

PORTLAND TRUCK SHOW IS BIGGEST COAST EVER SAW

Great Exposition of Commercial Motor Carriers Opens Tomorrow Morning at 9:30 O'clock at the Armory; Over 65 Models of Light and Heavy Vehicles Will Be Found on Display.

The opening of the doors of the Armory at 9:30 Monday will reveal to the eyes of the public what so far is the most comprehensive collection of light and heavy carriers of merchandise and other products ever gathered together on the Pacific coast. The Portland truck show is pronounced unqualifiedly the best exposition of its kind arranged this year west of Chicago, and this in a year when unusual attention is being paid to the manufacture and marketing of commercial vehicles.

Over 65 truck models will be on display, running the whole gamut of size and capacity, from the lightest of light carriers to the giants of road and forest. Local dealers have been in touch with their factories for the past month arranging for special "jobs" to be dispatched to Portland for the annual festivities, and the makers have responded in full measure. Freight cars have been hurrying them westward by the dozen, and the models have slowly but surely gathered for the big week in the year and the biggest week the industry has ever had a chance to observe locally.

The advantage the show this year will have over that of last year is obvious. The last show was held just after hostilities had ceased and the industry had not yet gotten the dust of battle fully rubbed from its eyes. Almost every factory was still on a war basis, and that basis meant that little could be done for the "special job" or the making up of distinctive exhibits for shows. Transportation was at a standstill, and it still is to a certain extent, and freight cars for shipments of show luxuries were not then, nor even now, as plentiful as the flowers that bloom in the spring.

New trucks, in addition to familiar models that will have new offerings, have made their appearance here, and the Armory is filled with carriers of wide price range and destined for all sorts of uses. Some manufacturers are finding it worth their while to build one truck for some particular work and another truck for another kind of work. The road building machine will be on display, the carrier designed especially for farm work, the vehicle for city hauling, and the light swift commercial messenger that speeds wherever hard surface is found or jogs contentedly where the unpaved road would make a heavier vehicle slow and of little economic benefit.

SMALL TRUCKS SHOWN

One feature of the show is the presence of trucks of lighter weight. One theory that has been advanced by both merchants and manufacturers to a certain extent is that the light truck used with a trailer, or the tractor with the whole load carried on the detachable auxiliary, is coming to be the feasible means of carrying on intercity traffic. And intercity traffic by truck is coming to be a matter of course.

Two other things that will be found of interest is the growing tendency for owners, and for manufacturers through the influence of those demanding the carriers, to choose trucks that have speed, and to equip their trucks with pneumatic tires, the speedy, heavy truck, which means the truck up to a five-ton capacity, is coming to be used more widely as the hard surface roads increase their mileage and the country districts come nearer to the city through the quicker exchange of produce and merchandise. With the side settling of parts of the country where formerly little interest was evinced in development, the truck is making the railroads unnecessary, carrying as it does the bulk of the load with an ultimate shorter time between shipping and delivering. That idea of getting the goods there in the shortest possible time has caused truck lines to be organized for long hauls, and once the gasoline freighter of low capacity, but a road speed of close to 20 miles to the hour, has taken a toe-hold on the shipping rights of the locality railroads have ceased to be the necessity they were of yore.

The use of pneumatic tires for trucks is of course an element in producing speed. The wear and tear on hard surfaced roads is less when the air cushions are used, and merchants and farmers have discovered that the pneumatic equipped truck can go where its brother with the solid rubber cushions cannot penetrate.

MAKES BIG DIFFERENCE

The greater number of people who will come to the show this year will hail from a greater territory than ever before. One year makes a vast difference in the education of a territory in the use of motor cars and trucks, and this past year has seen that difference in knowledge become apparent throughout Oregon.

The local truck men have been responsible in large measure for this campaign of enlightenment. In the course of marketing their product in this state they have come into close touch with men in every commercial pursuit, from the grain farmer and the apple grower on one side of the state, to the dairyman on the other. These men will come, large numbers of them, to Portland for the show, and there the dealers will stage a final and complete demonstration of the efficiency of the truck, will show how it works and what makes the wheels go around. Many models will be displayed that will be torn down so that the important features of truck operation will become an open book. Axles, differentials, transmissions, clutch operation, cooling and oiling systems will be there for the casual scrutiny of the amateur and the close inspection of the expert and potential prospect. The show in that regard will be a great lesson in truck anatomy.

