

LIAMOUSINES NOT SO POPULAR NOW

Average Man Likes Zest of Driving Own Car.

SEDAN GROWS IN FAVOR

One Manufacturer Predicts in Future Most Automobiles Will Be Built With Enclosed Bodies.

There are more types of closed cars than any one man can remember unless he takes a day or two off to learn the names. Leon J. Pinkson in the San Francisco Chronicle, describing the closed car show held in that city last week with great success. There is the coupe, which usually seats two or three. Then the sedan, which seats four at a pinch. The sedan is the big brother of the coupe and seats five or seven. The limousine differs from the sedan in that it allows the passengers to have more privacy, and this type of car is usually driven by a chauffeur. There are fewer and fewer limousines being built, a sorry state of affairs, the average man likes the zest of driving his own car, and he buys a sedan, where he can drive and still talk to his friends riding with him.

In some cases the wealthy driver buys a sedan equipped with a plate glass partition between the front seats and the back. This can be lowered if he is driving or can be raised if his chauffeur is handling the car, and the passengers in the back seat can still have their privacy.

Town Cars Luxurious.
The town car is the most luxurious of the closed car family, with no covering for the driver except a curtain that fits across the top in case of rain. This is the class of car from which the taxicab originated. There are suburban and sport sedans and landaulets and broughams and a hundred and one other types, names given by the maker to designate a distinctive type of car.

It is a long, long trail from the days of the ancient, when "closed cars" consisted of elaborate inclosed chairs borne on the backs of coolies, to the present day motor carriage, which is developed so far as to be as reliable as a Pullman car.

Even ten years ago in the automobile industry closed cars were few and far between. If makers were brave enough to mount closed bodies on their chassis they were heavy and ungainly. They looked like boxes on wheels and they rumbled like a freight train when you rode in them. Gradually the manufacturers developed lighter and lighter chassis and lighter closed bodies until, price aside, the closed cars weigh only a trifle more than the open cars of the same model.

All May Be Enclosed.
One big manufacturer predicts that in the future most of the automobiles will be built with enclosed bodies. He says that the closed car is gradually becoming a makers' term, and that the open car will almost disappear.

Many makers of fine cars are now building nearly half of their cars into closed cars.

This is a wonderful record when we consider that ten years ago only a small percentage of all cars were closed cars.

There can be no question that the closed car is far more comfortable than the open model, no matter how well the curtains fit.

If you want air in the closed car, all that needs to be done is to open the windows and open the windshield. You get all the wind you want, as much as you could get in any open car.

Then if you want to keep out the dust or rain you simply close the windows.

Men and women who have traveled in open cars for years, and who have then purchased closed cars, agree by all that is holy that no one could induce them to buy another open car. If you do not believe this ask anyone who drives a closed car.

Then, too, there is no drawback to touring over the roughest roads. It is just as easy to ride in a closed car over the mountain roads as it is on the boulevards.

This is proved by the thousands of closed cars which traveled through the mountains this year. Next year there will be more than ever.

The enclosed car is the ultimate aim of every car owner.

CHALMERS PRICES DROP

REDUCTIONS OF \$150 TO \$200 ANNOUNCED BY COMPANY.

