

NEW TRUCK WHEEL FIRES ONE CREATION

Changing Giant Pneumatics
Made Easy.

DESIGN ENTIRELY NEW ONE

So Easy to Change Tires With It,
Women of Red Cross Able to
Change in Five Minutes.

Ingenuity has triumphed again in the automobile world. This time it is not the comfortable passenger car but the bulky, hard-laboring truck that takes into itself the benefit of a simple but big idea.

For several months now men in the trucking world who desire more speed or more protection for their goods have wanted to let pneumatic cord tires—the tires that appeared a short time ago—shoulder the burdens now carried by huge solids.

The larger sized pneumatic—one of which will measure 44 inches in diameter, with a thickness of ten inches—is so heavy that they have been considered beyond the capacity of one man to handle when the ordinary type of wheel is used, since it is necessary to detach the tire from the rim. The change also requires the strenuous job of inflating the new tire.

Thus the general adoption of the giant pneumatic for rapid hauling has been hampered, while man turned his inventive faculties toward the idea of simplifying the operation.

Big Firms Take It Up. The idea came. It was developed. And now, according to announcement made last week at Akron, the world's tire making center, the stamp of utility and practicability has been put on it by six of the biggest steel wheel manufacturers of the United States, who have started to make deliveries of wheels embodying the idea.

A dozen other firms will likewise adopt the idea, it was said.

The announcement was made by H. S. Firestone, president of the Firestone Tire & Rubber company. Mr. Firestone is also president of the Firestone Steel Products company, in whose experimental plant the new wheel was developed. As it involves the manufacture of a new wheel design and the Firestone companies are not wheel manufacturers, it was passed on to the wheel producers.

Mr. Firestone is directly interested in the success of the wheel design because it makes it possible for the wheelmakers to construct their standard wheels so as to accommodate the Firestone demountable rim, which was itself the first practical quick-detachable demountable rim.

"This is the most important development in connection with giant pneumatic tires for trucks since the large tires themselves were introduced," said Mr. Firestone in making the announcement. "It is of particular importance at this time when the ship-by-truck movement is making such headway, in view of the fact that long-distance operators realize the importance of the pneumatic tire in their business, and the new wheel design that will increase its potential service."

Change in Ten Minutes. "With this wheel design and one of our demountable rims, it is possible for one man to remove the largest tire and apply an inflated spare tire in less than ten minutes. The inexperienced man can do it—can a woman, too, for that matter."

"We have equipped our ship-by-truck fleet with the new wheel. A short time ago while they were at Macon, Ga., the manager staged a tire changing contest participated in by six young women of the Red Cross motor corps of that city. They found it easy to make the changes. The winning team did it in less than five minutes."

The new wheel design has a slot in its felloe. To remove a tire, after jacking up the truck, the wheel is turned until the part of it containing this slot is nearest the ground, which is just cleared by the tire. Clamps and wedge ring hold the rim to the wheel and engage the valve in the slot. These are removed and the tire is readily pulled from the wheel. In applying the inflated tire, the wheel is turned so that the slot is at the bottom. The inflated tire is worked toward the wheel and the valve is engaged in the slot. After worked toward the wheel and the slot, a turn of the wheel swings the tire into position, the plate seated in key way. No difficult lifting is necessary.

FORD CHIEF TRANSFERRED

W. S. McNAMARA NOW SEATTLE
BRANCH MANAGER.

Plans for 1,000,000 Ford Cars in
Next Year Discussed at Ford
Managers' Convention.

W. S. McNamara, manager of the Portland branch of the Ford Motor company, returned recently from the Ford branch managers' convention held at the factory in Detroit, where 35 branch managers from all the assembly and service branches in the United States and the eight branch managers of the Ford Motor company of Canada, were in session for ten days.

The fiscal year of the Ford Motor company ended July 31 and this convention, preceding an anticipated 10 months of unequalled production and demand for Ford cars, is of exceptional importance to the Ford Motor company. Twenty-eight Ford assembling plants were represented, where the combined present production is 3000 cars a day, with 9500 employees.

The manufacturing effort of the company for the first six months of the present year was concentrated almost entirely upon the output of war materials, and it was not until March, 1919, that the production of Ford cars and Ford parts began to assume normal proportions. At present, the output is averaging about 3000 cars a day, and production for the year ending July 31, 1919, will be 255,000 cars.

The production of 2000 Ford cars a day has necessitated development of departments at branch assembly plants and the Ford dealers organization to a point where many of these plants are assembling for the demands of the particular territories they serve, an output of cars greater than the production of the average automobile factory.

