

SAVING TIME IS BIG TRUCKING ESSENTIAL

Power Wagon Can Quadruple the Work of Horses.

BUT IT MUST KEEP BUSY

Several Effective Devices on Market to Give Accurate Check on Truck Driver.

In the final analysis, the superiority of motor-truck transportation over other types is its greater speed. Takes a motor-truck and a horse-drawn vehicle of precisely the same capacity, place them in operation under precisely similar conditions and the motor-truck will do several times the amount of work accomplished by its rival; if conditions are specially de-fined for the motor vehicle's convenience it will turn in four times as much work as the horse-drawn truck. However, the principal thing to bear in mind at the moment is that the motor-truck's superiority lies in its speed.

Now, granting this, it is almost a truism that delays of any kind with the motor-truck are more costly proportionately than with the horse-drawn vehicle. If the user is to reap the full benefit of the motor-truck's greatest asset every species of delay must be eliminated or at least be cut down to the unavoidable minimum.

Delays on the road in motor-truck operation fall readily into several classes, some due to mechanical failures, some to operating mistakes, some to road conditions. By taking due thought the truck owner can eliminate practically all these and in the fight to accomplish this the fallible human factor, as represented by the driver, must always be borne in mind.

Much Up to Driver.
The motor-truck, from its very nature, must be out from under the supervision of the owner during a considerable part of the day. The driver of the truck is, so to speak, "on his own" most of the time. Many drivers are conscientious and plug along consistently, turning in an honest day's work at night. Other drivers are distinctly dishonest and manage to spend a good part of their time in ice cream parlors and similar institutions. Many a motor-truck transportation system has had to make good simply because the drivers out from under supervision wasted so much of their working time that the efficiency of the trucks was cut down below a paying basis.

The only way in which this condition can be remedied and the movements of drivers be made a matter of positive record instead of dubious surmise is by the use of recording devices of which there are a number of excellent types on the market, with improvements being made all the time. By the use of modern equipment of this kind the truck owner can have placed in his hands every night a complete record of the truck's movements during every moment of the day. Well worth while, you will say, and indeed it is. We will describe the various equipment available for this purpose.

Many truck operators check up their drivers by means of speedometer readings, which are taken in the morning before the vehicles go out and at night after they return to the garage. This serves well enough if the instrument used is intended for truck operation.

Odometer Tamper Proof.
An ordinary speedometer is so delicately constructed that the excessive vibration in a truck very soon puts it out of order. Again, the speedometer drive must be sealed so that the driver cannot tamper with it, as it is a simple matter for a crafty mechanic to disconnect the drive and claim that it has shaken loose in operation. It is better to have the speedometer drive connected with moving part of the transmission than with the wheel in the ordinary way. In truck fleets where the bonus system is used it is important, in justice to the drivers, that there shall be no failure of the odometer.

In this connection a useful addition to the recording equipment of the truck is the odometer, which keeps a record of miles traveled. The attention to speed. This little instrument is usually placed in the hub cap, and one of its great advantages is that it can be locked in place, making tampering practically impossible.

But neither speedometer nor odometer quite meet all the needs of this particular case. Something more is needed to supply the necessary check on motor-truck drivers, and, as is always inevitable, the manufacturer has supplied it.

