

U. S. IS USING 30,000 AUTOS AND TRUCKS

Many Are Lent to States for Road Work.

SOME TAKE PASSENGERS

Needs of Official Business Are Cared For—Total Dividend Among 48 States.

Thirty thousand cars and trucks are serving the various departments of the government of the 48 states. Twenty-three thousand of this total are trucks and automobiles used by the states for the improvement of highways. About 4500 of the remainder are passenger cars which the authorities have purchased for the needs of official business.

More motor vehicles are used by the state highway commissions than any other branch of the government. This holds true for passenger cars as well as for commercial vehicles. The health and hospital divisions are the next heaviest users with education and agriculture next. Prisons are the next in line as car users, with state militia or police last.

Comparison of the various states is difficult since the methods of recording car ownership vary. Idaho is among the leaders with 392 motor vehicles, though it is not specified which of these are passenger and which freight vehicles. New York is in front rank with 553 trucks and 125 passenger cars. Georgia is also in the van with 687 self-propelled vehicles of which 603 are trucks, while Pennsylvania easily holds down first place with a total of 826 motorized units. The Quaker state has 450 trucks and 124 passenger cars in its several departments.

Among the greatest users of motor trucks are the following states. Some states have not compiled their truck totals, which might qualify them to appear in the list:

Alabama	17	Nevada	47
Arizona	29	New Hampshire	22
Arkansas	303	New Mexico	176
California	325	New York	125
Colorado	15	North Carolina	83
Connecticut	97	Ohio	124
Delaware	1	Oklahoma	155
District of Columbia	51	Pennsylvania	326
Florida	1	Rhode Island	44
Georgia	392	South Carolina	44
Idaho	392	Tennessee	47
Illinois	1	Texas	47
Indiana	1	Vermont	17
Iowa	1	Virginia	17
Kansas	1	Washington	147
Kentucky	1	West Virginia	27
Louisiana	1	Wisconsin	80
Maine	1	Wyoming	27
Maryland	1	Total	4821
Massachusetts	1		
Michigan	1		
Minnesota	1		
Mississippi	1		
Missouri	1		
Montana	1		
Nebraska	1		

HARE TO PUT OUT TRUCK

KELLY - SPRINGFIELD COMPANY IS TAKEN OVER.

Big Manufacturing Concern Adds Truck to Its Growing List of Motor Products.

Hare's Motors, Inc., will take over and operate the Kelly-Springfield Motor Truck company, which has its big factory located at Springfield, O., according to news received in Portland last week. The Hare's motors already control the operating organization of the Locomobile, Mercer and Simplex companies and special significance attached to the announcement as it indicates the fulfillment of the promise made last March by Mr. Hare, when Hare's motors was organized, that a full line of motor trucks, equal in quality and reputation to the original Hare's motors products, would eventually be added.

Coincidentally with Mr. Hare's announcement comes the word that the board of directors of the Kelly-Springfield Motor Truck company has elected the following officers: President, Emile S. Hare; vice-presidents, Henry Landsale, H. D. Church and O. E. Hunt; secretary and treasurer, F. R. Hickman. These men now hold the same respective positions in Hare's motors, the Locomobile company and the Mercer Motors company. James L. Glidder, who has been president of the Kelly-Springfield company, was elected chairman of the board.

"The addition of the Kelly-Springfield truck to the Hare's motors line," said Mr. Hare, "is merely another step forward in our plans to give our distributors and through them the public a complete line of passenger and freight transportation of the highest quality. Our objective is to place Hare's motors in a position to serve the public through a distributor in each important center who will be competent to advise as to the transportation requirements and intelligently supply the type of car or truck which best fits the particular conditions. Our success, just as much as that of our distributors, depends upon their establishment on a basis that will be profitable to them and satisfactory to the public.

"Everyone recognizes the excellence of both Riker and Kelly-Springfield trucks. Each is the successful development of the ideas of a capable engineering staff and is as good a truck as can be bought anywhere today. The Riker is built only in two sizes, three and four tons, while the Kelly-Springfield is built in one and one-half to six and one-half tons. The Kelly-Springfield is one of the oldest trucks built today, having been on the market 16 years and seen many competitors come and go. Years ago it won a place in the leaders for excellence of construction and economical and efficient operation. During the war, the Kelly-Springfield plant was greatly enlarged and given over entirely to war contracts, its commercial business being temporarily abandoned.

