

TRUCK TO COMPETE IN RAIL LONG HAULS

[That's Prediction of Good-year Factory Chief.

STREET CARS TO GO, TOO

And Solid Truck Tires Will Be Obsolete in Three Years More, Declares Seiberling.

That solid tires for motor trucks will be obsolete within three years, street cars will soon be replaced by motor buses and freight cars will get close competition from motor trucks on long hauls, were predictions made by F. A. Seiberling, president of the Goodyear Tire & Rubber company, and P. W. Litchfield, factory manager, at a banquet to the Detroit and Cleveland sections of the society of automotive engineers in Akron recently.

More than 200 of the foremost designers heard Mr. Seiberling's prophecy that within the lifetime of those present the United States would be criss-crossed by great highways of solid foundation to withstand any wear, and that highway wheels 16 feet wide would be unknown. He asserted that the ultimate tire would be the cord—there would be no fabric or solid tires.

China as the future big market for tires was predicted by the speaker, who declared that the numerous poor roads of stone would be excellent foundations for modern highways. He stated statistics showed that 50 per cent of China's 400,000,000 are employed in transportation, against 10 per cent in the United States, and predicted a celestial kingdom of motor transportation. Railroads cannot be built because of violating Chinese traditions in crossing burial places with the right of way.

Mr. Litchfield declared that the trolley must go, asserting it has reached a point where it cannot compete with the motor bus. For financial reasons extensions are impossible, so the street car must give way to the gas-driven vehicle that can be developed of suitable without heavy investment in franchises and equipment.

Increase in traffic has sounded the death knell of the trolley, according to Mr. Litchfield. Streets cannot easily be widened to give more track room, but continuous traffic movement is imperative. Therefore, the whole street service must be utilized by a carrier that can go to the curb to take on or discharge passengers, and the trolley must go underground as in London if it remains in existence, he said.

The Goodyear factory manager pointed out the immobility of freight cars and delays necessitated in waiting to make up trains for given destinations. In contradistinction he indicated the mobility of the motor truck and predicted that with permanent highways and cord tire equipment the motor truck will replace the freight car on long hauls.

Mr. Litchfield asserted that the war had put Europe 50 years ahead in transportation and with this future for the industry in mind, asked the visiting engineers to design large capacity carrying capacity. He also prophesied that a multiple-wheeled truck would give competition to the railroads on long hauls.