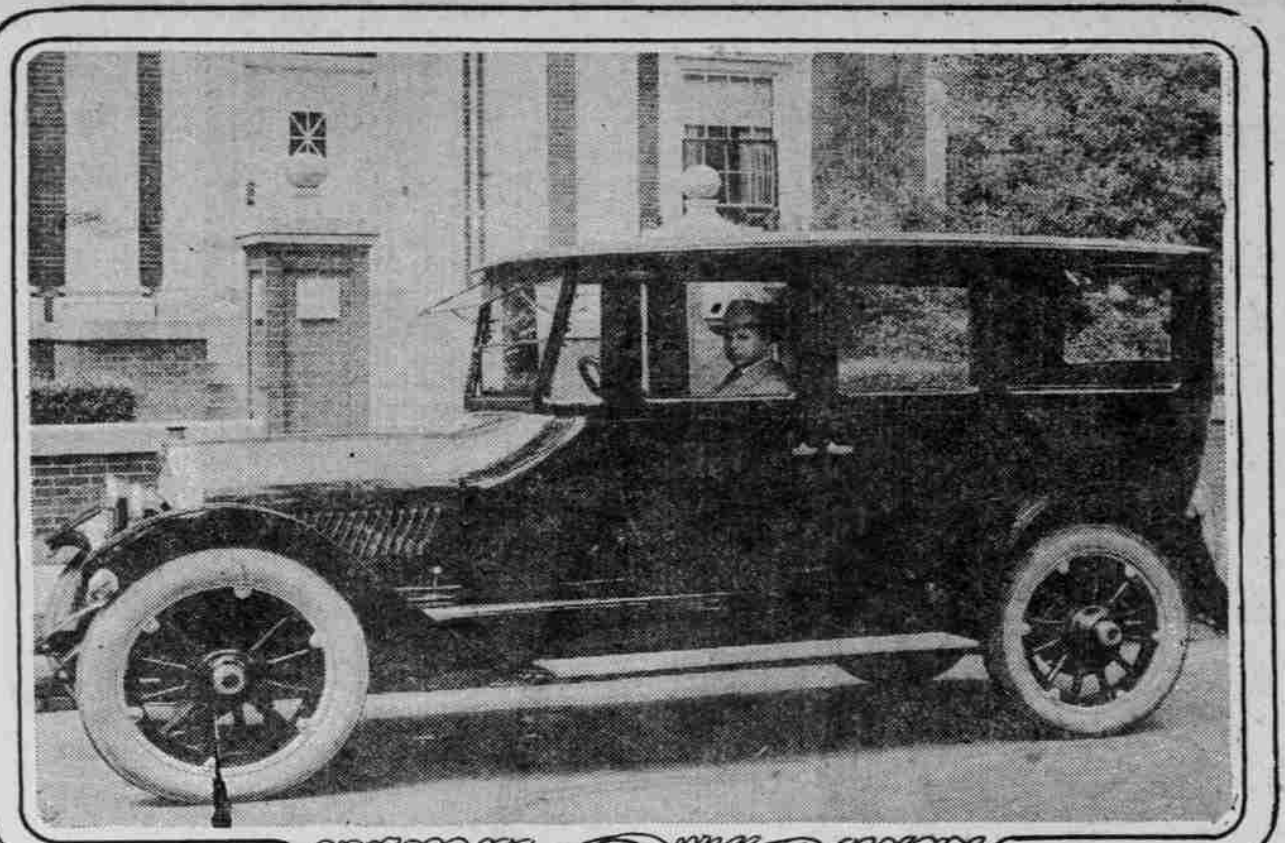
One of the popular types of recording devices is fitted with paper disks lined off clockwise. The instrument has a clock movement and also a marking device which travels around the face of the disc, indicating stops by black dashes, varying in length as the stops vary and showing the minute and hour when the truck was standing. In this way the driver can be held to account for every movement of the vehicle in his charge, from the time he leaves the garage until he returns to it at night.

Another type of recording instrument embodies a sort of pendulum with a pencil at the end. The pendulum is so placed that when the truck is in motion the vibration causes it to make an irregular line on a record sheet. When the truck is not moving the line ceases. This device is extremely simple, almost foolproof and serves its purpose very effectively.

All told, there are about 10 or 12 of these recording devices on the market. The one which is the same in all, to give a complete record of the truck movements during its working hours. With one of the devices on the truck the owner has practically a watchman on the vehicle all the time.

