

'MYSTERY CAR' IS NO LONGER CAUSE FOR GUESSWORK

New Model of Overland Is at Last Here Where It Can Be Inspected.

IS RADICALLY DIFFERENT
Departure From All Preconceived Ideas in Construction in Chassis Is Noted in New Car.

The cat is out of the bag, the beans are spilled; in short, the secret of the new Overland model is at last before old man Customer, and the "mystery" car is no longer a matter to be whispered about in the dark corners of salerooms. Hundreds of Overland branch houses will soon have the new four on the floors, and the suspicious public that has been suspicious that something was up will be suspicious no longer.

The new Overland model has been tested out in every conceivable way, in this country and in Europe, and all that has been said in the secret councils of mechanics and test superintendents has been the last word in automobile trials. The machine has literally been put through the paces, and the remarkable part of the whole thing is that no one has had exact information concerning what was going on.

CHANGES ARE RADICAL
The new model is not the result of a few minor changes, but typifies a radical departure from all preconceived ideas in the construction of motor car chassis. Instead of the springs supporting the body at the sides the frames meet in a curve both in front and rear and rising to meet this curve in the center are the springs. The frame and springs bow in a curve at both ends. The diameter of this curve, or half circle, is 15 inches, adding 30 inches to the actual wheel-base of the car.

CAR RIDES SMOOTHER
He says that he was surprised by the behavior of the car, and that after having some idea of the possibilities of the machine. He declares the Mystery car rode over the "Thank you ma'ams" like a heavy car equipped with air springs. W. F. Mack, an Overland engineer, was also able to give the dealers, and anybody else who would listen, an excellent account of the car's performance. He tried it out on some of the hills about the city, and says the machine went up everything in sight, except Mount Hood. Upon his arrival at the top of some of the little problems he accorded the car, he was unable to figure out how it had been done, for while he knew the car was good for all the hills he attempted, he did not expect to witness such a performance of "good stuff."

MORE TO COME
"Never mind," said he. "There will be many more over there before long to keep it company."
Beside the touring car, there is a stripped chassis in the possession of the local manager, and the keen lines of the steel work give the machine an unmistakable thoroughness of appearance. The fact that the chassis is lighter than others of the same size is due to the fact that the engineers at the Overland factory have cut the number of parts down to 1034, against the 2000 in other cars.

The car has many novel features, and one of them is that there is not a bit of wood in the car except in the top bows and the wheels. The ease with which the upholstery may be taken out and the tonneau converted into an efficient carrier of groceries and supplies for the farm will be of interest to the granger. The upholstery may be put back with a speed almost equal to its removal, and the fact that the car is designed with this object in view makes it plain that no damage will result from so handling these articles of comfort insurance.

EASILY CHANGED OVER
For commercial hauling the car may be converted into a light truck by the removal of the body, a feat that may be accomplished by taking out nine bolts. In this manner the chassis can be fitted with a body for each occasion. Under the front seat there is a tool box 10 inches deep, and another under the rear seat with a depth of seven inches. The completed car ready for the road weighs 1800 pounds, and is so designed that it will make a complete circle in 23 feet.

The list price for the new car has not yet been announced, but will be under \$1000, according to Manager Eling. The car on exhibition at Broadway and Davis is only a sample, but the factory at Toledo has been busy for a month producing the new model, so the machines are expected out in large numbers, ere the waxing and waning of another moon.

It is estimated there are untouched coal mines in southern Russia that would yield 500,000,000 tons, and in Siberia 174,000,000,000 tons.



BATTERY SHOP IS COMPLETE



Belmont Battery Shop, Grand avenue and Belmont, operated by J. Donald Keys.

One of the most complete battery shops that has made its bow to the auto industry in the last month is the Belmont Battery shop, located at Grand avenue and Belmont street, and operated by J. Donald Keys. Mr. Keys has been associated with his

MONEY IN SIGHT NOT SUFFICIENT

System Planned by Legislative Enactment Will Cost More Than Funds Provided.

