

U. S. SHOWN TO BE MOTOR MAKER FOR NATIONS OF WORLD

Nine-tenths of Cars on Wheels
Today Are Said to Have Been
Turned Out by United States.

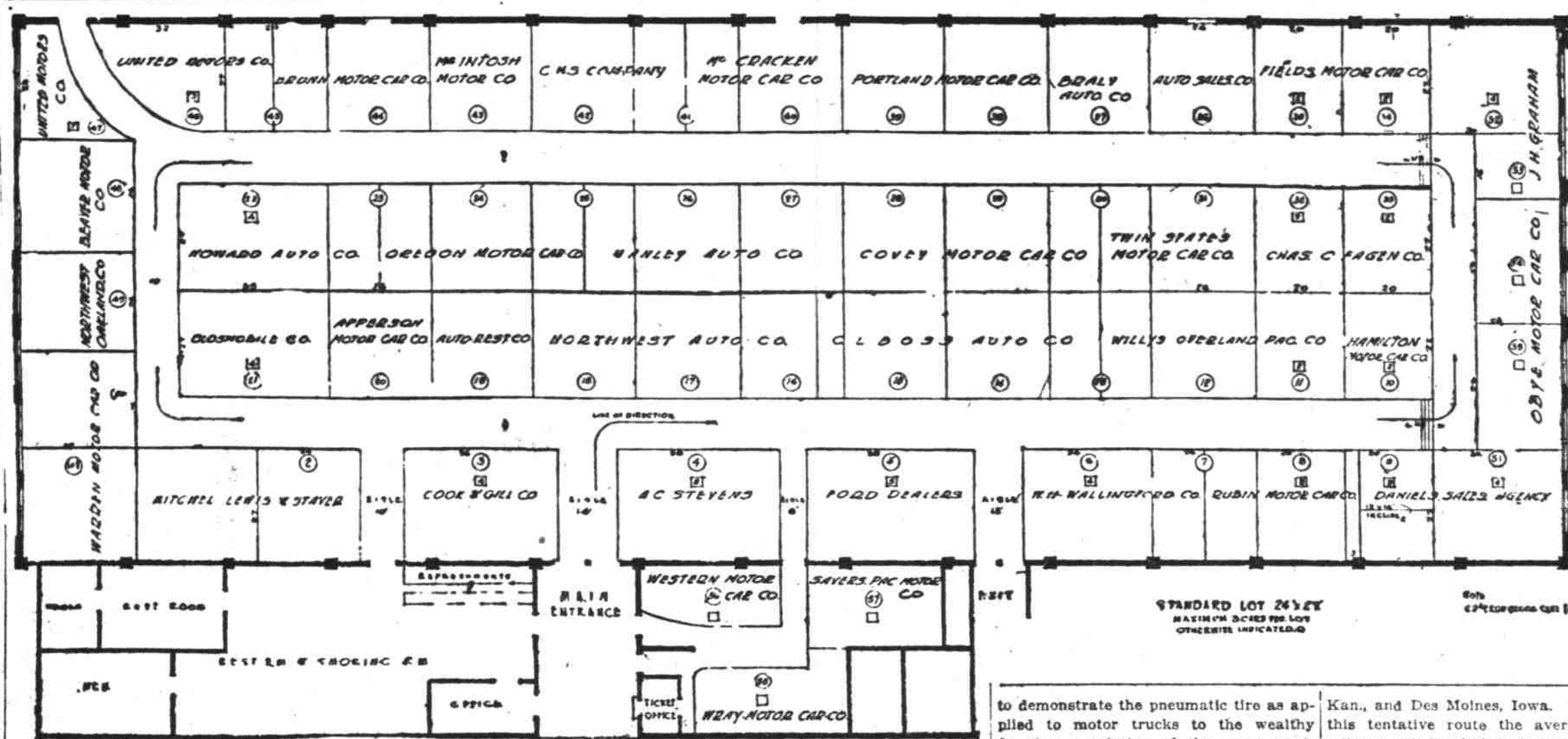
The excellence of the products of any country are not always determined by their consumption at home, but in a great many cases by their consumption abroad. People at home are prejudiced toward goods, now more than ever, that have the stamp of domestic manufacture. The case of the automobile is the same as the case of any other product. Manufacturers are finding a greater demand abroad every day for American-made cars, and they find that they are competing very successfully outside of this country, not only under other flags where the manufacture of motor cars is unknown, but in manufacturing countries such as France and England.