The show, then, will not be merely a few trucks gathered in one spot with an attractive background for the sole pleasure of delighting the eye with a great scenic display. It will be attractive, it is true, and much has been done and sums of money spent for that purpose. But dealers and manufacturers are realizing that the reason of the prospect must be appealed to as well as his eye for beauty. The truck show will be a kindergarten in a mechanical clinic all in one.

Linseed Oil With Graphite for Doors

Linseed oil mixed with a small amount of graphite is recommended as a lubricant for door hinges and latches, which seldom receive attention in this way. Ordinary cylinder oil has a tendency to run, which is not desirable at this location because the clothes of passengers are likely to come in contact with it.

National Motortruck Reliability Contest Scheduled for June

Interest of the manufacturers of motor trucks has been aroused in the first national motor truck reliability contest, sanctioned by the American Automobile association, to be run with Omaha as the starting and finishing point. Definite date for the contest will be set within a short time. The start will be late in June—that is known. Trophies will be offered for each division of the contest, and the grand trophy will be the offering of the Omaha Bee, underwriter of the event.

It was at a gathering last August of the leading truck distributors of Omaha that it was decided a truck demonstration of some sort would be a great public benefit. Gradually the plan developed, the A. A. A. sanction was secured, endorsement of the event was secured from the Omaha Automobile Trade association, and the Omaha Chamber of Commerce.

Exact routing will not be known until a pathfinder has made the trip in the spring, but plans call for a run of about 2500 miles to be made at an average mileage of about 100 per day with three days of rest, as no running will be done on Sunday.

Short-Circuiting Plug

The short-circuiting of a spark plug that causes misfiring is seldom at the spark plug. Only surfaces of the porcelain collect and retain metallic wear products which invite the current to avoid the gap and prevent the spark plug that is needed to get ignition. The quality of spark plug makes no difference. The surface must be cleaned to restore proper action.

The Truck of Unlimited Usefulness



GREAT CREDIT IS DUE TRUCK COMMITTEE



The truck show committee, to whom the honor for the splendid display at The Armory is due. They are, from left to right: F. H. Nash, Del Wright and F. M. Leeston-Smith.

TRUCKS TO BE SEEN AT THE SHOW

Make of Truck	Models	Firm Showing
Acason	One model	Northwest Auto Co.
Aos	1 1/2, 2 1/2, 3 1/2 ton	Auto Sales Co.
Atterbury	1 1/2, 2 1/2, 3 1/2 ton	Atterbury Truck Sales Co.
Apex	One model	Oregon Motor Car Co.
Bethlehem	One model	Northwest Auto Co.
Chevrolet	One model	Fields Motor Car Co.
Clydesdale	One model	Clydesdale Motor Truck Co.
Dearborn	2 ton	Hawthorne Garage
Denby	2 1/2, 3 ton	Denby Motor Truck Co. of N. W.
Diamond	One model	Diamond Truck Sales Agency
Duplex	One model	Northwest Auto Co.
Fargo	2 1/2, 3 1/2 ton	Fargo Motor Sales Corp.
Fargo	One model	Fargo Motor Sales Agency
Federal	Delivery and heavy	William L. Hughson Co.
Ford	Three commercial	Ford Dealers
Fordson Tractor	One model	Garford Oregon Motor Sales Co.
Garford	1 1/2, 2, 3 1/2 ton	Garford Oregon Motor Sales Co.
Gary	1 1/2, 2, 3 1/2 ton	Gary Coast Agency
Grant	Two light	Manley Auto Co.
International	1 1/2, 2 ton	International Harvester Co.
Jumbo	2 1/2, 3 ton	Mitchell, Lewis & Staver Co.
Karavan	2 1/2 ton quad, 3 ton chassis	E. D. Van Dersal Co.
Kissel	Gen. Del. freighter, heavy	McIntosh Motor Car Co.
Kliber	2 1/2, 3 ton	States Auto Sales Co.
Master	2 1/2, 3 ton	Oregon Motor Car Co.
Oldsmobile	2 1/2, 3 1/2 ton, 1 express	Oldsmobile Co. of Oregon
Paige	1 1/2, 2 1/2, 3 1/2 ton	Paige & Gill Co.
Parker	2 ton	W. H. Wallingford Co.
Patriot	1 ton	Pacific Patriot Co.
Rainier	1 1/2 ton	Service Garage
Riker	Two models	Northwest Auto Co.
Standard	Two models	E. D. Van Dersal Co.
Stewart	2 1/2, 3 1/2 ton	Atterbury Truck Sales Co.
United States	1 1/2, 2, 3, 4 1/2, 5 ton	United States Motors Co.
Velle	1 1/2, 2, 3 1/2 ton	D. C. Warren Motor Car Co.
Winther	4 ton	Chessman-Stater Motors Co.