COLD HARD ON BATTERY

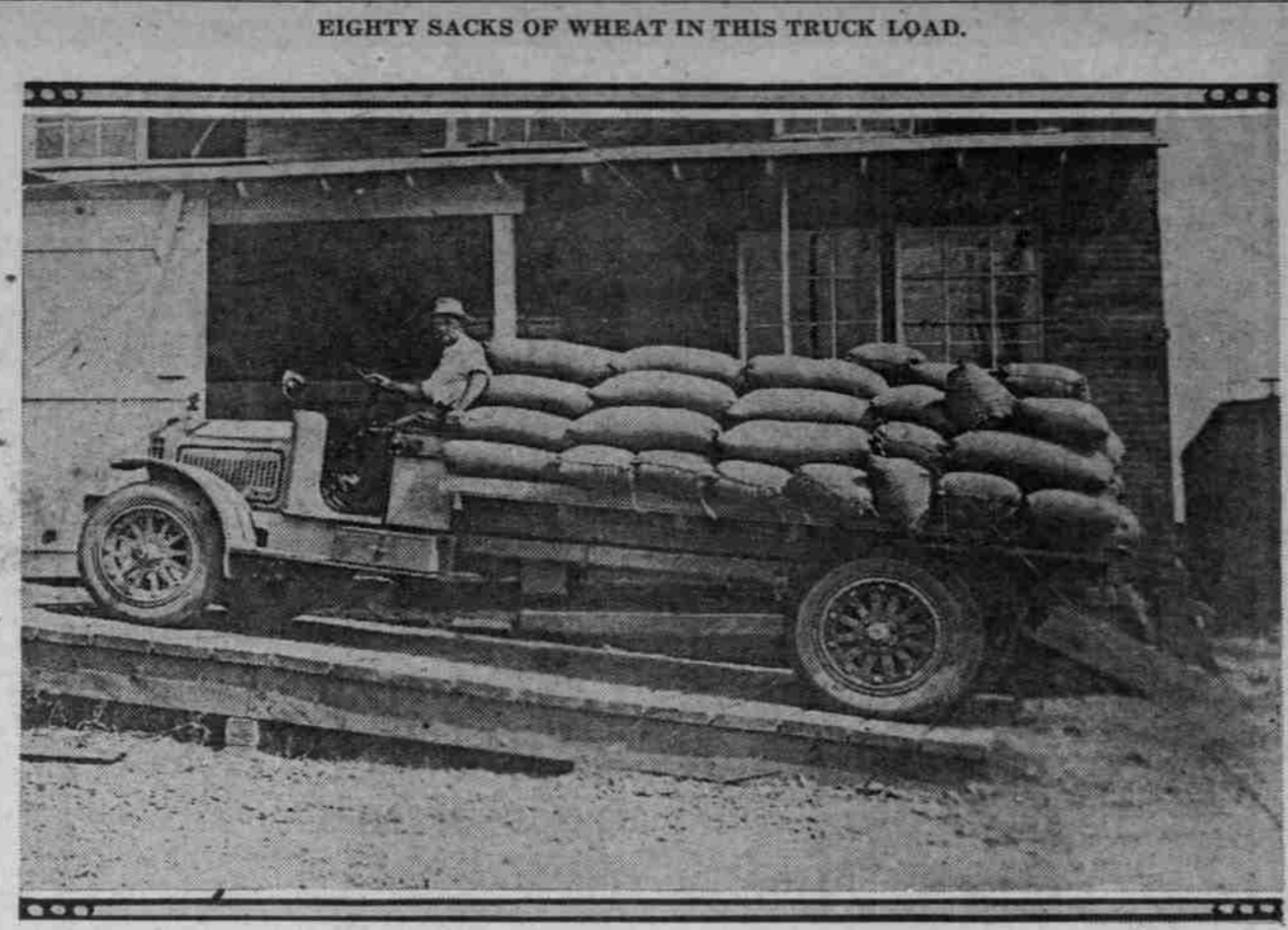
MOTORIST SHOULD KEEP IT FULLY CHARGED.

When Battery Is Exhausted It Will Freeze at Zero, but Not When It's Charged.

The cold snap that hit the northwest and caused Portland thermometers to drop with a resounding thud, besides biting cheeks and hats, hit pocketbooks of many motorists who had let their battery charge run low.

"A fully charged battery," says Charles S. Harper, of the Willard battery service, "will not freeze even at 50 degrees below zero. But an exhausted battery will freeze at zero weather. Freezing will ruin a battery. It is always wise to have a battery tested periodically by an expert. Short circuits sometimes do not reveal themselves until they have exhausted a battery."

"A generator overcharging will also exhaust a battery. These faults should always be corrected immediately, especially in cold weather, before costly repairs are necessary. The hydrometer reading of a fully charged battery will indicate 1.275 to 1.300. When hydrometer readings are 1.175 to 1.225 a battery is less than half charged and should be recharged at once. Hydrometer readings should be taken before adding water to cells."



THAT MAKES THE LOAD TOTAL 130 POUNDS MORE THAN FIVE TONS, THOUGH THE TRUCK, A GARFORD, IS ONLY A TWO-TON MODEL.

Truck manufacturers discourage overloading by truck owners, but Paul Welch of the Welch Auto company, La Grande, slipped one over when he hauled this five tons of wheat several miles to shipping point in his two-ton Garford.

CLEVELAND ON LONG RUN

NEW SIX ON 3259-MILE TRIP ACROSS CONTINENT.

Mettle of New Light Auto Proved on Test Tour Over Some of Country's Worst Roads.

L. S. Cobb of Fresno, Cal., recently completed a drive of 3259 miles in a Cleveland light six from the factory in Cleveland, O., to his salesrooms in Fresno, and on this trip drove a large part of the way over desert sand, tortuous mountain trails and every condition of highway.

On this trip Cobb also made what he declares to be a stock car record between Chicago and Fresno, his time for the run being nine days.

Prior to this trip the Cleveland six had not been driven any except the usual distance required in final factory testing. The car made a remarkable economy showing on fuel and oil consumption, and arrived in Fresno as fresh as when it left the Cleveland factory.

