

WHAT WOULD CITY DO IF MOTOR CAR SERVICE HALTED?

F. W. Vogler, President Northwest Auto Co., Recalls Rapid Strides Made by Motor Trucks.

What would happen to the city of Portland were all the motor trucks taken from the streets and roads, and all merchandise and supplies that are now transported by the heavy carriers would have to be hauled by other means? Talk nowadays the country over is the future of the motor truck and none stop to think of what would really happen were this state of affairs brought about.

During the blizzard of a few weeks ago, there was great hardship felt because trucks on some of the standard transportation lines about the city were forced to discontinue service. The tentacles of the truck transportation movement have become octopus-like in their reach and gathering power.

HORSES IN THE WAY

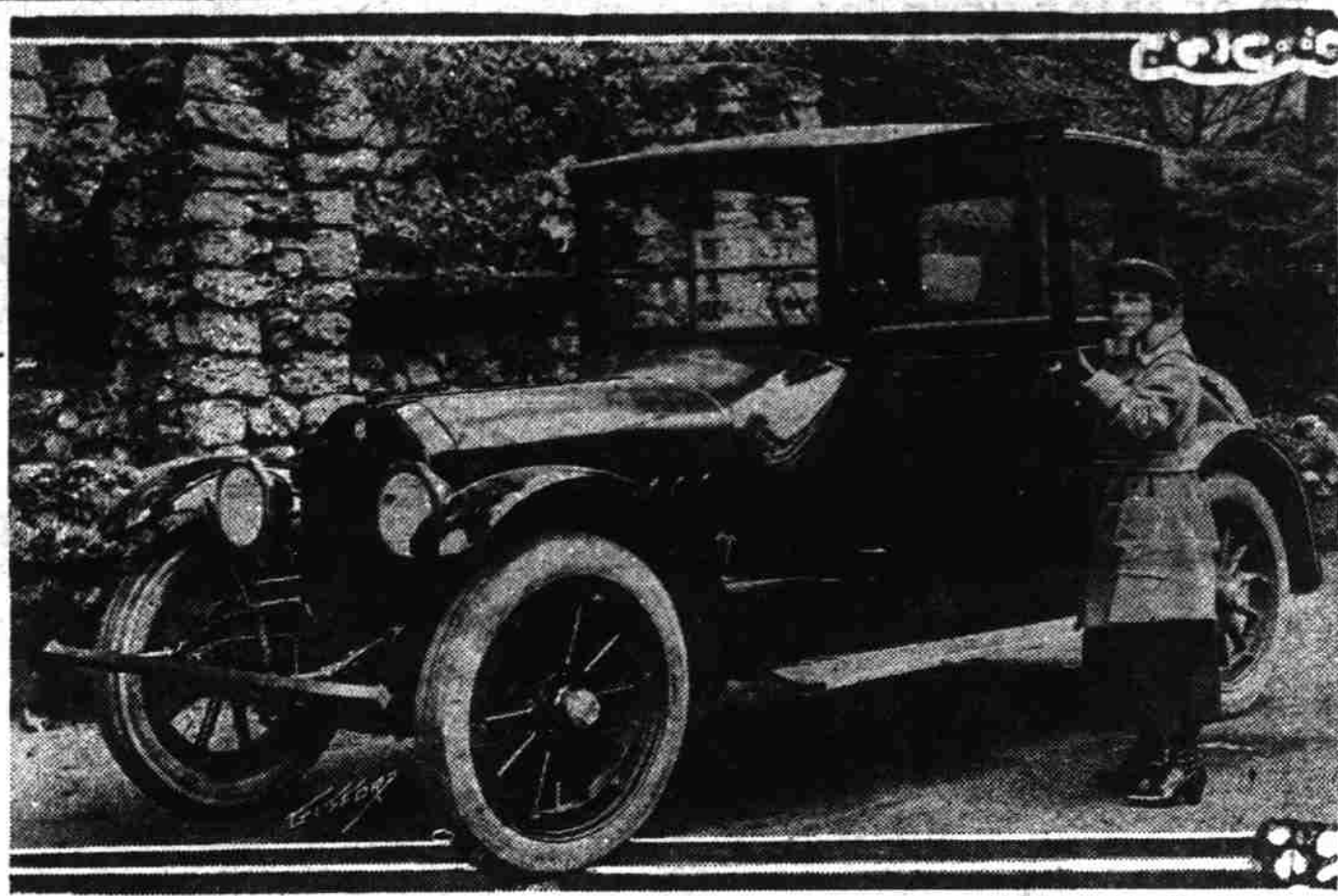
"Motor trucks have come to stay, but few ever stop to think of what America would be like were all trucks now in operation, about 1,200,000, to be taken from the highways of the country. The business of America would naturally be the sufferer, but the millions who drive in passenger cars would suffer more, for horses in many sections of America are now in the way," says F. W. Vogler, president of the Northwest Auto company, distributors of Bethlehem trucks. "Especially is this so in large cities, where, were trucks taken from the streets, congestion of a frightful nature would result. Aside from the inconvenience, though, would be the disruption of transportation of the country. In magnitude this would be little less than a calamity. Few realize how much the motor truck has fitted into the scheme of things in general, into the daily life of the country, and into our business."

