

U. S. SERVES ALL WORLD WITH AUTO AND REPAIR NEEDS

Prediction of Two Decades Ago Is Borne Out by Export Records for 1920; Value \$232,252,376

Pioneers of 20 years ago in the automobile business predicted that eventually the world would come to the United States for its automobiles and trucks. This dream seems today to be about to come true. The world is indeed coming to us for their cars. Records of the department of commerce for the fiscal year 1920, just ended, show that automobiles and parts valued at \$232,252,376, were shipped from this country. In the face of adverse exchange conditions. This figure furthermore represents an exportation nine times as great as before the war.

The number of commercial cars exported during the 12 months ended June 30 was 24,356, valued at \$41,577,684, as compared with 12,921, valued at \$32,233,485, in 1918. Passenger car shipments showed an even greater increase, the total being 116,519, valued at \$125,384,025, as compared with 41,291, valued at \$45,852,705, the year before.

BRITISH IMPORTS BIG

The United Kingdom led in the imports of both commercial and passenger cars, taking 4593 of the former and 17,528 of the latter. Canada was second in the matter of both types of cars, taking 2442 commercial and 2941 passenger vehicles. Cuba imported 4663 passenger cars and 1526 commercial automobiles. Brazil was next behind Canada in imports of passenger cars, to the total of 4109. British India imported 3144 passenger cars and British South Africa 5752. Australia took 5983, Argentina 3343 and New Zealand 5238 passenger cars.

SCANDINAVIAN BUY

The Scandinavian countries also were heavy purchasers of passenger automobiles, Norway taking 3035 and Sweden 4055. Spain purchased 2714, Denmark 2374, China 1059, Uruguay 2754, Peru 1051, Mexico 2749, Philippine Islands 2444 and Chile 619. France imported only 839 passenger vehicles, but it took 1392 commercial cars. Japan also purchased 1096 commercial trucks and Mexico 1017. American motorcycles also continued in heavy demand, a total of 25,041, valued at \$9,550,022, being exported during the fiscal year.

The demand for American machines brought with it a corresponding demand for equipment. The value of automobile tires exported during the fiscal year 1920 was \$39,919,777, as compared with \$22,630,200 the year before. The total of automobile engines shipped was 29,424, valued at \$6,070,448, compared with 28,446, valued at \$4,484,244 the year before.

Northwest Dealer In Motorcycles Is Back From Survey

Vernie Guthrie, Northwest representative for the Harley-Davidson Motor company, arrived in Portland the early part of the past week, after completing a three months' inspection tour of the business centers of the country. Guthrie left Portland the early part of the year. At Dodge City, Kan., the local man saw the great motorcycle games in which Harley staged practically a clean-up. From Dodge City Guthrie went to the Harley factory, where he found conditions unusually good, with output scarcely lessened. Milwaukee was the scene of the Traveling Men's conference, in which Vernie tried his voice. Leaving Milwaukee on August 1 for a trip through Montana, Utah, British Columbia and Washington, Guthrie came by devious ways back to Oregon and so to Portland. Guthrie will leave again this week for Milwaukee, where a conference of Harley-Davidson dealers will be held to discuss sales policies. Following the convention he will attend the Chicago Cycle show.

MANUFACTURER IS SPEAKER



Edward S. Jordan, left, who spoke before automotive men and bankers at the Chamber of Commerce last Friday night, standing with H. W. Mitchell, president of Mitchell, Lewis & Staver company, Jordan distributors. Jordan is president of the Jordan Motor Car company, Cleveland, Ohio.



Washington - Idaho - Montana - British Columbia

Owing to the heavy demand for information concerning the roads between Spokane and coast points and into California, the following chart of road conditions has been prepared by F. L. Crowe, in charge of the tourist bureau of the Inland Empire Automobile association, located in Spokane. These conditions are subject to change, according to weather conditions down the Pacific coast, but will not vary much during the next two weeks, according to Mr. Crowe.

Spokane to Portland—The route from Spokane is via Cheney, Sprague, Riverview, Wauwatuca, Kahlottus, Connell, Pasco, Prosser, Mabton, Goldendale, The Dalles, Hood River and Portland, approximately 400 miles. The roads from Spokane to Kahlottus are improved, thence to Connell is 15 miles of bad sandy going, requiring about one hour to negotiate. From Connell to about 15 miles the other side of Mabton the roads are improved gravel highways. Mabton to Goldendale is poor, rocky and muddy through the canyon. From The Dalles to Hood River construction work is in progress, but roads are open and in fair condition, providing wet weather is not encountered. From Hood River to Portland the road is paved.

Spokane to Seattle—Roads between Spokane and Seattle are good at present, going via Reardan, Davenport, Harrington, Odessa, Wilson Creek, Ephrata, Vantage Ferry, Ellensburg and over Snoqualmie pass. The roads over the pass are sloppy, due to the constant rains in the mountains and a light fall of snow, but it is open and will perhaps remain open for another two weeks. The route via Colfax, Walla Walla, Pasco and Yakima to Seattle is good at present.

