

## MOTOR TRUCKS MAY REPLACE SHORT LINE

### Abandonment of Rail Branches Is Forecast.

### RAIL OFFICIAL IS SPEAKER

Assistant Director of Railroad Operation Sees Truck as Successor to Losing Lines.

That the railroad of the future may find it more convenient to tear up short-line tracks and develop motor truck transportation in their place was the forecast made in an address on the future status of the railroads by C. A. Morse, assistant director

instead of the increased efficiency necessary. One western railroad recently laid off 750 men in one shop.

"The country had to turn to motor transportation in the war, and in the emergency of peace which will be even worse so far as volume of traffic is concerned, motor transportation is the only relief to which the country can look.

"Business men who want to be sure their freight will be handled most equitably with sufficient motor transportation. The demand for motor trucks is growing enormously. They will have to place their orders promptly if they want to be sure of getting trucks when they need them.

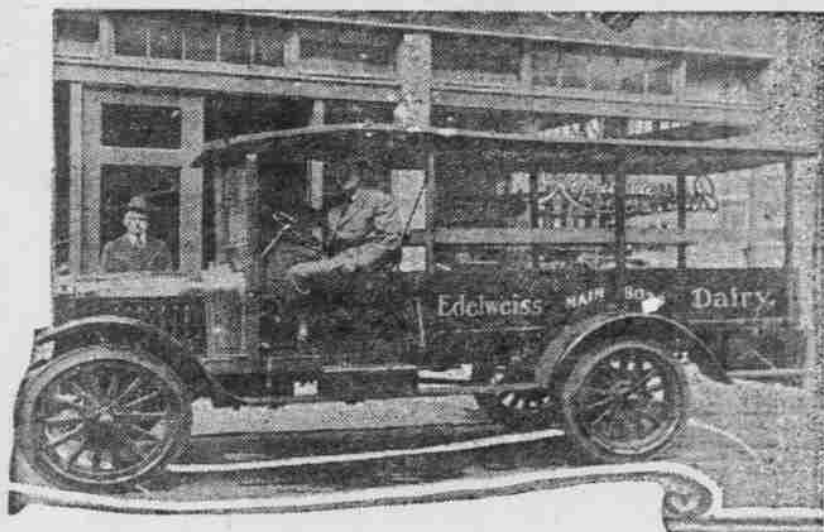
"Each month has shown a steady increase in the sales of Mack transportation units. The demand in May increased 16 per cent over that in April, and the increase will unquestionably be greater with each month. This will be especially true immediately peace is concluded. The wise business man will recognize these significant symptoms and act now."

### FERRY TO AID IN ROAD WORK

Steps Taken to Carry Out Grays Harbor Programme.

HOQUIAM, Wash., July 19.—(Special.)—The first steps in the big road-building programme outlined in Grays Harbor county for the paving of the Olympia highway, were taken this week, when a construction company

### POPULAR WITH THE MILKMEN.



REPUBLIC TRUCK OF THE MODEL USED SO EXTENSIVELY FOR MILK DELIVERY IN PORTLAND.

of operation in charge of engineering and maintenance for the United States railroad administration. Mr. Morse delivered his paper before members of the New York Railroad club, and his remarks were followed with close attention as coming from one of the best-known railroad men in the country.

"The perfection of the motor truck and tractor, together with the universal use of the automobile, has introduced a new element into the transportation problem that should be taken into consideration at this time, while studying the reorganization of the whole question," said Mr. Morse.

**Few Branch Lines Pay.**

"Good roads are demanded for the use of the automobile and a study should be made to see what additional expense would be necessary to so construct them that they would serve for motor truck and tractor.

"Where, heretofore, development of the country for 60 miles on either side of a trunk line railroad has required the construction of light branches, it is a question to be seriously considered whether this policy should be continued or whether good wagon roads should be constructed and the products of farms and passenger travel should not be handled by motor trucks and automobiles to the main line.

