

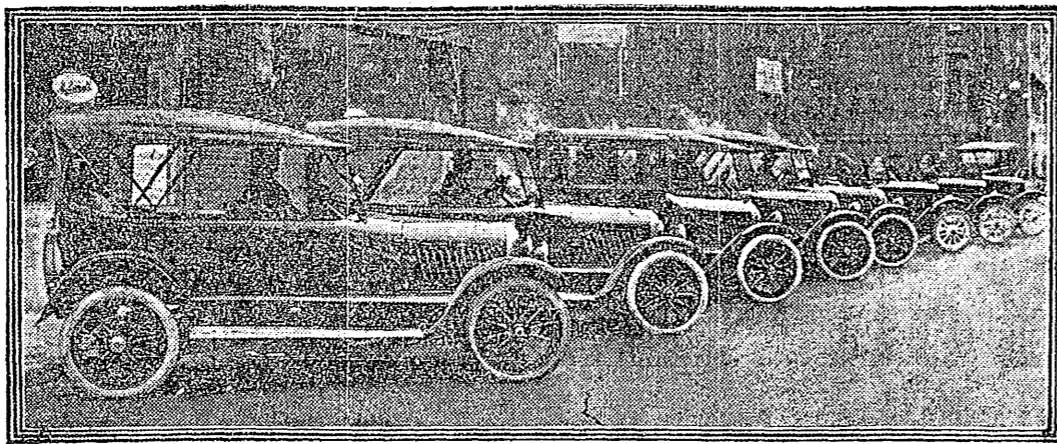
Most Decidedly

GATES HALF-SOLE TIRES

SMITH

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SEATTLE'S SHIPYARD WORKERS ACCEPT DELIVERY OF NEW CARS IN GRANT SIX AND BRISCOE LINES



Shipbuilders Ready to Drive Away.

Evidence that Seattle's shipyard workers are not taking the back seat for anyone when it comes to raddling about a la motor, is found in this photograph, recently taken in front of the Mitchell Motor & Service Company, 505 East Pine Street. These cars represent deliveries of Grant Sixes and Briscoes made in one day by this company to workers employed in Seattle shipyards. The new owners are seen at the wheels ready for the "starter" to say the word.

Authorities Hamper Driveaways, Declare Chamber Officials

Automobile Organization Says Efforts of Trade to Avoid Use of Railroad Cars and Aid Nation Find Obstacles in Way.

PATRIOTIC efforts of the automobile trade to avoid use of railroad cars by delivering motor cars from the factories by highway under their own power are being interfered with by over-zealous local officials acting under technicalities of the various state

laws, according to the National Automobile Chamber of Commerce. From 30 to 40 per cent of the automobiles produced by the larger manufacturing concerns being delivered overland because of the difficulty of obtaining freight cars for shipping, but in many places it is stated through which the strings of new cars are driven en route to destination, says the chamber, are being held up by the local sheriff or constable and threatened with arrest and fines. For example, in stringing one sixty cars that was being driven from Lansing, Mich., to New York City was halted in New York City by the sheriff because only the first and last cars had license plates. The sheriff insisted that every car should have a license. To take out a Pennsylvania license would have cost \$20 for each car, although the train was merely passing through the corner of the state and all the vehicles were being delivered to a single dealer in New York City. It was necessary for the dealer to secure fifty-odd duplicates of his New York dealer's license at \$2 each, and ship them to New York before the drive-away could continue. This caused a delay of more than a week and an expense of more than \$250 for plates and hotel bills and other expenses aggregating \$500. Thus it costs more than \$1000 just to drive once through the north-east corner of Pennsylvania.

Heckled by Officials. In another instance a string of more than thirty automobiles were held up in Wilmington, Del., and the drivers threatened with arrest because they did not have state operator licenses. The cars were being driven from New York to a dealer in Norfolk, Va. Neither New York state nor Virginia requires such licenses and the Norfolk dealer contends that it is unfair and unnecessary to require drivers of cars passing through a corner of Delaware on a single business trip to take out a license to operate in that state. The police in Frederick, Md., objected because some of the cars had the dealer's license number painted on cardboard instead of the regular number plates. In Virginia only six or eight duplicates of the dealer's license plate are issued to a single dealer, who is permitted to make temporary duplicates himself, but the authorities in Maryland threatened him with a fine for this.

