

TRANSPORTATION TROUBLE CAUSES REDUCED OUTPUT

Factories Have Plenty of Cars on Hand, but Are Up Against it to Get Them to Destinations.

RUNNING FULL CAPACITY

Almost All Establishments Have Government Work; Plenty of Material Said to Be on Hand.

Transportation facilities rather than curtailment of output is responsible for the present shortage of automobiles throughout the country. Every factory has plenty of automobiles on hand but are up against it for a means of shipping the cars to their dealers in almost every section.

Such is the opinion of R. J. McReil, partner of the firm of the C. L. Boss Automobile company, Hudson and Maxwell distributors, who returned last Sunday from an extended trip to Detroit and Chicago, principally to visit the Hudson and Maxwell factories. Great effort is being put forward by these institutions and much money expended to supply dealers with automobiles and keep their selling agencies in contact.

The chief object of McReil's visit to Detroit was the small Hudson automobile which will soon be ready for delivery. Great interest is being shown in this new model and the Hudson factory's representation of the car are much beyond ordinary, according to Mr. McReil. When completed and ready to be introduced to the public, a surprise is promised. Officers of the company state that this small automobile will out demonstrate any stock car on hills, and to show that it is not geared low, will run farther on a gallon of gasoline than any car manufactured.

"Everything at the Hudson plant was all astir, expectancy and excitement prevalent," asserts McReil, "and I couldn't help feeling it myself as the air was full of it. Much of the limited output of the Hudson factory is due to this small car."

"Automobile factories are running full capacity and almost all of them have a good deal of government work. There is plenty of material on hand at these places and the government is seeing that the factories are well supplied."

While in Detroit, McReil joined with two other Hudson dealers and chartered a lake steamer to carry automobiles from Detroit to Duluth, from there the cars will be forwarded by freight to Portland.

A number of other automobile plants were also visited, among them Ford, Packard, Chalmers and Cadillac. The Ford factory has been closed to visitors, according to McReil. "It is a great sight to see drive away leaving the factories for New York and other far eastern cities. While I was at the Hudson factory a string of Hudsons left for Oklahoma. Road conditions all over the country there are reported very good and dealers from all over are having no trouble in making successful drive away."

McReil also visited his home town, Kewanee, Ill. in the heart of the corn belt, where he met some of his "corn fed" friends. The country is in fine shape and bumper crops are expected. Weather conditions are very favorable to this end.

"On my return trip I particularly noted the absence of snow," says McReil. "And the only snow seen was in the Blue Mountains between LaGrande and Pendleton. Road conditions, as noted from the train and inquiry, are such as to be able to drive from Detroit to Portland, with the exception of the upper highway, which I understand is closed until July 1. Conditions for touring this season will undoubtedly open early, unless unusual rains set in."