In the convention particular attention was given to production efforts being made to meet the demand for Ford cars throughout the world. An estimated output of approximately 1,000,000 cars was announced for next

year. Further attention was given to that part of Ford service to Ford owners which aims to place stocks of genuine Ford parts within convenient access of owners everywhere through regular Ford dealers and garages.

Mr. McNamara has been transferred to the Seattle branch as manager. He will be succeeded here by S. A. Stellwagen, who is expected next week.

PHONES ON CARS, PERHAPS

Motorist of Future May Have Long-Distance Talk at Wheel.

In the August issue of Motor, there is a brief but interesting story on the latest adaptation of the telephone—for use on motor cars. The pictures accompanying the story show the telephone equipment in place on a car, including a pair of standards with wires strung between, very much like the apparatus used for wireless telegraphy.

"This radio phone outfit," says Motor, "is capable of keeping in communication with another station for a distance of 15 or 20 miles. The transmitting apparatus employs vacuum tubes as generators of radio energy and the receiver embodies amplifiers which enable communication to be maintained long after the signals have become too weak to be heard."

In its present form this automobile telephone equipment would scarcely be capable of general adoption, but it is

not hard to see in it the progenitor of the outfit that will some day be available, whereby the business man will be able to keep in touch with his office or home, no matter where he may be.

ARMY SERVICE MEN OPEN GARAGE IN PORTLAND.

"REAL SERVICE BY EX-SERVICE MEN" IS THEIR SLOGAN.

Left right, the young men in the picture, who have just opened the Service garage at 351 First street, are: Captain C. B. Brown, Lieutenant R. P. Brown and Lieutenant William R. Singletary, who have just returned from two years of service, 18 months of which, in each case, was in France. All three entered as enlistees in the motor corps and as truckmaster of motor truck company 323, motor supply train 406, and for several months was in command of 30 Packard trucks.

recommended to Commissioner Bigelow by Assistant Fire Chief Laudonklos and Tom Galvin, chief mechanic for the fire department, who personally conducted the tests.

No trucks were spared in these tests, which were conducted under severe conditions. They included a speed run and a hill-climbing contest. In both events each contesting truck was loaded with 2500 pounds of pig iron and carried besides Chief Laudonklos, Mechanic Galvin and the driver.

The speed contest was held in Fourteenth street between Yamhill and Jefferson, five blocks, from a standing start. The winning Gary covered this distance in 37 seconds.

The hill-climbing contest was over a muddy, rutted hill, from Fourteenth and Montgomery streets to Spring street. The Gary truck made the climb, which includes some 17 per cent grade, in 4 minutes 52 4-5 seconds.

The tests were conducted on July 14 and 15. As a result of the tests, the Gary truck was awarded the contract for the purchase by the city of six of the 13-ton models, to be equipped for carrying fire-fighting apparatus, will be signed by Commissioner Bigelow.

E. L. Gramblett, manager of the Gary coast agency here, made the sale.

SOME FAST BALING DONE

IT WAS BALE SHIP OR SWIM, SO
THEY BALED.

J. H. Graham and Karl V. Lively in
Exciting Experience Fishing in
the Mackenzie River.

Shooting the rapids of the McKenzie river is thrilling, but when the boat's bottom scrapes the rocks and the occupants of the boat forget fishing to turn to baling out the boat, the sport is a little too exciting to please Karl V. Lively and J. H. Graham.

Such was the experience last week of these two Portland men, who, with C. N. McCargar and J. N. Sharp, passed what they describe as one of the most wonderful week ends of their lives. They drove to the McKenzie in a Case six, piloted on the round trip by Mr. Graham, who is distributor here for the car.

The episode that nearly cost Lively, Graham and the boat tender their lives came on their first day's fishing, when they decided they had discovered a pool just below one of the many McKenzie cascades that looked to be full of trout.

The boatman swung the craft into the turbulent rapids. Midway down them the bottom of the boat struck. In poured a wave of water. Fishing tackle and impediments were cast aside while Lively and Graham baled water until the boat righted itself.

One of the prize catches of the trip was a seven-pound Dolly Varden. Rainbows of good size also provided plenty of sport.

"The McKenzie is the fisherman's paradise in Oregon," declared Mr. Lively, who with Mr. McCargar is in the insurance firm of McCargar, Bates & Lively. "It is easily accessible to Portland and makes an ideal place to spend the week end."

The party left Portland Friday and Saturday morning the first lines were cast. The return was completed Sunday night with fish baskets well filled.

NEW FEDERAL ACCESSORY HEAD

Henry D. Benner Is Appointed,
Company Has Announced.

The Federal Rubber company of Illinois announces the appointment of Henry D. Benner as manager of its accessory sales department.

Mr. Benner formerly was manager of the eastern district for the Federal Rubber company, with headquarters in New York. As manager of accessory sales he will be located at the general offices of the company in Cudahy, Wis., but will travel the entire territory periodically.