Numerous other technicalities of the laws in these and other states have been invoked to cause interference with such drive-aways. The automobile trade is becoming indignant over the legal difficulties posed in the way of their efforts to continue in business despite the obstacles arising from lack of railroad shipping facilities. The annoyance and additional expense involved are due to lack of uniformity in state laws and to the fact that legislators did not foresee and make provision for the delivery of automobiles overland from factory to dealer. This condition and the strict enforcement of the exact letter of the laws will cause an insistent demand for federal licensing and regulation of motor vehicle operation. With the increase in interstate operation of trucks and passenger automobiles the provincial system of state regulation has become intolerable and is being urged that the United States follow the long-established custom in European countries of issuing national licenses.

HOW WAR HITS PRIVATE AUTOS

"When the Kaiser motors to Potsdam he usually sits in one of three motors, which travel very fast, one behind the other, thus making an attempt upon his life very difficult," says James W. Gerard in his latest book. The "All Highest One" however, is about the only person left who uses automobiles in this prodigal fashion. Gerard goes on with this picture of the industry. The automobile has become an essential war industry. It has solved many of the transportation problems of the war and is being used for bringing up supplies and munitions in emergencies. It was Poch's taxicab army that saved Paris in 1914, and the automobile may still perform as spectacular a service in the new theatres of battle. The thrift campaign inaugurated by the War Savings Committee of the United States Treasury Department has resulted in cutting down the supply of pleasure cars. The action of the priorities board in the list of industries entitled to first call on fuel and transportation will still further affect this building, and more and more into the manufacture of vehicles for use at the front, at the camps, at all transportation centers and on the farms. The National Automobile Association has voluntarily cut down the supply of pleasure cars 30 per cent for the year. In the war time readjustments many of these men will find useful employment in the shipyards and munition and airplane factories.

ARMY MOTORS USE PIKE

The National Pike, one of the oldest highways in the country, running from St. Louis to the Atlantic, is being used as one of the principal interior transport routes to the seacoast. Small transport trains of motor trucks already have passed over the National Pike, but the volume of military traffic is expected to increase rapidly as the season progresses. In advance of the troop trains, representatives of the Red Cross canteen service are already going over the route, making arrangements with local Red Cross chapters to entertain the men.

OVERLAND COMPANY HAS REMARKABLE GROWTH

In Ten Years It Becomes Second Largest Automobile Plant in United States.

From a plant which shipped 465 passenger cars in 1906, the Willys-Overland Company has grown in less than ten years to the second largest automobile manufacturing plant in the United States and is now a position to materially aid in speeding up the war program.

"What a wonderful growth is taken into consideration," says Manager A. H. Theisen of the Overland-Pacific, Overland distributor, "it speaks volumes of praise for the far-sighted vision of the officials of the company. For the underlying reasons behind this successful development has meant that its product has met the popular demand."

"The policy of the company has been to sense the motor needs of the greatest number of people and build a substantial motor car best adapted to meet them. Many factors are to be considered in forecasting the desires of the motor buying public, but the officials have held unalterably to five main tenets, these being: appearance, performance, comfort, service and price. The appearance of Overland cars must be neither too exaggerated nor too commonplace. They have all the big car style of design, with plenty of room and good color harmony."

"Their performance is built upon a motor designed for thirty years of service, with ample power, mounted upon a durable and dependable chassis. They must be easy to operate, with narrow turning radius."

Excel in Comfort. "In comfort they must have the easiest riding qualities it is possible to obtain. To make this possible, much thought has been expended upon the cantilever spring suspension and length of wheel base. They must all be roomy, so that there will be no cramping after the longest drive."

To give the greatest possible amount of service, Willys-Overland, Inc., has done a great deal to provide fully-equipped service stations covering the country. No Overland owner need ever be put to inconvenience through lack of service.

"Finally, in the matter of price, it has always been the policy of the Willys-Overland to make and market their product at the lowest possible margin. It is the desire of the company to place the automobile in reach of the largest number of people."

How well this policy has appealed to the public is best understood by a trip to the mammoth plant in Toledo, where it is busy day and night turning out supplies for the government of every kind, and in addition making every effort to increase its production to the increasing demand for Overland cars."

STUDEBAKER GAINS LIGHTNESS AND BALANCE

In reviewing the progress that the been made in automobile designing, the results secured by engineers in the direction of proper balance and light weight deserve a big share of attention. These two things are the aims of all good automobile engineers—are synonymous with road ability, riding comfort, economy and low maintenance costs.

