

## NEW MOTOR BUS IS GLASSED-IN ABOVE

All-Weathers Vehicle Appears on Chicago Run.

MORE PASSENGERS RIDE

Comfort and Safety Feature Latest Design—Operation Expense Increases Mere Trifle.

Residents of Chicago were surprised recently to see on Michigan boulevard a strikingly new type of motor vehicle, an omnibus with a covered upper deck practically enclosed in glass.

As a matter of fact the new bus differs but slightly in construction from those previously operated in Chicago. However, the difference, though slight, is tremendously important. It means comfortable seats on top despite chill winds, sleet, snow and ice, and more than doubles the seating capacity thereby greatly increasing the earnings during bad weather as well as increasing the comfort of passengers, without any appreciable increase in operating or maintenance costs.

Like the older type the new vehicle has the front wheel drive, the floor on a level with the curbing for convenience and speed in taking on and off passengers, and the covered straight stairway in the rear which is safer than the winding and exposed ones.

**New Bus Seats 60.**  
Instead of the 25 enclosed downstairs seats on the old style bus available in bad weather there are 60 which means that had the newer style bus been in service from January 1 to August 31, 1919 instead of the old ones 73,557 more passengers could have been carried, meaning an approximate increase of earnings amounting to \$73,557.

During that period the Chicago Motor Bus company carried in its business of 51-passenger capacity, 25 seats below and 26 above, 4,106,208 persons on 88,027 round trips. When the company began business on March 25, 1917, it had nine buses and averaged daily 2239 passengers.

This number increased with the addition of more buses and with the growth of the motor bus idea of travel until in August, 1919, it was 18,034. The cost of operating this 51-passenger bus averaged in December, 1917, 29 cents a mile. In December, 1919, 29 cents a mile closed-top car declare that the increase in operating cost is negligible.

**Old Design Kept.**  
The designers based their general idea of construction on the old bus which in itself is radical when it is realized that at 1919 instead of motor buses in operation in the United States seat only 44 passengers.

The 51 passenger bus had their test and proving by 2,500,000 miles of actual service in Chicago and this experience was used to advantage by the designers of the new bus. Its length is 25 feet 6 inches, the width 7 feet 6 inches, while the height from the roadway to the top of the front fender is 17 1/2 feet. The height of lower deck from roadway is 12 1/2 inches less than the height of the upper deck from roadway is 36 inches when loaded. Both decks are lighted by a generator driven by the engine and heat is supplied by deodorized exhaust gases from the engine. The front tires are six-inch single studs and the rear ones are double with a total tread of 12 inches.

**Drive Is Front Wheel.**  
The power plant is the A. M. B. C. standard type of front-wheel drive made into a detachable unit with constant mesh transmission. The brakes on the rear wheels are placed so as to be supplied approximately to 600 square inches of braking surface. However, the covered upper deck with its 41 windows is the principal feature. Of course, this is made possible by the front wheel propulsion and consequent low hanging body enabling the cover to easily clear elevated structures under which it must pass.

The Chicago company expects to install these vehicles as rapidly as they can be built. It is hoped to have a line of them running on the south side of Chicago by spring. Just at this time when the motor bus is closing to the fore as the most feasible means of city transportation the operation of this new type will be watched with great interest.

### AUTO SHOW NOT POSTPONED

Dealers Decline to Delay It for San Francisco Show.

Members of the Dealers' Motor Car association of Oregon, at a meeting Wednesday night, respectively but firmly declined to postpone the coming Portland automobile show from the week of February 18-23, to a later date in March. The postponement had been asked because the San Francisco automobile show is to be held on the same dates as those set in Portland. "Let San Francisco do the postponing if any postponing is to be done," was the sentiment of the meeting. The motion for postponement was snowed under.

It was definitely, flatly and finally decided to hold a separate truck show at the armory at the same time the passenger car show is held in the Joe palace. Enough trucks have been signed up, according to M. O. Wilkins, manager of both shows, to fill the armory. One ticket will admit to both shows.

### ESSEX SETS SPEED RECORD

Car Travels 3037 Miles on Speedway at Cincinnati in 50 Hours.

Word has just been received by C. L. Boss of the C. L. Boss Automobile company from the Essex factory of a remarkable record made by an Essex car in a speed test on the Cincinnati speedway. The car, a stock Essex chassis, ran a total of 3037 miles on this speedway in 50 hours, the test ending December 12. This is a fraction over 60 miles per hour, for 50 hours, a truly remarkable record.