"Taken alone and considered as a unit, practically none of these small branch lines pay expenses, but as gatherers of freight and passengers to increase density of traffic on the main line they are sources of profit.

"As, however, the traffic gathered by them is turned over to the main line with a deficit attached which has to be overcome during the main line movement before any profit is made, it would be a decided advantage if this traffic could be delivered to the trunk line by means of the motor truck, tractor and automobile without this bill of expense attached."

Noting the fact that a handling would thus be obviated, since it is now necessary to truck farm products to the short line branch, then transfer them to the main line, Mr. Morse continued:

**Close Study Urged.**

"Investigation of this subject may show the desirability, as good roads are completed, of the taking up of many branch line railroads and utilizing the abandoned roadbed for improved motor roads thus decreasing the expense of maintenance and operation of our railroads and giving in its place a well-located motor road.

"Such a change would call for increased facilities at stations along the main line for passengers and for hauling freight, including storage, trackage, etc., but it would mean the concentration of supervision and labor, permitting better housing and living conditions for employes.

"Motor-driven conveyances have gradually been changing conditions of railroad transportation for the last ten years, and now that the general study of transportation is up for discussion, it should be taken into careful consideration and due weight given to its influence on the economies of the situation."

Mr. Morse closed his remarks with a recommendation that each question should be given individual study to determine whether light rail or motor truck haulage would be the more economical.

**TRUCKS MAY BE SCARCE**

NOW'S TIME TO ASSURE FUTURE TRANSPORTATION.

Lack of Adequate Facilities for Hauling by Truck Is Predicted by Expert.

"In the next few months this country will suffer from inadequate transportation facilities fully as badly as it did at any time during the war," says F. C. Atwell, manager of the International Mack corporation, distributor of Mack trucks, who warns business men to safeguard themselves now against transportation delays and tie-ups, which are sure to come.

"Discerning business men see what is ahead of them and are preparing now. Those who fail to do so will suffer serious loss later.

"The best authorities in the country agree that with the conclusion of peace this country will enter upon the greatest era of business activity and prosperity ever known. With such a situation before us, the railroads should be increasing their facilities to handle the extra volume of freight; but just the opposite is the case. Because the railroads are obliged to reduce their big deficits, they are laying off to cut down expenses. This means lowered

started work on the ferry slip at the public park just beyond the little Hoquiam bridge.

This toll ferry will be in operation while paving is under way to handle vehicles from that point to Polson's landing en route to the beaches. Rapid progress is being made on the work of building the new road between Copalis Crossing and Aloha.

### DE PALMA POLICE CAPTAIN

#### FAMOUS RACER MOTOR COP IN NEW YORK CITY.

In 150-Mile-Per-Hour Packard Racer He Will Perform Stunts at Police Benefit Outing.

NEW YORK, July 26.—Ralph De Palma and the "fastest car in the world" have been ordered to report for police duty this afternoon. De Palma is now a full-fledged captain in the New York police motor corps, having been sworn in recently by the chief and founder of that organization, Major Fred Cardway.

Attired in the full uniform of a police captain, De Palma will pilot the famous aviation Packard "905" around the track at Sheepshead Bay at record speed for the entertainment of visitors at the police field day. This is the car with which De Palma made 150 miles an hour and also broke the world's records for every distance from one kilometer up to and including 20 miles at Daytona beach last February. Although nominally "under orders," De Palma, who has many times refused large sums to appear on speedways, has volunteered his services for the benefit of dependents of deceased and incapacitated policemen of New York.

Prior to the events at Sheepshead Bay the police motor corps and about 400 guests will take luncheon with Mayor Hylan at the Waldorf-Astoria. The police motor corps is composed of some of New York's most prominent business men, and at the luncheon all will be in full police uniform. Later they will transport the guests to Sheepshead Bay, led by Major Cardway in his new \$10,000 car.

The new motor transport corps is made possible by the public spirit of its members, who are under orders to supply transportation with their cars for police use in cases of emergency, regardless of the hour of day or night. One of the members offered the use of 40 of his motor trucks in case of emergency. The Packard Motor Car company of New York, under Frank Gilmore, was the first to volunteer services and cars for this corps.

