

TRUCK EXHIBITION OPENS AT CHICAGO; 80 FIRMS ENTER

Great Interest Taken in Show in Which Many New Models Will Be Seen—Special Machines.

Nearly all the exhibits of motor trucks and delivery wagons shown by 70 manufacturers in the two big New York automobile shows that closed last week, are on their way to the Chicago automobile show in special trains. In addition to these there are about a score of exhibits billed for the Chicago show by manufacturers who did not take part in the eastern displays. This will make the Chicago show not only the largest but the only really comprehensive and representative exposition of the commercial motor vehicle industry of the United States. Eighty different manufacturers will show their newest models. Included among these are more than a score of makers who never have made displays at any previous show.

Manager Miles, of the Chicago show, and his corps of assistants arrived in Chicago last Friday for the purpose of attacking the work of preparing the final details of preparation for the opening of the passenger car section of the Coliseum show, January 27. The commercial vehicle section will open Monday morning, February 5.

The remarkable interest taken in the trucks at the New York shows by business men is expected to be exceeded at the Chicago show. Heads of big industrial and commercial concerns throughout the central and western states are planning trips for the special purpose of inspecting and buying business vehicles. Several hundred municipal officials will visit the show, as they did last February, to look over the several models of motor fire apparatus, patrol wagons, ambulances and other types of power machines suitable for city work. Officials of railroads and electric power and street railway companies are also evincing a great deal of interest in the motor truck.

While the pleasure car show continues to hold first place in popular fancy, there is no doubt that the commercial vehicle section of the show will be vastly more spectacular and interesting. The exhibits are more diversified and have a much wider application to different kinds of work. Some of the special forms are peculiarly interesting. One of the makers will show a three wheeled tractor that can be coupled up to any kind of horse drawn fire apparatus or truck as a substitute for a team of horses and haul in at twice the speed and any distance without fatigue.

"Prairie Schooner" Feature. Another special machine is a dump truck operated by compressed air. Although the body has a capacity of several tons of crushed stone, sand or other granular material, a child can operate the dumping mechanism and discharge the load by the opening of a valve on the dash.

A motor "prairie schooner" that made the transcontinental journey from New York to San Francisco last summer will make a peculiar appeal to westerners who know something of the difficulties of negotiating roads west of the Missouri.

Several new developments in commercial vehicles will be noted at the coming exhibition. Among these may be mentioned chain cases for protection of the side drive chains against dirt and water, self-starters that obviate the need of cranking the engine by hand, differential locks that enable the driver to pull out of a place where only one rear wheel can get traction on the road, speed governors on the engines that are enclosed so that the driver cannot "monkey" with them, and removable power plants built on subframes. A trend that is becoming general is the placing of the steering wheel on the left side and the control levers in the center.

A tuning fork that is not affected by temperature, therefore accurate under all conditions, is a French scientist's invention.

The New WARREN "12-30"

A Development—Not An Experiment

The 1912 Warren "12-30" comes to you as a car that is old and yet new. Old, in the sense that every detail of its construction has been thoroughly tried out and proven best. New, in the sense that in every feature it is strictly up to date. Thus at one and the same time you get an up-to-the-minute car—and a car of which every detail has been demonstrated—a car of absolute certainty.

SERVICE
We are agents for only one car—

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Permanently located in our new building. Have a well equipped repair department. Employ only mechanics who thoroughly know about automobile construction; therefore service rendered to your satisfaction.

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MASTER MECHANIC LEAVES FOR EAST



Floyd Halliday.

Floyd Halliday, master mechanic and in charge of the service department of the Stoddard-Dayton Automobile company, left Portland Friday for a visit throughout the east, and will call at the different factories represented by the local firm, the Federal Truck factory and Paige-Detroit factory, located in Detroit, Mich.; the Stoddard factory at Dayton, Ohio, and the Pathfinder factory at Indianapolis. Mr. Halliday will thoroughly familiarize himself with every detail of the above cars while at the different factories and also make a close study of their service plans, and thereby place himself in much better position to give the people of Portland what they are demanding in the way of first class service on the cars represented by his firm.

