

SAMSON TRACTOR COMPANY TO OPEN PORTLAND BRANCH

Local Headquarters Will Be Distributing Center for Samson Farm Implements in Oregon.

D. D. Phillips, representative of the Samson Tractor company's factory branch at Stockton, Cal., has arrived in Portland to establish headquarters in this city for the Samson line, Portland being chosen for the central location of the Northwest agency for the company's great variety of farm equipment.

The two states of Washington and Oregon, and also parts of Idaho, will be supplied from the Portland station, where the organization will be housed in the large building on the east side near Hawthorne and Williams avenues, which was erected for Vick Bros. company. Here will be stored motor cars, tractors, trucks and other farm equipment destined for the use of granges throughout the great territory to be covered.

PHILLIPS IN CHARGE

Phillips will be in charge of the local branch, to take care of the wholesale activities of the business. Wentworth & Irwin will handle the distribution for Multnomah county and the adjoining counties, and Vick Bros. will handle the territory, with headquarters in Salem.

The Samson Tractor company manufactures a large type tractor that will do the work of eight horses, eliminating the expense of that feature of former farm administration methods. The tractor comes fully equipped and is so constructed that it will burn either kerosene or distillate.

Another feature is the Samson Iron Horse, a tractor that will do the work of three horses, and which is controlled by reins as the mule and horse were of yesterday. The man who has been used to driving a horse will have no trouble learning to drive this tractor, it is said.

MEET FARM DEMANDS

Two sizes of trucks are also made, a 1/2-ton carrier for the use of the farmer with average acreage, which may be operated with sand rims for navigating the fields. These may be taken off and the truck sent on to market with produce. This truck costs \$775 at Portland. It is equipped with pneumatic tires and has a Chevrolet Baby Grand motor as the power plant.

For the farmer with larger acreage there is the 1 1/2-ton truck, built along the same plan as the carrier, but with lighter capacity, thus having two products in the transportation line that will cover every need of that sort of the granger.

Beside tractors and trucks, the Samson company manufactures a large family automobile, a lighting plant for the farm, an automatic ice machine that manufactures its own ice, washing machines, and a score of other useful and labor-saving devices that are coming into their own as modern farming moves on toward a scientific perfection. The nine passenger automobile, to take care of the man with a farm-size family, comes more under the head of luxury than necessity, but farmers are finding the passenger vehicle more and more of a useful thing as the months pass. The motor car has been a great thing for the farmer, in the consensus of opinion, and more license tags are being seen on the country roads every year. The car costs less than \$1000.

Use Diamonds to Make Cars

Thousands of dollars worth of diamonds are used each year in the Willys-Overland plant at Toledo to true up emery wheels essential in grinding to accurate limits the parts which go to make up the completed Willys-Knight and Overland Four cars.

H. C. Love, district service manager of the Willard Storage Battery company, and R. P. Bowman, Northwest factory representative of the same company, were in the city last week, en route from the factory at Cleveland over the various points of interest to Willard men on the coast.

NEW SALESMANAGER HAS WON ENVIABLE RECORD



A. H. Nehl, recently appointed sales manager of Wentworth & Irwin, local distributors of GMC trucks, Samson tractors, and well known body builders, has had one of the most satisfactory careers noted on the local row during the past year. After his discharge from the army he joined the selling staff of the company and has made an enviable record in the selling of trucks during the season just past. His work is regarded as being highly promising.

CARS FOR STATES IN THE WEST ARE HELD UP ON ROAD

With all due respect for the Portland Automobile show, which he really wanted to attend, H. R. Roberts, Pacific coast district manager of the Hupmobile factory, arrived in Portland last week bubbling over with praise for the annual automobile display held recently in San Francisco.

Recalling the days when he served on the Portland Automobile show committee, "Bert" doctored up his travel calendar so that he would land in Portland for a visit with his family during the local show week, but he reckoned without the detraction of his bosses in Detroit, who sent word that they wanted him to represent the Hupmobile factory at the big San Francisco show.

The display of cars, trucks and accessories, spread over the three floors of the Civic Auditorium in San Francisco, excelled all previous exhibitions for size, attractiveness and attendance, Roberts reports.