In addition to the recording equipment on the truck it is desirable to have a record sheet of some sort in the garage to which may be transferred all the records from the disc or sheet in the instruments. The record sheet will embody the time of start in the morning, the stops, duration and reason for each, any work performed on the truck by the driver, the amount of fuel taken on the mileage and route traversed. Obviously, if different operators will have different data which they will want embodied on the sheet, but the basic principle is always the same: A complete record of truck movements. Without this it is hard to see how any operator can expect maximum efficiency.

NEW OLDSMOBILE EIGHT SEDAN IS HANDSOME CAR.



The picture shows one of the very latest Oldsmobile eight enclosed cars, the new sedan. It is luxuriously finished in black velour with many special features, such as heater and dome lights. The car is as handsome from the outside as from the inside. It is finished in dark maroon. At the wheel of the sedan in the picture is Arnold Cohen of the Oldsmobile company of Oregon.

The new pavement is of concrete, 20 feet wide and with the exception of a very short detour at Newman creek is continuous from Elma to Satsop. Newman creek the present concrete structure is being widened to conform to the other paving.

JORDAN STILL IS EXPANDING

Another Factory Added to Big Plant at Cleveland.

Striking evidence of the continued success of the Jordan Motor Car company, Inc., of Cleveland, O., is the announcement just made by this company that it has completed negotiations for purchasing the property of the Metal Parts Manufacturing company. This factory, with its equipment, adjoins the Jordan plant in Cleveland. It will be used as a Jordan production unit.

Acquisition of this factory, which will be adapted for Jordan production, is the more notable in that it follows the recent completion of large additions to the original Jordan plant. These additions include a new assembly plant, office building, motor test building, Japanese plant and power plant.

The continued expansion of Jordan production facilities with the new factory units barely in operation is the most successful in the automobile field.

The latest acquisition to the property will increase by one-third the ground area occupied by the Jordan plant. It will, at the same time, make possible an increase of more than 30,000 square feet in floor space used for production.

The production of Jordan motor cars in the second quarter of this year exceeded that of the first quarter by 100 per cent. The production during the third quarter in turn exceeded that of the second by 50 per cent. In the last quarter the Jordan plant will be producing four times as many cars as in the first three months of 1920.

Other recent evidence of the notable success of the Jordan company was the declaration of a 50 per cent stock dividend to all preferred and common stockholders a few months ago, with the announcement that the capital of the company had been doubled. This was followed by the distribution of \$25,000 in bonuses among the employees at the main offices and plant at Cleveland.

GASOLINE AGAIN SCARCE

Coos Bay Pleasure Cars Without Fuel for Several Days.
MARSHFIELD, Or., Aug. 21.—(Special.)—Another gasoline shortage is in effect on Coos Bay and pleasure cars were not considered in the distribution for several days. The famine was relieved for a time, but the supplies brought in by the two wholesale companies and the private garage owners soon disappeared. Until recently there had never been any shortage to commercial autos, trucks and deliveries, but for a day and a half this supply ran short.

The Standard Oil company is said to be allotted but 30,000 gallons for August and private parties are again starting to ship. Prices went up here from 27 and 28 1/2 cents a gallon to 30 cents and 33 cents. Gasoline shipped here by private parties sold at various prices, some as high as 55 cents for case goods. The next private supply is advertised for 45 cents.

Oyster Shells for Roads.

Two great oyster reefs in the Gulf of Mexico, one at Sabine, Texas, the other at the mouth of the Atchafalaya river, on Point au Fer, La., are to be used for surfacing good roads. The two reefs are valued at \$65,000,000. A Galveston man has been awarded a contract to remove 1,000,000 cubic feet of shells from the Point au Fer reef for use on the roads in that section of Louisiana.

VAPORIZER ON NEW PAIGE

DEVICE BREAKS UP GASOLINE INTO PARTICLES.

Efficiency of Motor Is Greatly Increased by Invention of Paige Engineers.

A recognized factor in the operation of gasoline driven engines is the fact that fuel must be as completely vaporized as possible. The finer the particles of fuel the more complete and efficient the process of combustion necessary to motivate the cylinders.