When the motor car industry was in its earlier stages, not much consideration was paid to the problem of good balance. There was often a difference of many hundreds of pounds between the amount of weight that was carried by the rear and front wheels. Automobile engineers generally were unable to get cars to the point where the front and rear construction would be practically evenly balanced.

By reason of long study, backed by many years of manufacturing experience, Studebaker engineers have developed the automobile to the point where the new Series 19 models show almost perfect balance. A complete re-organization of the various units, with greatly simplified construction throughout, has so evenly distributed the weight of each one of these new cars that there is hardly fifty pounds difference in the weight that is carried by the front and rear wheels when tonneau is occupied. The elimination of many parts, due to new and improved design, has made the new Studebaker cars notable for their light weight.

Well-Balanced Car.

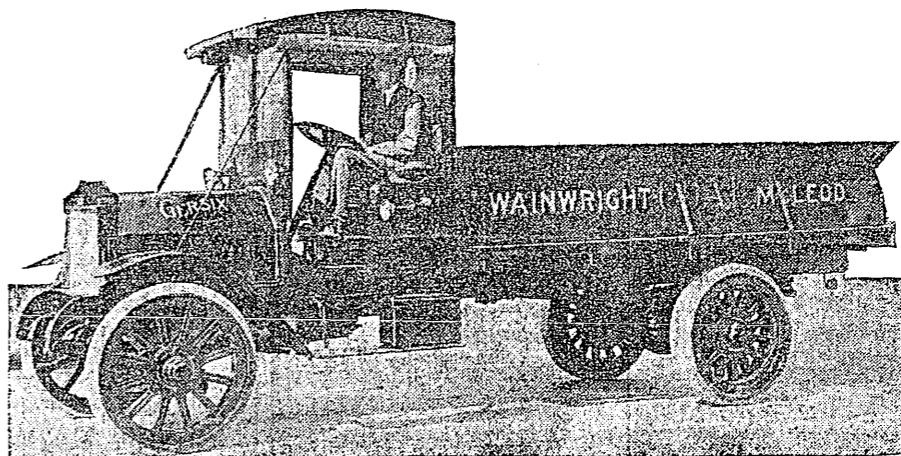
The reason why good balance was sought for and secured was to give the cars safety on the open road at high speeds by preventing bouncing, pitching and rolling. The weight of some instances, is almost as bad as a "side swipe" then, too, it was appreciated that even balance and light weight are essential to tire economy, preventing uneven wear on the tires and, naturally, reducing the expense as a consequence. An improperly balanced motor car means a constant source of trouble, because of the uneven wear and excessive strain on all moving parts.

In the earlier days only the heaviest cars could be depended upon to hold the road at fast speeds. Weighing 5,000 pounds or more, their mere axord-poles alone was responsible for their steady riding. By reason of good balance, Studebaker cars have adopted lighter, stronger and better steels in their product and at the same time have secured far better road ability than the bulky machines of the past. The new Studebaker Light Four weighs but 2,460 pounds; the Light Six balances the scales at 2,800 pounds, and the Big Six weighs a little over 3,000 pounds.

The advantages of lighter weight would be lost, however, if it were not for the factor of good balance that keeps Studebaker cars for the road, no matter how rough the "going" may be.

Some Hauling Problems Need Six-Cylinders—Does Yours?

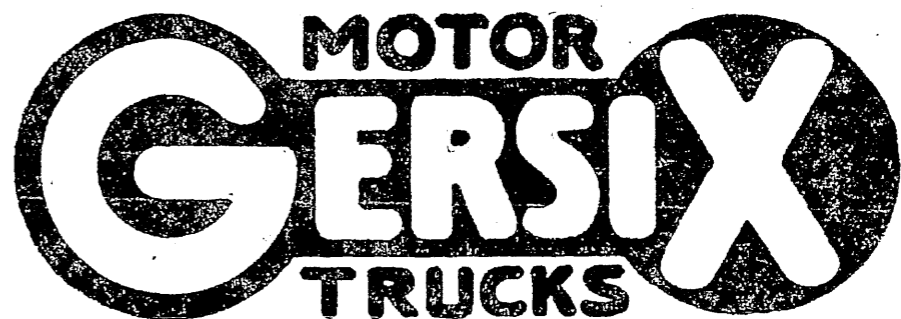
FOR smooth, economical hauling, with the minimum of repairs, the six-cylinder truck you want is a Gersix.



