

MYSTERY CARS LEAD ARMY TRUCK CONVOY

New Overland Model Surprise to Officers in Command.

CAR IS HIGHLY PRAISED

New Spring Suspension Proved Success on Rough Roads Encountered on Route.

United States army officers are enthusiastic over the performance of the new Overland four touring cars and the sedan which are preceding the United States motor corps transport convoy on its transcontinental tour via the Lincoln highway.

Two complete companies of the motor transport corps under the direction of Brigadier-General Charles B. Drake are making the trip across the continent. The convoy is three miles in length. It is due in Oakland, Cal., about September 2. The convoy will then have traversed the entire length of the Lincoln highway. Every city, town and hamlet on the Lincoln highway will have been in the line of the importance and the practical utility of the motor vehicle for cross country and transcontinental transportation and the necessity for constantly maintaining good roads.

Overlands Lead Convoy.

Preceding the convoy are these new Overland cars. The company has been developing this new type of motor car for the last two years. Exhaustive tests have been completed. How soon the car will be announced to the public has not, however, been disclosed by the Willys-Overland company, of Toledo. Speculation as to the very unusual features of the new Overland has interested the automobile trade for many months to a degree exceeding the curiosity and interest preceding the announcement of any new model American manufacturer has produced.

From the factory at Toledo comes the statement that the spring suspension of the newest Overland is an absolute success in the opinion of Lieutenant W. B. Moran, one of the officers of the trip. His telegram to the factory, dated August 1, from Kimball, Neb., reads:

Call It Mystery Car.

"The new mystery Overland is proceeding four days in advance of the motor train. Inclement weather and many miles of bad roads have no effect on the splendid operation of the car. The new spring suspension is an absolute success as proved by the Nebraska roads.

"The car is attracting great attention and doing much to interest people in this great test. I am being driven by Brown with myself as passenger. It arrived at Kimball through a sea of mud in excellent condition. It is my opinion that for economy, ease of operation, adaptability to all kinds of weather, speed maintenance and attractive style this car exceeds any vehicle of its kind on the market."

Everywhere, great crowds welcome the appearance of the three-mile train of trucks and motor cars in the convoy. There was a rousing good roads celebration on the convoy's arrival on August 1 at Kimball, Neb. Delegations came from miles around to hear the speeches, see the pictures and the cars.

THERMOID IS WELL MADE

PRESENT TIRE IS RESULT OF MANY TESTS.

Discovery of Crollide Compound Big Advance in Methods of Tire-Making.

There is practically nothing we wear or eat today that is not made by machinery. Even war-fare these days is a question of machines and according to the military critics the best prepared nation is the one not necessarily with the largest reserve force of soldiers but with the most perfected and highly efficient war-making machinery.

It is interesting to note, however, says a statement on behalf of Thermoïd tires that a prominent manufacturer of automobile tires several years ago, after having made tires for years by machines came to the conclusion that no machinery could put into the ideal tire that he was hopeful of producing the supreme quality that he desired.

True, machines could build tires more cheaply and more quickly, but he decided that no machinery could ever match the cunning of human fingers and the intelligence of the human brain. And so he dropped all his tire making machinery and reorganized his factory on the basis of slow painstaking handwork could give him the tire that perfection of detail and refinement of construction so necessary to really superior results.

Hundreds of experiments were made in the laboratories and shops along new lines, particular attention being paid to the question in the making of the ideal tire.

All common tire shortcomings were studied—faults that lead to bruises, blow-outs, tread separation and the like—and new principles in tire construction were sought that could help to overcome them.

Twenty-four months of untiring research, the statement continues, finally resulted in the development of new hand methods—radical departures from commonly accepted theories of machine construction and the result was finally the Thermoïd tire, said to be the most costly built in America.

The personal equation, it is asserted, is absolutely necessary in order to give the Thermoïd tire the features that make it extra strong—that give it added protection against shocks and bruises, added resistance to tread and fabric separation, added resiliency for riding comfort and added all around satisfactory service.