Mr. Benner has a wide experience in the tire and accessory business and an extensive acquaintance among the trade, therefore is well qualified to supervise the last volume of accessory business which the federal company enjoys.

HOWELL-SWIFT TIRE CO. AND PACIFIC
TIRE & RUBBER CO.
445-47 Stark St., Bet. 12th and 13th.
Phone Broadway 290.

GARY TRUCKS BOUGHT
BY FIRE DEPARTMENT

City Purchases Six 1 1/2-Ton
Models for Fire Apparatus.

STIFF TESTS CONDUCTED

Winning Gary Beat Trucks of Seven
Other Makes on Speed and
Hill-Climbing Contests.

The city of Portland has just purchased for use of the fire department six 1 1/2-ton Gary trucks, which were selected after a stiff test in competition with seven other makes of trucks. The purchase of the Gary trucks was

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The Battery With the Machine-Pasted Plate

Sterling Features of USL Battery Construction Spell Long Life and Continuous Activity.

The Vital Parts of the Battery Are the Plates!

Upon the plates successful operation of the battery is chiefly dependent.

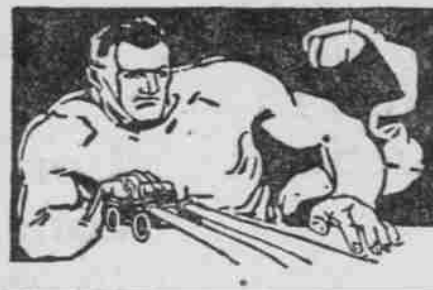
Scientific research and study on the part of USL engineers have developed a process which is found only in USL batteries and which avoids many unsatisfactory features produced by other than U. S. L. methods.

Machine pasted plates constitute an exclusive USL feature and are an important factor in their long life and satisfactory service. Come in and let us explain, and while you are here have your battery tested free.

The Sunset Electric Co.

EIGHTH AND DAVIS STS. BROADWAY 126
Automobile Electric Equipment Agents Representing

USL BATTERIES



Electric Auto Life Corporation
Remy Electric Co.
Splittorf Electric Co.
Atwater-Kent Mfg. Co.
Gabriel Snubbers
Bijor Motor Appliances
Waltham Speedometers
Spartan Horns
Gray & Davis
Connecticut
Telephone & Electric Co.



VICTORIA TO HAVE RACES

SPEED EVENT TO BE STAGED ON
AUGUST 13.

Some of Northwest's Fastest Drivers
to Compete on British Columbia
Speedway.

VICTORIA, B. C., Aug. 9.—(Special.)—The Automobile Dealers' association of Victoria, B. C., will stage an auto race meet at the Willows track on Wednesday, August 13, and will make it an international event, inviting racing men of the Pacific northwest to participate.

The active committee in charge of the races is composed of Thomas Plimley, R. J. Jameson, Robert Playfair, James Wood, Rube McMoran, H. A. Davis, Chris McRae, C. H. Willis, V. Rolfe, George Lilly and George Simpson. They already plan a mile and a half speedway for next summer to stage two yearly events for western drivers exclusively.

To make the races of August 13 a big success every automobile and accessory dealer of Victoria is actively

interested. An automobile parade is planned for the morning.

J. D. Duncan, managing director of the Vulcan Iron works of Vancouver, B. C., will enter his Vulcan Kewpie to be driven by Harry Hooper; Harry Schuck of Seattle will enter his Stutz special with great Gus Duray at the wheel; George Lott will send over the best special (formerly Aubrey special) with "Wild Bill" Giddings as pilot; Jean Romano will put Charlie Latta at the wheel of the Romano special; and Jack Ross will pilot a Duesenberg brought especially from San Francisco for the Victoria meet. Ray Kayno will drive the Peugeot special. Bill Giddings his Maxwell special in the small-car events, George D. Stacy of Yakima will ship over his Yakima special and Ira Hayes of Auburn the Hayes special. James Butters will drive a Comet special, while W. R. McDonald expects to start his 16-valve Ford special and Pete Erdman his new racing creation, the Erdman special.

CURTIS OUTPUT GROWS FAST

Airplane Makers Seek South American Trade in Air Machines.

The Curtiss Aeroplane & Motor corporation is going to make strong efforts to sell airplanes in South America. Accompanied by several aviators with airplanes, C. W. Webster, super-

visor of sales for South America, soon will depart for that continent on a trade trip. The aviators will give sales demonstrations.

The Churchill-street plant of the company has begun work on two sales department contracts. The first is for 150 commercial machines of the Oriole three-passenger type. The second is for 75 seagulls of the flying boat type, carrying a pilot and two passengers. In addition, the local plant will build 200 engines of 150 horsepower.