SHORTAGE IS NOT REALIZED

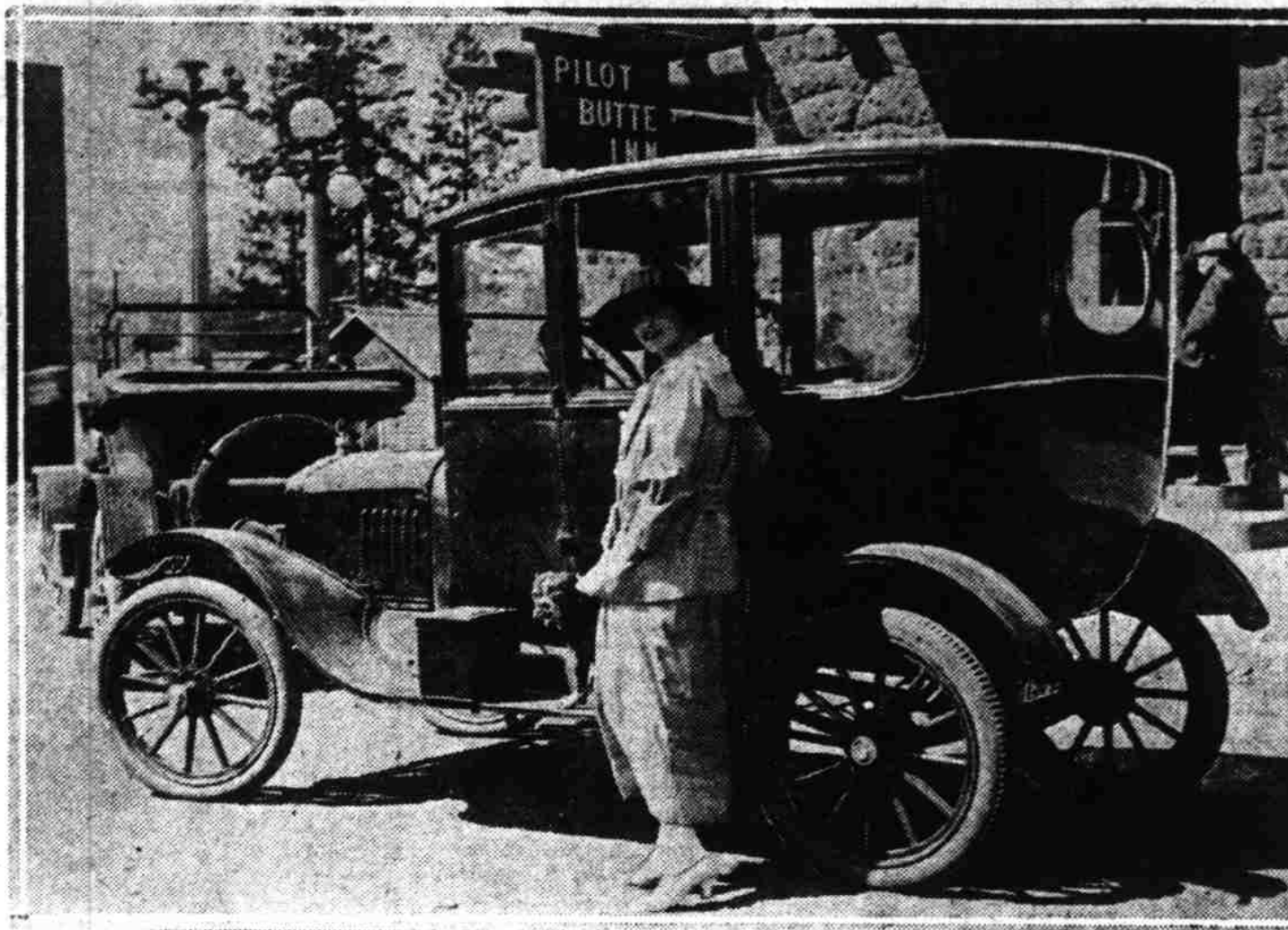
Portland Automobile Man Tells of Experiences of Traffic Men in East.

E. E. Cohen, manager of the Oldsmobile company of Oregon, returned from the Oldsmobile factory at Lansing, Mich., last week, where he has been endeavoring to get cars for the territory.

"The layman does not realize the shortage of freight cars," said Cohen. "While in Lansing I assisted the traffic manager at the plant. I was furnished with a car to get around and look up freight cars, and I got so I could see a western car a mile away. After locating the car, the yard master was looking up and, by talking 'real nice' and handing out cigars, together with the number of the car, we had the car switched to the factory and loaded."

"The factory was scheduled to manufacture 350 Oldsmobiles per day starting April 1, but due to the freight car

SHE HAS THE ONLY SEDAN IN CENTRAL OREGON



Mrs. J. L. Van Huffel of Bend with her Ford Sedan.

While the sedan feature of the automobile today is rapidly gaining popularity in most parts of the Northwest, Mrs. J. L. Van Huffel of Bend, Or., is said to be the proud possessor of the only closed car in Central Oregon. It

is a Ford sedan and was recently presented to her by her husband, a well known business man in Bend. Mrs. Van Huffel is the daughter of Mr. and Mrs. A. G. Clark of this city and although a Portland girl, she is a

shortage, the production has been cut to 100 Oldsmobiles per day. About 100 Oldsmobiles are driven away each day, within a radius of 1200 to 1500 miles. There was some talk, a few days ago, of driving cars to California, but this idea has been given up on account of the poor road conditions.

