

MAXWELL-CHALMERS MERGER IS ARRANGED

Details in Big Motor Combination Announced.

NEWS FROM AUTO CENTER

National Automobile Chamber of Commerce Behind Move to Solve Theft Problem.

DETROIT, Sept. 20.—Details of the plan for merging the Maxwell Motor company and the Chalmers Motor corporation into the Maxwell-Chalmers Motor corporation are being submitted to stockholders of the companies. The new corporation is to have au-

thorized capital stock comprising 800,000 shares of common stock of no par value and \$3,150,000 of preferred stock. Holders of the Maxwell present first preferred stock are to receive 120 per cent in new common stock and 27 1/2 share in cash. Holders of the Maxwell second preferred stock receive 65 1/2 per cent in new stock and owners of the present Maxwell common stock receive 70 per cent in new stock. Owners of the present Chalmers preferred stock are to receive 105 per cent in new stock and the owners of Chalmers common get 15 per cent in new stock. The Chalmers Motor corporation's outstanding 6 per cent notes can be exchanged on a 100 per cent basis for the new 7 per cent preferred stock to the amount of \$2,150,000, which will comprise the entire preferred stock outstanding.

Issue of 10-Year Notes.
The merger plan contemplates an issue of \$10,000,000 of ten-year 7 per cent sinking fund, convertible gold notes, which carry the privilege of conversion into 15 shares of new stock for each \$1000 note, within the first 90 days after the notes are issued and at the rate of 12 shares for each \$1000 note thereafter.

Should the consolidation plan be approved, the issue of notes will be underwritten by the Central Union Trust company and the Chase Securities corporation of New York. The committee which arranged the plan comprises Harry Bronner, chairman; James C. Brady, J. R. Morton, Elton Parks, Jules S. Baché, Hugh Chalmers and J. Horace Harding.

At the September meeting of the directors of the National Automobile Chamber of Commerce, held in New York Wednesday last, many matters of importance to the automobile industry were taken up. Among them was the matter of car thefts. The legislative conference committee, a new committee of the National Automobile Chamber of Commerce, outlined to the directors its plan for a nation-wide campaign for elimination of this menace to the industry.

The committee has prepared some constructive legislation which is to be presented to state legislatures. The committee endorsed the Dyer bill introduced recently in congress by L. C. Dyer, congressman from St. Louis, which makes it a crime punishable by 10 years imprisonment to steal a car and take it across the border of the state in which it is stolen.

Mr. Dyer will be asked to amend the bill to make the minimum punishment two years, in order to prevent the possibility of any judge imposing a nominal sentence or from suspending sentence. Working with the new committee is the National Automobile Dealers' association; the Motor and Accessory Manufacturers' association, the A. A. A. and the Trailers Manufacturers' association.

Directors of the chamber endorsed the Volstead bill, now in congress, relating to the seizure of cars carrying liquor. This bill, a prohibition measure, gives the owner, or part owner, of seized car, if he be innocent of wrong doing, a right to put in his claim for the return of the car. Many dealers have suffered recently by reason of the seizure of cars which they had just sold on time payments.

