NEW PLAN IS SUGGESTED FOR HAULING COMPANIES

Register Concern Perfects Ma-

chine for Keeping Track of All Truck Operators.

Establishment of a bonus plan of pay for truck drivers operating for

cated by Edward Seebers, local man ager for the Ohmer Fare Register company of Dayton, O., makers of Ohmer streetcar fare registers and other automatic devices for regis-tering financial transactions. The

Ohmer Fare Register company has recently brought out a mechanical "truck auditor," which is designed to keep all data regarding the op-

eration of trucks under such a plan and to show accurately the per mile costs of all the trucks in operation. The machine, it is described tells who drove the truck, the date, the

time the work started the time it

mileage and the time of each trip

time of each s op and number of stops, whether the en ine was run

each truck makes. Having estab-

lished this average miles per hou the rate to be paid per mile can be

determined by dividing the average

AUTOISTS TO FLOCK TO CORVALLIS GAME

Homecoming on Saturday Will Draw Thousands.

HIGHWAY IN GOOD SHAPE

Route Southward Described for Benefit of Those Not Familiar With It.

With Corvallis only four hours from Portland by automobile, as a result of the excellent condition of the Pacific highway, now all paved to the agricultural college town with the exception of scarcely more than a dozen miles, the coming Saturday will see motorists by the hundreds going southward to atiend the annual Oregon Agricultural college "home-coming," and the gridiron clash that afternoon between the "Aggle" eleven and the University of Oregon team. While other "homecoming' features will fill the day to overflowing with activity, the football classic, the great annual gridiron event of the state, will be by far the most important number on the day's programme.

Driving to Corvallis now is no more difficult than driving around the Portland pavement, and no motorist who has a longing to see the football classic should hesitate about making the trip because of fear of difficulties on the way. The distance is approximately 90 miles, and the motorist leaving here Saturday morning about 9 o'clock, will arrive at the gridiron in Corvallis in ample time for the game, and will have time to stop at Salem or Albany for lunchengton to book luncheon to boot.

Route Is Well Known

The route to the college city is

may be uncertain of the route, the following description is furnished:
From Portland take the east-side route to Oregon City, going out of the city either via Milwaukie avenue or Eighty-second street. Both routes are paved all the way. The distance from the ceviter of town to Oregon the country of the country of the ceviter of town to Oregon the figure just achieved is best apfrom the center of town to Oregon City is 14 miles by the river road and somewhat longer via the Eighty-second-street route,

From Oregon City take the Pacific highway southward to Salem. The distance is 40 miles and the route is paved the entire distance excepting a stretch of about 100 yards just south of the Pudding river bridge, where a new bridge and bridge ap-proach are being put in. Here the motorist will have to go slowly, but

and it is all paved, with two brief exceptions. The first is one mile through the town of Jefferson, exceptions. The first is one mile through the town of Jefferson, where concrete paving is being laid. This paving will be open within a short time, but not in time for the game Saturday, so far as it is known now. This one mile of detour road is rough and, some of it will be now. This one mile of detour road is rough and some of it will be found muddy. It will be the worst stretch on the entire run. The other unpaved portion between Jefferson and Albany is a few hundred yards about half way between the two towns, where a new grade has BIG TRUCK YEAR EXPECTED

BIG TRUCK YEAR EXPECTED

To state the state of the manual states in uniter and one, that of Georgia, in June. The five driven away.

The five is takes in which legislatures do not meet in 1923 are Kentucky, Louisi-party one, of the Gates Rubber company on November 1 drew quarterly profit bonus dividend amounting to meet in 1923 are Kentucky, Louisi-party one, of the Gates Rubber company on November 1 drew quarterly profit bonus dividend amounting to meet in 1923 are Kentucky. Louisi-party one, other than the five party on November 1 drew quarterly profit bonus dividend amounting to meet in 1923 are Kentucky. Louisi-party one, other than the five party on November 1 drew quarterly profit bonus dividend amounting to meet in 1923 are Kentucky. Louisi-party one, other than the five party on November 1 drew quarterly profit bonus dividend amounting to meet in 1923 are Kentucky. Louisi-party one, other than the five party on November 1 drew quarterly profit bonus dividend amounting to meet that of Georgia, in June. The five driven away.

BIG TRUCK YEAR EXPECTED been established connecting with a new grade separation under the rallroad track. This section is grav-eled and is in good shape. It will ultimately be paved, but not until opportunity has been given for the grade to settle grade to settle.