Call Autos Motorcycles

Motor cars built in 1895 were officially called "motorcycles," not automobiles. The surface must be cleaned to restore proper action.

Motor Industry Leads

According to tax returns from Cleveland, Ohio, the motor industry leads all others in that city.

New York Reports 21 Per Cent More Cars This Season

Recent reports of Francis M. Hugo, secretary of state, indicate there has been a 21 per cent increase in motor vehicles in New York state during the past year. There is at present 440,045 passenger cars and 92,846 trucks in operation in the state.

It is noticeable that motorcycles in New York show a decrease of 219 over a year ago. This also holds true of New York City, where the decrease amounts to 91.

In the state as a whole automobile dealers have increased from 2215 to 1661, making a total of 18 per cent. The total receipts to the secretary of state's office from its motor vehicle end will reach \$6,000,000 by the latter part of January, running a million dollars over last year, or in percentage terms, amounting to approximately 20 per cent. Taking New York city registration figures separate from those of the entire state, an increase of 35,087, or 36 per cent, is shown in its passenger cars. The same 12 months has brought an increase of 34 per cent in the city's commercial vehicles. The number of dealers has grown from 645 in 1918 to 813 on December 1, 1919. New York city registered 171,539 motor vehicles in 1919, while its chauffeurs now number 104,632, as compared with 82,476 on December 1, 1918.

The expenditure for highway improvements last year throughout the United States is approximately \$3.09 per capita.

TRUCKS LIGHTEN BURDEN OF WORK FOR THE FARMER

Where Machines Were Used Only for Short Hauls at First, Use Has Been Broadened Greatly.

When the story of the motor truck is written, due credit will have to be given to the heavy carrier for the

part it has played in the development of the rural community. The farmer was slow, in some places, to take advantage of the conveniences of the gas driven machine. Particularly in this so in the East. In the West, however, with the vast distances that stretch between the farmer and the railroads, sometimes entailing long hauls before shipments by train are possible, the truck has come to play a heavy and important part in the marketing of produce. The difference between hauling with horses and with trucks is becoming more apparent every day, both from a standpoint of time and from a standpoint of expense.

