Recruiting Station Gets Real War Vehicle.

DID DUTY ON TWO FRONTS

econnaisance Truck Built on One Ton White Chassis Had Service Near the Battle Lines.

BY WILLIAM T. PERKINS. It's gray with what once wa Flanders mud, and still in its sturdy tires there's a bit of the valiant air of "la belle France" the unconquered A mile away it blends into the landcape in such manner that even though it were moving rapidly you would be unable to discern it.

It's a camouflaged one-ton White army truck that spent something less than two years of its young life "over there" at the front. Just now it's en-joying "shore leave," and is spendng its holidays in Portland with Incle Sam's army recruiting forces. From Captain Ernest T. Jones, 35th

infantry, in charge of the two Port-land recruiting sub-stations, from the khaki-clad young dare-devil "Shorty," who wanted to run up Washington street 60 miles an hour, and from other sources, has been gathered the remarkable record of this sturdy truck. It is what is known in army arlance as a "reconnaisance truck for advanced service at the front. Its body, lettered "U. S. A. 20200," is built on a one-ton White chassis, with a 45 H. P. motor. Its complement, when in service at the front was one captain, one reconnaisance officer, and eight armed men, with necessary bag-

Naturally, it can get up some speed, and many a time it has been called upon to do 60 miles an hour, which is "going some" for a heavy truck. It saw stern duty on two fronts, the St. Miliel and the Argonne, and there's many a man who's willing to testify what that meant!

Not always, however, was it out on the rim of no-man's land. If there were supplies to be brought up quickly, it brought them; if there was a hurried trip to be made with men o officers, it was willing and eager to
go; if there was a shortage of ambulances, it was pressed into service to

Also Has Praise for San carry wounded men to the dressing stations behind the lines. No one can say how many drivers it has had, but their name is legion. Where roads there were none, it made its own, asking no favor, and yet it camout of its fiery baptism unscathed, with thousands of miles to its credit, and many thousands more in its pent-

sinews of steel. Back in the office of the presiden of the White company, in Cleveland, they have proudly hung on the wall a Croix de Guerre. It is the tribute of grateful republic across the sea to be service performed by this truck and by thousands of its mates whose service was equally brilliant.

Recruiters Show It Off.

The recruiting force are very proue of their truck and of its record, Every night they drive it down to the White npany's plant and stable it on the or between a big White fire apparatus glistening in red paint and nickel and a squadron of gray-clad

AND NOW COMES THE CON-

CRETE TRUCK. we are to have concrete rail-way trucks. These trucks, car-rying a load of 65 tons (10 per cent overload), have just passed the most crucial tests. The great advantages of concrete trucks are that they do not need painting, maintenance costs are prac-tically eliminated, and they last much longer than wooden trucks. Plans are under way for the production of a considera-ble number of these trucks. It is too much to expect that concrete will be utilized for the bodies of passenger cars, but it is possible that we shall see the advent of the concrete mo-tor truck at no very distant date.

dump trucks whose mettle is yet to be tried. And if there's a trucklanguage (and who will say there isn't?) we can imagine the war-scarred veteran speaking in this wise, not valugioriously, but as one con scious of loyal service, modesty, ye

"I tell you, fellows, service is what counts. Service is what our family always has been noted for, and I can tell you there were no yellow streaks in any of the bunch that went over with me. Just remember that when you go out to do your life work. You may not have to fight—I hope you won't—but there are loads to carry, roads, to build timber to hard. If roads to build, timber to haul. If they let me out of the army Pm going to jump right into the thick of it. I like the life. The little experience

acress the water has just put me in good trim to do big things."

And then the big red-and-nickel fire truck will nod brotherly assent, and the gray-clad dump trucks will surreptitiously feel of their muscles and under each other as much as to and nudge each other, as much as to say: "Just you wait; there's going to be something moving when we get on the outside."

HERE'S LOW REPAIR RECORD

Chevrolet Car Goes 10,000 Miles on Sf Maintenance.

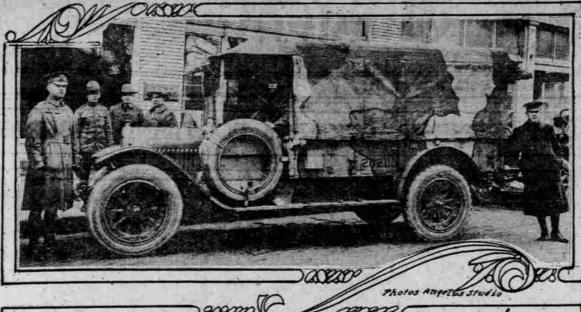
Supervisor Little of Modesto, Cal. claims a record for economy of auto-mobile operation. While driving a Chevrolet "Four-Ninety" more than 10,000 miles, Little says he had a total repair bill of less than \$1. The su-pervisor has covered rough dirt roads and steep mountain highways during the 10.000 miles he has driven his Chevroiet, and out of the four tires originally on the car there are three atill in use, which he says are good for many more miles of travel. The other casing was driven more than 3000 miles before it was replaced.