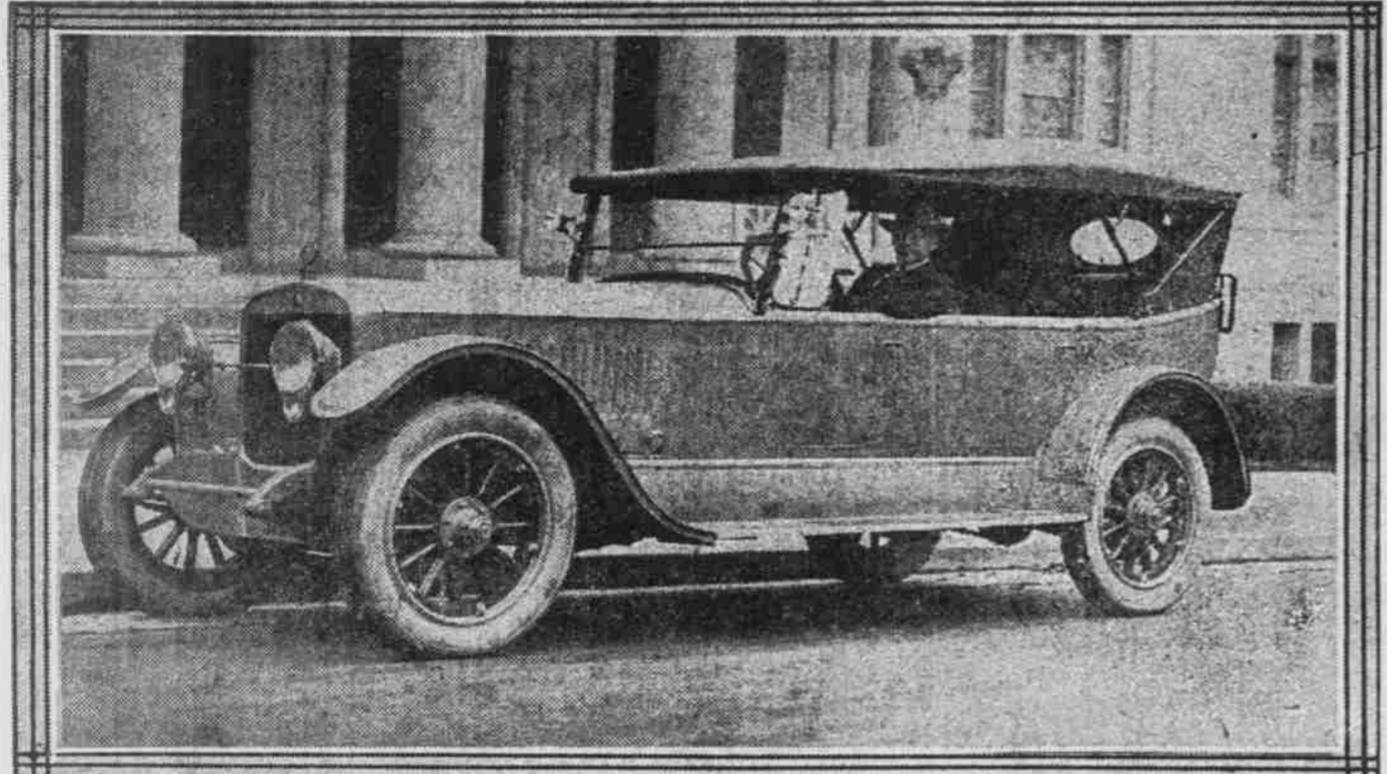
The chamber decided to hold a factory service managers' convention in a western city during the week beginning October 27. Managers of distributors service departments will be asked to attend and take part in a national movement for betterment of service to car owners.

The tariff committee reported on shipments of cars for July and estimated August shipments. During July last the car manufacturers shipped 24,487 carload lots as against 18,741 in July, 1918. The August shipments are estimated at 21,000 carload lots as against 13,868 for August, 1918.

Many cars are being driven away from the factories at this time and hundreds are being shipped by water. These shipments cannot be estimated accurately.

The motor transport corps will offer for sale at public auctions to be held

WHAT IS THIS CAR? CAN YOU SPOT IT AT THE FIRST LOOK?



IT'S THE NEW MODEL OF THE WINTON SIX, THAT'S WHAT, AND AS HANDSOME A CAR AS EVER APPEARED IN PORTLAND.

For a long time A. C. Stevens, Winton and Haynes distributor here, has been awaiting the new Winton model. The first shipment arrived last week, and the photograph shows the handsome lines of the new Winton. There is nothing extreme about it, yet the Rolls-Royce hood design has been pretty closely followed. This car, which is the new model 21-48 Winton, also has the new motor developed by the Winton company during the war. R. R. Coster, Winton salesman, at the wheel.

in the immediate future at army camps and storage yards, a total of 1248 used passenger cars, truck ambulances, motorcycles, side cars and bicycles. These vehicles in their present condition are unserviceable for army use but a number of them can be made perfectly useable by proper repairing.

The war department has no new serviceable passenger automobiles for sale at present and it is not anticipated that it will have any new passenger cars available for sale to the general public. On September 18 the motor transport officer at Camp Hoiabird near Baltimore began the sale of 235 unserviceable motor vehicles taken from the total mentioned above. Embraced in this will be 56 passenger cars, including Studebakers, Hupmobiles, Overlands, Liberties, Fords, Packards and Chevrolets; 5 light delivery trucks, principally Fords; 33 two-ton trucks of various makes; 8 motorcycles and 6 Excelsior, solo and side cars.

