

KARAVAN TRUCK IS PORTLAND PRODUCT

New Power Wagon to Make Debut at the Truck Show.

VAN DERSAL IS PRESIDENT

Well-Known Automobile and Truck Man Heads Local Concern to Manufacture Vehicle.

Out of the west there is to come a new product in the motor truck field, or perhaps it might better be said that this product has arrived.

It is the Karavan motor truck, conceived through the mechanical brain of George H. Peters, a transportation expert with 15 years of experience in the western field.

The Karavan truck—for a few of them already have been manufactured—is a Portland product. It is being built by a Portland corporation, backed by Portland money. It is to be made ready for the market right here in the industrial heart of the Rose city.

E. D. Van Dersal, who has been pioneering in the automobile and truck business in Portland for more than ten years, is in a great measure responsible for the advent of the Karavan truck in the western market. It was he who helped to plan the design for the big, rugged truck of original name, and as president of the Karavan Motors company, manufacturer of the truck, he is now taking a leading part in completing all necessary details for putting the Portland-built truck on the market.

Iron Works for Factory.

The Karavan Motors company is now being formed as an Oregon corporation with a paid-up capital of \$100,000. Its officers include Mr. Van Dersal, president; Fred Hesse, vice-president and consulting engineer; Whitney L. Bolse, secretary; George H. Peters, engineer in charge of construction.

Final plans for manufacturing the Karavan in the plant of the Hesse-Martin Iron Works, East Ninth and Taylor streets, have been completed and contracts for material and parts, aggregating \$300,000, have been awarded to eastern manufacturers, with shipments now on the way to Portland.

The Hesse-Martin Iron works is said by the backers of the Karavan truck to be an ideal place for its manufacture. Because of the war work done by this concern during the recent affair with the house of Hohenzollern, the Hesse-Martin plant underwent material enlargements, and is now ready to take over the manufacture of a Portland-constructed auto truck.

One of the features of the Karavan is that it will not be given a specific tonnage rating, as its sponsors say that approved modern building methods now call for a closer application of the exact specifications, gear ratios, tires, wheelbase and other integral parts, with the result that greater economy in operation is obtained in each case. The truck, however, will be built in all sizes and to meet all truck requirements of the western country.

Backers Are Well-Known.

Just a word concerning the men responsible for the creation of the Karavan truck.

E. D. Van Dersal, president of the company, introduced the Studebaker light delivery to this territory back in 1911 and was later sales manager of the Studebaker corporation. He handled the Federal truck in 1914 and introduced the Oakland Sensible Six as its Oregon distributor from 1915 to 1918. He was also distributor of the Garford truck for Oregon and Washington from 1915 to 1918, with offices at Portland, Spokane and Seattle, and at present distributes the F. V. D. and Hiker trucks in this territory.

Fred Hesse, manager of the Hesse-Martin Iron works and vice-president of the Karavan Motors company, has been in Oregon for the past 30 years, having been consulting engineer and manager of number of large engineering plants in Portland prior to the organization of the Hesse-Martin company in 1911. Mr. Hesse was a consulting engineer in the rebuilding of San Francisco after the big fire. During the war his plant constructed nearly 12,000,000 of ship machinery for the United States shipping board.

Whitney L. Bolse, secretary, is a well-known attorney of Portland and a staunch advocate of all industries which will lead to the development of Oregon. He is keenly interested in the transportation problem and for that reason has a firm belief in the utility of the Karavan truck as a western product for western needs.

One Karavan at Corvallis.

The first experimental job in the Karavan line appeared last fall and took part in the fire prevention parade at the national convention of the fire chief's association. Later the fire apparatus of the Corvallis fire department was installed on a Karavan chassis and it was piloted about the state fair by Fire Chief Graham. Since that time the Karavan has been subjected to the most rigorous tests and has shown itself in every way equal to Oregon needs.

Two Karavans have already been sold and are now in use. One was purchased by an Eastern Oregon rancher who quickly grasped the opportunity to purchase an Oregon-made auto truck. A Washington farmer purchased the other because he saw in the Karavan a truck which would meet his every requirement.

