## TRUCK CONVOY HELD UP BY POOR ROADS

Soldiers Put In Many Weary Days and Nights en Route.

WEAK BRIDGES A HANDICAP

Firestone Representative on Long Cross-Continental Tour Gives Vivid Account of the Run.

BY C. W. EDEN. Firestone Representative With Army Transport Convoy.

It's great to be a pioneer, but soldiers of the motor transport corps, the first to complete a motor transport fleet transcontinental tour, are satisfied to leave ploneering to others, at least for a time. The convoy arrived in San Prancisco recently, the men tired out by weeks of strenuous exertion on desert and mountain trails. They never weakened. Far from it. But ask any of them if they want to go back over the sun-baked highway. Ask them if they would like to spend Ask them if they would like to spend a few more weeks pulling a 20-ton truck out of the chuckholes or guiding a big transport over the perilous winding mountain highways. Ask them—but carry a gun, if you do, and be quick on the trigger, for an erstwhile sanddigging soldier may get mad, and if he does, watch your step.

Anyway, the soldiers have had a great experience, and even if they don't want to do it all over, most of them are glad they came and have had many enjoyable times along the way to make up for the hours of hard work. Townspeople and residents have been very

people and residents have been very generous with them. A dance or a party or maybe just a date with a girl are not very restful, probably, after a long day of driving, but they are enjoyable and just what the soldier wants and it's just what he has been getting everywhere the convoy has camped for the night.

Behind Their Schedule.

The convoy left Washington July 7 with a schedule that was intended to with a schedule that was intended to bring it into San Francisco on September I. It arrived at its destination five days behind schedule, and further delays were prevented often by driving late into the night. Twice Colonel McClure found it necessary to order the men to be on the march on Sundays. The first bad roads on the trip were encountered in Nebraska, where the men lost time in the mud, causing them to come into Cheyenne two days behind schedule. The other three days were lost on the deserts of Utah and Nevada.

Many times the big trucks were sunk hub deep in the soft sand and soldiers acting 20 or more in a crew toiled and sweat in helping the powerful motors pull truck after truck through to solid road. Defective bridges and culverts also have been a cause of numerous delays and the bridge-building crew of the engineers have had many bad days. One day it was necessary to repair 18 bridges before the big trucks could pass over them in safety. In some instances the trucks have gone through despite precautions, and it has been necessary to resert to the use of the tractor in pulling them out.

The trucks have gotten over the mountain grades without great difficulty, except in places where the sand was soft, adding to the stiffness of the pull. Here also it was necessary on a few occasions to resort to the use of the tractor. Many times the big trucks were sunk

of the tractor.

Rond Conditions Bad.

Once in Utah conditions became se rious when one after another of the largest trucks became stuck in the sand and the men worked for more than 12 largest trucks became stuck in the sand and the men worked for more than 12 hours in pulling them over a scant two miles of soft road. Late at night Colonel C. W. McClure, in command of the convoy, gave orders for the men to greatly disappointed by failure of the are still far in the lead in number make camp at the roadside. Water for the steaming meters was carried from a ranch several miles distant, but the men were placed on short rations of water and were given only a small canteenful to last them through the

The morale of the men has been good despite the hardships encountered along the way, and there has been little discontent among them. The life in the great outdoors has been beneficial to the health of the convoy and the hospital unit accompanying the convoy has been little to

had little to do.

The results of the convoy are satisfying. The principal object of the coast-to-coast trip, as announced by the government, was to demonstrate the practicability of the motor truck as a means of freight transportation for long distransportation for long distances. The ultimate practicability of the plan has been proved, but it has been just as clearly proved that long hauls by truck cannot be fully effective until paved or at least improved highways take the place of the present poorly-kept roads.

Shippers Show Interest.

However, shipping circles all along the line have taken an enthusiastic interest in the convoy and to them the trip has a greater significance than to the ordinary observer, because they see in it great things for the future. They contend that goest roads will come all the sconer as the result of the transcontinental trip, because averywhere continental trip, because everywhere the convoy has been the interest in bet-ter roads has been intensified and the very fact that it met with difficulties along the way will, they say, cause many people to stop and think of the possibilities that are being overlooked.

They see in the motor truck the hope of the future—the one thing that can relieve the railroads of a burden which they have clearly demonstrated which they have clearly demonstrated in the past they are unable to carry alone. Freight congestion, they say, would not be possible with the motor truck as a means of transportation, because more trucks always could be obtained and there would be no cause for such congestion at terminals.

A highway expert has accompanied

A highway expert has accompanied the convoy and has explained to the people the great benefits to be derived from road improvement and the economic possibilities of the truck when

nomic possibilities of the truck when good roads have been built.

The recruiting branch of the convoy has been very successful and Captain J. W. Murphy, who is in charge of the work, has secured more than 300 recruits for the motor transport corps during the trip. Many others have been interested and have signified their intentions of signing up as quickly as business affairs will permit.

The wonderful highway system of California made the last few days of the trip easy for the men of the convoy. They were a great relief.