On September 19 and September 20 auctions were held at the army supply base at Norfolk, Va., and at Camp Hill and Camp Stuart near Newport News, Va. The sale at Norfolk included Reo, Kisselkar, Studebaker, Paige and Ford passenger cars; 33 trucks of various sizes and types, among which were Pierce-Arrows, Maxwell, Studebakers, Nash, Reos and Fords and two motorcycles.

To Announce Other Sales Dates.
The sales at Camp Hill and Camp Stuart included 32 passenger cars, consisting of Chalmers and Fords; 74 trucks running from light deliveries to five-ton types and consisting of Oldsmobiles, Nash, Pierce-Arrows, Buicks, Republics and Fords.

On September 24 the motor transport officer at Philadelphia will offer for sale 18 passenger cars consisting of Fords and heavier types; 98 trucks ranging from light delivery vehicles to five-ton types and three motorcycles.

Inquiries for the dates at which auctions will be held at other camps and storage spots and for information concerning the equipment to be offered at each should be addressed to the motor transport officers detailed to these points. The motor transport corps will announce through the press further offerings on unserviceable motor equipment in the near future at other locations.

much speed. In practice Los Angeles' favorite driver and his aid had figured out just how fast they could send the Chevrolet racing creation around the dangerous course and still stay upon four wheels. But the rest of battle overcame Cliff on the very first swing of the course, and in passing another car he was forced off the high-crowned road and into the adjacent soft field.

Durant carried first-hand information to the eastern racing fraternity concerning the new Los Angeles speedway, and he declares that the prospect of the new California track aroused keen enthusiasm. He predicts that the opening race on Washington's birthday will draw the fastest field ever seen in the west.

Far from being nerve shaken from the close call he experienced at Elgin, Durant is already planning to enter races at Fresno and Hanford, Cal., in the near future, and is also going right ahead in his engineering work on a new Chevrolet for next May's big Indianapolis classic. The model he is now working on calls for a motor of 181 cubic inches piston displacement and is expected to be capable of a speed of 115 miles an hour.

One of Durant's first moves on reaching home was to purchase another airplane to add to his stable of two sky machines he secured before leaving on his eastern racing invasion. The motor magnate's plans now call for one of his flying buses to be in Los Angeles at all times, another at the new aviation field he is constructing in Oakland, while the third will be used for "touring" to whatever point his fancy dictates.

Loose Rivets.
Few owners examine the frame for loose rivets, yet these often shake loose and fall out. A car owner recently found that two rivets which had held a cross member of the frame in place had slipped out and the side rail had cracked a little as a result.

When it is absolutely necessary to run on a flat tire keep the tire in soft dirt if possible. If the trouble occurs on city streets run on the trolley track rather than on cobblestones.

DETROIT, Sept. 20.—Indianaapolis has been announced as the location of the automobile organization of D. McCall White and E. C. Howard, who are preparing to build a new high-grade car. Within a few days the new company, whose name has not been announced, will begin operations in a new plant, which will have 100,000 square feet of floor space immediately available. Mr. White designed the Napier, Daimler and eight-cylinder Cadillac. Mr. Howard recently resigned as general sales manager of the Cadillac company.

MEN WELL KNOWN IN AUTOMOBILE INDUSTRY ANNOUNCE PLANS FOR MANUFACTURE OF NEW CAR.



D McCall White



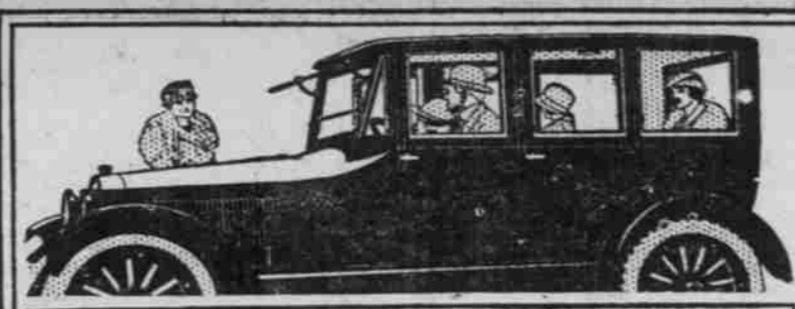
E. C. Howard

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DURANT KEEPS HIS NERVE

CHEVROLET PILOT TO KEEP ON AT RACING GAME.