Much progress has been made to this end but the problem has been complicated somewhat by the presence in the market of low-grade fuel. How one group of engineers met this situation is well illustrated in certain features of the power plant of the new Paige light six chassis.

"After three years of intensive work the Paige engineers developed a new power plant with many features that mark a measurable advance," says Harry M. Jewett, president of the Paige-Detroit Motor-Car company, "and not the least important of these is the design and arrangement of the intake and exhaust manifolds that greatly increases the degree of vaporization of gasoline."

"When gasoline enters the intake manifold from the carburetor it is mixed with air and broken up into particles. Entering in a chilled state these particles are not sufficiently fine to result in as high a degree of vaporization as is desirable. In the new Paige engine the intake and the exhaust manifolds are cast integral with the exhaust placed below so that the intake rests on it.

"With flaming gases passing constantly through the exhaust it becomes very hot and thus heats the lower side of the intake above it. With every section of the floor of the intake thus heated the incoming fuel from the carburetor comes in contact with hot metal and down the entire chamber, because, being in heavy particles, it falls from force of gravity. The result is that these particles of fuel are broken up and a much dryer gas and a much higher degree of vaporization are attained than would otherwise be possible.

"This not only makes a more complete combustion in the separate cylinders, but minimizes the fouling of spark plugs and increases the all-round efficiency of the engine."

COLUMBIA ANCESTRY GOOD

"New" Car Product of Distinguished Car Manufacturers.

At a dinner which the Columbia Motors company manufacturers of the Columbia Six, recently gave to officials of prominent parts building concerns in and around Detroit, at the company's summer home, A. T. O'Connor, secretary and treasurer of the company, related this interesting bit of motor car history.

"At the rear of the present Columbia plant stands the same old power plant which was a part of the Oldsmobile works plant from 1892 to 1906. The same boilers with the name of the original company cast in the frames are now furnishing power to build the Columbia Six which built the little, curved dash Olds 18 years ago."

The Olds Motor works was Detroit's first motor car plant—the foundation for the business which later made this city the automobile center of the world.

"In fact, in the plant occupying the site of the present Columbia plant automobiles were first produced in quantities on what might be termed a 'commercial' basis. In this pioneer organization were a group of men,

most of whom scattered to other plants when the plant was moved from Detroit to Lansing in 1906.

"When the Columbia Motors company was organized in 1914 many of this group of pioneers gravitated back into the new organization.

"The Olds Motor works has been called the training school for automobile men, as graduates of this school have become prominent in every phase of the industry.

"Probably no one company, however, has more of these graduates actively engaged at the present time than the Columbia Motors company.

"We find these men who were executives in the old pioneer organization—J. G. Bayerline, now president of the Columbia Motors company; A. T. O'Connor, secretary and treasurer; William E. Metzger, vice-president; W. A. Bollinger, vice-president and factory manager; J. S. Morhardt, general superintendent.

"Associated with them in the Columbia organization are such men as F. L. Smith, former vice-president and general manager of the Olds motor works, and later president of the national automobile chamber of commerce; also W. G. Morley, former purchasing agent of the Olds motor; Angus Smith, secretary of the company, and James J. Brady, who is now director of internal revenue in Detroit, and Charles D. Hastings, now president of the Hupp Motor Car company.

"These men could write an interesting and authoritative history of the development of this great industry from the days of the old 'one longer' to the handsome, comfortable Columbia of the present day with its newest achievement, the motor car construction—the thermostatically controlled radiator shutters.

"While the Columbia is but a 'four-year old'—a youngster compared with some of the 'old-timers'—it comes from the pioneer stock of the industry."

HANDBOOK ON TIRES FREE

Michelin Company Will Send One on Request.

"We hear a lot about the ill the body is heir to," said the Michelin repair man, "but I forget them when I consider the ill that are forced on automobile tires by careless or indifferent owners.