KEEPING RAILROADS BUSY

300,000 Carloads of Autos Hauled During Past Year.

The chairman of the traffic com mittee of the national automobile chamber of commerce, William E. Metzger, reports shipping figures on automobiles for the last five years as

CAMOUFLAGED WHITE ARMY TRUCK THAT SAW SERVICE ON TWO FRONTS IN FRANCE NOW IN PORTLAND ON RECRUITING DUTY.





bove-This is the truck, a one-ton White, photographed with recruiting detail in front of the White company's branch in Portland. Note the camouflage on the side curtain flaps. Below going into action in no man's land, above Washington park.

FREIGHT CAR LACK SERIOUS. SAYS H. R. ROBERTS.

Francisco Show.

The surpassin gleauty of the San red of the San Francisco automobile show, held simultaneously with the recent Portland exhibition, and the perplexing problem of freight car shortage, were the chief tonics of H. R. Roberts, Paragraphics of the secutive and organizational executive and organizations. the chief topics of H. R. Roberts, Pa-cific coast district representative of the Hupp Motor Car corporation, who

the Hupp Motor Car corporation, who arrived in Portland last week.

"From a decorative standpoint the San Francisco show was wonderful," said Mr. Roberts. "And the attendance seemed every bit as large as at Chicago. The wares of the various passenger car, motor truck and accessory dealers were arranged attractively on the three floors of the civic tively on the three floors of the civ uditorium. The show paid for itself in the first three days of the week.

Discussing the freight car shortage Mr. Roberts said:

"A few far-sighted distributors have taken delivery of all the Hups they could get, even though impossible to obtain shipping equipment. The Manley Auto company has fo although a considerable

automobiles to points within a radius of 1000 miles of Detroit," said Mr. Roberts. "Within that area it is nec-esary for dealers and distributors to call at the factory personally and drive the cars overland to the retail

DISTRIBUTING LOAD ON TRUCK

Center of Load Should Be at Certain Point on Chassis.

The importance of properly distrib-uting the load of a motor truck can-justify the expense. not well be overestimated. All por-tions of the truck chassis are de-signed with the view of carrying the finds itself with more automobil load centered at a certain point on the frame. If the center of the weight too of the United States and with more millions appropriated for the naturally the chassis is not going to

was designed for, and injury is likely to result. Study the question of load distribution in the individual truck and then see that it is properly carried

PLENTY OF CARS, BUT NO

RAILWAY EQUIPMENT.

Result Is All the Big Auto Factories

Can't Get Shipments to

Their Dealers.

Failure of the railroads to handle

tories at Detroit has caused that city

to be literally flooded with finished

Goodyear Men Advanced. The automobile industry will learn with interest of recent personnel changes in the Goodyear Tire & Rubber company by which I. R. Bailey, manager of the mechanical goods de-partment, has been made assistant sales manager; D. R. Burr, formerly manager of the mechanical goods de-

ONE AUTOMOBILE THERE FOR EVERY 5.6 PERSONS.

Experience of State Indicates That Increase in Cars Follows Building of Highway.

ment that California has nearly \$70 .- altogether,

This situation is claimed by good roads workers to prove their contention that the highway is parent of the automobile. Automobile enthusiasts have contended that the rapid increase in the use of automobiles forced the building of good highways, but the history of highways and autos in California as evidenced by official figures indicates.

denced by official figures indicates that automobiles follow good roads rather than the reverse. When California, years ago, began systematic construction of a state highways system, it was argued by many that the travel would not justify the expense. Time proved receive the proper balanced stress it any other state in the union

HERE IS THE LATEST COLUMBIA SIX, AND ITS WHOLESALE REPRESENTATIVE IN THIS TERRITORY.



GOODYEAR TO HAVE HUGE COAST PLANT

Work Rushed on New Factory at Los Angeles.

OLD ASCOT TRACK IS SITE

Engineers Figure Operations Will Start June 1.