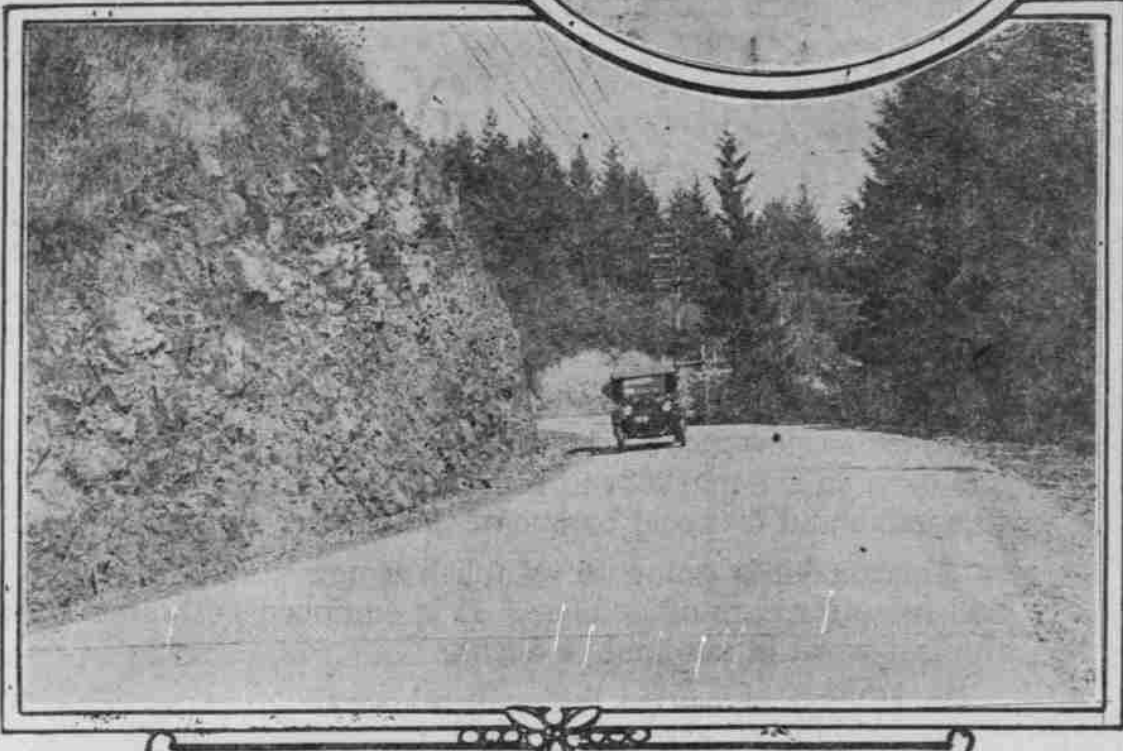
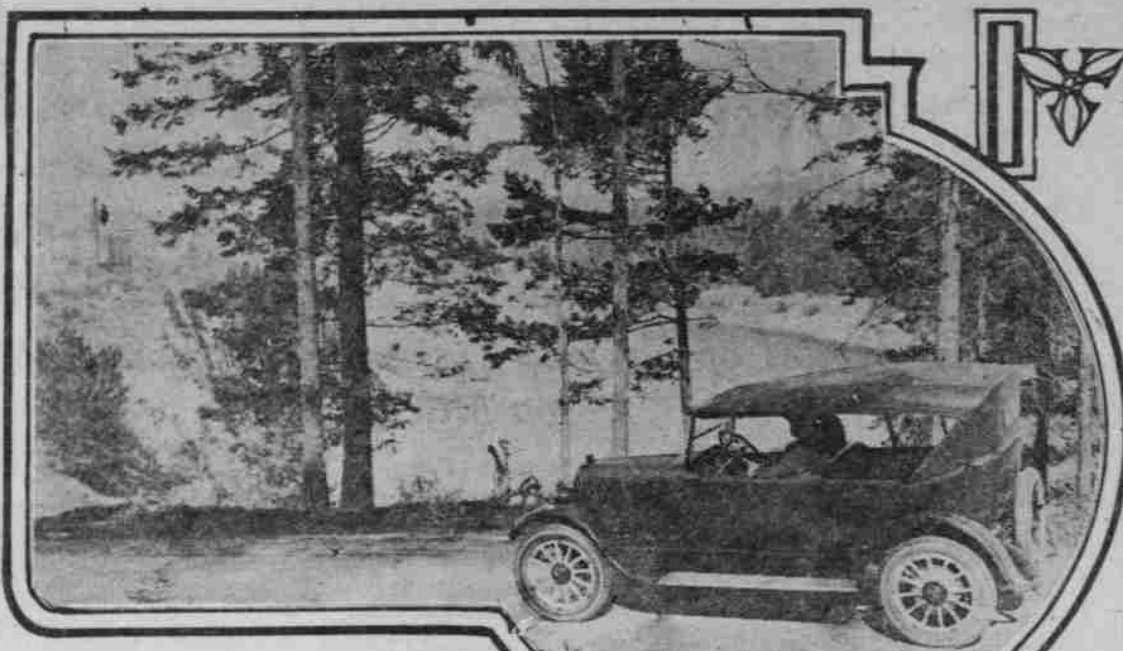
Notice of New Price Schedule Is Received by Portland Factory Branch.