It will be another month, however, before the Karavan truck is manufactured to a point where deliveries can be made. Shipments of parts and units are now being received and the output for the first month is in the process of production. Deliveries can be made by about March 15.

The Karavan Motors company is completing plans for erection of a large warehouse and shipping platform on the east side, within close proximity to the manufacturing plant at East Ninth and Taylor streets. A salesroom and parts service station will be procured along the west side automobile row. The temporary salesroom is now located at 24 Burnside street.

High-Class Units Used.

Not only is the Karavan truck being built for western needs, but its backers say that 40 per cent of the money used in putting out the truck will remain in the west instead of being sent east, as in the case of eastern-built trucks.

The sales promotion effort of the company, which will be under the direction of Mr. Van Dersal, will be directed to all territory west of the Rocky mountains, as well as to the oriental trade. Although the production the first year will be nominal, the backers of the enterprise believe that the Karavan will come to the front so quickly that within another

NEW KARAVAN TRUCK, MADE IN PORTLAND, WHICH WILL MAKE ITS DEBUT AT THE TRUCK SHOW, AND OFFICERS OF COMPANY BUILDING IT.



And now at last Portland is to have a motor truck factory of its own. E. D. Van Dersal, for the past ten years salesman and passenger car or truck distributor here with Fred Hesse of the Hesse-Martin Iron Works, has formed the Karavan Motors company, which has already had several trucks and is now in position to begin their production on a large scale at the Hesse-Martin Iron Works. The picture shows one of the new Karavan trucks and (left to right) Mr. Van Dersal, president of the Karavan Motors company; Fred Hesse, vice-president, and Whitney L. Bolse, secretary.

SIX PREDOMINATING TYPE

More Cars Using 6-Cylinder Than Any Other Motors.

More six-cylinder automobiles are manufactured in the United States than the total of all other cars. And the manufacture of six-cylinder cars has been increasing while that of others has been decreasing.

"This trend of motor car building to the six-cylinder engine is certainly gratifying to manufacturers who began using this type of engine years ago," says J. H. Graham of the J. H. Graham Motor company, local distributors for the Davis six.

"The George W. Davis Motor car company early chose the six-cylinder engine because of its flexibility and power. At that time the six-cylinder motor although of proved worth was not used as extensively as now. But Davis subjected it to many tests and the result led to the adoption of the same type engine which is proving so popular today."

"The same foresight which led to

KETCHIKAN PUTS ON AIRS.

KETCHIKAN, Alaska, Feb. 21.—(Special.)—Ketchikan has acquired its third automobile and is putting on more city airs than any other town in Alaska. The council passed an ordinance Wednesday night to regulate the parking of autos on the business streets.

the early adoption of the six-cylinder engine is working for the constant betterment of Davis motor cars. Dependability and even distribution of power have been outstanding features of the six all these years. It has more than kept pace with the automobile industry as attested by its increased popularity."

