineering principles known to the industry. Materials that enter into MACK construction are unexcelled.

It follows from these facts that a MACK truck is the best possible dollar for dollar investment that can be made.

Sizes 1 to 7½ tons

**International Mack Corp.**

Tenth and Davis Sts. Phone Broadway 691

**PERFORMANCE COUNTS**

**Plus Mileage Adjustment for Diamonds**

**Because It's In Them**

**Fabrics 6,000 Miles Cords 8,000 Miles**

SHOW the striking figures of our new adjustment mileage—fabrics 6,000 miles; cords 8,000—to any old-time Diamond user.

And he'll tell you Diamond adjustment mileage represents only the minimum of what Diamonds actually do with fair and square driving.

Adjustment mileage back of Diamond Tires always stands for greater mileage ahead of them.

NOTE. The new adjustment applies to all Diamond Tires in use or in dealer's hands.

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Distributors  
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PORTLAND

**Diamond SQUEEGEE TREAD Tires**

**Don't Wash Your Car, but Have It Simonized**

Portland's only authorized Simonizing Station.

**SIMONIZ SERVICE**

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Next to Covey Motor Co.  
Marshall 3982—A 7901

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List of buyers that know values:

Warren Construction Co.....7	Marshall-Wells Co.....1
B. & O. T. Co.....3	Wadhams & Co.....1
Dennis Construction Co.....3	Haseltine & Co.....1
Foster & Kleiser.....5	Pacific Tel. & Tel. Co.....1
Willamette Valley Trans. Co.....1	Young & Northrup.....1
Oregon Milk Producers.....1	McCoy & Dietrich.....1
Riverview Dairy Farm.....1	C. M. Foster.....1
Edelweiss Dairy.....1	G. Cherigino.....1
Overlook Dairy.....1	A. Turtorice.....1
Albert Schulz.....1	S. Saratari.....1
Wm. E. Scott.....1	T. W. Riebhoff.....1
Jack Eatch.....1	M. T. Wright.....1
Vancouver Ice Co.....1	R. R. Neasey.....1
F. L. Evans.....1	Jersey Creamery.....1
W. Ray.....1	Philip Carter.....1
J. E. Reilly.....1	J. Okabo.....1
J. B. Mitchell.....1	Halfway Mercantile Co.....1
Robert Hunsaker.....1	R. Morris.....1
George Hoyt.....1	Saunders Bros.....1
	Jas. A. Warren.....1

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