

TRUCK PURCHASE IMPLIES CAREFUL CONSIDERATION

In Buying Vehicle One Must
Keep in Mind Variety of Fac-
tors Essential to Operation.

RELIABILITY COMES FIRST

Give Preference to An Estab-
lished Line Whose Permanency
Assures Parts Supply.

There are more problems involved in the buying of a motor truck than in the purchase of any other commodity. Before any thought is given to a specific vehicle the prospective purchaser must carefully calculate the definite requirements that the vehicle is to fulfill. After that has been done the amount of money available for the purchase is determined, then the search for the truck that meets the predetermined conditions begins.

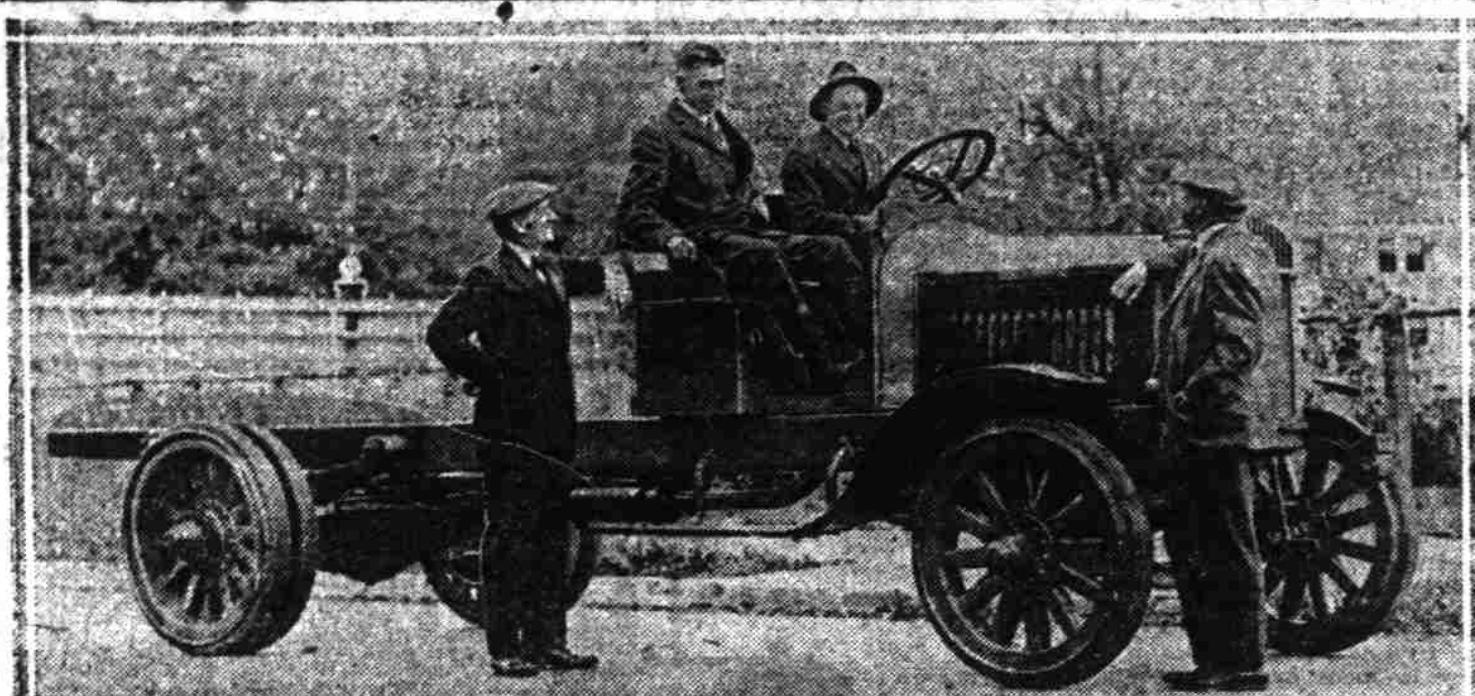
The matter of the capacity of the truck to be purchased is the prime consideration. "What size shall I get?" seems a simple question, to be determined perhaps by the amount of money available, but in reality it is the most difficult question of all for the uninitiated to answer, and an error made here is likely to mean the failure of the attempt to install motor transportation. Failure to select a truck of adequate size is directly responsible for most of the failures in motor truck transportation.