"Detroit seems to be equally as bad off, and even worse, as they have what are known as 'freight car pirates.' They do not take any chances of the car being stolen. When a traffic manager finds a car in the yards, he immediately drives the number of automobiles he wishes shipped to the car, providing it is within a radius of 25 miles. After this is done the machines are sure to be shipped to their destination."

"It is quite a common occurrence for a distributor to hand over a check for \$100,000, in order that he may get first preference of the railroad's equipment."

Mr. Cohen was able to get 19 cars loaded shipped during the week he was there.

AUTO TRAINS ARE SEEN DAILY

Inability to Secure Cars Causes Emergency Methods to Be Used.

"Dealers are spending almost their entire time in endeavoring to secure cars," reports W. H. Wallingford, Liberty, Briscoe and Premier distributor, who recently returned from those respective factories on a trip with that intent. The majority of dealers within a 500 mile radius are driving away their cars as fast as they can secure help to do so.

"Trains of autos making for all directions are every day occurrences. Automobiles are driven to any point where a freight car can be found."

"In visiting a number of factories," he continued, "this is the general grief that prevails. The shortage of freight cars and automobiles has become a serious problem to distributors. For the time being shipments of cars for this territory looks very favorable and I think I am mighty fortunate in securing as many as I did."

"Automobile manufacturers are trying to solve the one big problem, and that is, 'How can we get cars to the dealers?' Railroad conditions are handicapped by locomotive power and shortage of men. Fifty-two thousand men are being employed by the Packard and Ford plants, but most of this help is concentrated on government work."

During Mr. Wallingford's trip he visited Akron and went through the plant of the Goodrich Rubber company. His old home town in Maysville, Ky., was also the scene of a party. Cleveland, Cincinnati, Jackson, Indianapolis and Kansas City were also points of interest to him.

New York to Improve System of Highways

A bill appropriating \$3,787,000 for the maintenance and repair of state and county highways in New York has been passed by the legislature and signed by the governor. The amount is \$750,000 less than appropriated last year for the same purpose.

would permit the motor truck to graduate from the slow-moving field to which it was confined by its solid rubber tire equipment. Pneumatic cord tires make practical certain phases of motor truck operation which formerly were out of the question.

In heavy truck service they save materially in gasoline and oil consumption. They greatly cut truck depreciation and practically remove all danger of load breakage. They permit speeds which with any other type of tire equipment would be expensive and, indeed, perilous. And they allow the transportation of heavier loads on lighter chassis.

Since the Goodyear company has made these tires available, their use has extended to nearly every class of motor truck service, many of which, it was thought, would not be reached for several years. All truck manufacturers, fitting their output with both solids and pneumatics, report a steadily increasing demand for pneumatic tire equipment on all classes of trucks.

Speeding Runs Up Tire Costs Rapidly

One of the most expert tire men in the country recently called the attention

TIRES

BARGAINS IN ALL STANDARD MAKES

Save 30% to 50% on the cost of your tires.

30x3 Plain Tread	\$ 5.55 to \$10.50
30x3 Non-Skid	10.50 to 12.75
30x3 1/2 Plain	11.40 to 12.55
30x3 1/2 Non-Skid	12.75 to 15.00
32x3 1/2 Plain	15.75 to 16.40
32x3 1/2 Non-Skid	15.55 to 22.25
32x4 Plain Tread	19.50 to 23.50
32x4 Non-Skid	17.45 to 24.50
32x4 1/2 Tread	19.55 to 22.55
32x4 1/2 Non-Skid	19.25 to 26.00
32x4 Non-Skid	22.25 to 26.50
32x4 1/2 Non-Skid	19.55 to 25.25
32x4 1/2 Non-Skid	24.25 to 28.15
32x4 1/2 Non-Skid	25.25 to 44.15
32x5 Non-Skid	29.25 to 49.50

We carry such makes as Firestone, Lee, Republic, Savage, Fisk, Victor, Springfield, Batavia, Portage, Blackstones, etc.