Notice of price reductions on its entire line was received here last week from the Chalmers Motor Car company by the local distributing organization. On the five and seven passenger touring cars, the roadster and sport car the reduction amounts to \$150. The revision on the coupe is \$100 and on the sedan \$150. All models are equipped with cord tires as in the past, and on the sport car disc steel or wire wheels are optional equipment without extra cost.

These revisions, important as they are in themselves, are in reality another step in the programme of the new organization, wrote Vice-President Arthur E. Barker. "It is the first purpose of the group now in command of Chalmers affairs to improve the position of the company and its product in public esteem. The car has been the subject of improvement and in the recent past has been an outstanding value in the automobile market. This latest action, which places it in a still more favorable light, can be accepted as evidence of the company's purpose to build well and price its product fairly."

"Mystery" Car Here Soon.
Arrival of a "mystery car," a new model of a car which is well known in Portland, is announced for the coming week. A whole carload of the new machines are due to arrive on Tuesday and will be unloaded as rapidly as possible for display at once. Special invitations to the number of two have been sent out by the local distributor for a special showing of the new cars the latter part of this week at the showroom at—but there's where the mystery comes in. The car, which is declared to be an entirely new creation, bears the name of one of the best-known automobile firms in the country and a firm which has been represented in Portland for a dozen years or more.

ON THE ATTRACTIVE WEST-SIDE HIGHWAY TO OREGON CITY.



ABOVE—OVERLOOKING THE WILLAMETTE RIVER SOUTH OF OSWEGO. BELOW—NEW PAVEMENT NEAR THE TOP OF ELK ROCK. THE CAR IS A REG.

HUDSON IS RATTLE PROOF

SPRING SHACKLE NOISES ARE EASILY CONTROLLED.

Special Nut Arrangement Makes It Simple Matter to Squeeze Out Rattle If One Appears.

"A spring rattle is annoying, but many automobilists bear this annoyance because they cannot spare the time to have it eliminated," says C. L. Boss, Hudson-Essex distributor.

"Hudson super-six drivers can stop a spring rattle in a very few moments themselves by merely turning a nut that locks in position at the spring shackle."

"These noises are the result of side wear at the spring shackle. In the Hudson super-six shackle arrangement hardened steel plates are installed, one on each side of the spring. The plates are held pressed against the springs by a shifting sleeve or bushing, controlled by the turning and locking of a nut."

"When this service operation is completed with other methods, such as jacking up the axle, removal of shackle bolt and the placing of thin metal plates between spring and bracket all unnecessary in the super-six, it is obvious that time, annoyance and money are saved through the Hudson method."

NEW ROAD SIGNAL INVENTED

Portland Firm Will Manufacture "Niterday" Danger Signs.

The "Niterday" road signal, an Oregon invention designed to flash the danger signal to motorists at curves, crossings and other hazardous points, both night and day, will be manufactured in Portland by the Butterworth-Coleman company of this city, according to a contract entered into last week. The Butterworth-Coleman company are manufacturers of spun metal products and lighting fixtures.

The "Niterday" signal includes a metal sign painted in black and white, giving the danger notice of "curve," "crossing," etc., in large letters. Underneath this is a reflector with red glass to serve as a night signal. This reflector is of the automatic type which flashes the light back from the headlight of the automobile, and it is claimed it can be seen as far away as

2500 feet on a clear night. The entire equipment is claimed to be permanent and impervious to the weather.

The device is owned by the Niterday Signal company of Hillsboro, which has a patent for it. The Nye-Kern company of Portland has been appointed as exclusive sales agents and will handle the marketing of the product.

NEW YORK BUSINESS BETTER

General Improvement in Sales Noted in Eastern Center.

NEW YORK, Nov. 12.—Shipments of automobiles for October were virtually the same as for the preceding month. It is probable that for the first time since the process of the liquidation began the year will exceed shipments for the corresponding month of 1920. There is every reason to believe that from now on comparison of shipments and production will show a gain over the same month in the previous year.

The October showing is better than had been expected. Manufacturers believed at the beginning of the month that there might be a considerable decline in sales, but they have been pleasantly disappointed.

Truck sales are showing a slow but steady growth and business for the third quarter was better than for the second, which ran approximately 100 per cent ahead of the first. Several of the larger companies have a substantial number of orders on their books.