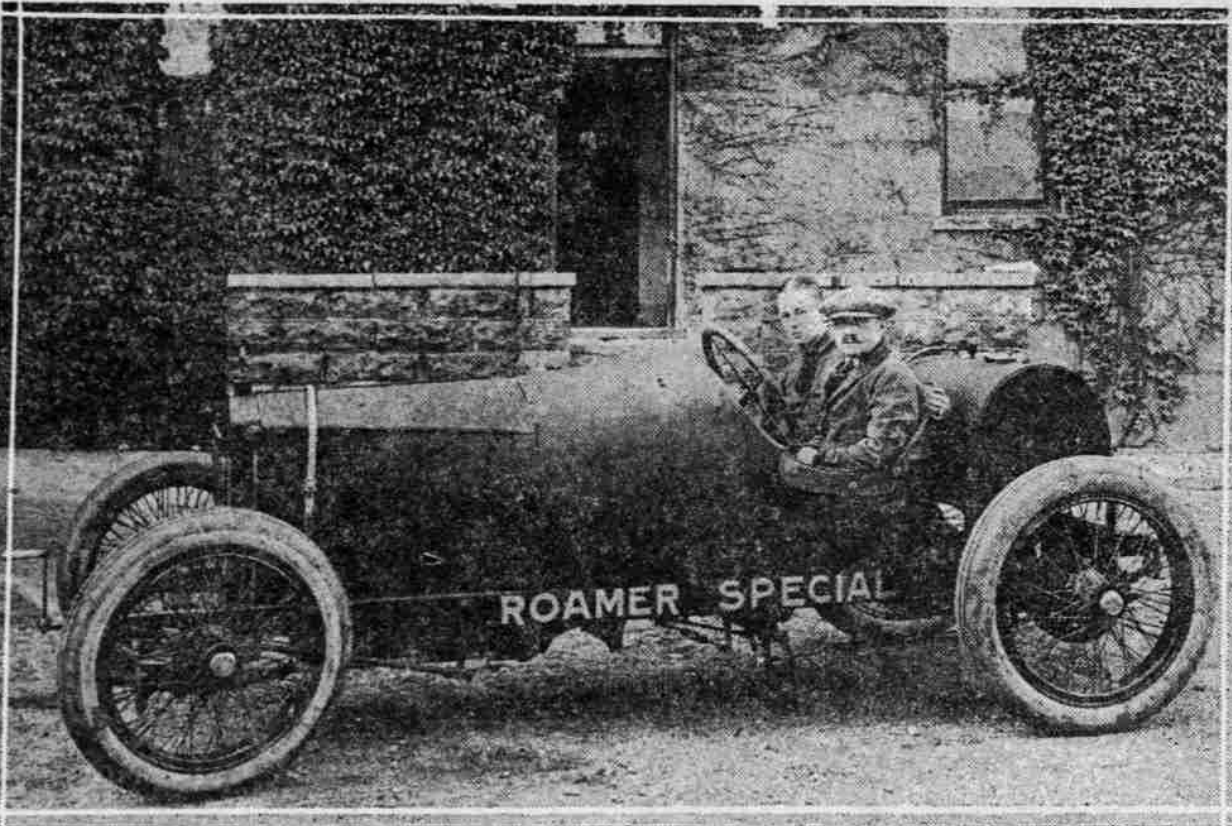
Every Thermoïd Crollide Compound tire is said to be a duplicate of the original model of the inventor—exact duplicate in every detail of workmanship, and in quality of material. The thousandth tire or the hundred thousandth will match, down to the smallest degree, the first. Every motorist knows how important it is to have such absolute uniformity. It means dependability.

Each Thermoïd tire, the statement says in conclusion, is the work from start to finish of one man who is rewarded not on the basis of how many tires he makes but how well he makes them.

Cleaning Seat Covers.