State road construction has reached that point where it can be observed that there is not sufficient money in sight to complete the system as planned by legislative enactment. If the system is to be completed, more funds will have to be made available. An obstruction in the way is the constitutional limit of 2 per cent on bonded indebtedness. The bonding limit of the state on the present assessed valuation is approximately \$20,000,000. There has already been authorized approximately \$18,000,000. This leaves only a margin of \$2,000,000. In order fully to meet the federal appropriation for forest and post roads \$4,000,000 will be required, or \$2,900,000 above the constitutional limit. By a further capitalization of the motor vehicle licenses and the tax on gasoline it is estimated that an additional \$4,000,000 can be carried on the present sources of state road revenue, but in order to do so the constitutional limit will have to be raised. At the recent meeting of the State Association of County Judges and Commissioners Highway Commissioner Booth called attention to present conditions and suggested that a law be initiated and submitted to the electors raising the limit to an amount which could be

financed on the present revenues. He said he was not in favor of increasing the motor vehicle tax but thought that a heavier tax could be put on the users of gasoline and distillate. Conforming to his recommendation the association appointed a committee to prepare an initiative bill to be voted on next year, and then submitted to the legislature. The committee consists of James S. Stewart and Walter H. Evans, who will collaborate with Commissioner Booth.

Uncertainties of Motor Races Are Thrillingly Shown

The uncertainties incidental to automobile racing were thrillingly illustrated at Uniontown, Pa., in the big 225 mile race held there on Labor day, September 1. Tommy Milton, driving a Duesenberg car in which he had won two former races at Uniontown and the big road race at Elgin, Ill., had a lead of three laps on the field, and was within 11 laps of victory, when on the 189th lap his car suddenly burst out in flames as it came down from the famous "death" curve. With flames shooting up twenty-five feet from his car Milton's battle immediately became one for his own life. Instead of the \$7500 prize money which seemed to be almost within his grasp. With consummate skill and daring he maneuvered his car into a position near the inside railing and, after pushing his mechanical out of the car and over the rail, jumped to safety, but not without receiving severe burns about the feet and hands. Racing men immediately attacked the burning car with fire extinguishers and succeeded in putting out the fire but not until irreparable damage had been done to the engine.

COOPERATION IN TRUCKING PROVES BOON TO FARMER

Societies of Grangers Operate Motor Systems Where Cost Would Debar Any One of Them

TYPICAL EXAMPLE IS CITED
Truck Route in Maryland Is Conducted So That It Shows Cash Profit to Members.

How American farmers in many sections of the country are cutting transportation cost through the cooperative or community use of motor trucks is interestingly related by Del Wright, manager of the Wm. L. Hughson company, local Federal truck distributors.

That the motor truck can be efficiently and economically used to transport perishable products for distances of from five to 50 miles has been proven, particularly during the war period, when rail transportation was difficult to obtain and the truck was depended upon largely to transport the perishable food products of the east to markets.

The farmer with the limited income cannot always afford a motor truck, for unless a truck can be kept fairly busy, the investment cannot be a profitable one. Fortunately, however, in most cases there are others in a neighborhood who are similarly situated, and by joining together in a farmers' co-operative society, a solution to the marketing problem is often arrived at.

One of the many typical examples of this arrangement is the motor truck route operated between Belair and Baltimore, Md., a distance of 30 miles one way, two motor trucks making the round trip daily. The business has been financed through a club formed by Harford county residents along the route, 200 shares having been sold at \$25 per share. The rates charged are sufficient to pay all expenses, including the salaries of two drivers and a secretary with an office at Belair, and also provides a surplus to be used as working capital.



The secretary handles all sales and sees to the purchasing of all supplies, machinery, etc., needed by the members of the club.

Machinery and supplies are hauled to the farmers on the return trip at 12 to 15 cents per hundred weight. Milk and cream are hauled daily to Baltimore and delivered to six dairies, while poultry and other farm produce are marketed with commission dealers and other wholesale firms.