"Transportation of merchandise of every sort by motor truck has become so general as to escape attention almost. Trucks come and go, run with regularity, do not break down or give trouble on the streets and roads, and carry millions of tons of merchandise without undue attention."

TRUCKS INCREASE

"Every day the number of trucks is being increased as business men of the country see the light, and as business expands. This applies to the city and to the country as well, where the pneumatic tire has proved a life-saver to the farmers and merchants. The pneumatic tire has made bad roads comparatively good roads, at least has made them passable to traffic where quite another condition existed with the solid-tired trucks of old. Many pneumatic-tired trucks have been placed in commission. Take those away from the farming districts and from bad road sections of America, and take trucks away from cities, and business would slow down almost as much as if railroads generally were to stop through a strike. Trucks today do the short-haul work of America; do city work in quantity never possible with horses, and do work quickly. With trucks removed there would be a large increase in the number of vehicles, all horse drawn, bringing congestion easy to see in the mind's eye. The Bethlehem Motors corporation reports that trucks have increased, as has that of all truck makers, and demand is being met in the great business game of today, the motorizing of America—city, country and motor and more particularly the try district and more particularly the

SNAPPY COUPE PROVES TO BE FAVORITE



Mrs. Charles E. Sears, wife of Dr. C. E. Sears of this city, about to take a short spin in her trim Peerless coupe.

Bremer Is Planning Automobile Camp

Plans are being worked out by the Bremer, Wash., Improvement club to establish a three acre automobile camping park at the Tilton river bridge near the Bremer schoolhouse. The site is beautiful and ideal, with good water, fuel and conveniences for such a park. It is also planned to build a good clubhouse on the site. James Milligan was named president of the club at a recent meeting of the club; W. A. Cooper, secretary, and John Parnell treasurer. Besides the scenic beauty of the route through Bear canyon, it is the shortest route to Morton and through Morton and Mineral to Rainier park.

Centralia's South End Paving Is Done

Centralia's big south end paving contract was completed last week. The last pavement was laid on Plum street. The entire district will be kept closed to traffic for a period of six weeks. With the work in the south end finished, the contractors shifted their machinery and crew back to the north end, where there is still much work to be done. It had been expected to leave this work to be finished in the spring, but the bright weather of the past few days and the desire of the contractors to complete their contract as early as possible caused a change of plans.

Investigating Projects

Representatives of the Grant Smith-Portner Brothers, Warren Construction company and Puget Sound Engineering company visited White Salmon last week, securing information relative to the construction of a concrete road between White Salmon and Twinkake. The heavy snows hindered them from securing much data as to the conditions. Several other companies are expected to submit bids on this road.

Removal of trucks would be a calamity.

DURANT FIRST TO ENTER FOR RACES

Millionaire Speed Demon Wires Entry for International 500-Miles Sweepstakes Event.

Clifford Durant, millionaire son of W. C. Durant, head of the General Motors company, registered the first entry for the eighth international 500 mile sweepstakes race on the Indianapolis Motor speedway, Monday, May 31.

Durant wired his entry from California, where, in the Chevrolet factory at Oakland, a special 183-cubic inch fier is being built to the new specifications of the Hoosier contest.

Durant was also the first to enter the race last year, showing a decided partiality for the coveted No. 1 position on the entry list. Like all knights of the wheel, Durant has his pet superstition, his particular brand being that No. 1 carries luck for him.

Durant is the direct descendant of a generation of millionaire racing enthusiasts that formerly boasted such illustrious names as Caleb Bragg, Erwin Bergdoll, Art Greiner, and the late David Bruce-Brown and Spencer Wishart.

He loves to drive racing cars, not for the financial reward, but for the thrill and glory of a victory well won. A millionaire in his own right many times over, by virtue of his holdings in the Chevrolet Motor Car company of California, of which he is vice president, he risks the dangers of the speed sport and jeopardizes his millions for the sake of the intense stimulus of high speed competition.

