

FORD PLANT GROWS MORE INDEPENDENT

Company Soon to Make All Parts and Materials.

PRODUCTION SPEEDING UP

Research Work in Chemistry Again Being Pushed; Ford Mines Producing Pig Iron.

DETROIT, June 4.—The Ford Motor company will be entirely independent of all parts and materials manufacturers within a few months, officials announced this week. In brief, this means the attainment of a condition never before realized in the history of modern big-scale industry. Final steps are being taken in the completion of the programme, which calls for the manufacture of cars, trucks, tractors and gasoline-driven street and interurban cars, and every part used in their construction in Ford plants, exclusively. Realization of this gigantic plan, long a goal toward which Henry Ford has been striving, is scheduled for early in the fall.

With this end in view, the production of glass, leather, celluloid, steel, cloth, coal tar products, paint and other articles recently begun is being expanded.

One day this week 22,000 yards of artificial fabricated leather was manufactured at the Highland Park plant. This is sufficient for tops and cushions of the 4000 or more daily car output scheduled for the month of June. Manufacture of celluloid still in the experimental state is scheduled in large quantities before the end of this month.

Large forces of men and more equipment were added this week to the other departments making new products. Glass, for example, is being placed in the New Rockwood, Mich., factory of the organization, as large deposits of silica, used in its making, are found near the plant.

Large quantities of fine quality of steel is being made at the Highland Park plant. Research work along chemical lines is being pushed after the long period in which the "production only" policy was being carried out. Several chemical plants have been added this week to the force of men at work finding new uses for the by-products of the various Ford industries. New equipment is being ordered for the Ford laboratories, which are now regarded as the most extensive of any automobile plant in the world.

Complete independence of outside sources for power has already been achieved. Ford coal mines provide all the fuel needed to produce gas for the dozen great steam engines at the main plant, which is piped from the coke ovens at the River Rouge plant, 15 miles distant.

Large quantities of coal tar by-products, to be used in the plants, are also produced by these ovens. Benzol, which is sold to Detroit motorists for use as a gasoline substitute, will be used exclusively in the manufacture of artificial leather for the present. This benzol, 5000 gallons of which was sold daily at three stations in the city, has popular favor among motorists because of the increased mileage per gallon claimed for it. It is possible, however, Ford officials say, that benzol may again be placed on the market when the projected additions to the River Rouge plant are finished.

The body-building plant will soon be ready to build all of the sedan bodies needed, a large portion of which are now contracted for outside.

The large blast furnace is now producing pig iron from the iron ore from the Ford mines in the upper peninsula.

Production in the Ford plant is now set at a monthly scale of 100,000 cars and trucks. More than 30,000 cars and trucks were produced during May, which figure is within a few thousand of the highest number ever built before.

Not only have production figures soared, but the record for a single day's work since the plant started this year was reached April 25, when 10,777 cars and trucks were produced.

There are today approximately 43,000 men employed at the Highland Park plant and the assembly plants, all but two of which are in operation. These two are expected to open soon. Men have been coming back to work steadily during the last two weeks. The company is manufacturing parts in sufficient quantities to insure Ford owners an adequate supply at all times, permitting them to secure genuine Ford parts quickly. Practically normal conditions are expected to obtain at the Highland Park plant within the next two weeks. Ford sales throughout the country are increasing steadily, according to plant executives, and even in the south, where the worst of the depression was felt, there has been a steady upward trend.

Tractor production at the Rouge plant is going up almost daily. An average daily production of 250 tractors is expected to be maintained along with the cars and trucks. In two weeks, a large number of Fordsons have been exported to the farming districts in Canada and India, while the domestic market, officials say, is consuming tractors at a much greater rate than was anticipated.

HAYNES TRAIN COMES WEST

Fifty of the Popular New Light Sixes in One Shipment.

Phillip S. Cole, president of the Haynes Auto Sales company, Haynes, Cal., who was a recent visitor at the factory of the Haynes Automobile company, Kokomo, Ind., was the recipient recently of hearty congratulations from Alton G. Seiberling, vice-president and general manager of the Haynes company, for conceiving the idea of shipping the largest single train load of automobiles to the west that ever entered San Francisco.

"I certainly want to congratulate you, Mr. Cole, for this big idea," wrote Mr. Seiberling, according to a copy of the letter, received here. "Everybody admires a man who does things in a big way, and you deserve a lot of credit for instituting such an enormous train load shipment of Haynes 'fifties' to the west coast, stated that he has at least two buyers for every automobile in the shipment, and that a second train load shipment will be necessary within 30 days. A considerable number of cars in the train load have been consigned to A. C. Stevens of this city for Oregon distribution.