The recent assertion that three-fourths of the automobiles of the world are owned in the United States, and that nine-tenths of those now in the whole world were produced in our own manufacturing establishments, lends interest to a compilation by the National City Bank of New York regarding our exportation of automobiles from the earliest date to the present moment.

EXPORTS ARE ENORMOUS
These figures show that the exports of automobiles and parts thereof, including tires and engines, have, in the 20 years since the exportation began, aggregated about \$1,000,000,000. The calendar year 1919 surpassed all records, even that of the war years when we were sending large numbers of commercial autos to Europe for use in the war area. The value of automobiles and parts thereof, including tires and engines, exported in the calendar year 1919 aggregated approximately \$185,000,000, as against \$140,000,000 in the fiscal year 1918, the former high record; \$38,000,000 in the fiscal year 1914, all of which immediately preceded the war; \$11,000,000 in 1910; \$2,500,000 in 1905, and slightly less than \$1,000,000 in 1902, the first year in which automobile exports were considered of sufficient importance to justify a separate statement in the government record of merchandise exported. Of the \$185,000,000 worth of automobiles and parts thereof exported in the calendar year 1919, \$35,000,000 worth were commercial cars; \$75,000,000 worth passenger; \$41,000,000 worth of automobiles; nearly \$30,000,000 worth tires, and about \$5,000,000 worth of automobile engines.

GO ALL OVER WORLD
Where do they go? Literally to every part of the world. France, formerly a very large manufacturer of automobiles, is showing a remarkable appreciation of the American commercial machine, the total number of commercial automobiles

AUTOMOBILE SHOW FLOOR PLAN SHOWING SPACE ASSIGNMENTS AT HIPPODROME



sent to that country in the calendar year 1919 having being about 3600, valued at over \$15,000,000; though of passenger machines the demand from France is comparatively small, the total for the calendar year 1919 aggregating less than 1000 and the value but about \$2,000,000. Great Britain, which took large numbers of commercial machines during the war period is now apparently manufacturing them for herself, for the total value of commercial machines sent to that country has fallen from \$20,000,000 in 1917 and nearly \$7,000,000 in 1918 to only about \$500,000 in 1919. Cuba is apparently appreciating the auto truck, for the number sent to that island in 1919 is about 750, valued at nearly \$2,000,000, as against 557 in 1918, valued at about \$1,000,000.

Sixty countries and colonies took American commercial machines in 1918, the latest year for which a detailed statement is available, and the number of countries taking passenger machines was 80. Iceland took in 1918 40 passenger machines, at a value of \$34,000, and one commercial machine, valued at \$2245. To Spain, the number of passenger machines exported in 1918 was 85. At a value of \$75,860; to India, 72 machines, valued at \$70,254, and 11 commercial machines, valued at \$22,000. To the far off Dutch East Indies we exported in 1918 no less than 1260 passenger machines, valued at \$1,567,766, and of commercial machines 154, valued at \$235,536, while the figures for the calendar year 1919 indicate a total of

about 2000 machines, valued at approximately \$2,500,000.

The imports of automobiles into the United States, which have aggregated \$31,000,000 since the first record, that of 1906, have declined from the high water mark of \$9,837,000 in 1910 to \$524,709 in 1919.

How Friend Spouse Talks the First Day

From Cartoon's Magazine. Husband Mrs. Henry—Now Henry, do have caution there's a policeman he never saw us use all our four wheels at once Henry look out there's a cat heavens the bridge is open my Gawd if you skid like that again we might go through a plate glass window I read of a man knocking down a lamp post he got cut horribly—get away from that curb why there's Mrs. Black lift your hat Henry what well I guess you can leggo that wheel long enough what well you needn't cut all your friends just because you are learning to drive my isn't this heavenly to skim along like two birds cut it out CUT IT OUT there's nothing on top of that pile of bricks that we have to see—etc., etc.

Henry (one and only remark)—Damn! Cash Customer—What have you in there? "Smart" Salesman—Air, mostly.

RELIABILITY RUN WILL BE IN JUNE

Automobiles to Drive Over Route
of 2500 Miles in 24 Days;
Cover Eight States.