The Stoddard-Dayton Auto company has just completed arrangements in its service department which will make it one of the most thorough in the city. A first class mechanic will be in charge to care for the Stoddard-Dayton, Pathfinder, Paige-Detroit machines and Federal trucks.

The system in managing with this department will be such that any owner of any of the above named machines will get instant service. A complete set of parts for every car handled by the Stoddard-Dayton Auto company will be kept in stock. This department will be under the supervision of G. D. Rushmore, sales manager for the company.

DROP FIGURES FROM NAME OF COLE CARS

Following the policy of many of the motor car builders the Cole line of automobiles has dropped the figures which have been used after the trade name of their car. These figures which signified the horsepower of the car had a real value from an advertising standpoint, but the officials of the company in increasing the horsepower of the car found that the figures were really confusing. Therefore the board of directors at a conference decided that in the future the name of their car should just be the Cole.

SELF-STARTER IS GIVEN SUCCESSFUL TEST FOR PUBLIC

New Device Is Found to Work Without Hitch—Crowd of People Witness the Demonstration on the Street.

On last Monday, January 22, in accordance with the announcements made in the Sunday papers, the Covey Motor Car company held its test number one with the Cadillac automobile. It was demonstrated to quite a large and enthusiastic crowd that the electric self-starter with which the 1912 Cadillac cars are equipped would furnish sufficient motive power to run the car, containing a capacity load of passengers, for a number of blocks with the spark plugs removed. It was also stated by the Covey people that when the car had run as far as the battery would last the car would pick up enough power between the time it stopped and the time it would take to replace the spark plugs to again start the engine with the self-starter.

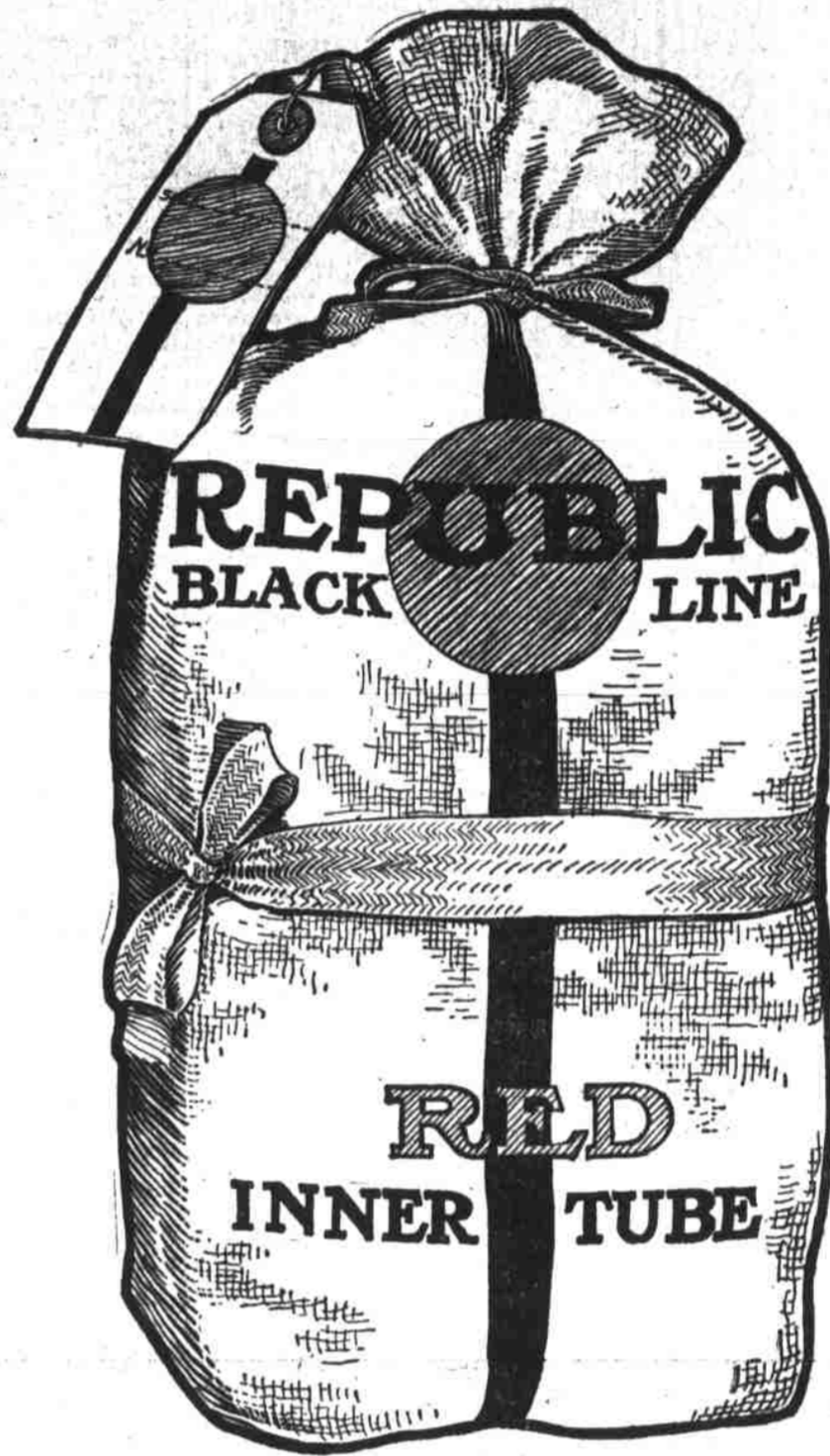
At 10:17 a. m., with the following passengers and judges, Elliott E. Brett, one of Mr. Covey's Cadillac salesmen, at the wheel of the demonstrating car; Lou Winther, proprietor of the Imperial barber shop; A. A. Cressell, of Monroe & Cressell, and Charles E. Harris, manager of the Covey Motor company, the car was started on its demonstrating journey from the corner of Sixth and Stark streets.