Manifold Valve Prevents Theft.

Among the new locks to prevent automobile theft is one that operates a valve in an intake manifold.

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Touring, f. o. b. Toledo, was, \$2195; now, \$1895
Roadster, f. o. b. Toledo, was, 2195; now, 1895
Coupe, f. o. b. Toledo, was, 2845; now, 2550
Sedan, f. o. b. Toledo, was, 2945; now, 2750

AFTER EVERY AUTO ACCIDENT SOMEONE PAYS FOR DAMAGE

Liability Insurance Protects Driver From Cost of Mishaps Which May Occur in Spite of the Greatest Care.

BY CHARLES S. BARTON.

(Note—This is the fourth of a series of five articles on automobile insurance prepared for the automobile section of The Sunday Oregonian by Charles S. Barton, of the insurance firm of Walker & Barton. The article this week continues the subject of liability insurance.)

A MODERN cynic is credited with the paradoxical remark that the only certain thing about life is its uncertainty. If our friend had been an automobile owner, he would have expressed himself more tersely.

"What next?" Many folks who instinctively figure on remote contingencies plan exactly what they will do in case of fire, whether in their own homes or spending a night away from home. They plan exactly how to leave the building quickly in case the exits are closed by fire or smoke.

But the automobile driver, no matter how well endowed with foresight, cannot preconcieve the emergency which will send his machine crashing into another vehicle or other property along the roadway.

Every time he narrowly escapes from an apparently proper, as it were, jam his first expression is, "What next?"

The factors responsible for the many crashes in which property is damaged by automobiles are many and varied.

Quick Turns Forced.

To escape striking a careless pedestrian who has darted into the street, many an autoist has been forced to make a quick turn, which is a common thing on days when the pavements are slippery for a car to skid when a quick turn is thus made necessary.

What happens? Sometimes the car will plow its

way through a plate glass store front. Again it may side-swipe another automobile and damage fenders or radiator. On more than one occasion a fire hydrant has been sheared off and tremendous damage done before the water could be turned off.

Out on the open road where cars are traveling at greatest speed, emergencies are instantly created. Brain and hand must co-ordinate to avert an accident—a fraction of a second decides the outcome. And snap judgment is often wrong; a crash results.

A car or team coming carelessly out of a side road just as two cars are meeting at high speed on the main road—what happens?

A careless driver attempts to turn around in the middle of the road and blocks it at right angles just as another car rounds a curve—what happens?

A reckless fool shoots out from behind a massive truck just as another car approaches it on a curve—what happens?

Mechanism Goes Wrong.

The steering mechanism goes wrong as the car rounds the inside of a sharp curve and it shoots to the wrong side of the right-of-way—what happens?

Or, at high speed, a front wheel throws a shoe and the car makes a sudden swerve where already there is limited clearance—what happens?

There is no end to such contingencies and the complications of possible results are equally endless.

What happens? One thing surely happens—somebody pays. If the damage involves more than one driver, and one is obviously at fault, he settles outside of court if he is reasonable. If not, there is a lawsuit. If

there is a dispute as to who is responsible, there is also great probability of a lawsuit.

If but one car is involved, even though the fault may not be that of the driver, it is nearly certain he must pay for property damage his car has done. If wise, and the demands made upon him are reasonable, he will settle without dispute. Otherwise, there is the inevitable course of law.

So there are two questions involved: What happens? Who pays?

When claims for damages are put forward they are usually pressed in full. If sustained by the court, and the autoist pays claim and court costs, too, he finds his automobile has become a rather expensive outfit to operate.

In consequence the prudent car owner includes in his automobile insurance a "property damage" coverage. The insurance company agrees to reimburse the assured for loss due to damage his car may do to the property of others. The company handles the case, settling out of court if possible; if a lawsuit is instituted the company directs the defense, pays court costs, and if damages are awarded, settles them.

In other words the insurance company acts for the assured, saving him time and money as well as defending him from unjust claims which may be forced upon him.

Insurance Value Emphasized.

Considering all the factors which are likely to involve an auto driver in accident, considering that the snap judgment which he must use in case of emergency is often faulty, considering that he is often caught in situations from which he cannot safely escape—and yet he is liable for

damage, surely the value of property damage insurance is not to be denied.

No matter how careful a driver may be, he is subject to the poor judgment or reckless driving of others, as well as to the carelessness of pedestrians, slippery roadways and mechanical defects in his and other cars. The man who claims to be a careful driver and refuses to insure is not careful—it is the prudent, careful driver who insures against loss due to property damage.