"We'll get there, all right," was the laconic way in which Coionel C. W. McClure started the journey from Washington, Many obstacles have been overcome to make good that promise, overcome to make good that promise, but the promise has been kept by the men of the army motor transport fleet.

Rod Rattles.

Brake rods or other rods beneath the car sometimes stap against each other or against other metal parts. To locate this trouble have one person drive the car while another sits on one of the forward fenders and listens for the noises. If the horn is gripped tightly and the rattle cease it is reasonable to blame the horn.

Under Mr. Sieberling's direction of the Haynes Automobile company as should be used. In mixing acid and distilled water the acid should be poured into the water slowly. The addition of water to acid is dangerous.

Don't disregard the child on the capacity output of the Haynes factory.

THE COLUMBIA RIVER HIGHWAY WILL BE PAVED LIKE THIS ALL THE WAY TO HOOD RIVER BY NEXT YEAR.



This picture shows a section of the newly complete bitulithic pavement between the Multnomah county line and Cascade Locks. A mile and a half more of this particular stretch remains to be paved. Cars can go through only before 7 o'clock A. M. and after 5:30 o'clock P. M. while this construction is in progress. The car in the photo is a Willys-

AND ONLY 3842 OF THEM WILL BE ACCEPTED.

Ford, Studebaker and Overland Cars Sole Exceptions to Embargo on American Autos.

be only temporary. A new rationing plan permitting cars and trucks to be imported in proportion to the average number imported in 1912-15 may be adopted. Up to September 1, 1919, imports have been rationed on the basis of 50 per cent of the 1913 imports in average monthly quantities.

Under present uncertain conditions surrounding export of cars to European

surrounding export of cars to European countries and the desire by all American makers to obtain wider distribution of their products in foreign fields, it is interesting to note that the final apportionment announced by the British government permits the entry of ish government permits the entry of only three American-made automobiles. In a special communication to "Auto-mobile Industries," the London cor-

respondent says:
The American apportionment of the 5000 cars which the British government will allow to be imported, in addition to the former rationing scheme, have been apportioned as follows: 

out cars of foreign makes."

60,000 AUTOS AND TRUCKS TO BE PURCHASED.

Estimated Value of Vehicles to Be Transferred Unofficially Given Out as \$1,000,000,000.

France has agreed to purchase the whole of the left over supplies of the American expeditionary forces, including about 60,000 cars and trucks and

The American government offered the whole of its material to the French IGNITION WORK HANDLED AT and refused to consider treating for only parts of this material. It was desired by the French to purchase only such material as was specially required

HEAD OF BIG HAYNES AUTOMOBILE



in France—railroad rolling stock, food, supplies, tractors, buildings, etc.

The cars owned by the American expeditionary forces were not desired. It was made clear, however, the American government would not consent to separate the material. It was owing to this that a settlement has not seen possible earlier.

The general estimate of the value

possible earlier.

The general estimate of the value of the American material secured by France is \$1,000,000,000. This, however, is only a guess. No official figures have been issued, and no information on the value of the material has been given Although Great Britain has repealed its restrictions on the import of motor cars, abolition of these restrictions may be only temporary. A new rationing plan permitting cars and trucks to be It has been reported generally here that the cars numbered 100 to 110,000. This is incorrect. Even including bicycles and trailers, the number reaches

AUGUST BIGGEST MONTH YET IN TRUCK REGISTRATION.

the rest touring cars.

Many Passenger Cars Also Were Registered, as Shown by Records of M. O. Wilkins.

August was a big month in motor-

are still struggling with slow produc-tion and are keeping up demands that their industry be protected by keeping out cars of foreign makes."

Nash, 36; Chandler, 30; Reo, 31; Essex, Nash, 36; Chandler, 30; Reo, 31; Essex, 31; Franklin, 26; Cadillac, 25; Cole, 19; Liberty, 15; Briscoe, 10; Haynes, 10; Pierce-Arrow, 8; Winton, 3.

Many trucks were sold and registered during the month, more, in fact, than in any previous month of any year. Total new truck registrations were 143 in Ford trucks, and 447 in trucks of other makes, as against 88 and 219 in July.

Registrations for August were aug.

Registrations for August were augmented to some extent by the fact that cars registered then are taxed only half the annual license fee, in place of the full fee, as in July. But so far in September registrations have been keeping up to the August pitch, with 1076 registered in the first 15 days of the month.

WILLARD SERVICE STATION.

Willoughby Bros. Put in Charge of Electrical Department by Charles S. Harper.

The local Willard service station. Ninth and Everett streets, has opened an electrical department and is now equipped to handle all phases of auto-mobile generator and ignition work. It is in charge of the Willoughby brothers, men who are not only experienced auto electricians, but seasoned Willard service men, giving a combina-tion automobile owners have long de-

"The idea behind the installation of this department," said Charles S. Harper, "is simply this; many times an electrical system is blamed for what is really a condition of the battery. Equally often the battery gets the blame for a condition in the electrical system. If either one is not functioning properly the other suffers—in other words, to allow either condition to continue may result in a damage to one, or both. It is our purpose to bring or both. It is our purpose to bring either condition to the attention of the owner and correct it if necessary.

