

WHITE TRUCK HERE HAS COMBAT RECORD

Recruiting Station Gets Real War Vehicle.

DID DUTY ON TWO FRONTS

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

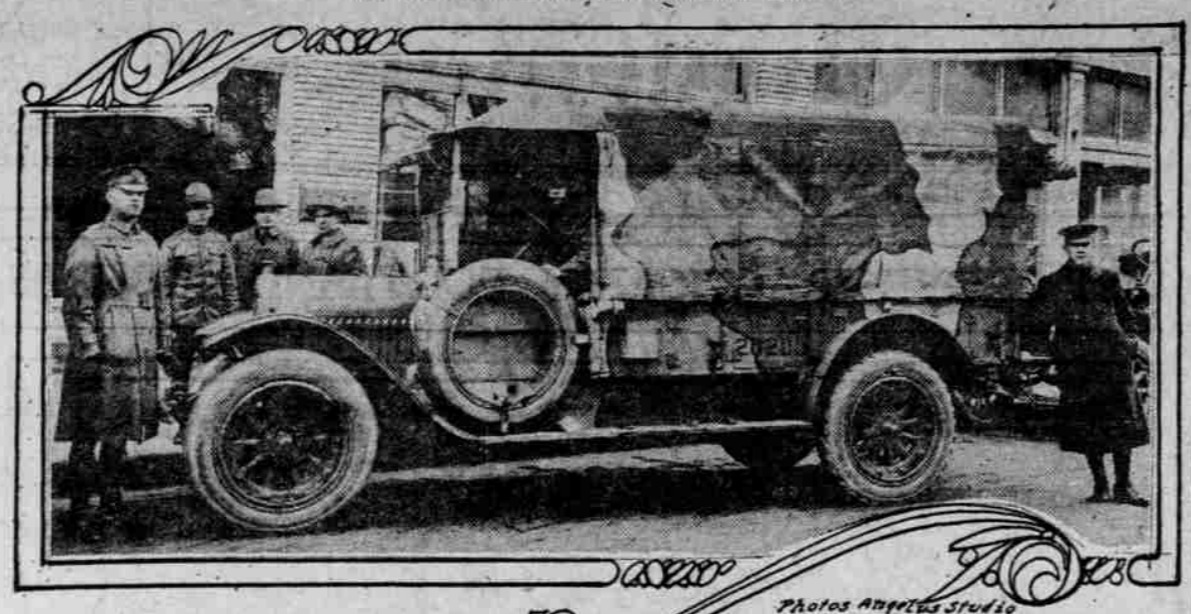
BY WILLIAM T. PEIRKINS.

It's gray with what once was 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 landscape 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 enjoying "shore leave," and is spending its holidays in Portland with Uncle Sam's army recruiting forces.

From Captain Ernest T. Jones, 31st Infantry, in charge of the two Portland recruiting sub-stations, from the khaki-clad young dare-devil "Shorty," who wanted to run up Washington street 80 miles an hour, and from other sources, has been gathered the remarkable record of this sturdy truck. It is what is known in the service as a "reconnaissance truck" for advanced service at the front. Its body, lettered "U. S. A. 59296," is built on a one-ton White chassis with a 12 H. P. motor. Its complement, when in service at the front was one captain, one reconnaissance officer, and eight armed men, with necessary baggage.

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



Above—This is the truck, a one-ton White, photographed with recruiting detail in front of the White company's branch in Portland. Note the camouflaging on the side curtain flaps. Below—showing how fields were won—going into action in no man's land, above Washington park.

Recruiters Show It Off.

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

AND NOW COMES THE CONCRETE TRUCK.

We have concrete trucks. Now we are to have concrete rail-way trucks. These trucks, carrying loads of concrete, are being used to build the new road overland, have just passed the most crucial tests. The great advantages of concrete trucks are that they do not require painting, maintenance costs are practically eliminated, and they last much longer than wooden trucks. Plans are under way for the production of a considerable number of these trucks. It is too much to hope that concrete will be utilized for bodies of passenger cars, but it is possible that we shall see the advent of concrete motor truck at no very distant date.

Recruiting Station Gets Real War Vehicle.

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." If there was a hurried trip to be made with men or officers, it was willing and eager to go; if there was a shortage of ambulances, it was pressed into service; if there were wounded men to the dressing stations behind the lines. No one can say how many drivers it has had, but their names are legion. Where roads there were none, it made its own, asking no favor, and yet it came out of its fiery baptism unscathed, with thousands of miles to its credit, and many thousands more in its pent-up sinews of steel.

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

HERE'S LOW REPAIR RECORD

Chevrolet Car Goes 10,000 Miles on \$1 Maintenance.