Keep Load in Mind

The only safe method of procedure is for the prospective buyer to determine the maximum load to be carried and provide a vehicle capable of handling such loads with an adequate factor of safety. If, for instance, the average load is found to be 1500 pounds, but the conditions of service demand frequent handling of 2000 pounds, then the vehicle purchased must be designed to carry the latter weight and not the former. A motor truck designed for a load of 1500 pounds which is called upon to carry 2000 for, say, one third of its running time, is being heavily overloaded and will rapidly disintegrate. Truck makers are a unit in agreeing that overloading is the greatest evil in the motor truck field today. Far-sighted users of motor truck fleets are increasing the precautions against overloading in their service, and it is vitally important that the prospective truck user should take this lesson to heart before purchasing his vehicle. On the other hand, the use of a truck that has a capacity far beyond normal load makes for expensive operation and reduces efficiency. So it is important that the normal load should be accurately determined and the vehicle be bought with that capacity in view.

After the proper capacity has been determined, the next problem is the selection of the chassis. With an unlimited amount of money available this is an easy matter, but where the cost must be kept within definite limits, as is usually the case, the problem is more com-

QUARTET OF MOTOR TRUCK ENTHUSIASTS



Left to right—Ed Soward of Master Truck company; Jack Crittenden, H. M. Covey, of Covey Motor Car company, and Ray Wise, of Master Truck company. The Covey company has taken over the agency for the Master truck.

plex. The best way to attack this phase of the matter is to procure a list now on the market with their complete specifications and prices.

The first question to consider is the maker of the truck, his standing in the field, his financial responsibility, his reputation for promptly supplying spare parts and service of various sorts. Just remember that while a passenger car laid up for a protracted period while the owner is waiting for spares to be forwarded may involve inconvenience, a truck similarly out of commission involves loss of money, it being a unit of your regular business organization. A few inquiries among users of any particular make of truck will give you the information in regard to the manufacturer's and dealer's service system and facilities. If there is any doubt in regard to the manufacturer's financial soundness, it is best to procure a rating from one of the regular commercial agencies. You do not want to be left with an orphan truck on your hands, so make sure beforehand that the manufacturer is likely to remain in business.

Now when it comes to the question of the mechanical makeup of the vehicle under consideration it is scarcely within the province of the average buyer to determine just how good or how bad the various mechanical units may be. What every buyer can do, however, is to make sure that the various units employed in the truck are the product of reputable parts manufacturers. But for every one of these units made by such responsible parts manufacturers who can not afford to turn out defective work, there is a similar unit made by some concern of doubtful reputation, building parts to satisfy a price demand only. The only safe way is to buy a vehicle embodying parts produced by responsible parts makers, who have a reputation to sustain, just as you have a name for fair dealing in your own business, which is actually part of your stock in trade.

In certain cases a particular type or design of vehicle lends itself to a particular business, so that selection is narrowed down to this class. For ex-

ample, a four wheel drive truck is peculiarly adapted for carrying heavy loads over bad roads. A mining concern carrying ore and heavy supplies over mountain roads that have poor surfaces, or a contracting firm working in the outlying districts would almost necessarily give the preference to four wheel drive trucks. On the other hand, for ordinary city work the two wheel drive meets every requirement and the field for picking is very much extended.

Once again let us emphasize that the prospective customer cannot determine quality by appearance. The one safe way is to buy from a responsible manufacturer, and then you may be sure that the transmission is of adequate size to bear the strain that will be imposed upon it, that bearing trouble will not develop in a few months because the maker saved a few dollars by skimping on this equipment, and that other ailments will not appear because of doubtful workmanship, design and materials.

Today every truck manufacturer is in a position to supply a model of truck or tractor of the exact size to accommodate a body calculated to meet the requirements of any given business. The question of a body is strictly up to the purchaser, but by giving the manufacturer the data in the case he can offer valuable suggestions, show designs and quote prices.

While the subject of tire equipment must have a special article to itself, it may not be amiss here to suggest the advisability of equipping with pneumatics instead of solid tires. Vibration is just as bad for a truck as it is for a passenger car. Freight cannot protect against being shaken out of its wrappings, but vibration damages the mechanism of the truck just as rapidly as it does that of the passenger vehicle. If the truck is to be used always on smooth city streets the solid tires will serve very well, but where heavy vibration may be looked for by all means protect the mechanism by fitting pneumatics. Pneumatics not only lengthen the life of the truck but add to its speed, which is a factor of gain if used intelligently.

\$322,149 IS SPENT IN SEPTEMBER ON WORK ON HIGHWAY

Roads in Various Counties of the
State Represented in Work;
\$2,532,474 Spent Since Dec.

During the month of September the state highway department expended \$322,149.40, of which \$261,636.92 was state funds and \$60,512 was county funds.