America's first annual national motor truck reliability contest will be run starting late in June, 1920, and extending over a course in the Middle West, with Omaha as the starting and finishing point. The route will be approximately 2500 miles, with practically 24 days of driving and 27 days in all on the road, Sunday driving being prohibited in the contest. The route will run through parts of eight states. Trophies of value and beauty have been offered, including the Omaha Bee trophy, as the leader, for the best performance of a truck on the run, which will be limited to trucks of 3½ tons and under, all to be pneumatically tired. One of the main objects of the run is

to demonstrate the pneumatic tire as applied to motor trucks to the wealthy farming population of the great territory covered.

Sanction for the "Run Around the Money Belt," as the run has been called, the first annual national motor truck reliability contest, has been issued by the contest board of the American Automobile association. Chairman Richard Kennerdell, of the contest board, has stated his belief that the event will be the most important ever held for the motor truck industry.

The exact route will be determined only after the pathfinder has passed over the roads to determine upon its qualifications, particularly with regard to bridges and the care of the party en route. Noon stops, night stops and Sunday lay-overs will then be arranged for by the pathfinder and his aides, who will make their lengthy trip as soon as the roads have been opened to motor car traffic in the late spring.

The route may be from Omaha to Lincoln, Cheyenne, Denver, Colorado Springs, Pueblo, Hutchinson, Topeka, Kansas City, Des Moines, Fort Dodge, Sioux Falls, Sioux City and Omaha. Sunday stops on this tentative schedule are at Cheyenne, Colo., Hutchinson,

Kan., and Des Moines, Iowa. Following this tentative route the average daily mileage will be slightly in excess of 101 miles.

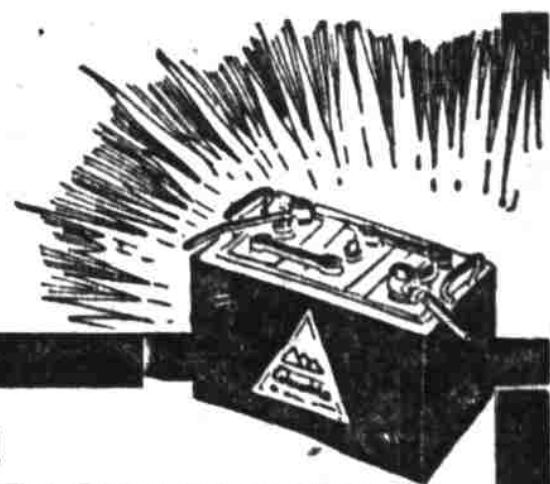
Customs Dues on Tires Are Boosted

An advance of 10 per cent on automobile tires shipped by Goodyear Tire & Rubber company of Canada was ordered in a customs ruling handed down by Judge McClelland of the board of United States general appraisers. Advance is for commission allowed to jobbers which the general appraiser rules is to be added to value of tires shipped to this country, as price of tires with this addition represents the foreign market values for American tariff purposes.

Many Hogs Carried
During the first nine months of 1917 more than 50,000 hogs were brought into the Omaha market by motor truck. Dur-

ing the same period in 1918 more than 140,000 hogs were brought into the same market, an increase of 170 per cent. A standard two ton truck will carry about 20 medium weight hogs and more when the body is double decked.

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Owners Praise It For Its Comfort

The delightful comfort with which five adult persons ride in the Cleveland Six touring car has appealed to buyers everywhere. The wide, soft-cushion seats, upholstered in genuine hand-buffed plaited leather, are cozy as cozy can be. And the low underslung spring construction, a feature of the Cleveland Six chassis, subdues the road-shock long before it can reach the cushions.

Many unusual qualities such as these are fast winning friends for the Cleveland Six. Among light weight sixes it stands out distinctly.

At all the principal automobile shows this season it has attracted extraordinary crowds. Men of mechanical interests and men experienced in the

use of motor cars have been generous in their expression of approval and admiration for the entire design and construction of the Cleveland Six chassis. The several beautiful styles of body, mounted on this one chassis, have met with praise from men and women alike.