NEW MOTORCYCLE RECORDS

Fast Times Made in Recent Meets at Cleveland, O.

New motorcycle records in dirt track competition for one, five, ten and 25 miles were established at Cleveland, O., by the leading professional motorcycle racers competing there at the recent meet. "Gene" Walker, holder of all the world's professional straightaway records, established at Daytona Beach, Fla., last April, set a new mark for the mile at 45.2 seconds, at the same time adding another championship to his already long list. "Shrimp" Burns,

WHITE COMPANY OFFICIALS ENJOY BRIEF VISIT IN PORTLAND.



the Oakland, Cal., daredevil, hurled his powerful two-wheeler across the tape for ten miles in 7:55, thereby cutting the previous record by 20 seconds. Walker clipped six seconds from the five-mile mark, setting the new record at 1:51. The five-mile record was reduced a full minute, standing at 4:35 3-5 for the new time. The 25-mile solo record also suffered a big reduction and now stands at 19:34 2-5, which is more than half a minute faster than the best previous time.

DECISION IS IMPORTANT

MOTOR TRUCK TRANSPORTATION IN CALIFORNIA UP.

Question of Injury to Roads by Truck Overloading Will Be Fought Out.

OAKLAND, Cal., Nov. 20.—A decision in the case of "The People versus J. D. Johnson," heard for the first time last week before Judge James Quinn in the superior court and continued until yesterday morning, will probably determine the temporary future of motor truck transportation in California.

Though the present motor vehicle act has been in operation nearly 18 months, it was not until early in October that officials of the state motor department decided to put to the meaning of the act which relates to motor truck operation. J. D. Johnson, a driver employed by the Drayage corporation, was arrested on October 5 by Inspector C. K. Harder of the motor vehicle department. He was charged with driving a truck that had an overload of 4300 pounds. A preliminary hearing was held before a justice of the peace in Pleasanton. It was bound over to the higher court. The law states that it is permissible to carry a load which does not exceed 800 pounds to each inch width of the surface which shows on the highway. Truck operators and motor truck dealers claim the law, as it reads now, defeats the purpose for which it was enacted and that purpose is to guard against undue injury to the highways caused by overloads.

Men affiliated with the motor truck industry claim that the law, as it reads now, is unreasonable, that nearly every truck owner violates the law when he carries his rated load on a truck that has just been fitted with new tires, whether they are solids or air tires. The law, they claim, is a solid tire, particularly those which go on the dual type wheel, are half inch in shape. The shape of the tire surface which actually rests on the ground is limited because of this shape and as the law reads it is impossible to carry a load which complies with its provisions which vehicle is so equipped; yet, as a plain matter of fact, this peculiar tire type of construction is causing a minimum of injury to a highway. Its cushioning effect, which is not a new thing, but the load it carries would impose. Another shape solid tire is somewhat like a half section of a wheel, which is wider than it is on the top surface. As the law must be interpreted in its present reading, a truck is allowed to carry a heavier load when this type of tire is worn to the channel than it can when new tires are new, because as the wear increases there is created more width inch surface.

PISTON SOLVES PROBLEM

READY INTERCHANGEABILITY IS MUCH NEEDED FEATURE.

New Cole Constant Clearance Piston, Turns Trick, as Shown by Test.

An aluminum piston that will not "slap" or stick is a combination that engineers have striven to obtain for years. Recent tests under the supervision of the Automobile Association of America at Indianapolis have proven that the "Cole constant clearance piston" turns the trick, according to word received by F. W. Vogler of the Northwest Auto company, local Cole distributors.

Three tests in which three Cole aro eight, taken from stock, with less than 50 miles of limbering, established unusual strength and efficiency in piston design. It was claimed.

The object of these tests was to prove that a new type of aluminum piston developed by the Cole engineering staff and already in use in 1700 of the new models of the Cole aro eight was not only interchangeable but could be fitted so tight that it would not slip and yet loose enough that it would not stick when the car was running at maximum speed for a considerable length of time.