The club guarantees safe transportation to its members, compensation being made for all losses. The rates are reasonable and the farmer is relieved of all loss of produce through his inability

to get it to market and all loss in time in getting it there.

Besides these advantages, the secretary of the club is a sort of general utility purchasing agent for the members. If a farmer breaks a part of his binder, for instance, it is only necessary to call the secretary, who secures a duplicate part in the city and sends it out on the next truck.

Such a cooperative arrangement is not only a compliment to the intelligence and ingenuity of the American farmer, but if logically followed, will aid materially in the nationwide fight to reduce food prices, for it brings the farmer into closer contact with the ultimate consumer of food in the cities.

NC-4's Motors Were Made in Detroit By Ford Company

The Ford Motor company has just received official advice from the navy department that it was four Ford Liberty motors—all built in the Ford company shops in Detroit—which furnished the power that drove the NC-4 to victory in its recent record breaking flight across the Atlantic from Trepassey, Newfoundland, to Plymouth, England, a distance of 4000 miles. They were regular

stock motors built during the war as a part of the Ford Liberty motor production.

Upon his arrival in Lisbon, Portugal, Lieutenant Commander Read said: "The engine functioned perfectly all the way from America to Portugal." The American naval officers, who thoroughly inspected the NC-4 upon its arrival at Plymouth, England, stated that the big seaplane was in even better condition than when it left America.

The NC-4 flight, which has meant a triumph for American engineering skill, also adds another record to Ford achievement.

Kermal Pasha, former grand vizier of Turkey, has organized a nationalist government in Asia Minor at Erzeroum.