Two Routes From Albany.

Between Albany and Corvallis there is no paved road, but the motorist will have the alternative of two fairly good gravel roads. The usual route is via the west side of the river, crossing the Willamette just west of the town of Albany. This road is in good shape as far as Granger, but at that point the motorist will be forced to detour northward to the west side Pacific highway paving five miles north of Corvallis, coming into the town over this route. This detour is made necessary by construction work on the regular road. While this work is being rushed present reports are that it will not be completed in time for the Saturday crowd.

The other route is via the east side of the river, and is good gravel road the entire distance to Corvalls, with a few rough sections. To follow this road the motorist drives southward from Albany ever the regular east side Pacific highway pavement in the direction of Shedd, turning to the right at the first main cross road beyond the city limits. This cross road which is This cross road, which marked with an arrow bearing the legend "Corvallis," is approximately 13 miles from the center of Albany. The distance from Albany to Corvallis is 12 miles by the eastern route, and slightly longer via the western route, on account of the detour. With the exception of the detour road the western route is in better shape than the eastern route, but considering the detour and the additional distance it is a toss up between the two routes. No difficulty will be found on either, anyone except the careless

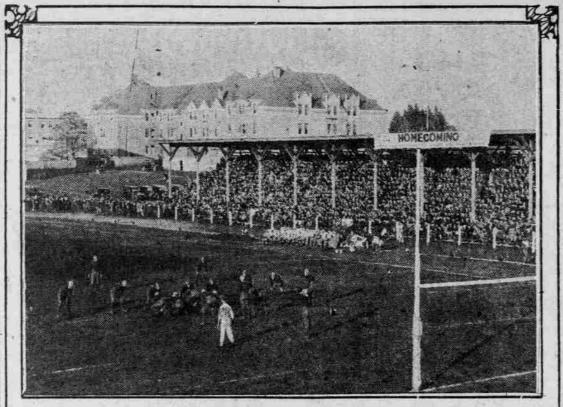
CARBURETOR IS DESCRIBED

Special Feature of Latest Peerless Cars Create Interest Here.

Of the various features of the new Poeriess car, received here a short time ago by W. R. DeLay, Peeriess and Velle distributor, perhaps none has attracted as much attention as the "double jet" or "two-stage" carburetor, which is declared to be designed so as to furnish sufficient gasoline automatically for any ex-traordinary demands, and at the traordinary demands, and at the same time to operate with economy at lower speeds. The operation of the new carburetor is described as

When the carburetor throttle is opened slightly for idling or for low speeds, the gasoline is drawn from the float chamber through a pri-mary jet into the mixing chamber. Here it is mixed with a sufficient amount of air to provide an economical fuel, and then proceeds through an inlet header into the cylinders. As the throttle is further advanced. As the throttle is further advanced, the flow of gasoline into the mixing chamber through the primary jet is augmented by an additional supply coming from a secondary jet, and an additional supply of air is also introduced. This secondary, or double supply of gasoline and air is not needed for ordinary speeds up to 45 miles an hour, and so the to 45 miles an hour, and so the cylinders are not being fed with a greater supply of gasoline than is actually needed.

ALL ABOARD FOR THE BIG O. A. C. HOME-COMING AND ANNUAL "AGGIE"-U. OF O. GRIDIRON



OCTOBER PRODUCTION SETS NEW RECORD.

Shipping Pace Faster Than at Any Period in History of Company, It Is Declared.

FLINT, Mich., Nov. 11.—The Buick dotor company built in October 17,-666 automobiles

In achieving this remarkable re-sult the Buick daily shipment fignow so well known as scarcely to bear description, but for those who have never made the run before, or taken never made the run before, or tober 26 and 1029 on October 30. All

the figure just achieved is best appreclated by comparison with the October records of previous years. In October, 1920, it was 13,121 and in

October, 1921, it was 9113.

An interesting feature of this record lies in the fact that the shipments included 33 solid trainloads to individual consignees, which con-stitutes another Buick record. President Bassett says in a state-ment today that there is yet no ap-preclable lessening in the demand for Buick cars and that the Novem-

motorist will have to go slowly, but no difficulty will be encountered. The northern entrance to Salem on the Pacific highway has now been paved, thus eliminating a bad stretch of gravel road several blocks in length.