Accident at Elgin Doesn't Faze Him in Least, and He Plans to Go Faster Than Ever.



OAKLAND, Cal., Sept. 20.—With his well-known enthusiasm for speed entirely undimmed by his spectacular accident in the recent Elgin road race, Cliff Durant, millionaire speed champion and motor car manufacturer, returned to Los Angeles last week to attend a directors' meeting of the new Los Angeles Speedway association, coming from there to San Francisco.

"It sure was a mighty narrow escape," was Durant's reply to a query regarding Elgin. The customary Durant smile was slightly askew because of strips of adhesive tape holding his right ear in place, but otherwise the wealthy driver-aviator bore only faint marks to show that he had knocked down four husky telegraph poles and turned three complete somersaults in his latest quest for racing laurels.

The Durant accident at Elgin was, according to both Cliff and Fred Colmer, his mechanic, the result of too

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LIBERTY SIX

GUARANTEE IN DISCARD

TIRE PERFORMANCE SUBJECT TO VARYING CONDITIONS.

Shoes Not Guaranteed for Mileage and No More Should Tires, Asserts Savage Tire Company.

"Improvements of the last few years in the construction of tires has made the old-time mileage guarantee, to all intents and purposes, a thing of the past," declares George H. Whaley, manager of the Portland Tire company.

"The tendency today is to judge a tire by its actual performance considering the conditions under which it is run. In the old days of the 'Merry Oldsmobile' and kindred cars, with their maximum speed of 20 miles per hour the tire industry as applied to automobiles, of course, never had the automobile itself. It was quite in order then that the tire manufacturer should guarantee his good faith in his product by guaranteeing it to go a certain distance. If he didn't have faith in his product, who would?

"With the automobile confined to its then very limited use and the roads in practically the same condition everywhere, the stress on tires was slight compared to the heavy use they are put to today. Under these conditions a manufacturer could readily guarantee a given mileage.

"Now, however, conditions have so changed that it is unnecessary, as well as impossible, to state with any degree of accuracy the distance in miles a perfect tire will run. It is unnecessary because tires made by reputable manufacturers are so constructed today that with proper treatment they will withstand rough usage far exceeding the demands of the former mileage guarantee. That it is impossible to guarantee a perfect tire will run a given number of miles is true, because the life of the tire is dependable not on its own merits so much as on the conditions under which and how it is run.

"The utility of the present day automobile and the correspondingly greater demand on tires, has made it impossible to say how many miles a tire should run, just as it is impossible to predict how many walking miles your next pair of shoes will give. No mile-

age guarantee accompanies a new pair of shoes or any other article dependent on wearing conditions for its life. Under ordinary conditions a pair of shoes will last a reasonable time, but their use and appearance is greatly impaired under changed conditions, and the same is true of tires. Under adverse conditions 3000 miles might be a remarkable showing for a tire, whereas the same tire would run 20,000 miles under more favorable conditions.

"The Savage Tire company guarantees its tires to be free from imperfections in material and workmanship. That guarantee is unconditional, irrespective of the mileage obtained. If a tire is found defective in any way it is unequivocally replaced. For this purpose a standard of 4500 miles for regular tires and 5500 for D type has been established as a basis on which to work.

"Not content with making ordinary tires, the last two years have been devoted to producing a tire that will excel anything on the market. Reports from all sections where Savage tires have been in use under every road condition on the cars of users, give evidence of its object having been attained. Such an ideal cannot be realized without giving time, effort and expense and these were given unsparringly. The results prove that.

"The company is working on a policy that requires not only that last year, this year or next year be marked as particularly successful, but that each succeeding year must bring with it consistent and persistent development as applied to the products of the Savage Tire company. 'Built to excel' means just what it is intended to imply.

"Much interest is manifested by motorists in the big super-size D type casing now being produced by the Savage people. Comparative tests under severe conditions have demonstrated this new departure in tire construction is in a class by itself. In rough usage on heavy machines and stages it has met with signal success."

Weak Starting.
When the starting motor for any reason lacks power to turn over the crankshaft it may be strengthened by coupling on another storage battery, connecting it in multiple so as not to increase the voltage. If the conducting wires are of sufficient size from the battery to the motor there will be a considerable gain in power output.

Do not neglect to change the oil in the crankcase because it is a dirty job.

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GEO. F. HOWARD

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