W TRACTOR IS NOW ON MARKE

eveland Tractor Co pany Announces 1920 Product.

CREASE PRODUCTIO

opularity of Cletrac in Last Year Results in Increased Output.

In these times when almost day brings news of higher pri the automotive field, the fac one tractor company can in its model and still reduce the to the farmer, stands out in prising but pleasant contrast.

At the same time the Cle Tractor company sees noth cause surprise in its announce of the model "W" Cletrac at $ f. o. b. Cleveland. The sta that "Cletrac owners ed prices" seems to be literally In 1919 every Cletrac which made was sold and so g success of this model ends of the farmers and m ers the country over, that f Cletrac popularity has s nd the demand for tract xed the company's manufa sources to the very limit.

Production on a larger s eet this increased demand duced manufacturing costs a price to the tractor user. Th of a small compact tank-type which will plow and then t place of horses over the plowe and seed bed, working faster a lower cost, has been rec and welcomed by the modern r. It will interest farmers an tor dealers everywhere to kno the universal acceptance Cletrac has in a single year erially reduced its price.

The model "W" Cletrac is ightly charged a outward a pearance, but within are all the refinements and improv which an honest builder make very year of brass-tack expe And there are certain big f ra will make the 1920 Cletrac an ten better performer than its useful predecessor, the model "U." A bigger motor and the ength in bearing and driv mechanism to handle the ower, are furnished with eight, and no more fric wear of a model "W" Cletrac full value in actual ower from this larger mot The new 8-inch track— ider than the old—means read and stronger grip ground—makes the Cletrac sure-footed, extends seen softer footing than h and adds to the life of the self. Large Timken bear erly disproofed and ea ated carry the weight of w and reduce the frict moving tracks. The sm ller wheel has been elim acing noise and wear greater contact surface b drive sprockets and the The Cletrac steering mechanism features positive control all the time. Even on the turns, as on the straightaway, the transmission, steering, driving mechanism, bearings and the highest grade of oil insure the owner continuous and dependable tractor service.

The new water air clarifier takes out all the dust that would otherwise grind pistons, score cylinder walls and overheat the motor. The Cletrac clarifier has been made in a sturdy substantial design and there is sufficient filtration to make the air as it is cleansed, making the motor run as smoothly under a blistering noon-day sun as an auto on a dewy night.

While the Cleveland Tractor company is still a comparatively young concern, its determination to build a better tractor every year has brought it rapidly to the front in the public's confidence. Cletrac engineers have never said "it is good enough." The combined skill of the foremost automotive engineers and leading agriculturists who produced the Cletrac, has been amply rewarded and the company has the satisfaction of knowing that its tractor is meeting fully the needs of the modern power farmer.

INDIANA FACTORY UTILIZES TR KS

During Shortage of Fuel Gasoline Furnishes Electricity.

While Indiana trucks are already engaged in a thousand lines of business in America's leading industries in Indiana Truck corporation at Marion, Ind., recently discovered still another use for motor power when these big trucks came to the rescue of the Indiana Gas and Electric company during the fuel shortage. The company was unable to rent, but loaned an amount of Indiana trucks, 2½ ton capacity, to the company. The situation was relieved, and inventive five-ton trucks in different furnished with belts were used on axles and on each of the belts shafting in the machines.

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How Packards Helped Bury the Dead During Halifax Disqster

F. H. Perry.

By F. H. PERRY.
Freight Transportation — Packard Oklahom Motor Co.

first experience with Packard trucks began in the Canadian army. As a member of the Royal Canadian engineers, I was rushed to Halifax to help save the injured in the great disaster.

We arrived during the blizzard and immediately set to work to remove the dead and dying from the wreckage. Though the streets were deep in snow, broken glass and debris, and the cold was intense, with hardly a stop we worked through the day and night. Packard trucks helped carry the dead and dying to places of safety without ever a let up. As the drivers became exhausted through the terrible strain, their places were taken by others only a little less weary.