The cost of surveying and engineering county work was \$3139.46. For administration and general supervision the sum of \$4842.74 was paid out and distributed as follows: General administration, \$253.61; highway commissioners, \$138.23; auditing department, \$672.87; purchasing department, \$55.25; office engineering department, \$800.70; bridge engineering department, \$437.55; Portland office, \$315.47; state highway engineer and assistants, \$1069.04.

For new equipment and stock \$2572.54 was spent. Interest on state road bonds amounted to \$36,947.21. On construction work there was expended \$274,847.45. This was divided among counties as follows: Clackamas, Pacific highway, \$23,920; Clatsop, Columbia river highway, \$29,965; Columbia, Columbia river highway, \$28,187.31; Douglas, Pacific highway, \$45,729; Hood River, Columbia river highway, \$38,174; Jackson, Pacific highway, \$7958; Josephine, Pacific highway, \$1967; Marion, inter-county bridge, \$25,047; Polk, Dalles bridge, \$2953; Tillamook, coast highway, \$23,415; Union, \$599; Washington, Capital highway, \$43,131; Wheeler, Bridge creek, \$4.88; Yamhill, Sheridan section, \$775.

Since December 1, 1916, the highway department has expended the grand total of \$2,532,474.10. The balance on hand October 1, 1918, was \$1,025,860. This was distributed in the following funds: Quarter mill tax and automobile fund, \$372,335.23; \$4,000,000 bond fund, \$258,716.60; Bean-Barrett bond fund, \$384,904.67.

To complete the work under way will draw from the quarter mill tax and automobile fund \$138,765.72, leaving a net balance of \$175,575.21. To this will be added January 1, 1919, approximately \$240,000 from the quarter mill tax.

To complete the work under way which is to be paid out of the \$4,000,000 fund will require, according to the estimate, \$468,716.55. This will make a deficiency in the fund of \$199,899.95, which may be met by an appropriation from the excess in the quarter of mill and automobile fund until federal authority is obtained for a further issue of bonds. It is possible that this authority will be obtained yet this year after the fourth Liberty loan is out of the way. It is understood that permission would have been granted when application was made a few weeks ago had it not been for the fact that it was on the eve of the flotation of the fourth Liberty loan.

ROAD ENCIRCLES CRATER LAKE RIM

Wonderful Views Obtained From
Vantage Points on Scenic
Highway in the Park.

Klamath Falls, Oct. 12.—A big new circular highway around the rim of Crater lake in the Crater lake national park in the northern part of Klamath county has been completed, says John E. Walker who spent the summer in the park. It is expected that the road will be surfaced later, but the dirt road circling this wonderful gem of nature at an average height of about 7000 feet is finished. It is 38 miles in length and completes approximately 75 miles of road way in the park. The roadway is still rough in spots, but can be traveled in a car without difficulty. Since the departure of War Department Engineer Snook the work has been carried on under the direction of William E. Carroll. One hundred and twenty men were employed at one time this summer.

Some magnificent views are to be had at the various points en route around the lake. At one place both the Upper and Lower Klamath lakes, the latter over 70 miles distant, can be seen. At another point Mount Shasta, 145 miles south, and Mount Pitt are visible, while at still another point on the north side of the lake a gigantic snowdrift has remained during the entire summer. The road has been under construction for the past three years. The tourist season at the park is now closed for the year, and the ground at the rim of the lake was whitened by the first snow of the year a few days ago.

Gassing of Battery
The fumes from a storage battery on charge are inflammable, and it is by no means safe to bring a naked flame near a cell that is "gassing" freely. Battery repair shops and charging stations usually are careful in this respect, knowing by practical experience that the gas can be ignited.