Cobb, who is a member of the firm of Cobb & Evans, Cleveland distributor in Fresno, left the factory of the Cleveland Automobile company September 5. His itinerary included Akron and Toledo, O.; Detroit and Battle Creek, Mich.; Chicago, Ill.; Clinton, Cedar Rapids and Council Bluffs, Ia.; Omaha, Neb.; Cheyenne, Wyo.; Salt Lake City, Utah; Carson City, Nev.; Lake Tahoe, Sacramento, Madera and Fresno, Cal.

This being the longest test of its kind ever made in a Cleveland light six, Cobb's trip was watched with interest and daily telegrams to Sid Black, vice-president of the Cleveland Automobile company, kept the factory informed of events on route.

The log of Cobb's trip would make interesting data for those who are now doing their utmost to bring about a nationalized, improved highway system. For days the Cleveland struggled through mud, deep sand and over mountain trails.

After his speedometer recorded 845 miles at Clinton, Ia., Cobb wired the factory: "Gasoline, average 14 1/2 miles per gallon; road conditions usually bad. Car has remarkable power on high. Riding cannot be surpassed."

Again Cobb wired from Salt Lake City, his chief complaint being that the roads were nearly impassable. He also stated that he was maintaining his average of 14 1/2 miles to a gallon of gasoline over the extremely bad roads encountered, and added: "Cleveland six has withstood all this abuse without once wavering."

Leaving Salt Lake, Cobb started over what is known to transcontinental tourists as about the worst stretch in the United States—that section of desert and mountains between Salt Lake and Carson City, Nev. Here the motorist battles with the desert, spreads out canvas strips over the sand to get traction, is continually concerned over the prospect of a boiling radiator and suffers himself from the relentless sun and the white heat of the desert. Scarcely has the car passed the terrors of the desert near the Nevada line than he begins to climb over or drive around mountain range after mountain range, and these are encountered with disheartening frequency until Carson City, Nev., close to the California line, is reached.

However, Cobb detailed little of these conditions in his dispatches. Instead, at the end of the trip, he wired

TRUCKS NOT CAUSE OF DAMAGED ROADS

Opposition on That Score Not Based on Facts.

WIDE TIRES CUSHION LOAD

Truck Here to Stay as Factor in Modern Transportation, Despite the Efforts of Opponents.

Another old story repeating itself. This is the way ship-by-truck advocates characterize the opposition developing in some quarters to the use of highways by the motor truck. This opposition cloaks itself most often, they say, in the assertion that heavy traffic will break up roads which have been laid at great expense. Replying to this contention, the ship-by-truck advocates point out that the manufacturing engineers have seen to it, for the sake of road protection, that the size of a truck tire and its road surface contact shall increase with the capacity of the truck. No injury is done to the road, they assert, so long as the truck is not overloaded.

They point out that every great advancement or improvement which history discloses has had to buck up against vigorous opposition, but that inevitably progress wins.

They bring forward the fact that when the first important English railroad was being considered by the parliament of that country strenuous objections were made against the granting of the charter. It was alleged that the introduction of the railroad would destroy the value of landed estates, that it would detract from the value of the land, that the smoke of the locomotives would blight vegetation, that the noise would be extremely dangerous to the health of those who lived near the railway stations, and that it would be extremely dangerous to the health of those who rode on it, and that, in general, it would be much better for the people if they would be content to ride in stage coaches and canal boats.

"When the first German railroad was being considered, so much opposition was developed that the question of the influence of travel on it was submitted to a distinguished medical authority. F. A. Cannon, executive secretary of the Good Roads association of Wisconsin. This gentleman after due consideration submitted a report in which he expressed it as his opinion that the probable effect of the railroad would be to spread the miasm arising from it, that if people would be foolishly enough to ride in cars they might be deserving of little pity if they should contract this terrible disease, but in his judgment, it was the duty of the state to protect the onlookers, and, with a view to affording this protection, he recommended the construction of a high and closely fitting fence on both sides of the track.

"The illustration is particularly pertinent as showing how this means of transportation, the railroad, which is today absolutely necessary to human life, one might say, was in the beginning opposed. But how the march of progress has changed events.

"Applied to the opposition to the motor truck, this illustration of the changing attitude of mind invites the prophecy that throughout the country this vehicle, at an early date, will be the common means of transportation for the short haul.