Even when the naval magazine caught fire and everybody was warned to seek safety, the Canadians and their Packards still kept on the job, and saved many who would have burned to death in the flaming shambles.

Although our Packards were kept at it continually, forcing their way over piles of wreckage in an effort to get the wounded to the doctors as quickly as possible, we never had one give up. They did heroic things during that terrible time, and every soldier driver will swear as to the stamina of his Packard truck and its ability to get there.

Over 15,000 Packard trucks were used in the allied armys—three years' output of the Packard factory. My experiences with Packard trucks have proved to me that it is absolutely the best truck built. They will stand abuse that will put the ordinary truck out of business.

Would you like to know why I think the Packard truck is the only one for your business? Meet me at the Truck show next week. We shall have some special feature to show you that will be worth your while.

Trucks Are Soon to Carry More Freight Than Rails

Depending largely on materials, it is predicted that between 400,000 and 425,000 motor trucks will be built this year, and the demand is sufficient to snap up every one before the next New Year's day arrives.

At least four manufacturers have planned a production of 20,000 each for 1920.

The growth of the truck industry is amazing. In 1904 only 411 trucks were manufactured. They represented a wholesale value of $945,947. Seven years later, as a result of the wonder advantages of hauling by trucks, 10,885 commercial cars were built, at a wholesale value of $22,292,323.

Then came more advances and the motor truck census in 1917, even at a time when America was in the great war, showed 128,157, at an outlay of $220,982,668.

Just one year later, when Uncle Sam was still cleaning up "over there" 227,250 American trucks were produced, at a wholesale valuation of $434,168,992, and the past year saw the figures boosted to 365,142. The valuation reached the staggering figures of $498,311,585.

Just as the motorcar carries more passengers than all the steam railroads in the United States, the motor truck will soon carry more freight than all the railroads in America. They are carrying their burdens well, but there are still greater assignments in store.

Tulsa's commercial car show opens Monday, March 1, and promises to be one of the largest exhibitions ever held in this city.

Statistics of a trade authority show that 38 per cent of the 1920 models will be 1½ and 2 ton capacity trucks with the 3½ ton third, the 2½ ton fourth, 5 ton fifth and 1 ton sixth. Production figures of the various capacities are not possible at this time. The trend in load capacity, however, shows a pronounced increase in the 1½ and 2½ ton chassis, the latter gaining over 50 per cent, or nearly a 300 per cent increase since 1915. The 1½ ton chassis models have increased about 30 per cent. There is a slight increase in the number of 3½ and 5 ton models.

In so far as the trend in mechanical design is concerned, the satisfactory service afforded by our trucks abroad and the demand at home have led the manufacturer to concentrate on production, and while a number of interesting refinements in details will be seen at the show, no marked departure from standard engineering practice should be anticipated.

There are what may be termed mechanical changes, but they are few in number, as compared with former years or before the war taught the world the utility of the motor trucks.

Increase Engine Efficiency.

As was to be expected, designers of carburetors and engine engineers have given consideration to the heavy fuel problem, with the result that effort has been directed toward increasing engine efficiency by the use of either a hot spot manifold and thermostat or automatic control of the cooling fluid, or both.

Use of the heat of the exhaust gases to break up the particles of fuel, and thereby obtain a more homogeneous mixture is favored by many makers. The application of these principles will afford interesting study to those of a mechanical turn of mind.

No change in engine practice other than obtaining better thermal efficiency is to be expected in these days of production. In the matter of fuel supply there appears to be an increasing use of the vacuum feed, but gravity continues to be used on approximately 89-odd per cent of the models.

There is a slight gain in the use of battery ignition, which is to be expected, but as heretofore it appears on the smaller capacity trucks, which are generally equipped with electric lighting and starting. Approximately 97 per cent of the models are magneto equipped, and with very few exceptions the ignition is single and a manual control is employed.