DODGE MAY BE FORD RIVAL

Big Land Purchase for Expansion Made in Detroit.

DETROIT, Aug. 9.—Property for one of the largest industrial projects ever launched in Detroit was purchased last week by Dodge Brothers, who are said to have secured 278 acres on the west river front, extending from Zug Island to the Great Lakes engineering works and reaching back to the Detroit, Toledo & Ironton railroad tracks from the River Rouge improvement company. The price paid was around \$7500 an acre, or \$2,085,000 for the site.

Official confirmation is lacking, but it is generally believed that blast furnaces and steel rolling mills will be established rivaling the Henry Ford enterprises of similar nature in the same vicinity.

56 Republic Trucks JULY SALES RECORD

Another List of Buyers That Know Values

Warren Construction Co.....	5	Mutual Creamery	3
Independent Paving Co.....	2	Home Creamery	1
Marion County	1	Zwald Dairy	1
Hansen Transfer Co.....	1	R. D. Chamberlain.....	1
Pacific Livery & Transfer Co.....	1	M. R. Dieter	1
Walters Transfer Co.....	1	L. Reinhardt	1
Olsen Roe Transfer Co.....	1	C. K. Rogers.....	1
Paulina Stage Co.....	1	F. A. Chamberlain.....	1
Columbia Lumber Co.....	1	Joe Bussone	1
W. S. Jubb.....	1	Jim Campagna	1
F. Howell	1	A. J. Liburn & Son.....	1
N. J. Day	1	Saunders Bros.....	1
L. C. Bailey.....	1	L. C. Campbell.....	1
Ed Douglas	1	H. F. Baird	1
H. C. Green.....	1	R. Morris	1
E. S. Ruggles.....	1	Wm. Gray	1
Limsay Borest	1	Fred Cyphers	1
F. W. Wohlfert.....	1	Lawn Welch	1
J. I. Moore.....	1	Geo. South	1
J. W. Fargher.....	1	Tom Brennan	1
J. N. Holcomb.....	1	J. Beebe	1
H. F. Baird	1	J. Devore	1
S. A. Wood.....	1	V. C. Libball.....	1
J. S. Parris.....	1	W. L. Creswell.....	1
Chas. Milne	1		

ROBERTS MOTOR CAR CO., Inc.

305 Main St. Vancouver, Wash. Park and Everett Sts. Portland, Or.

No Grease Cups On These Cars

Following is a list of a few of the cars in Portland we have equipped with the

ALEMITE Lubricating System

and the names of the owners of same. These owners no longer have to contend with the old dirty grease cups, but are now able to lubricate their cars in twenty minutes, in an easier and cleaner way.

CADILLAC

Ralph L. Brackett, Crescent Park Co.
J. M. Llewellyn, Portland Bolt & Nut Co.
Chas. F. Switzer, Pacific Bridge Co.
Wm. Shepherd, Union Stock Yards.
E. R. Corbett, First National Bank.
Chas. R. Frazier, Crescent Paper Co.
Mrs. E. E. Willett, 557 Overton street.
Mrs. F. Eggert, Eggert & Young.

PIERCE-ARROW

Edward Cookingham, Ladd & Tilton Bank.
Henry Wagner, Weinhard Plant.
C. Hunt Lewis, Lewis Bldg.
A. R. Smith, Columbia River Shipbuilding Corp.
Frederick Miller, Jeweler.
Miss H. E. Felling, 201 Fifth St.
Henry Wessinger, Weinhard Plant.
Mrs. S. Frank, 312 Twelfth St.

PACKARD

Walter Beebe, Northwest Steel Co.
M. Fleischner, Fleischner-Mayer & Co.
J. C. Ainsworth, United States National Bank.

LOCOMOBILE

Samuel Hill, Marshall, Wash.
R. J. Lincoln, 381 Holladay Ave.

MERCER

James B. O'Shea Jr., 833 Alameda Drive.

LOSIER

Paul Wessinger, 555 Davis St.

WINTON

Philip F. Buehke, Columbia Wire & Iron Works.

WHITE

Walter Bowman, Honeyman Hardware Co.
John Keating, Lumbermens Trust Co.

APPERSON

Fred S. Morris, Morris Bros, Inc.
R. F. Pike, Pike-Horn Motor Co.

STUTZ

L. R. Banks, Northwest Steel Co.

PAIGE

George Manning, Manning Warehouse & Transfer Co.
W. R. Bowles, Northwest Bridge & Iron Works.

FRANKLIN

Dr. W. J. Hill, Holt Tractor Co.
Dr. J. H. McCool, dentist.
S. S. Montague, contractor.

CHALMERS