While in the California metropolis the Hupmobile representative talked with a large number of Eastern manufacturers and dealers and he found that all of them were worrying over the inability of the railroad companies to handle the movement of motor cars, which are piling up in the Eastern automobile centers waiting for an opportunity to be shipped to anxious dealers and buyers in various parts of the country.

Predictions are being made freely that flatcars and gondolas will be employed for shipping automobiles west as soon as the weather moderates sufficiently to guarantee that means of shipment without any prospect of losses from cold weather and storms.

In order to protect themselves on the delivery of Hupmobiles, A. B. Manley and E. C. Habel of the Manley Auto company have at all times accepted delivery in Detroit of the full allotment of Hupmobiles for the Oregon territory and have warehoused their cars in Detroit pending the arrival of freight cars. This progressive plan necessitates the investment of several thousand dollars in each carload, but it insures the ultimate delivery in Portland and Oregon of the proper number of cars.

NEW MARKET ROAD ACT TO GIVE AID TO EVERY COUNTY

Multnomah County Will Receive \$99,043; Other Counties 1.2 Mills on Assessed Valuation.

Under what is called the "Market Roads Act" of the legislature of 1919 a fund has been created for the purpose of constructing market roads. This fund is raised by a one mill levy upon all taxable property in the state. The amount raised this year will be \$90,435.

MANY CLAUSES

This fund is in the custody of the state highway commission who will apportion it among the counties on the following basis: No one county shall receive market road funds in excess of the amount of county market road funds raised by the county in accordance with the terms of the market road act. Funds which any county is unable to take up on account of the 10 per cent limitation or by failure to qualify for its full pro rata share of state cooperation shall become available for apportionment to those counties which are able to qualify.

Based upon assessed valuation alone Multnomah county would be entitled to \$335,794 from the state market road fund, but on account of the 10 per cent limitation on the funds available to any county, only \$99,043 can be apportioned to that county. This leaves \$237,751 of Multnomah's pro rata share to be pro-rated among the other counties. This will assure that the amount available to each of the counties outside of Multnomah county will be in excess of 1.2 mills on the dollar of assessed valuation.

MAKE SPECIAL LEVY

In order to secure state market road construction the counties must make a special levy to provide funds with which to meet this cooperation. County funds accruing from any other source will not be accepted in cooperation under the market road act.

In no case will state market road funds be apportioned to a county in excess of the amount of county funds raised by special market road levy and appropriated for expenditure under the terms of the market road act. The amount of county cooperation must be equal to or greater than the amount of state cooperation.

Application for state market road cooperation must be made by the county in triplicate on standard forms provided by the highway commission. The application must set forth the following information:

(a) Accepting the terms of the state market road act and the regulations promulgated by the state highway commission for the carrying out of these terms.

(b) Certifying that the required special market road levies have been made and stating the amount which these levies will raise.

(c) Designating of certain roads or sections of roads as market roads upon which cooperation is requested.

(d) Requesting that surveys be made, grades established and plans, specifications and estimates prepared.

DEDUCT EXPENSES

(e) Authorizing the highway commission to deduct from the county's share of state market road funds the full amount of all expense incurred by the county in carrying out the terms of the market road act as it applies to work in that particular county.

(f) Embodying a certified copy of the resolution or resolutions as recorded in the county journal authorizing the necessary tax levies and making the appropriations for market road cooperation. Surveys may be made by county engineers or roadmasters, but under the

supervision and approval of the state highway department. Construction work is entirely within the management of the county court, but it must be acceptable to the state highway department.

UNIFORM IMPROVEMENTS

So far as possible it will be the general policy of the state highway commission to require that work done under the market road act be concentrated in large units and that the improvements be continuous and uniform. The law, it is held, does not contemplate the expenditure of market road funds for maintenance work or for haphazard and disconnected improvements. It is expected that sections selected for market road construction will be graded to uniform standards over their entire lengths, properly drained and provided with such surfacing as traffic conditions may warrant.

No definite standards will be established for market road construction. The width of roadbed, maximum gradient, and minimum radius of curvature will be varied to suit conditions met with on different projects and the determination of these standards will be made in conference with county courts concerned.