Durant has figured prominently in the gasoline-scented sport for several years, bearing the title of Pacific coast champion by virtue of his victories in the 1918 Montemarathon and Pollack contests at Tacoma, and his sweeping triumph in the 1919 Santa Monica road race, which he won at the highest speed ever recorded for that event, 81.28 M. P. H.

In all his speed encounters, Durant has been characterized by an absolute fearlessness and a display of reckless daring that borders on the verge of foolhardiness. From the time the starter's bomb explodes his foot is heavy on the throttle, with no let-up until he either wins or his iron steed goes to pieces under the strain.

In the last Indianapolis engagement he was well up among the leaders until at the 150-mile post his steering gear gave way and he was forced to retire. He was deeply chagrined at this loss of opportunity to duplicate in the East the racing triumphs he had already garnered in the West, and immediately upon his return to the coast began preparations for the coming Hoosier contest.

Leavens & Howard Have Opened Branch Offices in Seattle

The Sewall cushion wheel for trucks, which is distributed in this territory by the Leavens & Howard company, now makes its entry into Seattle under the sponsorship of the Portland firm, which has opened a branch house in the Puget Sound city.

Seth Leavens, who carried on the introduction of the wheel on the Seattle row, has just returned from the north, and reports that prospects are exceedingly bright for a large demand for the truck equipment. His chief difficulty, he declares, will be to have enough of the wheels shipped to cover the entire field. Factory conditions that retard the manufacture of complete motor cars are also a detriment to the turning out of other accessories.

The Sewall cushion wheel, which made its appearance locally not many weeks ago, is in demand for truck use because of its resiliency, and when used on trucks equipped with solid tires the effect is much the same as if the carrier were furnished with pneumatics. This is brought about by a rubber cushion built in about the hub of the wheel.

Committee Is Named To Investigate Road Expenses for Union

Last October, when the \$1,498,000 good road bond issue was up for election in Union county, a number of prominent citizens throughout the county signed a paper promising, if the issue passed, they would see that every dollar expended on good roads would receive a dollar's worth of good roads in return. To make this large body of citizens into an efficient organization, H. E. Coolidge, president of the Union County Ad club, has appointed an executive committee for the signers, composed of Fred J. Holmes, chairman, La Grande; Mick Levy, Union; Chris Johnson, North Powder; Frank Smith, Elgin; and Elmer Stoddard, Perry.

EASTERN OREGON IS REDISTRICTED

Grouping of Counties Is Changed to Meet Conditions Brought by Additional Projects.

The increasing amount of state highway construction in Eastern Oregon has compelled a redistricting of that territory.

The Dalles has been established as the headquarters for one district, including the counties of Hood River, Wasco, Sherman, Jefferson, Crook and Deschutes, with C. C. Kelley in charge as division engineer.

Baker is designated as headquarters for another division, to include the counties of Baker, Malheur, Harney and Grant, excepting that section of the John Day river highway in Grant county between Dayville and the Wheeler county line. R. H. Baldock will have charge.

Headquarters will also be maintained at Pendleton for a division to include the counties of Gilliam, Wheeler, Morrow, Umatilla, Walla Walla and Union. Engineer Bennett will have charge of this division.

United Motors Co. Named Agents for Borg & Beck Clutch

E. O. Dahl, manager of the United Motors company of 539 Burnside street, local distributor of Westcott, Elgin and Harroun cars, announced last week that his company had been appointed Oregon and Southwestern Washington distributor for the Borg & Beck clutch.

This is the first company to handle the distribution of this clutch in this territory, and users of cars, part of whose equipment is manufactured by the Borg & Beck people, of which there are about 100, many of which are represented locally, have long felt the need of a local agency for this standard part.

The appointment of the Portland concern as local agent is the result of a new policy recently inaugurated by the manufacturing company. Agencies are being established in all parts of the country and Portland was chosen as the logical distributing point for this territory.

The United Motors company is expecting a stock of parts to arrive here shortly and announces that it will handle both the wholesale and a retail business.

Endurance Trial in Races Was Victory For Goodyear Tires

In a gruelling 50-hour time and endurance trial on the Cincinnati speedway, December 12, "Dave" Lewis, "Tommy" Milton and De Loyd Thompson hurled a 183 cubic inch displacement stock model Essex around the board oval at a record-breaking speed of 60.7 miles per hour for a total mileage of 3037 miles.