TRY A HOME TUBE EXTRA HEAVY RED, COST YOU LESS THAN ORDINARY TUBES AND GUARANTEED ONE YEAR.

If you will state the size tire you use we will quote you prices on the different makes we have in stock your size. All tires guaranteed.

Portland Tire Co.

331 Burnside Street
Portland, Oregon
Phone Broadway 2275

MOTOR TRUCKS AN AID TO RAILROADS

Short Haul Service Made Quicker and at Less Expense; New Tires Are Big Aid.

The present extensive use of motor trucks, away beyond any prediction of a year ago, has prompted many to speak of the motor truck as the railroad's future competitor. But a close analysis of transportation conditions shows it to be the railroad's able ally instead of its competitor.

One reason for this is that the type of service the railroad least efficiently renders, is the type the motor truck best renders. And if the railroads can be freed of the burden of this unsuitable service, their capacity for profitable operation can be immensely increased.

It is conceded that the short haul is

the least profitable source of railroad revenue. It usually involves partial loads, whether in passenger or freight service, and frequent stops, which are expensive. In such service the railroad operates far below its full efficiency, and consequently at unnecessary expense.

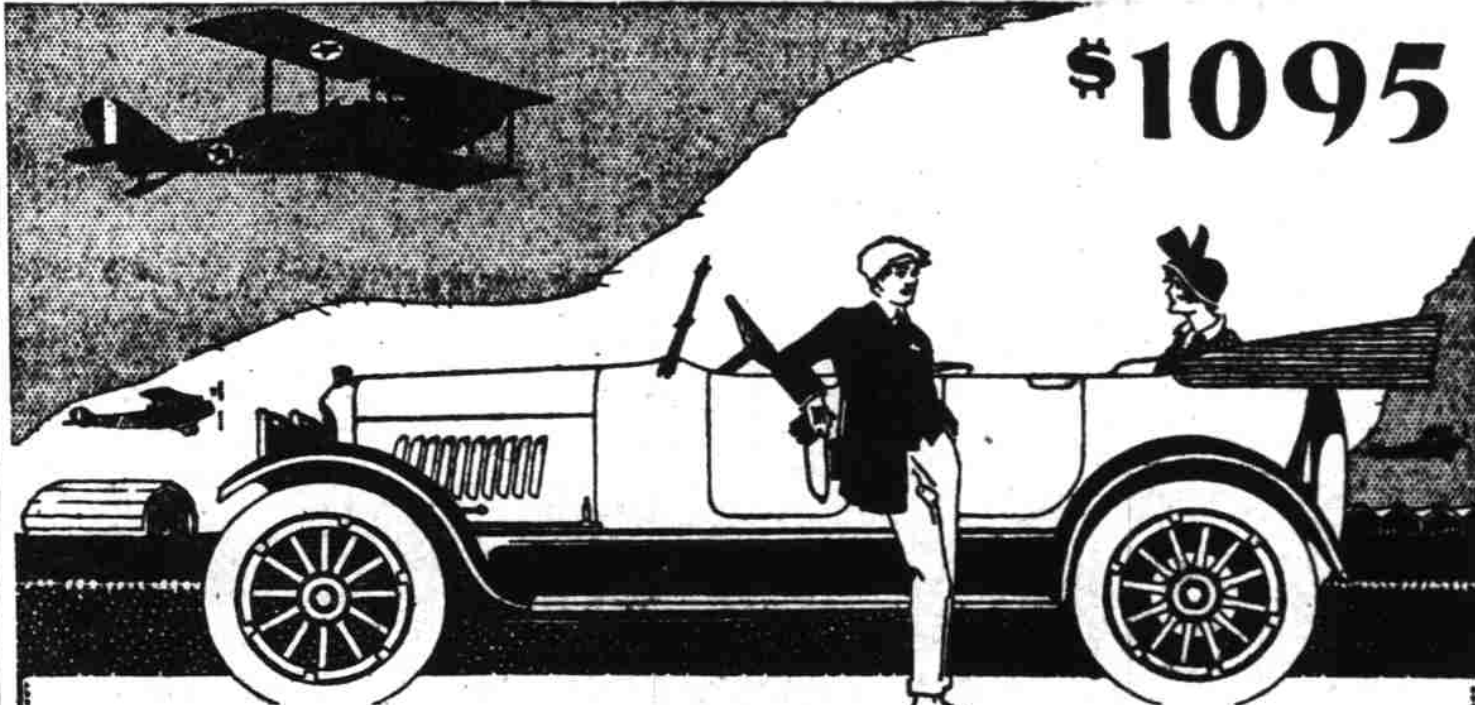
Trackage Not Required

Here is the service in which the motor truck can operate greatly to the railroad's benefit. The unit load of the motor truck is smaller than that of the railroad. Its operation is more flexible. It does not require expensive trackage and terminals.

The long haul, with full carloads, constitutes the railroad's greatest earning power. So that by assuming the short haul, the motor truck releases rolling stock for the more necessary and more profitable long haul.

It is fortunate that just at this time, when such a wonderful opportunity is opening up for the motor truck, pneumatic tire equipment for truck service should have been developed permitting the motor truck to advance far into the new, broad field of usefulness.

Speeder Service Is Promised
Early sensing the development of traffic conditions that now actually exist, the Goodyear Tire & Rubber company set about to evolve a tire that



GRANT SIX

Smooth-Running As An Airplane

THERE is something of the buoyant quality of the airplane in the way the GRANT SIX rides. For this the long 46-inch cantilever rear springs are mainly to be credited, but car balance and light weight help to a marked degree. And the double decked cushion springs add their important share to the riding comfort for which the GRANT SIX has become so well known.

Another point which people have remarked about is the almost complete absence of vibration in the power plant.