DROP NOT LIKELY IN COST OF CARS

"There is absolutely no chance of there being a drop in the price of motor cars as long as conditions exist throughout the country as they do today," said Howard M. Covey, president of the Covey Motor Car company, Cadillac and Dodge distributor.

"No one can deny that the automobile market is in a healthy condition," continued Covey, who has just returned from an extended trip through the East. "The heavy demand is evidenced by the orders that come piling in to the factories. People are buying cars, factories are running on full time, and some of them are working triple shifts to supply the country with motor cars. Parts companies, on whom the majority of the manufacturing companies depend for their standard parts, are working on overtime. They have a ready and insistent demand for their products. They cannot get them out fast enough."

"When one takes a glance at the increased cost of raw materials, the expenditures of the factories in making to enlarge their plants, and the enormous increase in total payroll figures, then an idea of the magnitude of the task confronting them is obtained, and then one may become secure in the knowledge that the price of automobiles tends to go upward rather than downward."

"There will be a greater shortage of motor cars this year than last for two reasons: domestic demand and foreign demand. The consuming public abroad want American motor cars, and they will have them—providing they can get them. They are willing to pay the price."

"The British particularly want Dodge motor cars, and the market there is a good one. What manufacturers are trying to do is to solve the problem of how they shall make the division on a percentage basis of the cars to be kept here for consumption and those to be sent over the seas."

Covey reports further that he was able to make some headway in obtaining a greater supply of cars, but the increase will be almost negligible compared to the call for them.

Crater Lake Highway Work to Be Resumed

Work on the construction of the new Crater Lake highway between Prospect and the western boundary line of Crater National park will be resumed with a full crew this week by Brown & Von der Hellen, the contractors, who will send men to open the construction camps at Mill creek and Union creek. C. J. Seymour, the government engineer in charge, arrived from Portland and proceeded to look after preliminary arrangements.

OREGON CITY HAS MOTORCYCLE CLUB

New Organization Will Join Hands With State Motorists to Increase Activity in Sport.

The coming of spring and the increasing popularity of motorcycles in the Northwest caused the riders up at Oregon City to get together recently and form a motorcycle club to promote the sport in that section of the state, and to stimulate the riding of motorcycles by all men of all ages.

The club will get busy at once to throw its members in touch with the motorcycle activities of the state and to spread the good influence of speed laws and statute books as applied to the two wheeled machines. Representatives of the club are already dickering with local members of the Rose City Motorcycle club to arrange some cooperative features for the amusement of everybody and work for the general good of the pastime.

At present there are only 18 members, but the officers declare that there will be a creditable and heavy addition to the roll before many days have passed. The first meeting of the club was held at the Buckle repair shop, and resulted in the election of Frank Buckle as president, and the appointment of Homer Maddox, Chris Stanich and Lee Todd as members of the executive committee. This committee is drawing up the by-laws and arranging for rules of the road for club members, as well as providing for suitable clubrooms, where the members may have a place to meet and chew things over.

The club will take trips this summer to points of interest about the state, and it is reported that there is a movement on foot to affiliate with a racing club to facilitate the entry of the club members in some of the fast events that have made the Northwest famous. It is probable that there will be Oregon City colors at the Rose City speedway next summer when some of the speed stuff is run off.

Special Shoe Made To Work in Mudhole

A rubber shoe with a soft leg attachment for the purpose of supplying motorists with adequate foot protection when it becomes necessary to get out into the mud to make a tire repair or pull a car out of a mudhole has been produced by the United States Rubber company. The shoe is designed in a way to make it possible to roll it up and store it away as part of the car's equipment. The shoe may be pulled over a motorist's shoe. The leg attachment comes up to a point just below the knee and buckles around the leg below the knee. The shoe is already on the market.

New Parenti Car to Be Feature at Show

The new Parenti passenger car, made by the Parenti Motors corporation, Buffalo, and featured by its light weight, will be placed on exhibition at the Buffalo passenger car show this month. This car will be equipped with a 3 by 4 1/2 inch Cameron air-cooled engine. The latter is noted for its extreme light weight and its low fuel consumption. It is stated that the Parenti car will make over 30 miles per gallon. The price of the car is \$1685. The company is planning a production of 5000 cars for 1920.

Auto Industry Second to Steel Production in the automotive industry of America has reached a point where the National Automobile Chamber of Commerce announces that the 1920 business will rank second only to steel.