Brom Salem to Albany is 27 miles, livery.

for Buick cars and that the November figures seem to be dependent solely upon shipping facilities and the weather. The latter may, of course, interfere with the volume of divisions of divisions of the course, interfere with the volume of deful month for this manner of de-

The record of October was greatly

WELL-KNOWN AUTO MAN NOW IN NEW BUSINESS.



Ted Herlihy.

Ted Herlihy, in charge of Chaimers sales for the Covey Motor Car company for the last several months and formerly with the Maxwell-Chaimers factory or-ganization, resigned a week ago to become associated with Cromwell Blower national lecturer on business psychology. Mr. Blower lectured here in September and conducted business psychology classes in the Rotary and Ad clubs. Mr. Herlihy has joined him as advance man and has gone to Minneapolis to begin his new business. duties at once. Mr. Blower has lectured man; times for the Packard, Standard Oil and United States Steel companies, which consider his psychological studies of great value to their organizations.

Above-Football field at Corvallis, where the kick-off in next Saturday's classic will start the "game of the year" for the state of Oregon. Below—A scene on the Pacific highway, south of Salem, showing spien-did paved road, which, excepting for a dozen miles of macadamized road, is the rule the entire distance from Portland to the "Aggie" city.

LEGISLATURES ARE ALIVE TO MOTORISTS' NEEDS.

Lawmaking Bodies of 43 States Meet Early in 1923; New Measures Being Drafted.

"Matters of import to motorists of the United States will be to the Tire Concern Has Big Year and forefront when the legislatures of 43 states meet early in 1923. Of this

Federal Company Looks to 1923

to Be Banner Period.

DETROIT, Nov. 11.—The year 1923
will be the greatest in the history of the truck industry and during the next year the Federal Truck company of Detroit expects that orders will far exceed production, according to M. L. Pulcher, vice-president and general manager of the company.

"There is little doubt," Mr. Pulcher, said to be the largest bonus ever paid by any rubber company.

The dividend is based on the company's net earnings and officers of the company stated yesterday that the 15 per cent now being paid does not represent the full bonus earned by the employes during the past doubtless will contain suggestions with reference to the bringing of state laws in line with the federal aid iaw, the question of theft prevention, motor car registration, legislation controlling headlights, automatic signals, etc., and having the past doubt, "but, that the next to the largest bonus ever paid by any rubber company.

The dividend is based on the company's net earnings and officers of the company stated yesterday that the 15 per cent now being paid does not represent the full bonus earned by the employes during the past quarter. All in excess of 15 per cent, however, is retained under the bonus agreement until the end of the succeeding quarter, when it is paid together with that quarter's earnings.

In the past year over \$100,000 has been paid to be the largest bonus.

It is important that states which have not already done so comply with requirements of the federal aid road act within the next few years, if they, too, are to put themselves in a position to benefit from its provisions, according to the bureau of public roads in observed in the state of th public roads, in charge of the exe-cution of this act.

Of the states in which legislative rear.

sessions are to be held next year Georgia, Massachusetts, New Jersey New York, Rhode Island and South The others meet biennially in odd numbered years, except Alabama, which meets quadrennially. That a vast amount of road legislation is badly needed, and that highway de-velopment problems will be sadly retarded throughout the United States It legislative bodies meeting in 1923 fall to meet the needs of the times, is evident, according to the executive officers of the association.

WASHINGTON, D. C., Nov. 11 .- GATES WORKERS GET BONUS

Pays Dividend to Employes.

according to M. L. Pulcher, vicepresident and general manager of
the company.

"There is little doubt." Mr. Pulcher said today, "but that the next
year will be the greatest in the
history of the industry. Today our
shops are running at capacity and
a survey of the business market
and the possibilities for truck sales
in all sections of the country has
convinced me that orders will excreed production—an almost unheard-of feature of the industry.

"We are planning to expand as
fast as possible and we have placed
orders for several million dollars
worth of material and we are planning next year's production on a
much larger scale.

"I believe that business houses of
the country are awake to the realization that the motor truck today
more than ever before, must be utilized more intensively to broaden
the transportation facilities of the
country."

A tire lasts better in use than ex-posed to the sun and rain on the running board or suspended at the

The Rush Adjustable Brake Shoes SEVEN PERTINENT POINTS

Easily and quickly adjusted with-out removing rear wheels. No special tools required. A wrench and screw driver are the only tools necessary. Will take up the wear in old brake drums.

pendable.
Braking effect same on both rear wheels. wheels.
6. Maximum wearing surface and long life.
7. Will outwear several sets of ordinary brakes.
Price, Asbestos Lined \$4.50 per set.
Cast Iron. \$2.25 per set.