SOIL SOURCE OF WEALTH

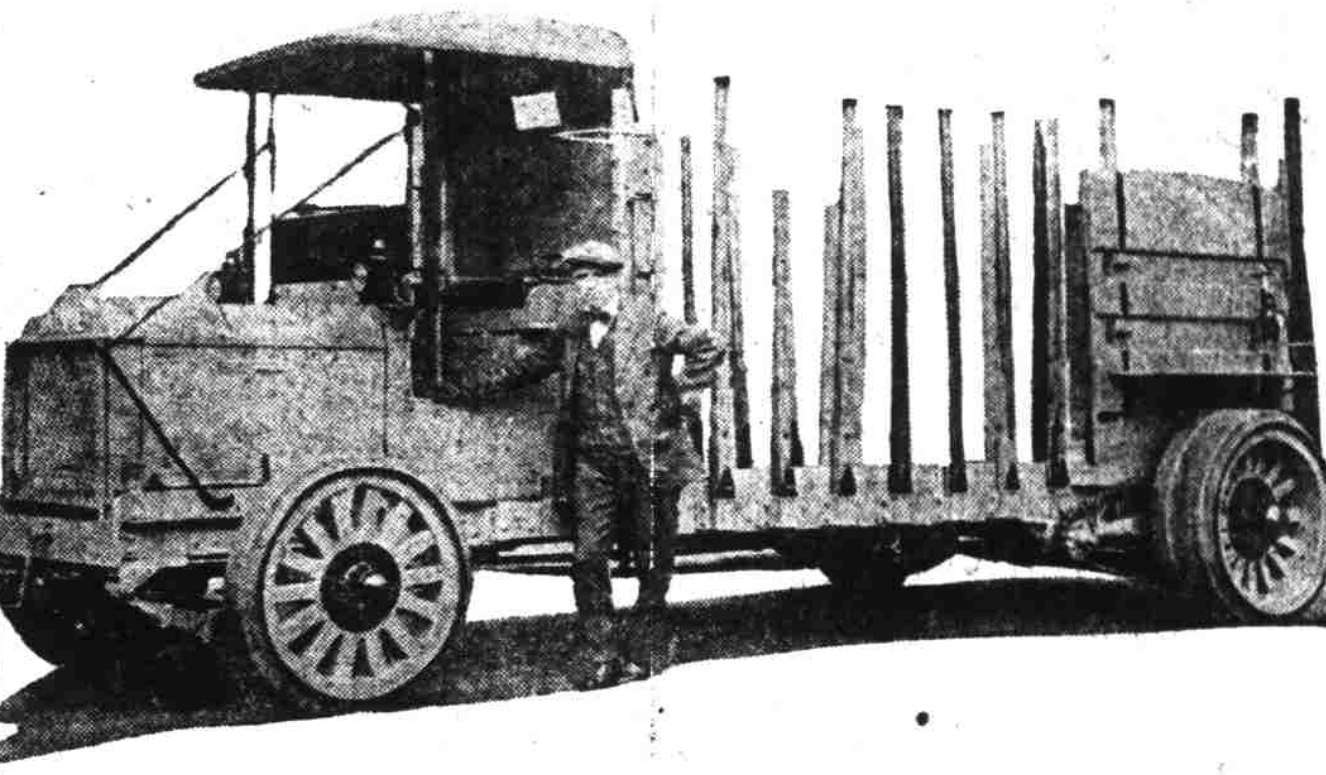
The soil is our stronghold. Despite remarkable progress in manufacturing and in other industries, agriculture seems destined to become the backbone of life throughout a major portion of the Pacific coast states, and to continue so for many generations. Great natural wealth of forest and mineral, and of sea food, is ours, and we are harvesting it; yet it seems a certainty that in the final

analysis it will be as growers that we of the Pacific coast states will assert ourselves most strongly in the markets of the world. That prospect stands out more clearly now than at any time in the past, though we have behind us a record of agricultural achievement that needs no apology. Farming activities very similar to that intensive effort made to meet food requirements of the war are to be seen everywhere throughout the Pacific coast states today.

Whether it be reclamation work, tillage, harvesting or crop transportation you choose to consider, you will almost invariably find that little giant, the internal-combustion engine, rendering yeoman service.

Several lines of motor buses are now operated in Tokyo, Japan.

The Great DOANE Truck



THE MAXIMUM OF CITY TRANSPORTATION EFFICIENCY

DESIGNED BY A COAST DRAYMAN TO MEET COAST CONDITIONS

BUILT IN SAN FRANCISCO

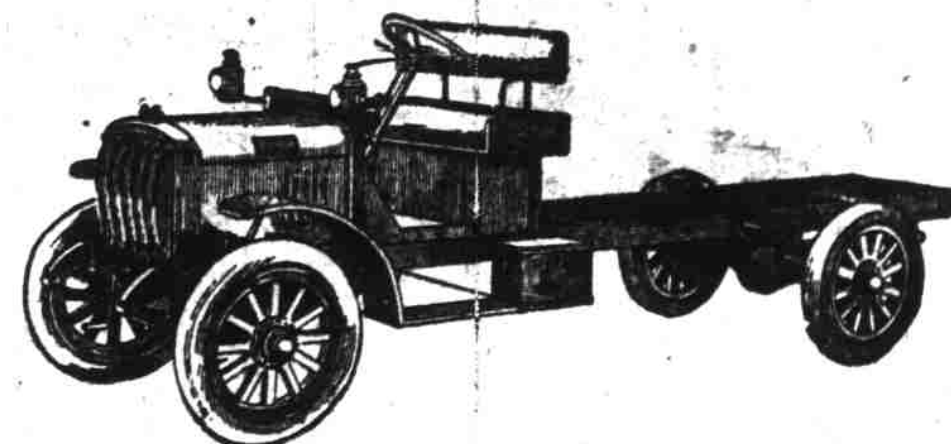
Note the Low Bed, Loaded or Unloaded, either side or rear, at sidewalk level.

Delivers more goods on short hauls for less money than teams.

Two Types—2 1/2 and 6-Ton Capacity
All Trucks Complete With Stake Body

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