"Every endeavor will be made to maintain the same standard of service in the electrical department as is now rendered on our service station floor."

Electrolyte.

Here are a few things regarding the fluid used in storage batteries. Iron rust, even in small quantities, is very detrimental to the battery. Almost all rain water contains injurious matter.

Removing Stolen Car Into Another State Subject to Term of 10 Years in Prison.

WASHINGTON, Sept. 20 .- With washington. Sept. 20.—With a view to putting an end to automobile thievery, which has been more or less rampant throughout the country. Representative Leonidas C. Dyer of Missouri has introduced a new bill after consulting with government authorities and automobile sharps.

The act is named the "motor vehicle theft act." It defines "person" to include an individual, partnership, corporation or association, and the term "moration or association, and the term "mo-

only 100,000. A very accurate estimate of the number of American motors is 60,000, of which 45,000 are trucks and clude an individual, partnership, corporation or association, and the term "motor vehicle" to mean an automobile, automobile truck, automobile wagon, motorcycle or other self-propeiling vehicle, not intended for running on rails. The other provisions of this new bill are as follows: "That any person that steals, or by fraud, false pretense or deception obtains possession of an automobile, and who shall remove or cause the same to be removed from one state, territory or the District of Columbia, or to any foreign country, or who has in his possession any automobile, knowing the same to have been stolen, or that the possession thereof has been so obtained, shall so remove the same, shall be punished by a fine of not more than \$5000 or by imprisonment of not more than 10 years, or both. Nothing in this act shall be held to take away or impair the jurisdiction of the courts of the several states under the laws thereof. Any person violating this act may be our shad in any all the several states under the laws thereof. ration or association, and the term "mo-

"That if any provisions of this act or the application of such provision to cer-tain circumstances is held unconstitu-tional, the remainder of the act and the application of such provision to circumstances other than those to which it is held unconstitutional shall not be af-

BERT REED IN NEW INTERSTATE MOTOR COMPANY.

Agency Handled Here for Daniels Eight, Anderson Six and the Monitor Six.

Some 20 years ago Bert Reed started selling pianos in Portland, down on First street. After a few years he opened his own store at Sixth and opened his own store at Sixth and Burnside streets, and today if one asks "Who is the best-known piano man in Portland?" nine out of ten an-swers will be, "Bert Reed," not H. G. Reed as he signs himself, but Bert

Reed.

Mr. Reed is still president of the Reed-French Plano Manufacturing company at Twelfth and Washington streets, but has branched out and entered the automobile business. Archie Henderson, who is in charge of this territory for the Daniels Motor Car company of Reading, Pa., selected Mr. Reed as most worthy representative of the Daniels Eight. With this agency

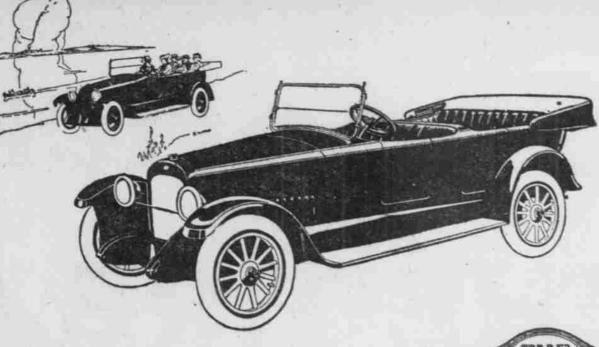


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The Thing You've
Been Wishing For.

a chayoe to see and know how
Wind Deflectors work, and to
make us prove our statement
that you get clear vision in winter, when most needed, with

WIND DEFLECTORS



### The Nash Six Is Quiet Economical and Powerful

Theunusual economy of operation in the Nash Six appeals to owners everywhere. This economy combined with the unusual power and quietness of the Nash Perfected Valve-in-Head Motor places it in the front rank of America's leading motor car values. Not only here but throughout the country Nash dealers are experiencing a heavy demand for more cars.



Perfected Value In-Head Motor

Five - Passenger Touring Car. . . 81720 Two - Passenger Roadster .... \$1720 Four - Passenger Sport Model . . . \$1825 Seven - Passenger Touring Car...\$1880 Four - Passenger Coupe......82625 Prices f. o. b. Portland

### Portland Motor Car Co. Tenth and Burnside Streets

Agust was a big month in motorar and truck registration in Oregon.

The rest of the 5000 are to complied by M. O. Wilkins,
from French and Italian makers. It
was at first presumed that the American factories would get the entire allowance.
The American figures are proportional to the total imports during the
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greatly disappointed by fallure of the
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years of 1912 and 1915, exclusive.

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The secondary in the different models
and the Monitor Six, which are
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# Yes, we are enthusiastic

TE admit it. We can't help it. This new-style Winton Six has set us tingling with delight.

Every time we look at it, we see new beauty. Every time we ride in it, we experience some new pleasure. We thought we were surpriseproof. We thought we knew all the joy a motor car could give anybody. That was our mistake. This notable Winton Six has shown us more genuine enjoyment than we ever knew before.

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Phone Broadway 1614