The use of electrical equipment has increased slightly on all trucks, starting, lighting and signals. Fifty per cent of the trucks of 1,500 pounds capacity and less have electrical equipment as standard, and about 2 per cent of the 1½ ton. The use of starters or electric lighting is slightly increasing on the 4 and 5 ton models and a number of makers give option of starting and lighting.

ORDERS MORE TULSAS

State Distributor of the "Tulsa" Secures 500 Additional Cars for 1920 Delivery.

Fred Shaw of the newly formed Fred Shaw Motor corporation, state distributor of the "Tulsa," reports that he has increased his factory order for 1920 consumption by 500. Orders for the Tulsa made car are coming in so fast, states Mr. Shaw, that this step was imperative in order that the ever increasing demand may be supplied at least in part.

Fred Shaw is no new in the automobile business, having "put Buick on the map" to use his own expression. It will no doubt be remembered by many Tulsans that Mr. Shaw disposed of his Buick interests in order that he might devote his entire time to war work. Now that the war is over, however, Fred just had to get back into the "game" once more.

Associated with the Fred Shaw Motor corporation are C. W. Kane, late of the Nash company, who is vice president and general manager, also W. O. Dickenson, local oil operator, who is secretary of the new firm.

Chamberlin-Curtis Co., local agents for the "Tulsa," report having sold 18 cars this month and going strong.

The Law's Delay.

Suppose that the 900 Germans demanded by the allies be brought to trial, the question arises: How many of them will die of old age before the verdicts are rendered?—Portland Telegram.

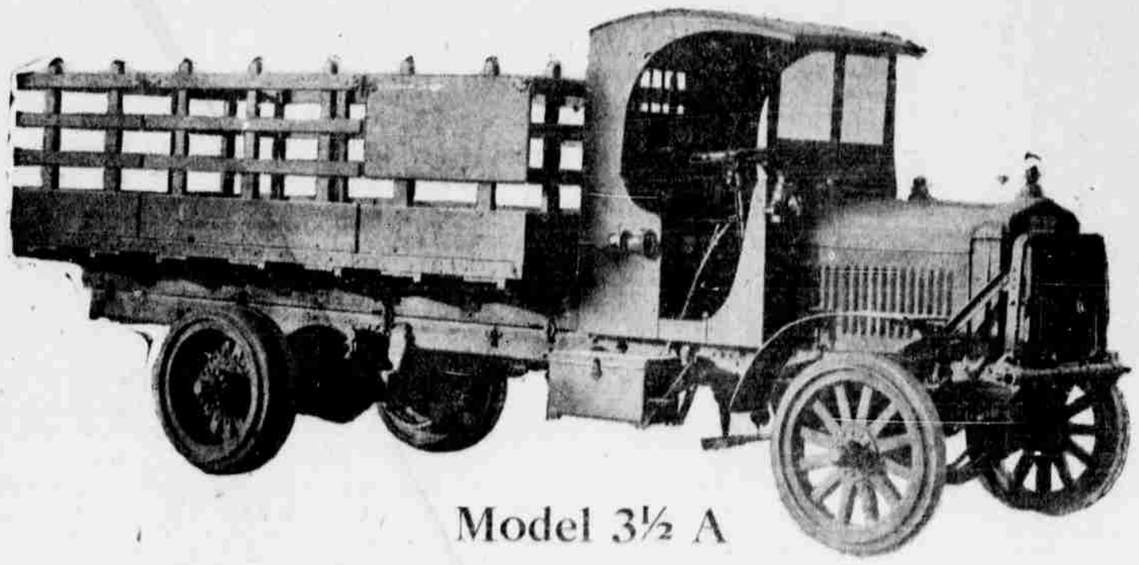
The FIRST Gasoline Propelled Road-Wagon in All the World Was a

Selden

Since 1877 the

SELDEN

Has maintained its place with the leaders among the highest types of Motor Trucks



Model 3½ A

See It at the Show

Purdy Motor Corp.

STATE DISTRIBUTORS

14 West Brady