So high was the average speed maintained for the 50 hours and so great the total mileage that the company has applied to the A. A. A. for the records for 1, 4, 12, 24, 36, 48 and 50 hours. The mileage for the above periods was respectively 69, 255, 819, 1539, 2912 and 3037. These sensational performance were no less a victory for Goodyear cord tires and rims on Houk wire wheels. The speedy racer was equipped with 32x4 straight-tire tires.

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That Bump—The New Triplex Springs Take Away Its Jar

THE wonderful three-point suspension Triplex Springs of the new Overland 4 Four-Door Sedan mark the greatest riding improvement since the introduction of pneumatic tires.

These springs are diagonally attached at the extreme ends of a 130-inch Springbase. They give Overland 4 with 100-inch wheelbase the steadiness and smoothness of riding which long wheelbase and heavy weight give the large car.

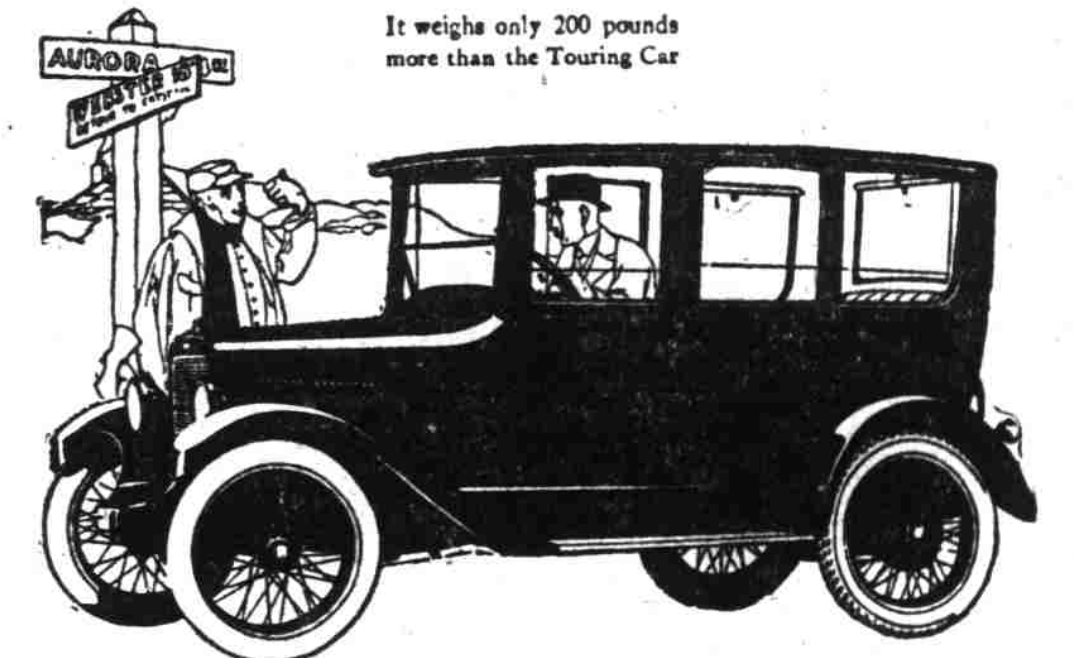
They smooth out road roughness. They take up the jolts and rebounds.

Overland 4's light weight and efficiency make it surprisingly economical of fuel and oil.

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Overland 4 Touring, \$945; Roadster, \$945; Coupe, \$1295; Sedan, \$1575
Prices f. o. b. Toledo, subject to change without notice

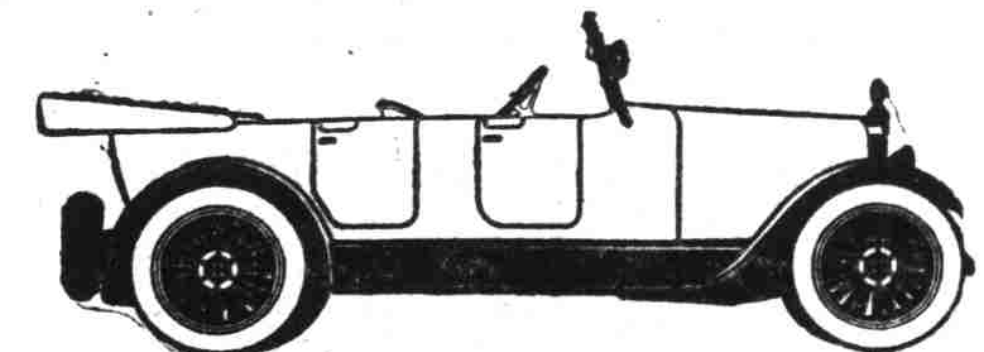
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