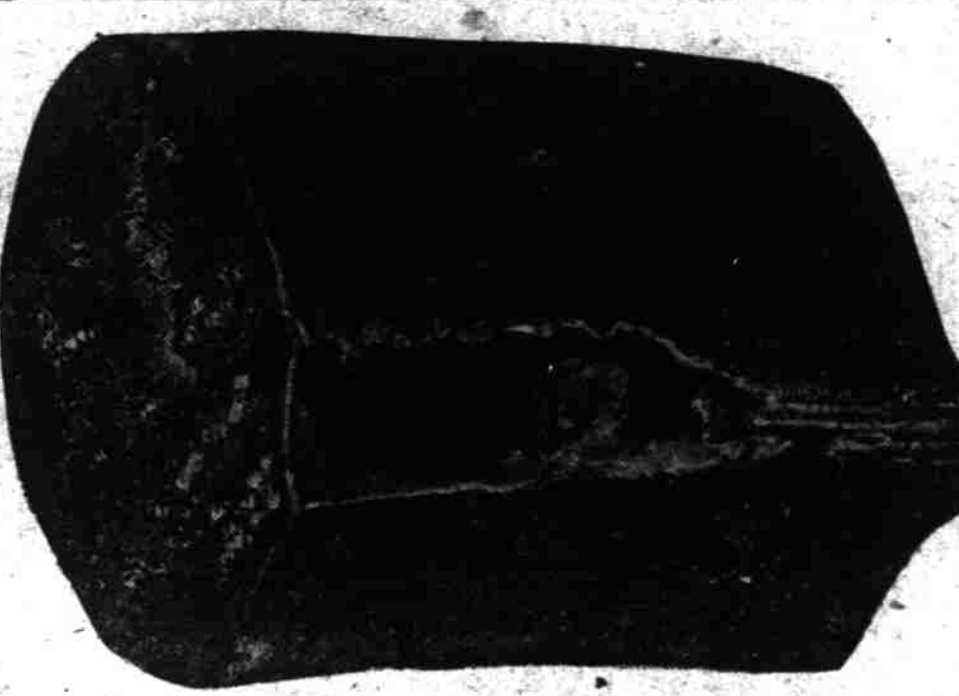
Motor Truck Used To Market Stock

Kansas City, Oct. 12.—Tom Davis, Shawnee, Kan., 11 miles from Kansas City, carries from 200 to 3000 pounds of merchandise from a Kansas City wholesale grocery house to the small towns in his neighborhood. His arrangement is with the wholesaler, who pays him 15 cents a hundred for the store-door delivery. Davis, however, does not base his business on this hauling; his regular trade is bringing livestock to the Kansas City yards in his two and a half-ton truck, for which services he charges \$3 to \$5 for hauls up to 15 miles. He makes one trip a day into Kansas City, the most of his day being consumed in hauling feed, coal and other supplies from the smaller towns into the country, distances of from two to six miles. He is adding a two-ton truck to his equipment, because of the larger loads of livestock and merchandise offered. He started with a one-ton truck 18 months ago.

16, Drives Across U. S. With Man, 70

Probably the youngest motorist to pilot a car across from ocean to ocean is Purcell Meyer. Meyer is 16 years old, and he drove from Burlington, Vt., to Los Angeles in a Ford in six weeks. The car was equipped with Goodrich "375" tires, and the same tires are still in use, two of them were never taken off the wheels. Meyer was accompanied by a man over 70 years of age.

TIRE FILLER UNHURT BY FIRE



Short section of filler made by Universal company which passed through fire which destroyed Kautz manufacturing plant. The tire was destroyed but the filler could be reinserted in another tire.

Here is a short section of Universal Tire Filler, manufactured by the Universal Tire Filler company, East Seventh and Hawthorne avenues, which passed through the fire which destroyed the plant of the Kautz Manufacturing company, Twenty-sixth and Nicolai streets, the latter part of June. The building was used for the manufacture of store fixtures and contained a place for the company's delivery truck. The tires of this truck were filled with Universal Tire Filler; but, notwithstanding the concern was completely destroyed, the truck included, the tire rubber burned completely off the filler, the latter was not injured to any appreciable extent. In fact, it could be reinserted

in new tires and used the same as when first installed. The sample here photographed was taken from the ruins of the factory on Wednesday, when the remnants of the truck, consisting of twisted iron and steel, were removed. Even the flexibility of the filler was not impaired.

Columbia River Road Now in Good Shape

That portion of the Columbia highway between Cascade Locks and Hood River is in excellent shape except for a short distance about Mitchell's Point, according to W. A. Van Scoy, motion picture photographer, who spent Thursday taking cloud pictures on the Columbia river. Mr. Van Scoy changed his original plans of taking pictures at Mount Adams.