MILEAGE GUARANTEE MAY GO

Rubber Association of America Expected to Favor Such Step.

NEW YORK, Nov. 12.—The special committee of the tire manufacturers division of the Rubber Association of America, which has been investigating all phases of the tire mileage guarantee, has presented its report to the division for adoption or rejection by the individual manufacturers.

While the report will not be made public until it is known definitely whether the general sentiment favors its acceptance, it is understood to recommend strongly the abolition of mileage guarantees. This is done on the theory that all reputable tires are good for more than the number of miles guaranteed and for that reason nothing is to be gained by continuing the practice. It is understood there is little doubt that the recommendations of the committee will be accepted.

READY FOR THE WINTER SEASON WITH A VELIE 34 WITH ART-CRAFT TOP.

Handsome new model light Velie, with convertible top for rainy and wintry weather, received last week from the factory by the W. R. DeLay Motor company, local Velie and Peerless distributors.

HYVIS AGENCY TAKEN

WIGGINS FIRM DISTRIBUTOR OF FAMOUS MOTOR OIL.

Product Now on Market Worked Out During War to Meet Ex-acting Government Demand.

Appointment of the Wiggins company, Inc., one of the best automobile equipment jobbing firms of this section, as distributors for HyVis, a specification motor oil developed during the war, was announced last week. Although the Wiggins company has been handling automobile equipment lines for several years, it has never before been associated with the distribution of any brand of motor oil.

HyVis motor oil is refined by the Fred G. Clark company of Cleveland, O., a firm dating its establishment back to 1883 and one of the pioneers in the oil refining business. The company owns two modern refineries at Warren, Pa., which are operated under the corporate name of the Conewango Refining company. The Clark company has been active in the oil field for years and the Clark oils have been well and favorably known.

Previous to the bringing out of HyVis, Mr. Wiggins explained Clark oils were sold only to the oil jobbing trade. They did not sell under a private trade mark and made no effort to identify themselves with the consumer trade. During the war the organization, along with other oil companies, was called upon to produce oils for government motors. The demand was for the best lubricants that could be produced regardless of cost. Clark engineers worked out specifications for motor oil, with this demand in mind. At that time the oil was not given a special trade name, but it became known as "High Visc." the oil of high viscosity.

This is the oil now being produced for the general motor trade by the Clark company under the name of HyVis. Mr. Wiggins stated. The oil is made entirely of Pennsylvania base crude. It is a refined oil, under the secret process of the Clark organization.

Two hundred and ninety-eight automobiles of an insured value of almost half a million dollars were stolen in New York city during September.

ADD "SNAP" TO YOUR MOTOR

When your repair man has your motor "down" for regrounding or reboring of cylinders, it is easy enough to insure the snap you want by instructing him to install Muskegon Quality Returned Step Cut Piston Rings.

Patterson Parts, Inc., can supply these excellent rings in all sizes and over sizes from the complete stock carried at all times. The repair man can get them simply by telephoning.

Parts Catalogue to the Trade upon request.

Patterson Parts, Inc.

"New Parts for All Cars"

20-22 Twelfth Street North, at Burnside

Telephone Broadway 2751

Portland, Oregon

OTHER STORES

286 Golden Gate Avenue, at Hyde Street, San Francisco, Cal.

3322 Broadway at Piedmont Avenue, Oakland, Cal.

WINTER TRUCKS

A Better Truck Has Not Been Built

P. H. BUCHHOLZ

8th and Davis

Phone Broadway 4223

RAIL AUTOS BOUGHT FOR BRANCH LINES

New Haven & Hartford Gets Mack Trucks for Road.

STEAM COSTS TOO MUCH

Machines Specially Constructed to Meet Demands of Small Lines That Face Difficulties.

NEW YORK, Nov. 12.—The New York, New Haven & Hartford railroad has placed an order with the International Motor company for three model AC Mack rail trucks, which will be used to handle short-haul passenger traffic on branch lines.

The much greater economy of operation of motor driven rail cars as compared to conventional rail equipment promises to be the salvation of branch lines. Many cars, which had to be discontinued service or soon will be compelled to do so because the expense of operating steam equipment exceeds the revenues obtainable for the service. Smaller railroads have been using motor equipment for some time with such success that the larger railroads are now planning to use it on branch lines.