"You ought to hear the tires tell their troubles when they are brought in here with all kinds of things the matter with them. Their appearance tells the story all right. And when I have a busy day 'the tires' largest' is the very saddest of choruses to Hinder, but minimizes the fouling of spark plugs and increases the all-round efficiency of the engine."

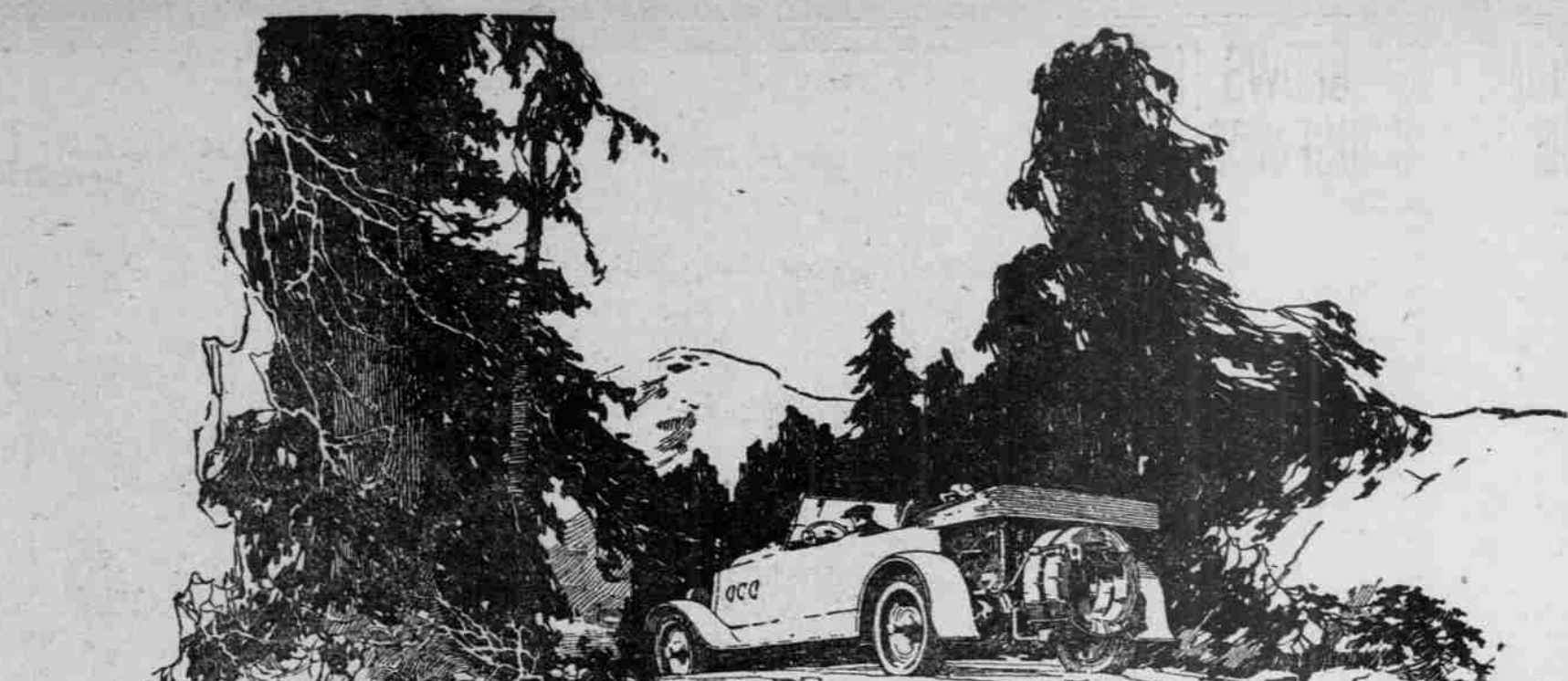
FITTING CORDS ON TRUCKS

Care Must Be Taken to Avoid Injury to Valve Stems.