After the speedometers on the three cars were checked and acceleration tests made, the pistons from the three cars were mixed up and replaced in the engines so that no engine had its original complement of pistons. Acceleration tests with the interchangeable pistons showed a maximum variation of 5 per cent, which is considerably less than the average error in speedometer readings. This, however, was not an conclusive proof of the interchangeability and uniformity of the pistons as was the maximum speed test, in which two of the cars made the same speed with the interchangeable pistons as they had made with their original complements of pistons.

Marmion Official Here.

A. M. Colville, district manager for the Marmion factory with headquarters at San Francisco, spent several days last week in Portland conferring with officers of the Northwest Auto company. Marmion distributors, regarding plans for the sale of the car throughout this territory during the coming year. Mr. Colville is on a tour of the northwest.



I. G. A. Urquhart, San Francisco, Pacific coast manager of the White company. S. C. E. Doling, Cleveland, division manager of the service department. S. L. N. Reece, Cleveland, manager of the service department. S. C. W. Cornell, manager of the Portland White factory branch, who acted as host during the visit of the officers here.

The above officers of the White company spent several days in Portland last week conferring with Mr. Cornell, local manager. Mr. Doling, while here, was also in attendance at the convention of the Pacific Coast Ice Cream Manufacturers' association, and read a paper before that organization entitled "Burning the Candle at Both Ends." In his paper he took up particularly problems of the ice cream industry with regard to transportation and deliveries.

MOTOR SHOW DATES SET

OAKLAND AND SAN FRANCISCO PLAN BIG EVENTS.

First Exhibit in Oakland Early in February, San Francisco Two Weeks Later.

SAN FRANCISCO, Nov. 20.—The fifth annual automobile show for San Francisco will be held in the Civic auditorium the week of February 19 to 25, 1921, according to announcement of the Motor Car Dealers' association.

A feature of the show will be a tent in Grove street, from Larkin to Polk, to care for the special truck and trailer exhibit. The canvas covering will be 400 feet long by 100 feet wide.

Accessories also will be given more space and a larger display than in years past, due to the increasing importance of that branch of the automotive business. The second, third and fourth floors of the big auditorium will be turned over to the accessories people.

The special show committee of the motor car dealers, which is working with Manager G. A. Wahlgen in his effort to make this coming exhibit the greatest one ever held on the coast, is as follows: W. L. Hughson, chairman; R. F. Thompson, M. D. Stewart, J. A. Murphy and E. S. Jones.

Show dates for the Oakland exhibit have been set for January 31 to February 6 in municipal auditorium, with Robert Marland as manager.

The date was set at a meeting of the Alameda County Automobile Trade association, when all matters pertaining to the show were taken up in detail and plans laid which, if carried through to a successful conclusion, will make this event the most notable automobile affair ever held in the city of Oakland.

The date on the show committee are William Webber, chairman; E. B. Wells, Harold D. Knudsen, H. B. Reece, Charles Hebrank and J. Charles Nagle.

The only worry now confronting the members of the show committee is how to take care of the demand for space and provide everyone that wants to exhibit with space to display his cars or accessories. If space will permit it appears that every automobile and accessory man on the east side of the bay will have an exhibit.

The show committee has been holding long and secret discussions with designers and artists with the idea of developing an entirely new and distinctive decorative design for the big auditorium which will show the many attractive models of the cars off to the very best of advantage.

One day last week the Holt train

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Another FEDERAL
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Ford Production Efficiency for Your Benefit

just completed for making iron and steel. The concentrated thought and effort of over 100,000 employees will aid in securing new efficiency and new economies on every operation.

Regardless of the marvelous efficiency of former years, Ford production methods for 1920 and 1921 must be revolutionized to make the new cut prices possible. This is directly opposite to the usual methods of fixing prices. By the Ford method you get the benefit of the new efficiency plans a year in advance. So take advantage of this fact and get your Ford car now.

	NEW 1920 PRICES	1914-15 PRICES
Chassis (starter \$70 additional)	\$360.00	\$410.00 (without starter)
Runabout (starter \$70 additional)	395.00	440.00 (without starter)
Touring (starter \$70 additional)	440.00	490.00 (without starter)
Sedan, with starter	795.00	975.00 (without starter)
Coupe, with starter	745.00	750.00 (without starter)

All above prices F. O. B. Detroit.

The present Ford cars are the best the Ford Motor Company ever made. The price is below the 1914 basis.