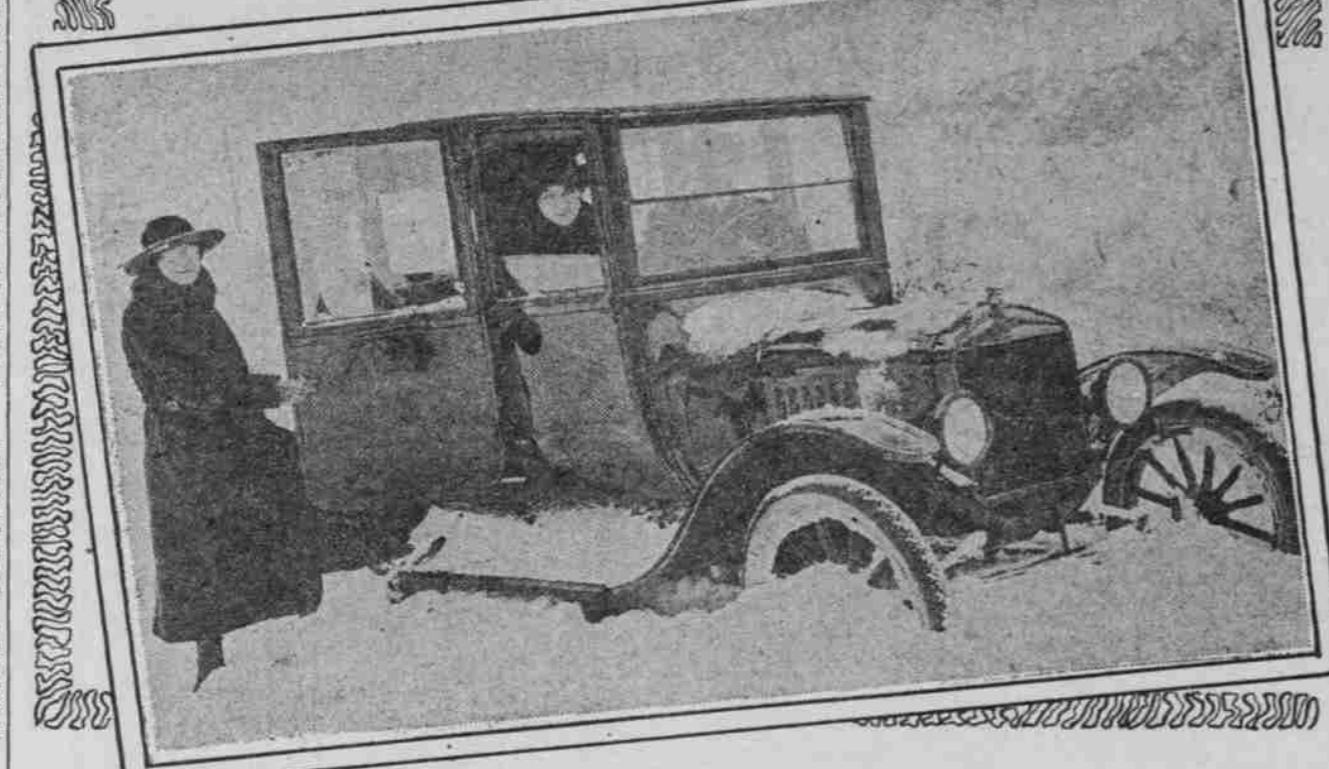
The run was held under A. A. A. auspices, with A. A. A. official observers in charge. No other details have yet been received by Mr. Boss.

### FOREST TOURISTS INVITED

Foilder Describing Attractions of Cascades Is Prepared.

EUGENE, Or., Dec. 19.—(Special)—Tourists are always welcome in the national forests and to encourage outdoor recreation a foilder is being prepared by R. S. Wallace, assistant supervisor of the Cascade forest, with headquarters in this city. The foilder describes the special attractions of

THIS FORD SEDAN AND FORD COUPE WERE THE FIRST CARS OVER TERWILLIGER BOULEVARD AFTER LAST WEEK'S BIG SNOW STORM.



THESE FOLKS DON'T LOOK VERY COLD, DO THEY? AND THEY WERENT COLD, FOR THE VERY GOOD REASON THAT IT WAS WARMER TOAST INSIDE THE CARS.

A. S. Robinson and A. B. Smith of the Robinson-Smith company, authorized Ford dealers, took advantage of the snow storm to prove the comfort and adaptability of Ford enclosed cars. Sending a service car ahead to buck trail, they took a Ford sedan, a Ford coupe and a camera man up on Terwilliger boulevard, and these pictures are the result.

The upper picture shows the sedan with the coupe alongside, and, left to right—Miss Munson, Miss Eispas, T. J. Armentrout, A. S. Robinson and A. B. Smith of the Robinson-Smith organization. The lower photo shows the coupe. These were the first cars driven on Terwilliger after the big storm closed traffic.