The GRANT SIX overhead-valve engine runs smoothly at all speeds. It is powerful and flexible and quiet.

In this latest model, forced feed oiling and a balanced crankshaft have added materially to the efficiency of the GRANT SIX engine and we believe this power plant to be the finest mechanically and every other way, that has ever been used in a car of comparable price.

In keeping with its splendid mechanical features, the new GRANT SIX is a car of beautiful lines and finish. Its length is accentuated by skillful body design.

Yet it is the most economical six in existence, we believe. Owners average 20 miles to a gallon of gasoline and 900 miles to a gallon of oil.

To make sure of your GRANT SIX we advise the placing of your order now. \$1095 f. o. b. Cleveland.

Manley Auto Co.
Eleventh and Oak at Burnside St.,
Portland

GRANT MOTOR CAR CORPORATION—CLEVELAND

of motor car owners to the manner in which tire wear increases with speed. The faster a tire travels, the more heat it generates internally. Normal speed does not increase internal heat to a

dangerous degree, but excess speed will not only raise the heat above the danger point, but may actually cause further vulcanization to take place. This heat not only dries out the friction

sum between the piles of fabric, but the very fabric itself, lowering the elasticity of the tire, decreasing its resiliency and weakening the tire so that it will blow out early.

\$1250 f. o. b.
Racing
Prices Subject to Change
Without Notice

40-Horsepower
120-Inch Wheelbase

\$1525 f. o. b.
Racing
Prices Subject to Change
Without Notice

48-Horsepower
127-Inch Wheelbase

This \$1250 Six Is This Year's Supreme Value

IT IS not a small car. The wheelbase is 120 inches—the motor is 40 horsepower.

It is not a stunted car, but a car which shows you extra values—unique values—in every part and detail.

It has the Mitchell strength and endurance. It has oversize parts, big margins of safety.

It has the costly steels, the wealth of drop forgings for which Mitchell cars are famous.

It has a power tire pump, a dashboard engine primer, reversible headlights, shock-absorbing springs. Also many other features which most fine cars omit.

It has finish and luxury far exceeding any other car in this class.

How It Is Done

The more you know of present-day cars the more you will wonder how we sell such a car at this price.

The reason lies in factory efficiency. The Mitchell is built in a mammoth, model plant.

The entire factory was built and equipped under famous efficiency experts. Years have been spent to eliminate every waste.

Mitchell builds the whole car—chassis and body—under these ideal methods. And the savings are enormous.