Seat covers may usually be cleaned very satisfactorily with a non-alkaline soap and warm water. The best way to carry out the job is to take the covers off and give them a good scrubbing on the board.

WRECKED ROAMER, REBUILT, SECOND IN ELGIN ROAD RACE.



WITH SABLES AT THE WHEEL, IT SHOWED ITSELF GOOD AS EVER. This is the same Roamer that was wrecked at the Indianapolis races, its driver being killed. Roscoe Sables took it to the Roamer factory, where it was overhauled and rebuilt, and entered it in the Elgin road race August 23 as a test. This photo, taken at the Roamer factory August 18 just before the car was shipped to Elgin, was received last week by A. H. Knapp of the T. W. Starn Motor Car company, Roamer distributor here. Both the Roamer and the winning car had Duesenberg Motors.

KEYSTONE TIRES ARE HERE

NEW FIRM TO DISTRIBUTE IN OREGON TERRITORY.

Northwestern Tire Corporation in Stark Street Also Handles Big Stock of Factory Seconds.

Another big tire firm has entered the Oregon territory. With Jack Rosenstrob as president and manager, the Northwestern Tire Corporation has opened quarters at 444 Stark street, near 15th, in the building formerly occupied by the Brunn Motor Car company.

This concern has the agency here for the Keystone, National, Speedway and Batavia tires, brands very well known in the tire trade. The first two are guaranteed for 6000 miles and the Batavia for 4000 miles.

In addition to these makes, the Northwestern Tire corporation is also handling a complete line of tire seconds and surplus stock of big tire companies. It is starting in business with three carloads of tires stored away in the salesroom and basement.

"The Northwestern Tire corporation," said Mr. Rosenstrob, who has been in Portland for some time making arrangements for the opening of the store, "is one of 145 similar stores in the principal cities of the United States from one coast to the other. It will do both a wholesale and retail tire business.

"This company is able to bring standard high-grade tires and tubes to the consumer at low prices because of its large buying power. Twenty-one of the largest tire manufacturing factories market their seconds and surplus stock through our organization, which has its headquarters in New York City.

"By seconds are meant tires that have some slight defect that prevents their being sold as firsts, but does not impair their wearing qualities. They include also overproduction, factory market changed brands and discontinued models. Our branch not only will sell tires, but will give service on those sold."

Lee B. McKnight is salesman for the Northwestern Tire corporation and George Goodrich will be floor salesman.

LEWISTON CAMP SITE FOUND

Use of Ideal Tract Near City Is Urged by Commission.

LEWISTON, Idaho, Sept. 6.—(Special.)—The municipal park commission of Lewiston, after an investigation of a camp site, has agreed that Deloit park, five minutes east of the city, will provide an excellent camping ground for tourists and has reported to the city council to that effect. In the report it is asked that such improvements in the park as the situation may suggest be made, and that the entrance to the grounds be made more convenient.

The tract, which lies near the fair grounds belonging to the city, is a wooded flat with several ponds, alongside a fine stream which runs into the Clearwater. With little effort it can be made an excellent camping place.

KEEPING PASS CLEAR URGED

Good Roads Men Discuss Snow Problem at Snoqualmie.

YAKIMA, Wash., Sept. 6.—(Special.)—Ways and means for keeping Snoqualmie pass open in winter time, which were the subject of a talk before the state good roads convention by D. L. Ellis of the state highway department, were discussed with much

NEW AUTOMOBILE FIRM

INTERSTATE MOTOR COMPANY ENTERS FIELD.

Daniels Eight and Anderson Six to Be Handled by Organization Headed by Frank McCord.

A new automobile concern, the Interstate Motor company, has been formed by three Portland men who have obtained the Oregon agency for the Daniels Eight and the Anderson Six. They have opened attractive new showrooms at 111 Thirteenth street.

Incorporators of the Interstate Motor company are Frank McCord, president; H. G. Reed, secretary-treasurer, and J. J. Collins. Both Mr. McCord and Mr. Reed are well known from their connection with the Reed-French Piano company.