One of the busiest places in the west right now is the famous Ascot park in Los Angeles, where the big plant of the Goodyear Tire & Rubber company of California is in course of construction,

In a city not possessing a manufac people to realize that their town wa to be the seat of one of the larges rubber manufacturing plants in the country. But as the gigantic shovels derricks and other excavating machinery appeared on the ground and ton after ton of concrete was poured into the massive building foundations, and when hundreds of men began to fit the big steel beams together, Los Angeles began to realize that it was

Angeles began to realize that it was to have a great industry.

The unprecedented expansion of Goodyear's world-wide trade caused the officials of the company early in 1913 to investigate possible sites for establishment of a big plant in the west, and after the most thorough in-vestigation of conditions in all the western cities that could be consid-ered for the seat of the western plant os Angeles was selected as combining the greatest number of the favor able conditions required.

15,000 Gallons of Paint.

An idea of the magnitude of th building operations can be gained from the extensive outlay of construction materials required. Among the important materials which 1800 men are fashioning together into a mammoth industrial enterprise are 6000 tons of arms to the control of arms. tons of structural steel, 15,000 gailons of paint, 33,000 tons of sand, 60,000 barrels of cement, 600,000 tons of crushed rock, 4,000,000 feet of lumber and 10,000,000 brick.

The building scheme embraces con-struction of three units—a tire manu-facturing plant, a cotton fabric mill and a warehouse. Around these three main buildings will be grouped the various service buildings, such as the power house, machine shop, cement house and administration building. The power plant contains three 600-

Failure of the railroads to handle horse power boilers of the oil-burning type. An ample supply of water will ories at Detroit has caused that city come from six 200-foot wells driven to be literally flooded with finished notor vehicles, which the trade is damoring to absorb. The unusual se-

notor vehicles, which the trans-clamoring to absorb. The unusual se-clamoring to absorb. The unusual se-in pumping.

The operation of the tire plant and
The operation of the tire plant and the cotton mill will involve employ ment of about 9000 workmen. The parts of the country have so paral-yzed the railways since the middle of last month they have been unable to furnish half the necessary freight yzed the railways since the middle of last month they have been unable to furnish half the necessary freight cars to move the constantly growing output. Toledo, Flint and Lansing are in much the same fix.

The raw cotton from which this fabric in much the same fix.

Detroit is utilizing the abandoned breweries, the state fair building the Goodyear plantations in the Salt River valley in Arizona and the Imperial valley of southern California.

Bungalows for Workmen.

A most important feature of the company of the co

n nearby cities in an effort to house ars until they can be moved.

As none of the factories has more storage space than will take care of a lows and two large apartment houses is nigle day's production, the industry is now under way on a ten-acre tract faces at least a partial shutdown, and adjoining the factory site. About some plants may be forced to close April 1 work will be started on the altogether. To meet the emergency, "Goodyear Gardens," a 160-acre tract opened this week. The Northern Palast pounds the learning ways are the construction of 48 bungas. Too start the chemis river hear and two large apartment houses mopolis, which has been planked to single day's production, the industry is now under way on a ten-acre tract months while paying the new road way entrance from the east, is to be altogether. To meet the emergency, "Goodyear Gardens," a 160-acre tract

The superiority in the way

the Liberty rides and drives

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LIBERTY

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tion of the car.

Sixteenth and Alder

When possible always go to the cor-ner where the traffic policeman is on duty. He is your friend. are confident the tire-manufacturing company in the west makes it a rulplant and the cotton mill can begin never to employ any but married men



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Eleventh and Oak at Burnside Phone Broadway 217

E. C. Habel, Sales Manager



actual operations shortly after June 1, as originally planned.

RAILROAD BRIDGE FOR AUTOS

allourent, although a considerable ment that California has nearly \$70-. Has ment that California has nearly \$70-. Its present to the control warehouses awaiting sufficient freight cars to bring west."

Mr. Roberts explained that government officials during the war emergency were prone to confiscate automobile freight cars because they were large enough to held quantities of war supplies. This policy resulted in scattering automobile freight cars brushermore, the large cars were used so constantly that many are in need of extensive repairs.

"To ease the situation the factories have recently placed an embargo on the use of freight cars for delivery or automobiles to points within a radius of 1000 miles of Detroit," said Mr.

"To ease the situation the factories have recently placed an embargo on the confiscation and the situation that the sinday works and the control of the sold to Goodyear employes. This great the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to construction in 120, is the official dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to dealers and distributors all over the country stating that those who want-to mobile stop indicate auto-count in the curity of 32,000,000, will be one of the most beautiful in the United States. Provision has been made for the most beautiful in the United States.

This di made to date on the entire project truck users in New York will not that Goodycar officials and engineers a man unless he has gray hair.



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