This forest, which lies east of Eugene. At a recent meeting of rangers in this city plans for erecting sign boards at trail intersections and at important camping sites were made.

### CLEVELAND ON HIGH CLIMB

**New Car Driven to Summit of California Sierras.**  
A San Francisco dealer for the Cleveland light six has given the Cleveland an "altitude" record. Other dealers have driven the car across the continent, over deserts, through mud and sand and up steep grades, but a member of this organization drove a Cleveland stock car up the Placerville Lake road in the California Sierras to the summit of the highway, 7630 feet above sea level. The car finished with a perfect score. It has been christened the "Sierra Pioneer."

### GERMANY IS AFTER BUSINESS

**She Makes Drive on Markets of the Scandinavian Countries.**  
Germany is flooding the markets of Denmark, Sweden and Norway with motor trucks and automobiles, according to advices received from the Baltic-Atlantic company, Copenhagen. The company urges prompt shipments as deliveries cut considerable figures in competing with the German market is high and the American dollar is also helping Germany in her exploitation of the motor field in the Scandinavian countries.

Road Tests in Idaho. UNIVERSITY OF IDAHO, Moscow, Dec. 20.—Tests of road surfacing materials proposed for use on Idaho highways hereafter will be made in

## LEE LINE

Trailers Reduce the Cost of Lumber Hauling.

Lumber is bulky and many times has to be hauled a considerable distance. The tonnage is large and the ton-mile cost is an important item. With the use of Lee Line Trailers the factor of bulk is overcome and the ton-mile cost is reduced. This is true in many other lines.

Write us fully details of your haulage problems, size of loads, length of hauls, capacity of motor truck and we will advise you which Lee Line unit is best suited to your needs and will give you an accurate estimate of the saving you will accomplish.

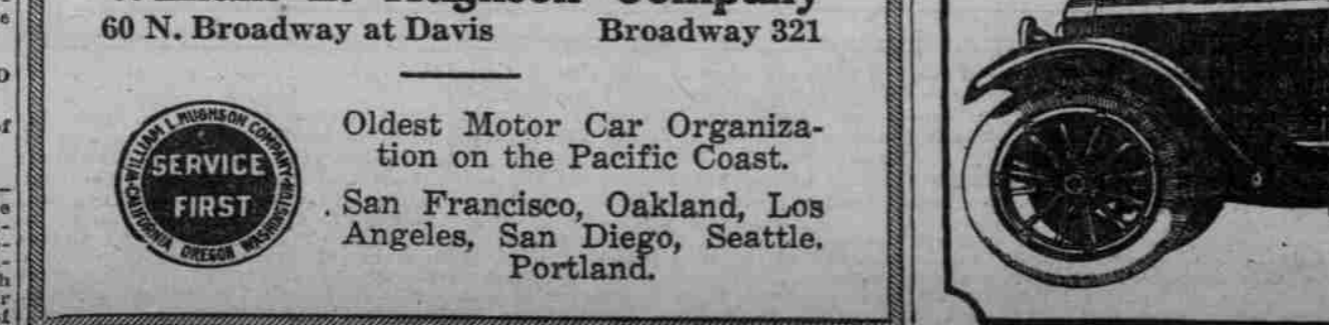
"Lee Line Way Makes Motor Trucks Pay"

William L. Hughson Company

60 N. Broadway at Davis Broadway 321

Oldest Motor Car Organization on the Pacific Coast.

San Francisco, Oakland, Los Angeles, San Diego, Seattle, Portland.



## KISSEL TERRITORY TAKEN

WELL-KNOWN AUTOMOBILE MEN TO HANDLE LINE.

H. J. McIntosh and L. V. Rawlings Organize the McIntosh Motor Car Company.

Kissel automobiles and trucks are coming back into this territory after an absence of several months. H. J. McIntosh and L. V. Rawlings have formed the McIntosh Motor Car company and completed arrangements with the Kissel factory to distribute both the car and truck in Oregon and the Columbia river counties of Washington.

For 18 months the Kissel factory was on a 100 per cent war work basis, which naturally raised havoc with its dealer organization. The company was unable to supply cars and trucks to its dealers because of the press of government work, consequently withdrew from Oregon and several other territories. But the factory has now returned to production on a large scale and is renewing its trade connections all over the country. It is one of the older motor car factories, having been operating for 14 years.

The new distributors, Mr. McIntosh and Mr. Rawlings, are both automobile men, well known in the Pacific northwest. McIntosh is a son of Robert McIntosh, ship contractor. He is a graduate of Oregon Agricultural college, but has been in Seattle for some years.