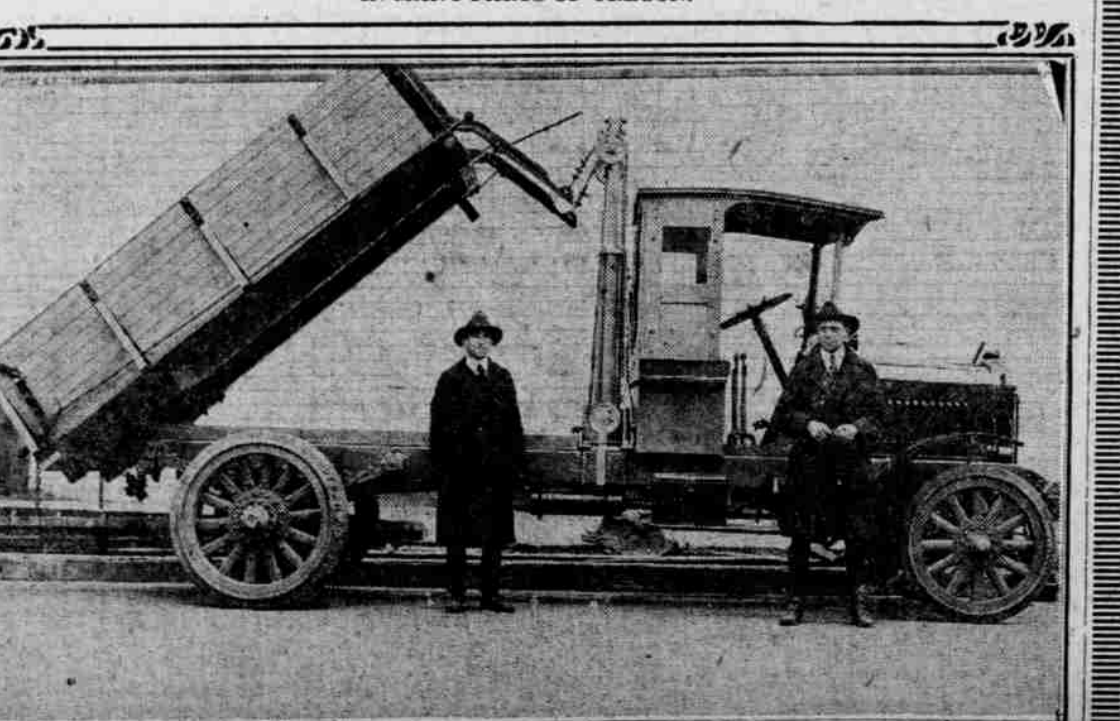
PUTTING TIRES TOGETHER

Breaker Strip Has a Lot to Do With Wearing Qualities.

The modern automobile tire is composed of two parts, the carcass built up of either fabric or cord construction, and the tread. Between these two parts is what is known technically as the "breaker strip" and upon this strip depends a great deal of the success of the tire.

The right kind of a breaker strip has to serve a double purpose. It must weld the tread and the carcass of the tire, and with from 70 to 100 pounds of air within is more or less yielding to small inequalities of the road surface. The breaker strip, therefore, must act as the shock absorber.

TRUCKS LIKE THIS WITH DUMP BODY EQUIPMENT ARE USED ON ROAD CONSTRUCTION WORK IN MANY PARTS OF OREGON.



The truck pictured is a 3 1/2-ton Gary, with hoist and dump body. The Gary truck is handled for Oregon, Washington and Idaho from the Gary coast agency in Portland, of which E. L. Cramblitt is manager.

INDIES TO SEE PICTURES

UNITED STATES SENDS SPECIAL TRUCK TO SUMATRA.

Vehicle Equipped With Motion Picture Projection Outfit and a Big Lot of Films.

A motion picture projection truck of the bureau of commercial economics at Washington was loaded the other day on the steamship John Roach at Staten Island for the Dutch East Indies.

The truck, a White 2-ton model, contains a motion picture projector, field photograph and electric generating plant, and is intended to show pictures of American industries on the island of Sumatra, seven days in the week on the "Merrimack" plantations, free to 30,000 employees. The pictures will deal with industry, health and agriculture. The truck is supplied with ten programmes per month, being changed each month.

This truck was the one that during the three years of the war displayed pictures at frequent intervals on the White Lot adjoining the White House for the information of the government.

CANADA KEEN FOR ROADS

'AMERICA'S MAIN STREET' TO BE DUPLICATED THERE.

Plans Under Way for Construction of Continental Road Like Lincoln Highway.

The pictures were seen by the president, cabinet officers, diplomatic corps and general staff of the war and navy departments, members of congress, departmental heads and employees of the departments.

The pictures dealt with every phase of the war from beginning to end, the films being presented to the bureau of commercial economics of the British, French, Italian and Belgian governments and in this manner, and to this extent the governmental forces of this country were kept fully advised of what was transpiring abroad.

At the end of the war this truck engaged in the sale of liberty and victory bonds, and under the direction of Dean Boggs, a novel idea was employed. As each subscriber presented himself to purchase a bond a motion picture was made of him actually making the purchase and the following night he and his friends would visit the truck to see himself on the screen purchasing the bond.

The truck left the White House a few days ago over the Lincoln highway, 250 miles to New York, down Broadway to the Battery, over the ferry to Staten Island and on to Clifton, where it was hoisted high into the air by the great cranes of the new mammoth freight steamer John Roach, recently completed by the United States shipbuilding corporation.