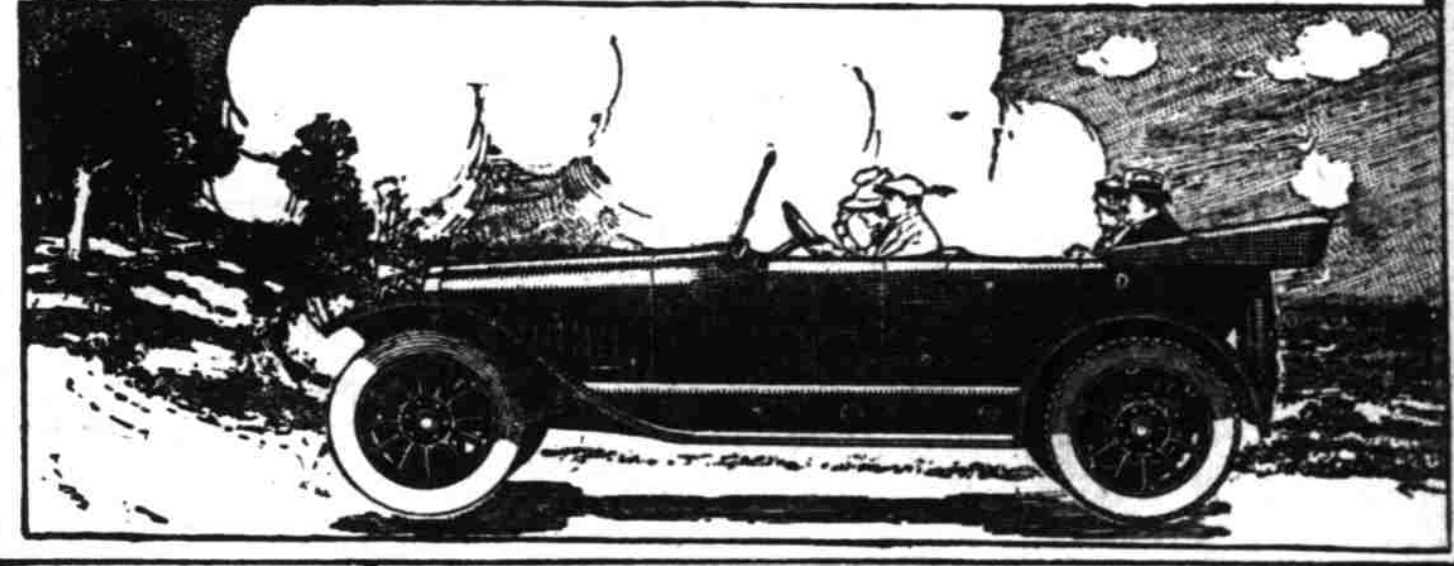
Those savings pay for this extra strength, these unusual standards, this unique equipment and this matchless luxury.