The Daniels Eight has been represented in this territory for nearly two years. The Anderson Six is a new car in the Oregon territory, though it has been in Seattle for several months and in California considerably longer. It has been manufactured for the past seven years and is very popular in the eastern states.

The Anderson is made by the Anderson Motor company of Rockhill, S. C., formerly the Rockhill Buggy company, which made buggies and horse vehicles for many years before automobiles were ever heard of. It includes such standard units as Continental Red Seal motor, Borg & Beck clutch, Atwater-Kent ignition, Columbia axles, Timken bearings and the like.

The makers of the Anderson specialize in making bodies, dating back to their buggy manufacturing days, and have produced some very striking effects in design and finish.

The first shipment of Anderson cars is due this week. It was expected last week, but railroad delays prevented its arrival. Other cars are on the way.

The Interstate Motor company has made arrangements for giving owners of their cars first-class service facilities. Service will be handled by L. H. Buntzel & Co. at 110 Thirteenth street, just across from the new showrooms of the Interstate Motor company.

2,000,000 CARS THIS YEAR

That for Industry Considered Big Joke Ten Years Ago.

Here is another estimate on the 1919 automobile production in the United States: Two million passenger cars of all types, and four hundred thousand motor trucks. Two hundred thousand tractors.

The estimate, claimed to be conservative, places the total automotive vehicle production at 2,600,000. Twenty years ago the "horseless" car was a joke—an alleged dream.

Today the manufacture of automobiles is the third greatest industry in the world.

LOTS OF TRUCKS.

There are now 450,000 motor trucks in service in this country. Allowing an average of ten tons a day to each truck, which is a very conservative figure, these trucks altogether will carry 4,500,000 tons of freight every day.

WORTH KNOWING.

Strong soap suds made from automobile soap, rubbed on the windshield glass and allowed to dry, is said to help prevent fog or rain from obscuring vision through the glass.

MAXWELL GAINS HONORS

CAR TAKES HILL-CLIMBING PRIZE IN CANADA.

New Owner Issues Challenge for Hard Climb and Then Wins Against Many Contestants.

Climbing hills and going through its paces without a hitch is the record of a Maxwell car made in a recent run in Canada. This car had no previous tuning up or special work done on it and was a stock model in every particular.

It was driven by a private owner. In a drizzling rain this car captured the most-coveted prize in Canadian motoring circles.

Just three weeks before the annual Ottawa Journal reliability tour, D. E. Grant, an insurance agent, purchased a Maxwell touring car. Despite the newness of his car and the fact that many expert drivers and more powerful cars were entered against him, Grant had such confidence in the Maxwell that he challenged every entrant in the tour for hill-climbing honors.

On the Lake Placid road, six miles below Malone, he drove his Maxwell over Chasm Falls hill in what was even better than a perfect score. His Maxwell time was 59.4-5 seconds and the official perfect score had been previously announced as 1 minute and 55 seconds.

There were 24 cars in the contest and at least two of them cost more and were larger than the Maxwell. It was a dangerous day for a hill climb, with a steady drizzle making the crooked winding incline slippery and difficult.