It will show pictures dealing with production of useful articles, whether made in the United States or in foreign countries, public health, personal hygiene, care of the teeth. Attention of the natives will be called through pictures to the wheat fields of the northwest and Canada and the cattle ranges of Argentina and Australia, the silk industry of the United States, Great Britain, France and Japan, the raising of cotton, flax and hemp, scenery of the national parks of the great nations, the Falls of the Niagara, the grand falls of South Africa and the great falls of Argentina.

DEAF WORKERS AT FETE

"Little Mother of Mutes" Guest of Honor Over Marriage.

The largest deaf-mute colony in the world, numbering more than 100, was in a fete recently for the marriage of Miss Nellie Gillespie, "Little Mother of the Mutes," who has charge of the colony of these "silent" workers for the Goodyear Tire & Rubber company of Akron. Miss Gillespie, herself the child of mute parents, but possessing all her faculties, married a deaf mute.

Because the officiating minister did not know the sign language, Chester You, who does, interpreted the marriage service as the minister spoke it and also told the clergyman the responses made by the couple. It was the most unique marriage service ever performed in Akron. Miss Gillespie will remain in charge of deaf mute welfare work for Goodyear.

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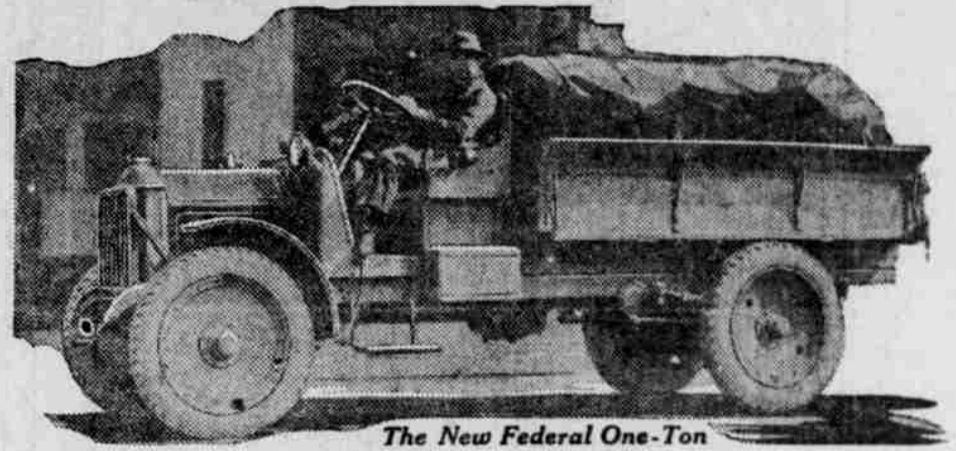
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Another FEDERAL

The 10th Year FEDERAL



The New Federal One-Ton

Federal Motor Trucks have a world-wide reputation for endurance and economy.

This prestige has been clearly demonstrated through a decade and on this, the tenth, anniversary of its founding, just entering the eleventh year of exclusive truck production the Federal realizes its responsibilities.

So it has called Federal Production for 1920 the 10th Year Federal.

Federal Trucks have a standardized construction, based on the careful findings of the needs of haulage by its engineering through the past ten years. Every Federal is known for its sturdiness and economical operation. Every 10th Year Federal will amply sustain this reputation.

You should know all about Federal Trucks—They can be seen at the Motor Truck Show—Come and compare them with other makes—It will pay you to do this.

See Our Exhibit at Truck Show—Armory Building

WILLIAM L. HUGHSON CO.

60 N. Broadway at Davis Broadway 321

Oldest Motor Car Organization on the Pacific Coast

San Francisco San Diego Oakland Seattle Los Angeles Portland



3/4-ton Speed Wagon

With Pneumatic Tires and Electric Lights and Starter

This was the first of its kind to be built. For seven years now it has been faithfully and economically serving owners in city delivery work and for many farm purposes. That, while in the meantime many imitations have appeared, it is in even greater demand today than ever, bespeaks for its quality.

Northwest Auto Company

Distributors
ALDER AT EIGHTEENTH STREET
Portland, Oregon

REO CHASSES are also equipped with a body easily convertible into eight different styles—a body for every purpose, all in one.