East of Spokane—Easterly the only road in shape for automobile traffic is that via Sandpoint, Idaho, Hope, Thompson Falls, Montana, Plains and Ravalli to Missoula. The route is in poor condition, but cars can get through with-

out difficulty or danger of encountering snow in the mountains.

The Wallace, Idaho route is practically impassable over the Bitter Root divide east from Wallace. From Couer d'Alene to Wallace the roads are fair, although if much wet weather is had during the next week the road across the Mission flats near Cataldo will be bad.

There is some traffic daily into British Columbia and Alberta via Sandpoint, Idaho, and Kings Gate, E. C., and the going is reported fair, there being no trouble reaching destinations as yet.

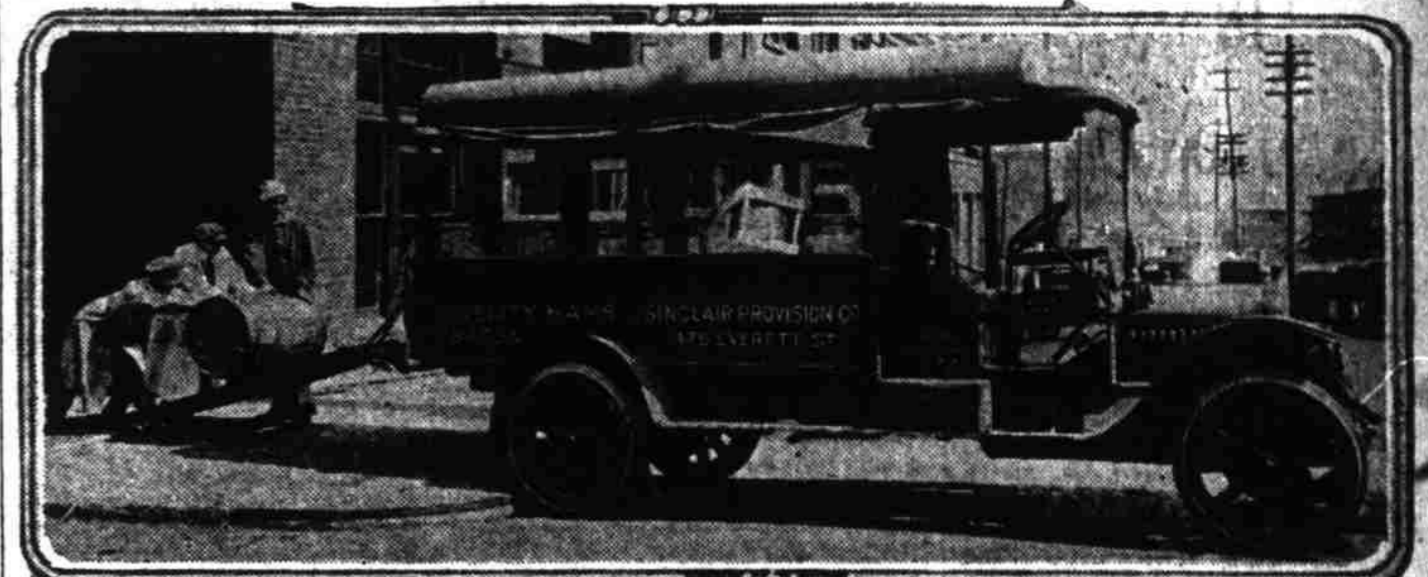
Pacific Highway

The road situation in Douglas county is marred by one bad spot in the whole length of the county, and that is between Roseburg and Winchester, a six mile stretch that was graded late this fall and not surfaced. The mud and ruts are bad in this section, but the highway engineer hopes to have this all graded before the winter rains set in. The only other section that is at all slow going is the Rico Hill road. This is between Oakland and Yoncalla, partly paved, and partly loose dirt road. The recent sunshine dries up the roads very rapidly, and by the end of this week they will again be in fine condition all the way through the county. The road out from Roseburg to Glendale is open over the new paved highway, and from Roseburg to Glendale the time can be made in two hours, some drivers making it in an hour and a half. The distance is 60 miles. Tourist travel is again at normal, and many of the tourists are camping in the local camp grounds, despite the coolness of the nights and the dampness of the grounds.

Has Safe Road Federation

Massachusetts has a safe roads federation made up of representatives of numerous organizations, including motor vehicle clubs and dealers, automobile insurance companies, chambers of commerce and boards of trade, women's organizations and others interested in the cause of preventing highway accidents.

PORTLAND SEEMS TO BE OUT AFTER THE BACON



This two-ton White truck has just been put in service by the Sinclair Provision company of this city, whose parent concern is Wilson & Co., of Chicago, meat packers. Judging from the load, Portland is out after the bacon.

New Management of Los Angeles Club Issues Map Series

Los Angeles, Oct. 30.—The new management of the United Automobile Clubs of America, with headquarters in Los Angeles, Cal., has taken over full control of the affairs of the organization and is working out a new series of maps and general information pamphlets to aid those who are interested in good roads and other important motor promotion work. The club has taken over the old organization which is incorporated under the laws of the state of California with the sanction of the state corporation commission. Among the new officers are President, Stephen P. Moore, farmer-merchant of Azusa, Cal.; William Hummel of Pomona, Judge Charles Thompson, attorney of Los Angeles, and other well-known Californians. An entirely new, progressive policy has been adopted by the directors, the Los Angeles home office announces.