"Necessity is the mother of invention, and the inability of the railroads to care for traffic and their unwillingness and the fixity of their range have made inevitable the development of this new means of transportation.

Motor Truck Not Limited. "The range of transportation of the railroad is fixed by steel rails. The range of transportation of the motor truck follows the highways, and the highways interlace the whole country.

"The case of Wisconsin is an illustration of the railroad mileage in this state is 12,000 miles. The public highway mileage is 77,000 miles. The gaps between the producers on these 77,000 miles and the stations on the 12,000 miles must be filled up, and the motor truck is the means of filling these gaps."

E. Farr, chief of the Firestone ship-by-truck bureau at Akron, Ohio, declares that already the motor truck is beginning to revolutionize transportation methods, and to do so on the assumption that it breaks up the improved road

can hardly be taken seriously," he writes, "since its wheels have air-cushions or solid rubber road protectors that make it no more liable to damage the highway than is the heavy passenger car.

"Even if utilization of the highway by the motor truck should result in increased road maintenance charges, the community served by the motor truck could afford to pay extra for keeping up its roads. Those who pay these charges will benefit a hundred-fold in added contentment and prosperity through the service the trucks afford."

BONUS GIVEN TO EMPLOYEES

William L. Hughson Company Members All With Check.

Portland employees of the William L. Hughson company were surprised last Tuesday night, when Manager Del Wright handed each and every one of them a check for a substantial bonus on their year's wages. The William L. Hughson company has done a large year's business, and this method of rewarding employees for their part in making the programme possible was taken by direction of Mr. Hughson, whose headquarters are in San Francisco. The bonus applied to all six branches of the company. A bonus also was given last year.

More Closed Cars Planned.

KOKOMO, Ind., Dec. 20.—Fifty per cent of the automobiles produced next year by the Hayes Automobile company, Kokomo, Ind., will be closed styles, according to plans recently announced. The other 50 per cent will be open models.

Gar Keeps Phone Wire Up

DORT USED FOR ADVENTURE IN SNOW DRIFTS.

Long-Distance Service Maintained Between Portland and Salem Through Car's Aid.

How an automobile saved the day for the Pacific long distance telephone between Portland and Salem is told by J. W. Jones, Dort dealer at Salem.

The blizzard had played havoc with the wires, no phone connection being possible. The Salem manager of the telephone company had made three attempts to get his repair men out but each time the snow was too much for his car. Otto Buff, service man for Jones, took a 1920 model Dort with two men and about 200 pounds of wire and repair equipment and made the trip to Woodburn.

It was a case of blazing a trail through deep snow drifts, in some places more than two feet deep. No speed laws were broken, despite the fact that motorcycle officers were hugging the fire-side at that time. It took two hours to make the 18 miles and three sets of chains were completely worn out on the drive.

The Dort plowed through the snow without a mishap, the linemen repaired the wire and long-distance service was maintained between Portland and Salem.

TWITMYER TAKES NEW POST Peerless Official Goes to Plant of New Stevens-Duryea.

NEW YORK, Dec. 20.—Following closely on the culmination of far-reaching plans for expansion, Stevens-Duryea announced the appointment of George E. Twitmyer as general sales manager. Mr. Twitmyer is well known in the motorcar industry through his long services with the Peerless Motor Car Co. He took up his new duties December 1.

NEW ROAD INTO ABERDEEN

Gateway Rebuilt at \$125,000 Cost Is Now Ready.

ABERDEEN, Dec. 20.—(Special.)—Completion of the east end entrance to Aberdeen on the Pacific highway will mean much to the cities of the harbor as the road is the main highway from the country towards the sound. The rebuilding of the road has meant roundabout traffic and considerable loss to the harbor cities of valuable trade. The cost of the improvement will be \$125,000, which was provided for by voting of bonds. The road will also be valuable in providing for late traffic from Montezano during the trials of the L. W. W. which will overtax the hotels of the county seat. The overflow must come to Aberdeen by the east side viaduct.

Don't let the weight rest on a deflated tire. Jack up the wheel or remove the tire.