FOR SALE BY THE FOLLOWING AUTHORIZED FORD DEALERS:

Francis Motor Car Company Hawthorne at Grand	Wm. L. Hughson Co. Broadway at Davis	Talbot & Casey, Inc. East Ankeny at Grand
Palace Garage Company Twelfth at Stark	Rushlight & Pennely, Inc. East Third at Broadway	Robinson-Smith Company Sixth and Madison

"Every Oregon Driver Needs a Ford Sedan"

is applied and the final drying given in dust-proof rooms in which the air changes every three minutes, and all air entering is filtered through water. This is slow, careful hand work, but such work makes possible the beautiful and lasting finish now given high-priced car bodies.

FEDERAL OFFICER IS VISITOR

Readjustment Period Nearly Over, Says F. L. Pierce.

Spring will see the beginning of the most prosperous period in the history of the automobile and motor truck in-

dustry, in the opinion of F. L. Pierce, general sales manager of the Federal Motor Truck company, who was a visitor in Portland last week. The readjustment period is now practically over, in the belief of Mr. Pierce, and a strong period of industrial activity will dawn shortly.

As more transportation, Mr. Pierce stated, and in order to care for additional needs along this line the motor truck will be called into greater service than ever.

Mr. Pierce is on a tour of the Pacific coast, during the course of which he will visit each one of the six branches of the William L. Hughson company, coast distributors of

the Federal truck. During his visit here Mr. Pierce was the guest of Des Wright and the local William L. Hughson family. He expressed himself as well pleased with the results in this territory of the special sales campaign which the Federal is now conducting.

Arizona Cars Listed.

PRESCOTT, Ariz., Nov. 20.—With this city owning one-third of the total number of automobiles in the county, County Assessor C. E. Gentry reported that of the 2500 machines in Yavapai county 811 were Fords, 221 Overlands and Willys-Knights, serious nature.

127 Studebakers, 108 Chevrolets, 102 Buicks, 101 Dodges, 77 Maxwells, 88 Overlands, 55 Oldsmobiles, 47 Hups, 39 Cadillacs, 30 Hudsons, 29 Chalmers, 24 Republics, 21 Dorts, 12 Jordans, 15 Chalmers, 14 G. M. C's, 14 Whites, 12 Metzes, 12 Paizes and 2 International. The remainder was a representation of as many makes as there are manufacturers.

Despite the steep and crooked roads through the Yellowstone national park, over which no less than 10,000 privately owned motor cars toured this year, 10 accidents have been reported, only two of which were of a serious nature.

We guarantee all battery repairs

Every battery repair we make is guaranteed for six months.

We are able to do this because in repairing any make of battery we are licensed to use the patented features which have made Vesta batteries famous.

Another reason is that our service station is equipped with every appliance necessary to test and repair all makes of batteries. Expert workmen are in charge of our service.

It is our policy to make your battery deliver every ounce of service possible. Our reputation for square dealing is your guarantee of satisfaction.

We don't want your business unless you are convinced that the work is done right and at a reasonable price.

Gibson Electric Garage and Storage Battery Co.
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TIRES

Lehigh Tires

All Firsts	
30x3	Two for \$ 9.85
30x3 1/2	Two for 18.00
30x4	Two for 18.75
31x4	Two for 26.50
32x4	Two for 19.70
32x4 1/2	Two for 28.00
32x4	Two for 22.50
33x4	Two for 43.50
33x4	Two for 22.80
34x4	Two for 44.00
34x4	Two for 23.30
34x4	Two for 45.50

Canton-Blackstone Cord Tires

Guaranteed 8000 Miles.

All Firsts	
32x3 1/2	Two for \$31.65
32x4	Two for 60.00
32x4	Two for 40.75
33x4	Two for 77.50
33x4	Two for 41.00
34x4	Two for 77.90
34x4	Two for 42.00
34x4 1/2	Two for 80.00
34x4 1/2	Two for 45.00
34x4 1/2	Two for 85.50
34x4 1/2	Two for 47.40
35x4 1/2	Two for 90.00
35x4 1/2	Two for 48.50
35x5	Two for 92.00
35x5	Two for 58.80
35x5	Two for 105.00

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Portland Tire Co.
Sixth and Burnside Streets