Other Models in Use.
Several Mack rail cars, using, for the most part, components employed in the Mack AC model truck, have been in use by some short-line roads for some months, but the cars ordered by the New Haven will be much larger and make a higher speed than those now in use. They will seat 36 as against 31 passengers and will, in addition, have a baggage room six by nine feet at the rear.

The engine and several other component parts are the same as are used in the Mack AC truck, but the leading four-wheel truck, rear axle and wheels and the high-speed reverse transmission which permits of operation in either direction at about the same speed, are special.

Specifications Are Given.
The major specifications of the new model AC rail car are as follows:

Four-cylinder engine, five by six inches, with magneto ignition; transmission, four speeds forward and four reverse; final driveshaft to bevel gear axle without differential; geared 4.55 or 5.36 to one, giving maximum speeds of 35 or 25 miles per hour, respectively; wheels, forged steel, 29-inch front, cast steel, 46-inch rear, with locomotive steel tires shrunk on.

Brakes on all six wheels, operated manually or by air; springs, semi-elliptic front and rear, with rubber shock absorbers; wheelbase, from center of leading truck to center of rear wheel, 22 feet; body, wood and steel or all-steel construction, inside dimensions 27 feet 3 1/2 inches by nine feet; electric starting and lighting and exhaust heating are provided for.

MACK IS BACK-DOOR VISITOR

Big Oil Truck Tumbles Over and Over Without Damage.

The back door of the house is the proverbial place for traps to come in solicitation of food. Peddlers usually are greeted there, also. Stories have been told that in early days such terrifying monsters as bears have scored housewives when in pursuit of provender.

Harwood, manager of the Portland branch of the Mack International Motor Truck corporation, tells a story about a back-door visit that surpasses all that have been chronicled.

Harwood maintains his tale is true. There are others who verify it. There are some, though, who question what was the contents of the tank carried by one of the 5-ton Mack trucks in the service of the Associated Oil company. Harwood claims the tank was half full of gasoline. There are others, however, who are inclined to differ from this opinion. Now for the story as Harwood tells it:

The tank truck was operating on the lower Columbia highway. The driver intended to go to the plant of the Associated Oil company on the Linnton road. Suddenly a Portland Astoria motor bus came around a curve ahead. In order to avoid crashing into the bus, which was crowded with passengers, the truck driver

headed the Mack for the bank and the truck rolled over three times on its way to the bottom. It landed at the rear door of a house. The woman who was within became frightened so badly that she telephoned the police for help.

The driver jumped when the truck started over the bluff and escaped injury. When replaced upright on its wheels later the Mack was driven away just as if nothing had happened. The only sign of damage was the denting of the cab. Harwood says the story is true in every detail. While traffic keeps to the left in England, pedestrians on sidewalks go to the right.

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8th and Davis

Phone Broadway 4223

\$3350
F. O. B. Syracuse.

The FRANKLIN SEDAN

Out-Sells just as it Out-Travels All Other Enclosed Cars

Of 1920 Franklin production, over 46% was enclosed cars, 35.3% was Sedans; of 1921 production, 42% is Sedans.

Of 1920 automobile production in general, only 17% was enclosed cars.

THERE are many reasons for this, but they are all summed up in the Franklin Sedan quality of maximum usefulness at minimum cost.

The Franklin Sedan is not only lighter than most open cars, but more flexible. It absorbs shock more easily—wood frame, full elliptic springs, fourpoint body suspension. It is direct air cooled—has no radiator troubles. And it is different in many other ways.

The comfort, endurance and economy that this construction gives, combined with the practical advantages of wide windows, single wide doors and sloping V-shaped windshield, make the Franklin Sedan even more satisfactory for touring purposes than open cars of other makes. Investigate it.

20 miles to the gallon of gasoline
12,500 miles to the set of tires
50% slower yearly depreciation
(National Averages)

BRALY AUTO CO.

501 Burnside St., Corner Fourteenth. Broadway 501.

Franklin Motor Car Company, Clackamas County Auto & Tractor Company, Oregon City.

The Dalles, Motor Auto Company, Salem, W. W. McCormack, Eugene.

Watkins & Mitchell, McMinnville, Fred Hess Motor Car Co., Kelso, Wash.

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