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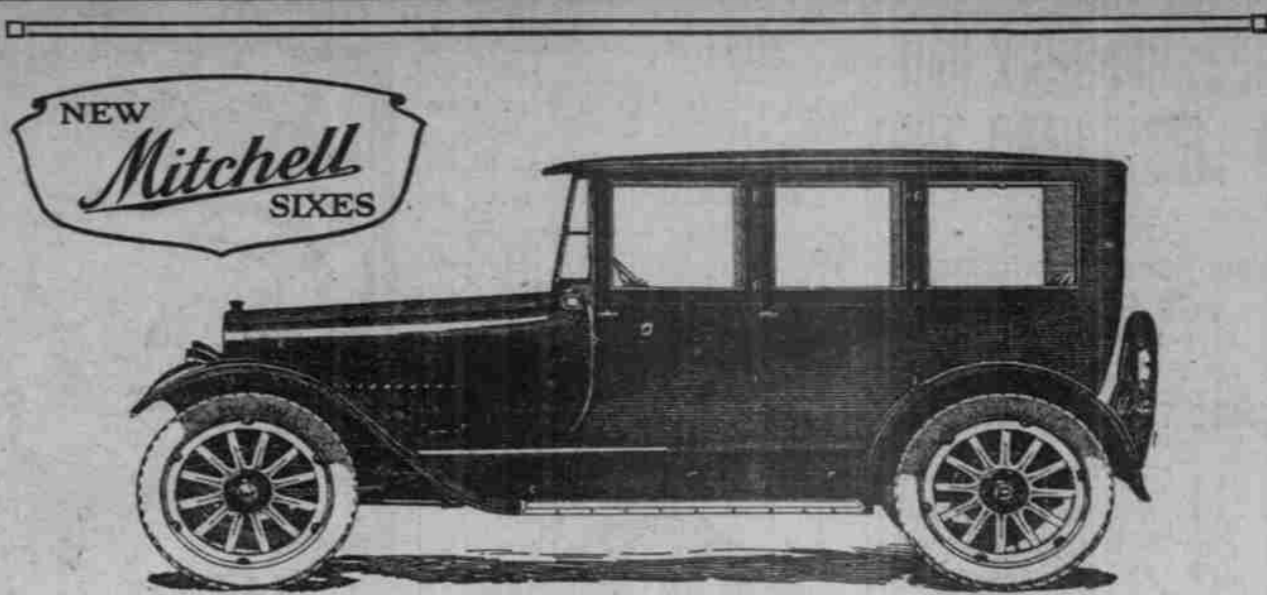
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Five-Passenger Sedan
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THE new Mitchell closed cars are the season's most impressive offerings. They were designed to establish new standards in all-season cars—qualities which only the Mitchell offers.

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- All Prices f. o. b. Factory

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Portage Daisy Tread Cords on the rear wheels and Portage Ribbed Cords forward make a combination for endurance and speed you will appreciate. And they will materially reduce your gasoline consumption—all of which means more value for your money.

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You don't have to suffer the inconvenience and humiliation of driving with a leaky mohair top.

You can make the old top absolutely waterproof by applying

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Also improves the appearance many fold by dyeing the top a uniform black that stays black. Leaves material soft and pliable. Won't streak, gum or rub off.

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For renewing leather and imitation leather tops, curtains and cushions, use

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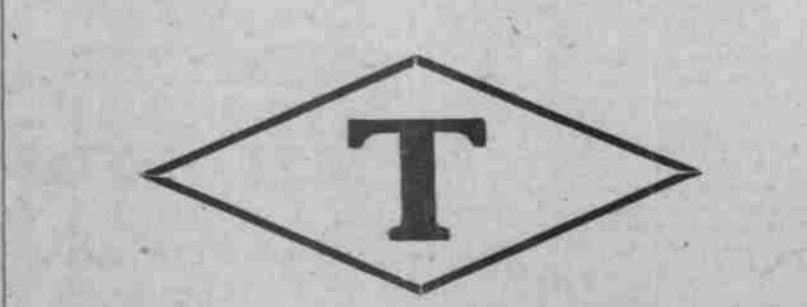
Dries in fifteen minutes a rich, lustrous black. Does not stiffen material. Unaffected by heat, cold, water or gasoline. Also fine for touching up body, fenders, traveling bags, kodaks, etc.

At your dealer's in cans—Half Pints, \$.50; Pints, \$.90; Quarts, \$1.50; Half Gals., \$2.75; Gals., \$5.00.

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