In the application of cord truck tires the tire should be allowed to drop down evenly until the valve stem is reached, when the valve stem is pressed down sideways and toward the end of the flap. The stem is held in this position, taking care that when the tire slips down the rest of the way the valve stem does not catch in the locking groove.

During this operation a valve cup should be put on the stem to protect the threads. The later types of rims are made with valve stem slots to facilitate application of the tire.

The British government has completed its payments to the United States for aviation supplies furnished during the war. Final payments totaled \$35,176,123.10, and the payments were for liberty engines, airplanes



A NAME and BRAND to TRUST

THE NAME of Goodrich, branded on automobile tires, is itself a certification of the very utmost in tire satisfaction.

Stamped upon millions of tires, it has stood and today stands responsible for their superior quality and service.

Goodrich keeps faith with every buyer of its tires. Frankly, openly, it states the least that a Goodrich Tire, with proper usage, will deliver.

8000 Miles for Silvertown Cords, 6000 Miles for Fabric Tires! It is an adjustment basis maintained only by virtue of persistent high quality reflected in the big mileage which Goodrich Tires deliver.

Goodrich Tires

Adjustment Basis:
Silvertown Cords, 8000 Miles
Fabric Tires, 6000 Miles

to the city and with additional time the trucks increase the production value of the farm to the farmer.

BRITISH PAYING FOR MOTORS

Closing Up Aviation Accounts With This Country.

The British government has completed its payments to the United States for aviation supplies furnished during the war. Final payments totaled \$35,176,123.10, and the payments were for liberty engines, airplanes

Does your Emergency Brake Spell Safety?

There are many mountain trips your family would enjoy, but you are afraid of the grades—afraid of your brakes slipping.

Get rid of the fear and enjoy the trips away from the maddening crowd by installing the Improved KOREX Grease Retainer on your Ford rear axle.

The Korex is a scientific, practical device of metal and felt that fits in the brake drum and seals the oil from leaking into the brake housing. It protects your tires from splattering grease, which rots the rubber.

If you can handle the Ford wrench, you can install the Korex in a few minutes. Full directions with every set.

not catch in the locking groove. During this operation a valve cup should be put on the stem to protect the threads. The later types of rims are made with valve stem slots to facilitate application of the tire.

THE IMPROVED KOREX Grease Retainer

Buy Korex at \$1.50 per wheel from your dealer or write to KOREX MFG. CO., 422 LARKIN STREET, SAN FRANCISCO, CALIFORNIA

Farmers are beginning to realize that Maxwell trucks release farm labor from much of the time spent on the road between farm and market, giving them more time for actual farm production work, asserts E. J. Toner, director of sales of the Maxwell Motor company. These 1 1/2-ton trucks bring the farm much closer

Worm Drive Popular.

The popularity of the worm drive, which is used in the Maxwell truck, is evidenced by the fact that approximately 70 per cent of the trucks of 3000 pounds capacity employ this type of drive. It is an advertised feature of 15000 trucks where it has proved that it can stand more abuse and do more work than any other type of drive.

Trucks Release Labor.

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Quite a Shipment of These Handsome Cars Arrived Here Recently for the C. L. Boss Automobile Company.

The new Chalmers speedster is a great advance in body lines over former Chalmers models, though the engine remains the same famous "hot-spot" motor as before. The hot-spot and ramhorn manifold are the outstanding features of this motor, which led the way in the adaptation of the automobile engine to use present-day low-grade gasoline. In the car is Ted Herling, territory man for the C. L. Boss Automobile company, who for several years was with the Maxwell-Chalmers factory.

Lord Inverforth, minister of munitions of war for Great Britain. The California highway commission has authorized the construction of 200 feet of guard rail on the worst points of the state highway on Ortega hill, in Santa Barbara county.

Another FEDERAL TENTH YEAR REASON

Every demand that business has made of motor trucks has been fulfilled by FEDERALs for more than ten years.

Full knowledge of Federal Service is so important in these times of motor transportation that you should get the facts today.

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