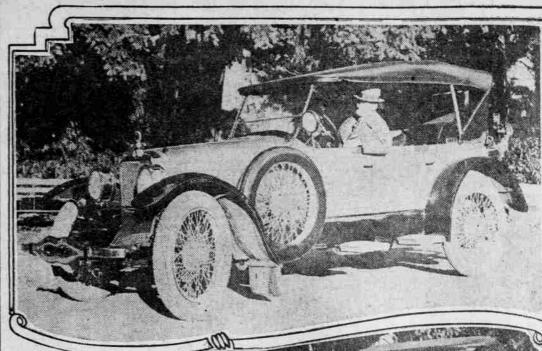
FORDS ADJUSTABLE BRAKES

Alemite Lubricator Co.

International

INTERNATIONAL HARVESTER CO. of America, CORNER BELMONT AND EAST WATER STREETS.

HERE'S FIRST NEW DE LUXE TEMPLAR TO ARRIVE HERE, ITS OWNER AT THE WHEEL.



ning during the step, time taken to the driver receives. This will give load and unload when and what the cost in driver's wages, under three were changed and time taken the old plan, for each mile run. This to make the change, when repairs cost per mile will be the rate paid were made and time required for the for each mile made under the bonus work, how much gasoline and oll plan, and in addition the driver wil were used each day and the number of miles run by each tire.

"The bonus plan has already been adopted by a number of companies with evident success," said Mr. Seebers, in discussing the new system. The success of the system of the system of the system of the system of the system. By this system the drivers act as ing his truck in good working con

"By this system the drivers act as salesmen in selling the products of the truck owners, which is transportations. These drivers have a personal interest in seeing that their trucks are in good condition. They not only make many minor repairs themselves, but are quick to call the attention of the garage foreman to any defects in their trucks which may cause delays on the road. There is an incentive for the driver shortening the time of loading and unloading, making the trip by the shortest route, to work to keep his truck loaded and moving as much as possible during the day's working time, as every minute saved from idde periods can be converted to making mileage which will increase the day's pay.

"In order to establish the proper "In order to establish the proper of the mile, or per package mile. rin order to establish the proper or per unit mile for transporting standard on which the driver's what he is hauling. Otherwise he wages, are based, to determine the could not determine what would be a count to be paid him on the mile-are made a careful check must be a profitable charge for paying for age made, a careful check must be made of the average miles per hour the service he was rendering.

Franklin Demand Strong.

SYRACUSE, N. Y., Nov. 11 .- Coincident with the introduction of the new series 10 Franklin car, which

condiside and front views of landsome new Templar four-passenger "De Luxe" model, recently announced by the Templar factory. The car above, the first of this model to arrive in Oregon, was recently delivered to A. L. McCarley, local distributor. J. A. Norman of Norman Bros., tailors, to whom the car was sold upon its arrival, is at the wheel. This is Mr. Norman's second Templar.

was placed on the market September 1, car shipments from the ing and are today almost double the Franklin factory were given a big number on the company's books a impetus. As an example of this year ago. Strong demand for closed condition, it may be noted that during October Franklin shipments ten orders received calling for some were 35 per cent greater than during one of the five closed types the the corresponding period last year. Franklin company is offering.

"BUY AN OVERLAND AND REALIZE THE DIFFERENCE"



Keep fit this winter. Stay out of doors and enjoy the cold crisp air.

An Overland Sedan is just the thing to make winter motoring a real pleasure. A twist of the window regulator brings plenty of fresh air and protects you from the wind outside.

Triplex springs protect you also, from the jolts and jars of the frozen, rutted road beneath.

Beautiful to look at, the Overland Sedan is a car to be proud of-the upholstery is rich and inviting, the cushions deep and resilient, the seats roomy and comfortable.

And the new low price makes winter motoring a pleasure that everybody can enjoy.

Willys-Overland Pacific Co.

Frank C. Riggs, Manager Broadway at Davis

Broadway 3535

Erland

New Prices: TOURING, \$525

Overland was the

first car to cross the

Canadian Rockies. On this seventeen

thousand mile trip the Overland aver-aged 24.5 miles per

ROADSTER, \$525

SEDAN, \$875

LOUPE, \$799