When You See or Drive
the Cleveland Six, You Want It

Touring Car (Five Passengers)	\$1385	Roadster (Three Passengers)	\$1385
Sedan (Five Passengers)	\$2195	Coupe (Four Passengers)	\$2195
(All Prices F. O. B. Factory)			

Twin States Motor Car Company

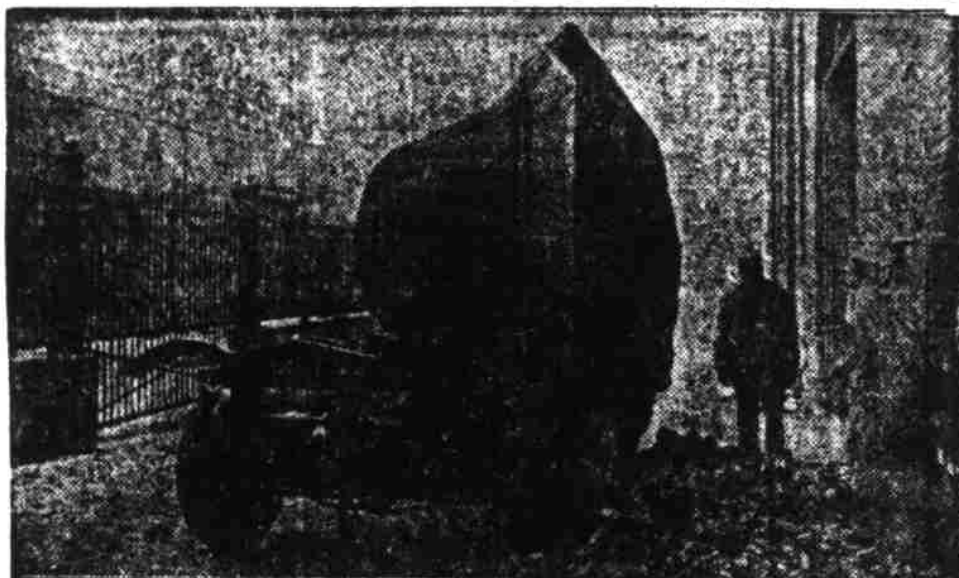
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CLEVELAND AUTOMOBILE COMPANY, CLEVELAND, OHIO

\$1385

LEE LINE TRAILERS BODIES LOADERS

"The Lee Line Way Makes Motor Trucks Pay"



LEE 2-WAY SIDE DUMP BODY MOUNTED ON TRUCK CHASSIS

The side dump body shown can be mounted on a truck or trailer chassis by two workmen in 30 minutes. Four U-clamps are all the fastenings necessary. The bodies operate entirely by gravity—no hoists or other mechanism necessary. They are so substantial and simple that a blacksmith can make repairs if necessary.

The Holman Fuel Co. of Portland is using two of these bodies—one mounted on a truck chassis and one on a Lee Trailer pulled by the truck.

The Lee Road Builder and bottom dump body mounted on Lee Trailers are units of interest to contractors.

Lee Pole Trailers for lumber hauling and logging are in use in Oregon woods. They have removable bunks and are carried in stock in all capacities.

See Lee Units on display at the Motor Truck Show, Armory, 10th and Couch streets, or at our salesroom.

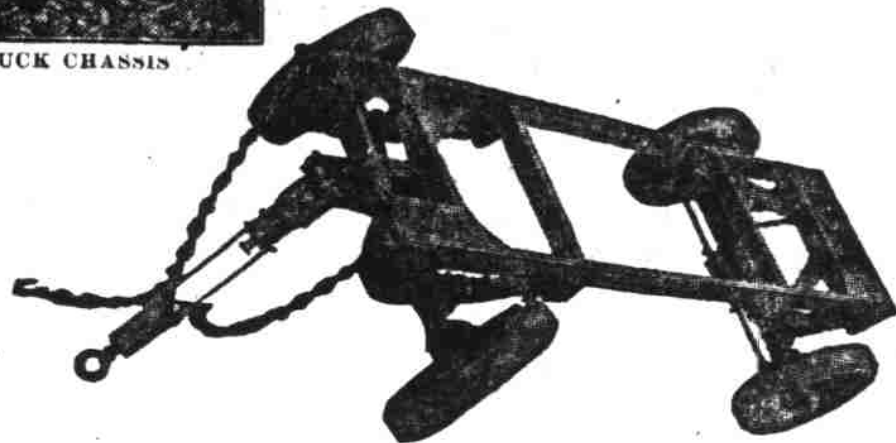
SEND FOR BULLETIN 36 SHOWING THE COMPLETE LEE LINE.

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