A large crowd was gathered around the corner to watch the test, and quite a number of automobiles followed the procession throughout the entire route. The course taken by Mr. Brett, in charge of the car, was down Sixth street to Apkeny, out Ankeny to Eighth, north on Eighth to Everett, west on Everett to Park, south to Davis and then east on that street to a stopping point between Sixth and Seventh. The entire distance traveled by the car was 12 1/2 blocks. Figuring the Portland blocks 20 to the mile, the car traveled a little more than three-fifths of a mile.

When the car came to a stop in the middle of the block the spark plugs were again placed in position and the self-starter brought in play to furnish cranking power to start the engine, and regardless of the fact that those who had watched the test demonstration from start to finish, all were more than well repaid and pleased when the electric starter responded without a tremor and the engine was again spinning as if nothing had happened to take away its starting power.

Speaking of the test, a dealer said: "Mr. Covey and his force of efficient salesmen deserve a great deal of praise by the people of Portland for allowing people the opportunity to witness just what one of these much talked of self-starters would do when put to the test. It has only been a few years since the public at large was saying that the automobile itself was and always would be a failure. At the present time there are many skeptical ones regarding the self-starter, but could they have seen the Cadillac test it would have opened their eyes on the subject that is now being so much talked of."

The Tube That Proved Its Strength



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Republic Tire Co.

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See It and You Will Think So Too

A cushion soft and pleasing even to an invalid. Eight-inch upholstery of finest leather and selected long hair—forty-five double-acting steel spring coils. Rich in comfort, finished like club furniture.

Lots of room in front and rear; 27 ins. from seat to dash, 31 ins. from seat to seat in tonneau, rear seat 4 feet wide, plenty of elbow room at wheel. Three large persons may ride in comfort in tonneau.

New radiator of popular and distinctive type, 12,000 square inches of cooling surface; 9/4-inch headlights in black and nickel; radiator cap of exclusive design.