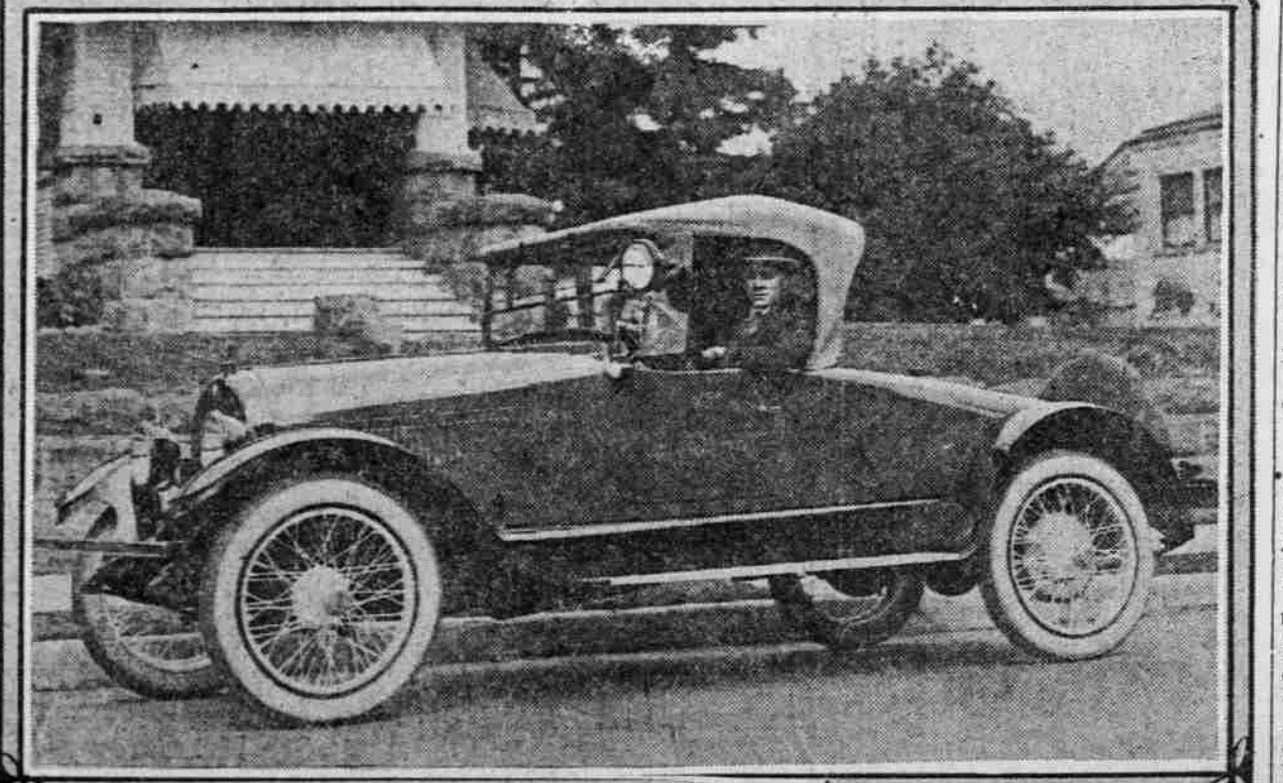
DUENSBURG UNDER WILLYS Famous Motor Factory Now Subsidiary of Big Corporation.

NEW YORK, Sept. 6.—That the Duesenberg Motor Corp. is one of the subsidiaries of the new Willys corporation is now known and indications are the six-cylinder car designed by Willys-Overland will be produced at the Duesenberg plant, Elizabeth, N. J.

Production of the Willys six in a factory outside of the Toledo plant of Willys-Overland already had been forecast, but its location had not been given out previously. It is believed production will be under way shortly and that the car soon will be placed on the market.

Confirmation also has been obtained that the Electric Auto Light company, Toledo, and the New Process Gear company, Syracuse, also are units of the Willys corporation.

TIRE MAN BUYS STEPHENS SALIENT SIX ROADSTER.



J. C. Kildow, vice-president of Edwards' Tire Shop, in his new car, the first Stephens Salient Six roadster model delivered in Portland by the Hamilton-Leatherman Motor Car company. It is finished in khaki color, with top to match.

Kleiber MOTOR TRUCKS

Motor Truck Owners WAKE UP!

Enlist in the great national army of KLEIBER TRUCK users and get real service and satisfaction from your trucks.

A satisfied owner is the best asset any motor truck firm ever had, because the business grows, in large measure of its own volition. Every user of KLEIBER TRUCKS is a satisfied owner and a real booster.