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Never yet has the powerful, six-cylinder, worm-driven GERSIX failed to meet the most severe requirements. With its constant mesh, trouble-proof transmission and other modern devices, the repair man has small chance to make a living.

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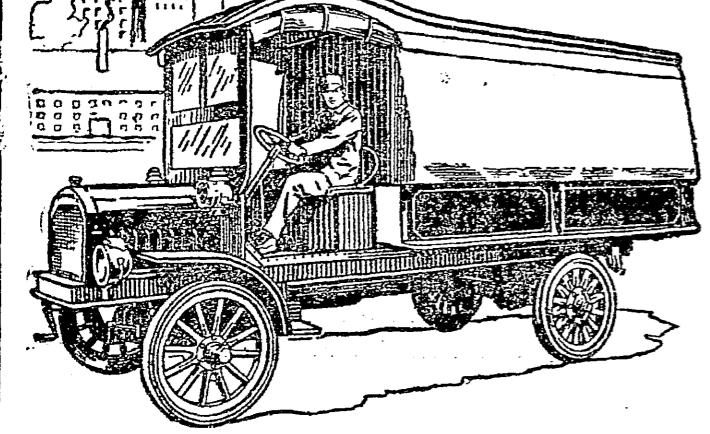
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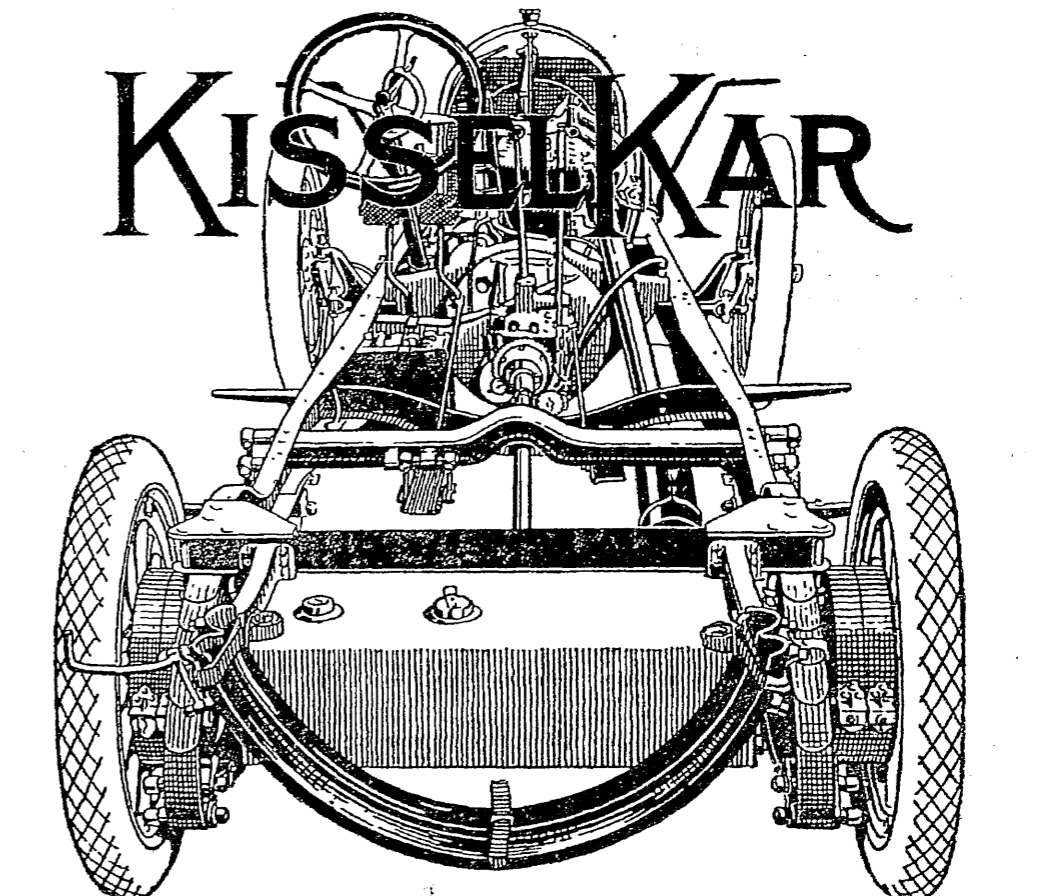
always pay for themselves quickly. Many have returned their cost in less than 12 months—a number in six to eight months. Great strength and durability combine to reduce running expenses per mile, and maintenance charges over a long term of years.

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