In proportion to the risk involved and the service rendered the cost of property damage insurance is small.

It gives the car owner the same sense of security that he feels knowing that his tires are good, his brakes will hold, and his engine will pick up quickly in case of an emergency.

In fact, the cost of property damage insurance is a logical part of the maintenance cost of the car and should be so charged. The car owner who has not got insurance is incompletely equipped—he lacks the tools wherewith to take care of an emergency.

GIANT BRIDGE IS PLANNED

Hudson River May Be Spanned by \$200,000,000 Structure.

NEW YORK, June 4.—After engineers have for 50 years discussed the best methods of building a bridge across the Hudson river, to connect Manhattan Island with the mainland, it is said that all obstacles have been removed and that in ten years or less a great bridge will hang over the Hudson.

Gustav Lindenthal, the engineer directing the plan, estimates the cost,

including appurtenances, at \$200,000,000, but believes it will save \$12,000,000 a year in transportation costs and yield a good return on the investment.

The plan calls for two decks, the upper one a roadway 115 feet wide, or about two and a half times as wide as Fifth avenue, and accommodating 14 lines of moving vehicles; four tracks for interurban rapid transit traffic and two promenades, each 15 feet wide.

Provision is made on the lower deck for eight railroad tracks. The eye bar cables, or chains, to hold the great structure, will be 16 feet in circumference. In comparison, the wire ropes that hold the Brooklyn bridge will look like threads.

The steel towers will rise 750 feet above the water. They will be enclosed in masonry and stand on piers of steel and concrete sunk 160 feet under ground.

King of Belgium Recognizes Indian

Though it is the custom for the king of Belgium in attending exhibitions to visit only such exhibits as are of Belgian manufacture, King Albert waived the custom on his visit to the recent Brussels motor show by stopping for some minutes in front of the Indian motorcycle booth.

The king lived up to the custom most consistently until he came to the booth occupied by the American motorcycle, where he stopped and stood while he related to Count J. de Elders how he had ridden an Indian once or twice while in America. The Indian exhibit was the only one not of Belgian manufacture to receive the attention of the king; in fact, he even passed up some of the Belgian makes. This act of the king has no little significance for the American product in Belgium, and great surprise was expressed by other exhibitors. King Albert did all the talking while others stood at attention.

Battery Box Drain.

A hole should be drilled in the bottom of the metal battery box to allow water or acid that happens to over-

flow to make its escape. This operation is assisted if the battery is raised up from the bottom of the box on four little wooden cleats, which also assist ventilation. The best way to preserve these cleats is to bolt them in paraffin before they are put in place, as this prevents deterioration due to the action of the acid.

The largest truck ever made is used by T. F. Cathcart of Atlanta, Ga. It is 26½ feet long, 11½ feet high and has a loading space of 455 cubic feet. Unloaded, it weighs 11,050 pounds.

THE utility of any truck ends with the first piece of impassable road. But no road is impassable for a GMC Truck equipped with a Two-Range Transmission, where there is traction for the wheels. The GMC Two-Range Transmission gears down for more power than has ever been available in a motor truck. Likewise it affords fast going on smooth roads, with an economical power plant.

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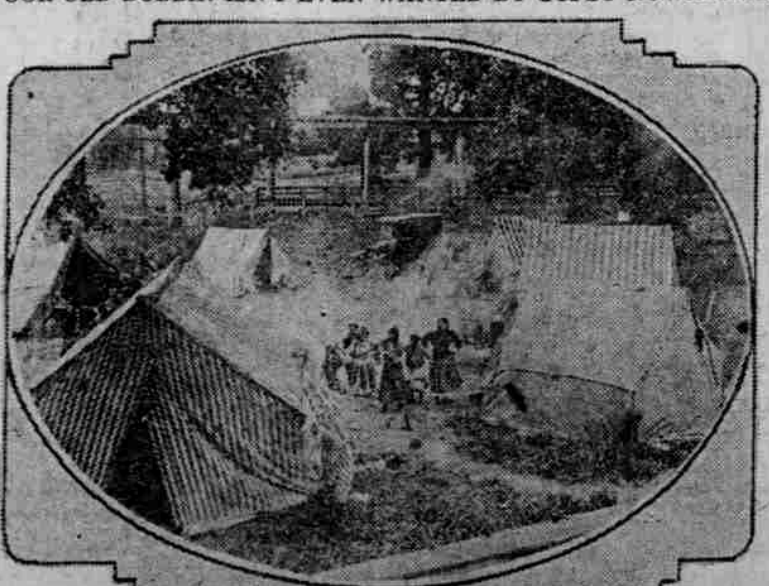


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