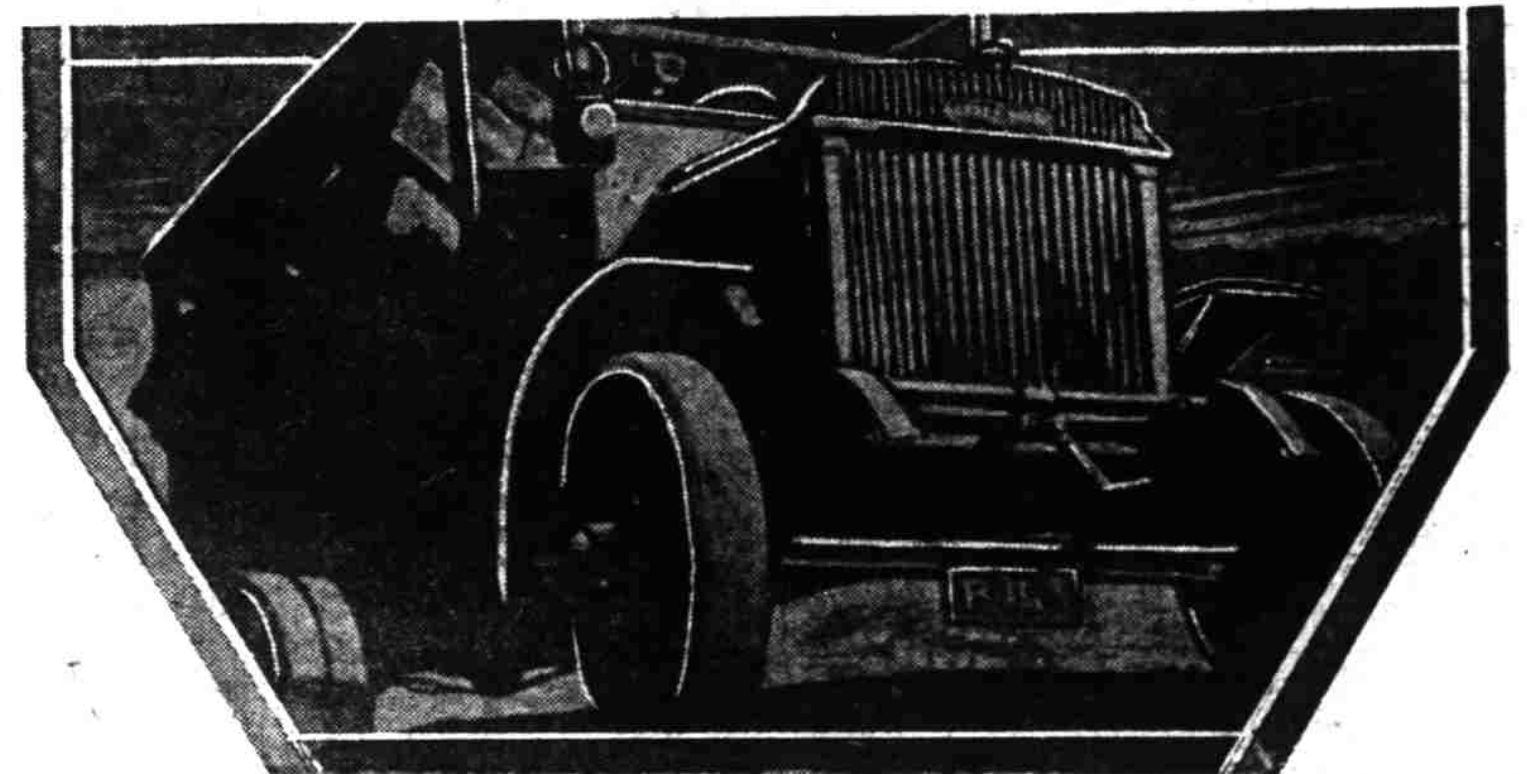
Holt Tractor Plant Largest in World

Peoria, Ill., Oct. 12.—A \$3,000,000 addition will be built to the Holt Manufacturing company, by and under authority of the United States, giving priority for machinery, material, etc. The war department will supervise the construction. This will make the Holt plant the world's largest tractor manufacturing.

Cracked Water Jacket
A cracked water jacket is not as serious a trouble as one might imagine. The cylinder should be removed and the inside examined to make sure that there is no leak into the cylinders. If there is that must be repaired also. If not the leak in the water jacket can be welded and the casing made serviceable again.

ANNOUNCEMENT!

The Willamette Valley Transportation Co.'s Fleet of Motor Trucks



Start Monday, October 14, 1918

On a Regular Schedule
Portland to Newberg,
Dayton and McMinnville
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Willamette Valley Transportation Co.
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We're Ready With Uniform Tires Built By Miller Champions

THE Miller crack regiment of tire-builders will this year make only enough Uniform Tires for one motorist in 50. And The Miller Rubber Company has granted us the local rights to supply these much-sought tires.

For Millers are known far and wide today for their uniform mileage. That means that wherever these tires are run under like conditions they wear the same.

That 99 Millers in 100 outrun standard guarantees. That less than 1 per cent ever need adjustment.

Of all the some 429 brands on the market, there is no other yet produced to equal them.



There is no excuse longer for buying tires on luck. Miller means certainty—and safety, too, because of the tread that is geared-to-the-road.

Our allotment of Miller Uniform Tires is limited each month. To make sure of securing your season's supply, come in and reserve your tires now.

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