Big wheels and tires help to carry you lightly over depressions in the road. It's the bumps that cause fatigue. You don't have to brace yourself and hang on in the Rambler.

Slight or heavy, tall or short, the steering pillar can be adjusted to exactly suit. Sit at the wheel for a moment and you'll want to drive—drive and you'll want to buy.

EQUIPMENT

Bosch Duplex Magneto Gas Headlights, with Presto tank; Electric Side and Tail Lamps, Robe Rail, Foot Rest, Glass Front, Top and Dust Hood, Speedometer, Anti-Skid Tires in rear.

\$2000 F. O. B. Portland

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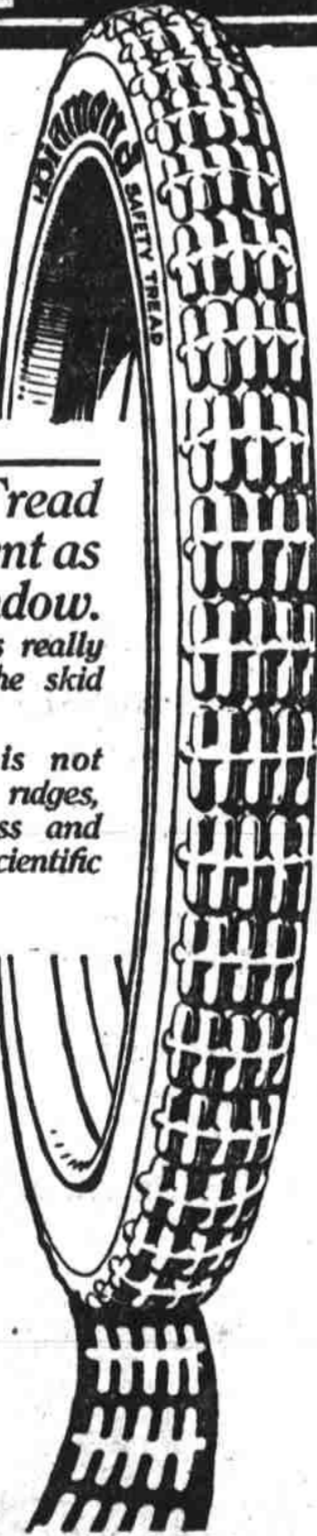
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The Diamond SAFETY TREAD TIRE



The skid problem is not that of stopping the skid—it is preventing its start.

Tires never skid on clean dry pavement. The only way to prevent skidding on wet, muddy, greasy pavements is to clean the pavement so that the tire tread can get a firm grip.

The Diamond Safety Tread Tire cleans the pavement as a squeegee cleans a window. It is the only safety tread that is really safe, the only one that solves the skid problem by knowing what it is.

The Diamond Safety Tread is not simply a matter of buttons, knobs, ridges, or ornamental designs—its cross and parallel bars are based upon a scientific principle.

They cut through and clean away the film of water, mud, or grease that prevent any other tire's getting a firm grip on the pavement.

The Diamond Safety Tread Tire is an all-year-round tire. It gives even Greater Mileage than the regular Diamond Tire—and the regular Diamond Tire is Greatest in Mileage among smooth tread tires.

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Cost You Less Money Than Any Other Four Cylinder Car in the World Because It Is Simplest in Design and Built in Greatest Numbers

NOTE THESE PRICES:

FORD Model T Torpedo, 2 passengers, completely equipped..... **\$685**

FORD Model T Commercial Roadster, 3 passengers (removable rumble seat), completely equipped.. **\$685**

FORD Model T Touring Car, four cylinders, five passengers, with complete equipment.. **\$785**

FORD Model T Delivery Car, capacity 750 pounds merchandise, completely equipped, **\$815**

FORD Model T Town Car (Landulet), 6 passengers, completely equipped, **\$1075**

These Prices Are All F. O. B. Portland

No Ford cars sold unequipped. Send for catalogue and other booklets describing Ford Model T cars.

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