Every New-Type Body

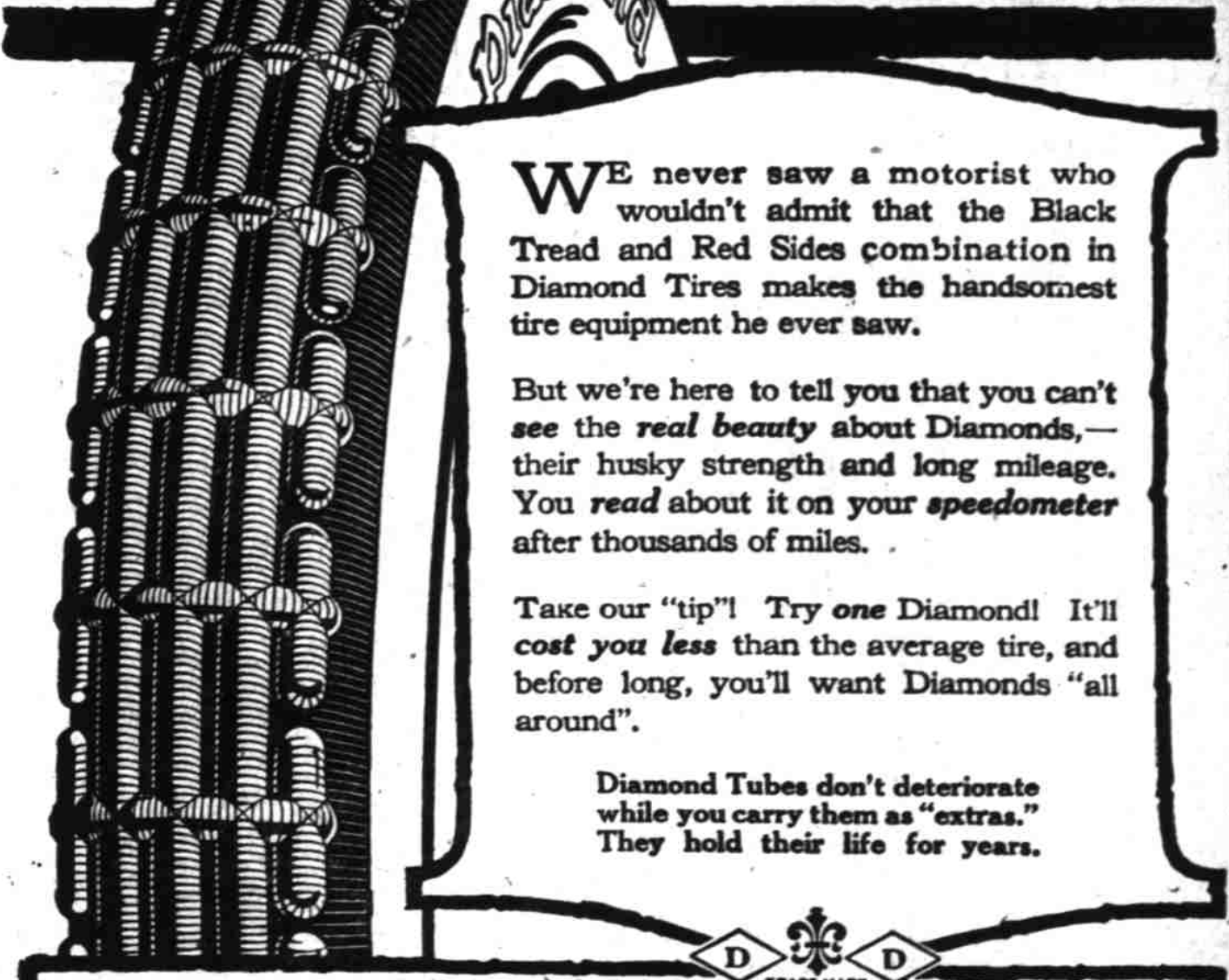
The new Mitchell line embraces 19 new-style bodies—the largest line that is built. So it exhibits every attraction known to 1918 cars.

Come and see how many rare attractions this new Mitchell line includes.

Mitchell, Lewis & Staver Co.
Broadway and Oak. Broadway 515



Black Tread Red Sides Where Beauty Is More Than Skin Deep



WE never saw a motorist who wouldn't admit that the Black Tread and Red Sides combination in Diamond Tires makes the handsomest tire equipment he ever saw.

But we're here to tell you that you can't see the real beauty about Diamonds—their husky strength and long mileage. You read about it on your speedometer after thousands of miles.

Take our "tip"! Try one Diamond! It'll cost you less than the average tire, and before long, you'll want Diamonds "all around".

Diamond Tubes don't deteriorate while you carry them as "extras." They hold their life for years.

ARCHER & WIGGINS CO.
Cor. 6th & Oak Streets Portland, Oregon

Diamond

SQUEEGEE TREAD TIRES

Turning Used Cars Into Profitable Trucks

TRUXTUN TRUCK ATTACHMENT

Makes Lowest Cost Dependable Truck Fits Any Make of Car Internal Gear Shaft Drive

The driving mechanism of the Truxtun is of a type that has proved most efficient. Most of the heavy haulage of the armies of the world is done with this type internal gear drive. The Truxtun is durable, economical, and reasonable in price.

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