Supervisor Little of Modesto, Cal., claims a record for economy of automobile operation. While driving a Chevrolet "Four-Ninety" more than 10,000 miles, he says he had a total repair bill of less than \$1. The supervisor has covered rough dirt roads and steep mountain highways during the 10,000 miles. He says that his Chevrolet, and out of the four tires originally on the car there are three still 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 committee of the national automobile chamber of commerce, William E. Metzger, reports shipping figures on automobiles for the last five years as follows:

1915	Carloads
1916	271,174
1917	280,312
1918	181,476
1919	300,000

AUTO FACTS EXPLAINED

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

Hupmobile Factory Representative Also Has Praise for San Francisco Show.

The surpassing beauty of the San Francisco automobile show, held simultaneously with the recent Portland exhibition, and the perplexing problem of freight car shortage, were the chief topics of H. R. Roberts, Pacific coast district representative of 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 auditorium. 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 Hupp cars that could be obtained under its allotment, although a considerable number of these cars are still stored in Detroit waiting for 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 hold quantities of war supplies. This policy resulted in scattering automobile freight cars. Furthermore, 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 of automobiles to points within a radius of 1000 miles of Detroit," said Mr. Roberts. "Within that area it is necessary for dealers and distributors to call at the factory personally and drive the cars overland to the retail destination."

DISTRIBUTING LOAD ON TRUCK

Center of Load Should Be at Certain Point on Chassis.

The importance of properly distributing the load of a motor truck cannot well be overestimated. All portions of the truck chassis are designed with the view of carrying the load centered at a certain point on the frame. If the center of the weight of the load is at a different point, then naturally the chassis is not going to receive the proper balanced stress it

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



FACTORIES UP AGAINST IT

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 the output of the big automobile factories at Detroit has caused that city to be literally flooded with finished motor vehicles, which the trade is clamoring to absorb. The unusual severity of the weather, the shortage of equipment and the embargoes in many parts of the country have so paralyzed the railroads 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.

CALIFORNIA RANKS FIRST

ONE AUTOMOBILE THERE FOR EVERY 5.6 PERSONS.

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

LOS ANGELES, Cal., March 6.—Almost coincident with the announcement that California has nearly 700,000 automobiles available for paved highway construction in 1920, is the official tabulation of motor vehicles for the United States, showing that the Golden state leads all others in automobiles in proportion to population.

When California, years ago, began systematic construction of a state highway system, it was argued by many that the travel would not justify the expense. Time proved that the travel increased as roads were developed and today the state finds itself with more automobiles in use per capita than any other section of the United States and with more millions appropriated for the construction of more highways than any other state in the union.

GOODYEAR TO HAVE HUGE COAST PLANT

Work Rushed on New Factory at Los Angeles.

OLD ASCOT TRACK IS SITE

Project Going Ahead so Fast That 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 manufacturing concern of mammoth proportions, it was at first difficult for the people to realize that their town was to be the seat of one of the largest rubber manufacturing plants in the country. But as the gigantic shovels, derricks and other excavating machinery appeared on the ground and the big steel beams together, Los Angeles soon realized that it was to have a great industry.

15,000 Gallons of Paint.

An idea of the magnitude of the 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 structural steel, 15,000 gallons 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.

Render Universal Service Under Every Road Condition

"Put on a Hood Today. Forget It for a Year."

Multnomah Tire Co.

W. L. Powell, Mgr. 102 N. BROADWAY Broadway 4043

LIBERTY

The superiority in the way the Liberty rides and drives is not mere surface virtue.

It has its origin in the very design and construction of the car.

W. H. Wallingford Co.
Sixteenth and Alder Broadway 2492

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THE CAR OF THE AMERICAN FAMILY



Hupmobile

It is easy to see why our belief that the Hupmobile is the best car of its class in the world, is so widely shared by others. For example, *The Comfort Car* is held at a consistently lower depreciation, and a higher cash value, in any market. The fact is that these are sound values. They go right back to long life, noteworthy economy, satisfactory service, and conspicuous performance—the sound and substantial foundation stones on which the good name of the Hupmobile has been built.

HUPP MOTOR CAR CORPORATION.

Manley Auto Co.
Distributors

A. B. Manley, Pres. Eleventh and Oak at Burnside Phone Broadway 217 E. C. Habel, Sales Manager

HOOD EXTRA PLY TIRES

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GENERAL MOTORS COMPANY

C. Cogan, Hillsboro, Or.
Has Added Another GMC Truck To His Fleet

Another Truck Owner Is Convinced of GMC Quality

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Second Street, Corner Taylor, Portland, Oregon