MACHINERY MAN MAKES DEBUT IN AUTO BUSINESS



E. H. Bliss

Equipped with a broad and thorough knowledge of machines, engines and metals from A to Z and back again, E. H. Bliss, for several years superintendent of the Portland Wire & Iron works, made his debut in the retail automobile business last week as Grant salesman for the Manley Auto company—Grant, Stearns, Hupmobile and National distributors for the state of Oregon.

WORKMANSHIP OF MARMON IS SHOWN

Machine Is Taken Down and Put Together Again in One Hour and Fifteen Minutes.

Take a cigarette paper and put its thickness 15 times and you will have a piece one ten-thousandth of an inch—the degree of fineness in measurement to which the motor of the new series Marmon 24 is built.

This was explained by Bert Dingley, manager of the field maintenance department of the Nordyke & Marmon company, builders of the Marmon automobile. Dingley, with A. M. Colville, western sales representative, John Larkin and Merlin M. Madison, mechanics, conducted an exhibition of taking down and rebuilding a Marmon motor in one hour and fifteen minutes.

The demonstration was given at the salesroom of the Northwest Auto company, and was attended by hundreds of motorists and auto mechanics. This was the same demonstration that held the center of attraction at the big Eastern shows. The motor used was a stock model such as is used in the new series Marmon. The purpose of the demonstration was to prove the simplicity and accuracy of measurement to which Marmon motors are built.

At the conclusion of the demonstration at the Northwest Auto company, the Marmon men left for Seattle, where they repeat the demonstration at the auto show next week.

Oregon Motor Car Company Increases Capital; New Name

The Oregon Motor Car company, local Studebaker distributor, in name is no longer in existence, but the organization remains as alive as ever under the new moniker of W. C. Garbe, Inc., now taking its title from its president, rather than from the sovereign state of Oregon.

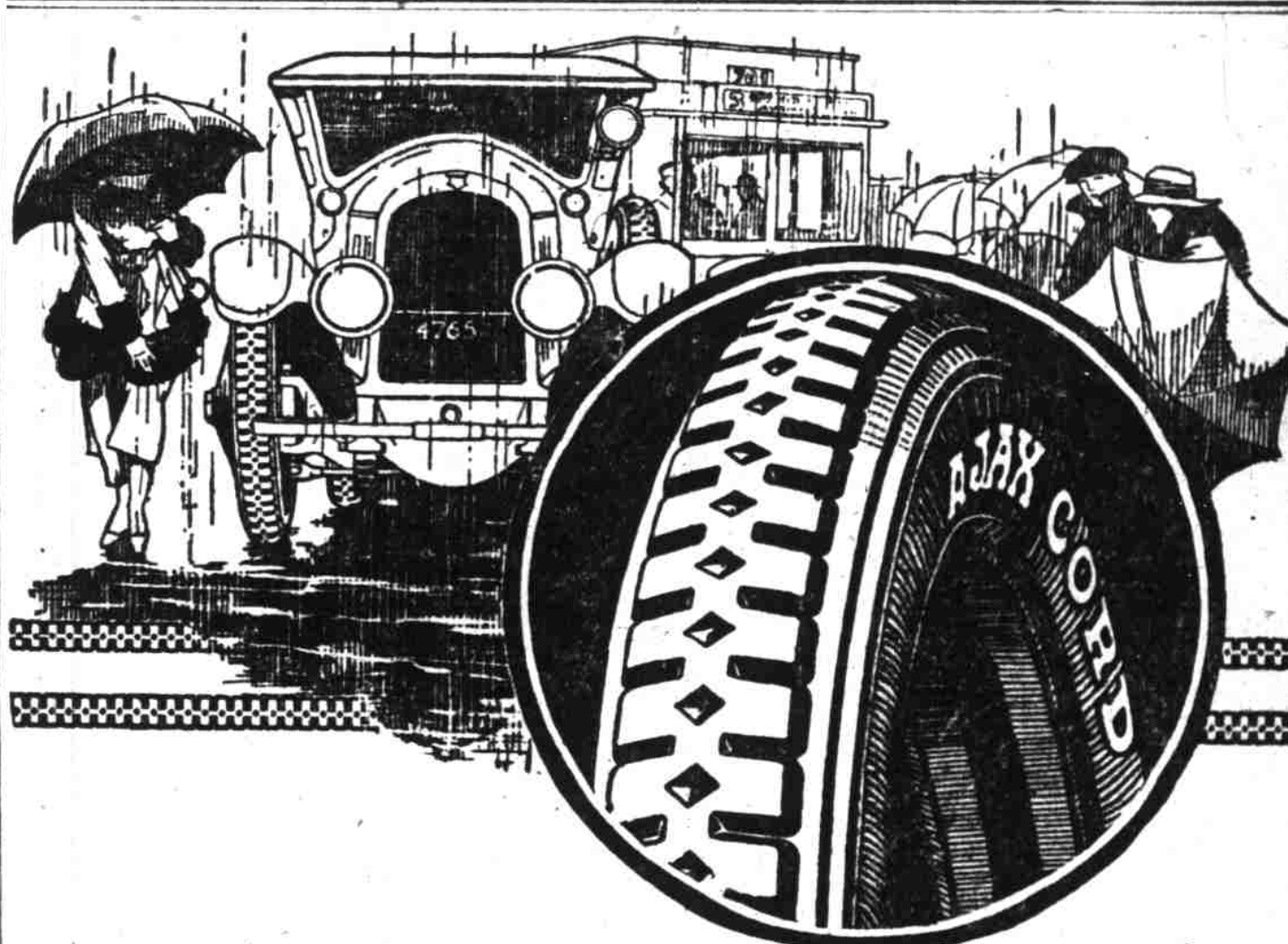
The change comes as an announcement from the president, who further reports that the company's capital stock has been increased to \$200,000 for the purpose of getting sufficient impetus to carry away a bulk of the season's trade in motor cars.