### FIRESTONE PLANS EXPANSION

Stockholders Asked to Increase Capitalization by \$60,000,000.

AKRON, O., July 26.—Stockholders of the Firestone Tire & Rubber company today were asked to vote on an increase in capitalization from \$15,000,000 to \$75,000,000, of which two-thirds is preferred and one-third common. Ten million in preferred will be sold at once to enlarge the plant, officials said.

**Watch Your Records.**

It is presumed that every car owner keeps a little book with records of the mileage each of his tires has traveled, the quantity of gasoline and oil put in, etc. This is a valuable practice if the owner keeps careful tabs on the various records. He knows which make of tire is giving him the best service, and if the car begins to fall off in its mileage per gallon of gas or oil he can run down the cause and remedy it.

**Changing Tires.**

For the man who wants to get maximum mileage from his tires, the habit of using a spare tire to afford regular changes, beginning at the right front and progressing around the car, is a valuable one to form. In this way each tire gets a week's rest in four, during which time it should be gone over carefully and have any cuts and abrasions vulcanized.

**When the Water Pump Dies.**

In case the pump of the water system goes out of business while the car is on the road it is still possible to get home without trouble by filling the cooling system full of fresh water and then running on high gear with the spark well advanced. Also shut off the ignition on down grades and coast. In case signs of overheating develop, drain the system and refill it with fresh water.

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C. G. Barley, President of Indiana Truck Corporation, Coming Here in Vehicle of Own Design.

When C. G. Barley, president of the Indiana Truck corporation, of Marion, Ind., goes traveling, he pays no railroad bills. He has a Pullman of his own design and manufacture, with comforts aboard it such as no railway Pullman ever had.

This "Pullman" is none other than a special car body, hotel room, miniature palace or whatever you wish to call it, built on the chassis of a two-ton Indiana truck. When Mr. and Mrs. Barley go a-traveling, they invite what guests they please and all travel comfortably in their made-to-order gasoline Pullman.

Mr. Barley first appeared in his unique car at the Indianapolis races, where he caused a stir, to say the least. Now he and Mrs. Barley, with Mr. and Mrs. Harry Goldthait, also of Marion, have started on a trans-continental tour from Marion to California and Oregon. They expect to make 4000 to 5000 miles in perfect comfort before they see Marion again.

In the car are sleeping compartments for four persons, with glass windows that can be raised and lowered in the side of the body. Beneath each sleeping compartment is a commodious chest for clothing. At the rear of the body is a complete kitchen equipment. The rear is also equipped with a motorcycle for special errands that may take the driver of the truck off the main line of travel. A complete Deico lighting system which furnishes 25 electric lights is utilized, with batteries, generator and motor. Compartments on the outside of the truck contain tools, ropes and various equipment likely to be needed. The truck is

equipped with water tanks and pumps and modern sanitary plumbing. It rides on large pneumatic Firestone tires. A large tent fly can be stretched from the top of the truck to a distance 10 or 15 feet away.

The driver sleeps on a specially devised seat which can be turned into a bunk at night. The frame of the truck has been lengthened to meet the body requirements. It is equipped with shock absorbers.

**Warped Valve Stems.**

If there is a lack of compression and on examination the valve heads seem clean and perfect, give the valve stems

a careful looking over to see if they have not become warped by the intense heat of that part of the engine.

**Remedy for Smoking.**

Smoking is a trouble commonly encountered in heavy-duty trucks, and the

easiest remedy is to remove the pistons and put oil grooves between the lower piston ring and the lower edge of the piston. On these grooves drill eight holes about 1-16 of an inch in diameter, so that the holes in the top groove will alternate with those in the lower. The oil will work into the grooves and follow them around until it works through a hole into the crankcase. The grooves and holes do not interfere with lubrication in any way and they certainly tend to keep down the smoking.

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