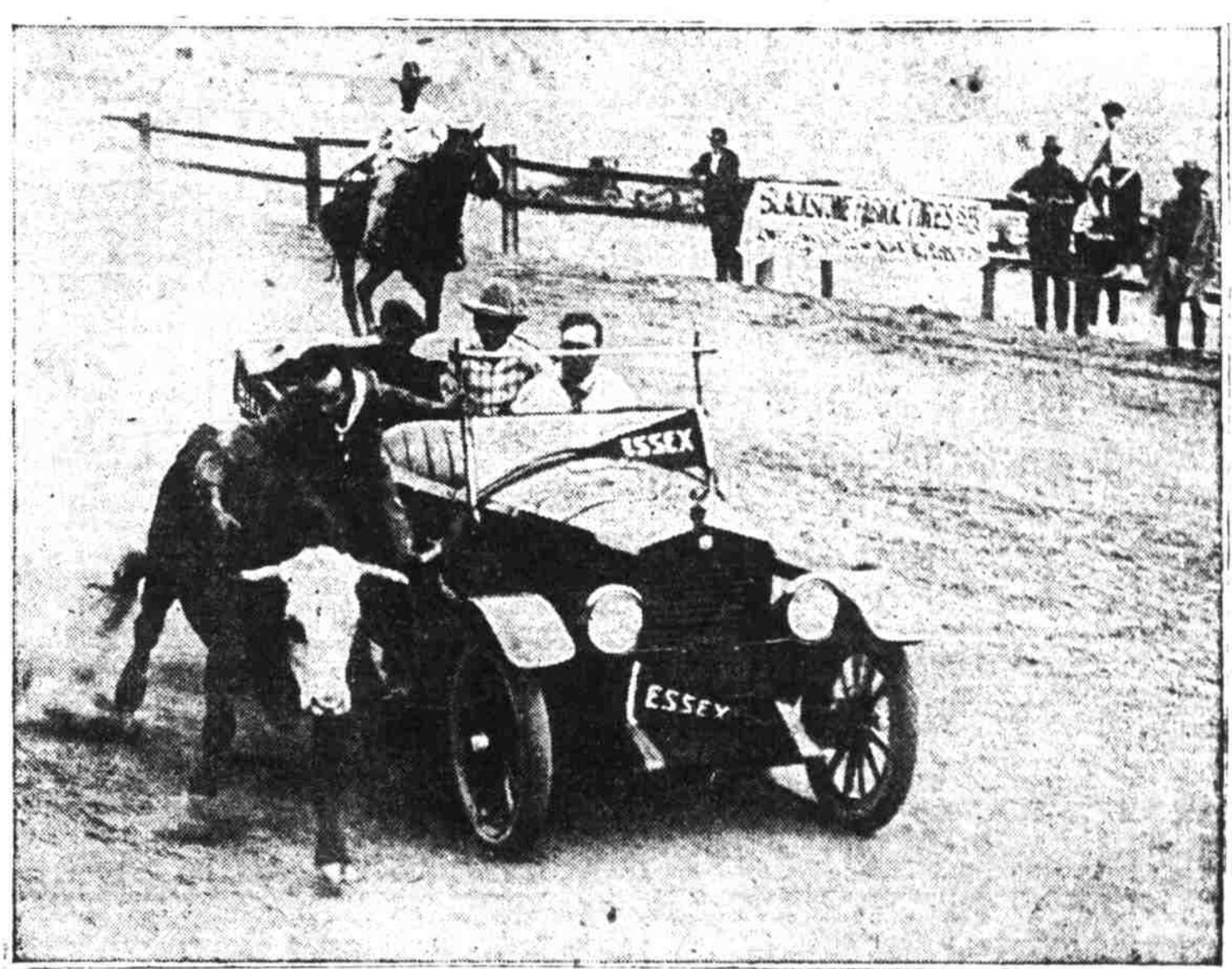


Photo taken here in Portland Labor Day of Round-Up Boys who chose the ESSEX, the fastest of all small automobiles, in place of any other make of car, or in place of the horse to build a steer. ESSEX going thirty-seven miles when picture was taken. George V. Adams, salesman for C. L. Boss Automobile Company, at the wheel.

Look at the Essex From this Viewpoint

Do as 12,000 Owners Are Doing. Compare Its Qualities With Large Costly Machines, the Only Type by Which Essex Performance Can Be Compared

We ask you to ride in the Essex that you may know how it matches the performance of costlier, larger cars.

Until you have experienced its performance you will not know that it is an unusual car.

Its size and cost naturally lead you to regard it as you do other cars of similar size.

But 12,000 owners and other hundreds of thousands of motorists know that, except for its price, its size and the economy of its operating cost, the Essex bears no relation to even cars of the better quality light-weight medium-priced class.

Choose the Essex for Performance

Any Essex owner will tell you the most inspiring things about acceleration and speed.

We have many customers who tell us they prefer driving the Essex to any car they have ever known.

Its ease of operation, the power which eliminates much gear-shifting, the speed that puts the Essex in the lead of any car they wish to pass, are qualities that account for much you hear among motorists.

Endurance, Too, Is Now Evident

Remember, the Essex has seen hard service. Its performance range is so large, owners use their cars

on trips heretofore undertaken only by larger cars. Essex has shown it has no narrow limitations. It is safe to use for any trip you would undertake with any automobile.

It meets every service, and Essex owners tell their friends how little attention they are required to give their cars.

Let Those Qualities Decide You

Regard the Essex in the service you expect from it, as you would any car regardless of size or cost.

If the Essex were as large as the cars whose performance it matches, the price would have to be as high.

But because it has no useless length or useless weight, costly car quality in every detail is possible with proportionate saving in cost.

Let us show you the Essex in the way that reveals its true qualities.

There is a five-passenger touring model, a sedan for five, and the roadster.

Each is as beautifully and completely done as any car you could want. Think how people indorse the Essex. The sole reason for their enthusiasm is Essex quality.

Add your personal experience to what everyone is saying for the Essex.

See it at the
SALEM STATE FAIR
September 22nd to 27th, 1919

Some territory open for good live dealers

AUTO SALES CO.
Distributors
Ninth and Couch Sts. Portland, Oregon

C. L. Boss Automobile Co.
615-617 Washington Street
Portland