The personnel of the company remains practically unchanged. F. M. Loeston-Smith, formerly vice president and manager of the company under the former name, retains his post and is now also a director of the company as recently incorporated, according to advices from Garbe.

The Oregon Motor Car company has for some years been regarded as one of the most flourishing of the local automobile concerns. The building occupied at Broadway and Burnside street is in one of the most favorable locations. It has just been remodeled and the salesrooms have been refurnished and enlarged to meet the growing demands and activities of the company. The building is modern throughout.

R. M. Hughson-Hollingsworth company, Eighth and Davis streets, continues to handle the service work for the company, having achieved a notable success in the business of serving as an authorized Studebaker service station.

A thermometer that clamps on top of a milk bottle has been invented for ascertaining the correct temperature when pasteurizing milk.



Pride In True Achievement

PRIDE in achievement makes for progress. It has brought better automobiles—and developed better tires. It brought the Ajax Cord.

Users agree that the Ajax Cord marks distinct advancement in mileage, in service, and in value. Tremendous increase in sales shows its ever-growing popularity.

Special Construction Features

Ajax Cord Tires are built by selected experts. Ply by ply, they lay the cords gently in place—they never stretch them. Thus full resiliency is maintained. That's why the Ajax Cord rides so smoothly, and gives, as it should, with each shock of the road.

Add to this big feature the mileage advantages of "Shoulders of Strength" which brace and re-inforce the tread of every Ajax Tire, and the service and security assured by The Cleated Tread.

Outstanding quality marks the complete Ajax line—Ajax Cord, Ajax Road King (fabric), Ajax Tubes and H. Q. (High Quality) Tire Accessories.

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IF YOU WOULD BE SURE OF A NEW CAR TO DRIVE THIS SPRING AND SUMMER

A few months ago a man high in automobile manufacturing circles made the statement: "This year men will not ask 'What car shall I buy?', but 'What car can I get?'"

Each day brings fresh proof of the correctness of this prophecy. There is genuine and fierce competition among manufacturers for materials. Few are soliciting new business, none are making promises of delivery. We ordered all the cars we could get during the winter months and as a result we are able to make immediate delivery of a few Victory Mitchell Sixes in touring and roadster models.

A demonstration will convince you that this is the car you will want this year above all others in the popular priced light six class.

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When you see the three-passenger Mitchell Roadster you will agree that it is the snappiest roadster that has yet appeared. An ideal car for the doctor or salesman.