SERVICE—OUR MOTTO
1, 1½, 2, 2½, 3½ and 5 Tons
GUARANTEED 100% OVERLOAD
MORE POWER—LESS EXPENSE

More than just a Truck, "Kleiber" is a Transportation Guarantee

States Auto Sales Co.

DISTRIBUTORS
430 Burnside St. Broadway 486
Some Territory Open for Live Dealers.

LONG JOURNEY NEARS END

SAN FRANCISCO TO WELCOME ARMY CONVOY TRAIN.

Great Fleet of Motor Trucks, After 3000-Mile Tour in 60 Days, Almost at Its Goal.

SAN FRANCISCO, Sept. 6.—This town is all set to give Uncle Sam's first transcontinental army truck convoy a mammoth reception this week when the goal of the 3000-mile trip is achieved. Airplanes representing the city will swing toward Sacramento to meet and greet the army truck cavalcade. A fleet of San Francisco motor trucks and passenger cars, organized by the B. F. Goodrich Rubber company, and accompanied by the U. S. marine band of 40 pieces, is escorting the army caravan from Carson City, Nev., into San Francisco. Truck loads of California fruit, including oranges, melons, apples and grapes, will be provided the soldiers by the Goodrich company.

The 250 doughboys and officers who have manned the trucks, most of them overseas veterans, will greet the Pacific coast with enthusiasm nearing that which attended their arrival in America from France. Although the men have been royally entertained in every city and hamlet along the 3000-mile route from Washington, D. C., where the tour started on July 7, the tour has been a tiresome grind and a real test of stamina.

Except on Sunday the programme for the past 50 days has been to arise at 5 A. M., clean, oil and inspect motor, and then drive until the night of the hours until Sunday when they often the day's journey was not completed until 8 or 9 o'clock at night. Each Monday morning the men began counting the hours until Sunday when they could take a real bath and get a regular night's sleep.

The long trip has been a pronounced success from every viewpoint, according to reports from army officers in command. Unusual interest has been aroused in the communities along the route on good roads work. At every stop official speakers accompanying the convoy have lectured on the need of a better national highway system as a means to combat the high cost of living.

Motor transport, engineer corps and artillery officers of the army have collected a wealth of data on topographic and other military phases which will be carefully compiled into permanent army records. The government assigned a force of signal corps photographers to take a complete moving-picture chronicle of the entire trip.

The convoy will arrive in San Francisco about five days later than scheduled time. Heavy rains in the last few weeks caused muddy roads and slow going.

DIXIE KEEPS APPOINTMENT

Train Wreck Delays Contractor, but He Meets Engagement Via Auto.

The train wreck on the Astoria road last week demonstrated anew the usefulness of the passenger automobile. There had been any automobiles. J. A. Miller, Astoria contractor, would have missed an important engagement in Astoria.

To meet this engagement he had to be in Astoria at 9 o'clock Monday morning. But along came the train wreck and blocked travel. This was Monday. Mr. Miller began to wonder how he was going to keep that appointment.

His son, H. F. Miller, salesman for the Dixie Flyer, which is handled by the C. H. S. garage, came to the rescue. With three others aboard, he and his father set out from Portland at 8 o'clock Monday night via the lower Columbia river highway system at 115 were there. After looking around with-

out success to find somebody to make the return trip with him, H. F. Miller started back alone in the Dixie at 3 o'clock. He arrived in Portland at 8:45 Tuesday morning, having made the round trip in the night. Read The Oregonian classified ads.



Are built right on the right principles and are backed up by the right kind of service at

The Sunset Electric Co.

Eighth and Davis Sts. Broadway 126

Automobile Electric Equipment Agents Representing

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

Telephone & Electric Co.
K. & W. Magnetos, Detroit Starter Co.

Carlisle Tires Gas Saving Lords

Howell-Swift Tire Co. and Pacific Tire & Rubber Co.
445-7 Stark St., Bet. 12th and 13th. Phone Broadway 200.