Aerial Speed Race For \$5000 Prize Will Start at N. Y.

Members of the contest committee of the Aero Club of America, under whose direction a speed airplane race will be held Thanksgiving day for the Pulitzer \$5000 trophy, have selected New York for the contest. Officials have been looking over the ground, with a view to selecting a suitable course, possibly on Long Island. Planes entered from this country for the Gordon Bennett cup, over the course in France, are expected to be back in time to take part in the Pulitzer trophy contest. These planes, which represented America against foreign competition, are known to be capable of making 180 miles an hour or better, so that it is expected the race from Mitchell field, tentatively named as the start and finish point for the race, will be finished well within the hour. The shortest taxi ride in Berlin costs \$5.

Tourists Come to Camp, but Remain To Purchase Homes

Salem, Oct. 30.—More than 10,000 automobile tourists have taken advantage of the free camping facilities afforded at the camp ground here since it was opened last April, according to an estimate by T. G. Albert, caretaker of the park, which is conducted by the Commercial club and Cherrian organization. A total of 2545 cars have registered at the park for overnight stops during the season, campers at the park representing practically every state in the union. It is estimated that not less than \$50,000 has been spent in Salem by these campers and thousands of dollars in real estate has been purchased by tourists who, in passing through this section, have stopped over night at the camp ground.

AUTO MECHANICS TO HAVE LECTURES

Prof. Granning of O. A. C. Will Give Course on Engine Construction and Repairing.

Auto Mechanics local 1333 of the International Association of Machinists is arranging for a series of lectures on automobile engines and automobile repair as extension work of the Oregon Agricultural college. Professor Granning will handle the lectures, beginning November 5 and lasting for 20 lectures to April 1. The course is open to journeymen only, according to Rex N. Shinn, business representative of the local.

These lectures mark the initial effort of the union to turn out better mechanics and is arranged with the hearty cooperation of the members of the association. Shinn voiced the general desire of 600 members by declaring that the course was an effort to improve service to the automobile owner through detailed instruction in repair work. Granning has a thorough course and will conduct examinations and tests at regular intervals, and will graduate students at certain ratings and grades. Shinn is of the opinion that should the first course prove successful, future work will be arranged with the extension department of the state college. The auto mechanics' local is of a year's standing in the automotive industry here and is recognized by a number of employers. A. A. Johnson is president of the association, E. L. Forbes is vice president and Harry Herr is secretary and treasurer. Meetings are held every Monday night at the rooms of the local, after which lectures are given.

AUTO DISTRIBUTOR PRAISES CAR FILM

Motion Picture Showing Passage of Machine Over Prairie Called Remarkable.

C. L. Boas of the C. L. Boas Automobile company, Maxwell distributor, was notified last week that the picture coming to the Hippodrome soon, known as "Something New" to movie fans, with Nell Shipman in the leading role, is the same picture he saw recently at the Maxwell factory. Boas is expressing considerable satisfaction over the appearance of the picture.

"The film is remarkable because it is really a wonderful exhibition of driving and stamina on the part of Miss Nell Shipman, who drives the car over some terrible stretches of rock and prairie, and on the part of the car, which was not included in the picture as an advertising feature, but in the role of a machine needed for the work called for in the scenario," said Boas, upon hearing of the booking of the film for future display. "The picture was offered to the Maxwell factory, but officials at headquarters suggested that its release be brought about in the usual way and shown at the usual theatres."

The theme of the picture is built around the struggles of the hero to attain the Mexican border and the shadow of Old Glory. She is a writing lady, is Nell, and our Nell went into Old Mexico in search of local color. Local color in Mexico is the same hue as gunpowder, a fact she soon found out. She falls for a young engineer, and when the bandits become anxious to shove him over the border between life and death, she, our Nell, fills the tank with gas and decides to fly with the young chap to the border between the greasers and the U. S. A. She has some time, and at one point uses the Maxwell to kick a boulder over onto the heads of the pursuing band. Naturally, safety being attained, she and the young engineer get mushy and a preacher is called in.

JOURNALISTIC CAREER SUPPLANTED BY AUTO



Ernest M. Berts, formerly with The Oregon Journal, recently became a member of the shop force of the Fields Motor Car company. Berts is a mechanically inclined youth with a gas engine hobby who is trying to satisfy his craving by a closer acquaintance with things automotive. He is a world war veteran who had completed training in the tank corps, but was deprived of experience at the front by the signing of the armistice.

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Endurance in a motor car means that a month or a year from the day of purchase it holds its strength and goes ahead spirit, is always willing and always ready. For that reason the Auburn Beauty-SIX, measuring up to the test, is, admittedly, an outstanding buy in the moderate price class. Endurance, inbuilt into every part of it, is sponsored by twenty years' experience.

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