Mr. Rawlings has been in the automobile business in Portland for six years. He was one of the organizers of the Twin States Auto company, and later was Chandler territory man for the Twin States Motor Car company. For the past 18 months he has been territory man for Riker, Garford and F. W. D. trucks. He was formerly an automobile racer, and way back in 1908 drove the first Maxwell racing car. One of his later cars was a Kissel.

Mr. Rawlings says the Kissel company is coming out with a new type of truck motor that is a wonder. "The company built 16,000 of the government class A truck motors for the government," he said. "It has now built for its own trucks a motor that is exactly the same as the class A motor adopted by the government as standard after the most severe tests. This new motor is a wonder."

The McIntosh Motor Car company has leased temporary quarters at Washington and Twenty-third streets.

## PROFITS SHARED BY FIRM

ROBINSON-SMITH CO. GIVES BONUS TO WORKERS.

Distribution of Extra Checks Feature of Annual Banquet Held at Benson Hotel.

Forty-four employees of the Robinson-Smith company, Ford dealers, were given something to be merry about on Christmas, at the annual banquet of the firm held Monday night at the Benson hotel. Each employee received a bonus check for 2 1/2 per cent of his or her salary. "And next year we hope to make it much bigger," said A. S. Robinson, in his presentation speech. "We started in business here not quite two years ago. Naturally, we have had many handicaps to overcome, but we were able to institute a bonus policy

last year, when each employe received a bonus of 1 per cent of his salary. "This year we are able to increase that to 2 1/2 per cent, and by next year we confidently expect it to be much bigger. It is and will be the policy of our firm to share profits with our employes."

The Robinson-Smith company will not be two years old until January 7. It started on January 7, 1918, with only 15 employes and today has 44. Stephen A. Stillwagen, manager of the Ford Motor company's Portland branch, was guest of honor and the principal speaker at the banquet. Motion pictures of a trip through the Ford plant at Detroit were an interesting feature of the evening.

Among those present were: A. S. Robinson, A. B. Smith, S. A. Stillwagen, B. D. Stewart, Walter Jenkins, Miss H. Munson, Miss Edna Eispas, Miss Brown, H. V. Robinson, G. T. Plant, C. R. Marcy, William Krentler, W. Hunt, W. C. Nagel, Charles McCarty, Frank Strawn, A. F. Stone, L. A. Zimmer, Jack Haas, George Small, E. Cook, Carl Hines, H. F. Schmidt, J. Howitt, J. L. Stupp, J. L. Dickson, H. J. Miller, A. J. McNamara, P. J. Dolphin, R. C. Barnard, Roy Du Vall, L. Landingham, A. Diller, R. J. Purdy, R. Doyle, E. E. Juster, Frank Thomlinson, S. A. Mitchell, Ray Verbits, Charles Haugston, J. H. Crocker, T. J. Armentrout, Paul Wicke, L. H. Kelly, F. LaMarine and A. L. Zeising.

## MORE CAMPS FOR TOURISTS

Forest Service to Help in Making Mount Adams Accessible.

YAKIMA, Wash., Dec. 20.—(Special).—Tourists who visit Mt. Adams next summer will be able to do with enjoyment without waiting for establishment of a national park there, according to F. H. Brundage, supervisor of the Columbia national forest. Mr. Brundage has laid before business men, stockmen and county officials plans for laying out camping sites in construction of the necessary roads to the mountain.

## STUDEBAKER

BIG-SIX

This SIX Offers You:

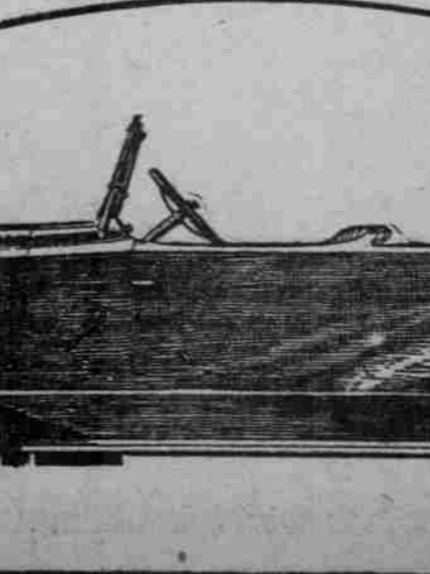
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- one of the roomiest and most beautiful seven-passenger bodies in all motordom

— at a price of \$2135

f. o. b. Detroit

Oregon Motor Car Co.

Broadway at Burnside



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This Truck Worked Every Day in the Snow Without Chains

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