

OPEN ROUTE TO BE FIRST IN ROADWORK

Washington Commission Asks Aid in Posting Pacific Highway Through State.

BAD STRETCHES AVOIDED

Alternate Way to Be Followed in Eliminating Parts Being Worked on—Seattle—Portland Itinerary Is Mapped.

OLYMPIA, Wash., April 17.—(Special.)—Stating that all work on the Pacific Highway this year will be arranged so as to preserve at all times a clear route for summer tourist travel between Seattle and Portland, William R. Roy, State Highway Commissioner, has written the presidents of the Seattle and Tacoma automobile clubs, proposing that they co-operate with the highway department in posting the route of the highway in Washington.

Alternate routes must be taken for a considerable portion of the distance, to avoid county and state road work which will be in progress to eliminate present bad stretches of the highway. Deviations necessary from the usual road department, making a trip of 199.9 miles between Seattle and Portland, and it is proposed that these available routes be posted and that a bulletin system of spreading information regarding road conditions be adopted with the co-operation of garages and automobile clubs along the right of way.

Route Avoids Roads in Repair.
The route to be followed between Seattle and Portland to avoid roads being worked upon is described by the highway department as follows:

Vancouver to Woodland, 22 miles—Leave Pacific Highway at Howa street and one-half mile north of Vancouver, taking route through Felida Sara and Ridgefield, crossing the Lewis River by county ferry about a mile above the railroad bridge, then following the west bank of the Lewis River to Woodland.

Clark County has indicated its intention of putting the Vancouver-Ridgefield road in good condition by the opening of the tourist season. There is a steep hill on the south side of the Lewis River, but it is probable this route will have to be utilized during the summer months.

It is possible that the alternate La Center route can be utilized, striking across from the Ridgefield road to reach the regular route of the Pacific Highway south of La Center. By this route the distance between Vancouver and Woodland is 48 miles.

Paved Road Expected to Be Open.
Woodland to Kalama, 19.5 miles—The Pacific Highway for the half mile immediately north of Woodland will be under improvement by paving, but it is not thought that this work will block the road, and in case it does there is a good alternate route, which should be posted and used.

Woodland to Kelso, 27 miles—Follow the regular Pacific Highway route between these points, as no construction work is planned for this year. Most of the work on the highway in this section should be in good condition.

Ferry Can Be Used by Autos.
Castle Rock to Chehalis, 32.3 miles by route described—There is only one road to the ferry, but it is a good one, and grades out of Castle Rock and over the Cowlits River. This ferry has had approaches but can be used by automobiles by exercising care. Take the road to Vader, thence to Winlock, Evie line and Napavine, following roads along Northern Pacific tracks into Napavine.

From Napavine take the road due north three miles, then east one mile, to regain the paved route of Pacific Highway four miles from Chehalis. There will be paving south of Chehalis and also in the vicinity of Toledo, the regular route between Castle Rock and Chehalis will be blocked most of the summer.

Chehalis to Olympia, 25.6 miles—Leave Chehalis by street, Prindle street and St. Helens avenue, take county road on east side of the railway track to Centralia, to avoid paving operations between these towns.

Olympia-Tacoma Road Open.
Turn north from Centralia to crossing of Skookumchuck River, parallel railway for one mile, then recross the river on the steel bridge, then follow the main road on the west bank of the river thence along the west side of the track to a point one mile below Tenino Junction where the pavement begins. From Tenino follow the Pacific Highway signs to Olympia.

Olympia to Tacoma, 37.5 miles—Follow Pacific Highway signs. No construction work planned that will interfere with traffic. There is a good gravel road to the Country Club, then a paved road to Tacoma.

Tacoma-Seattle, 42.2 miles—Follow paved Pacific Highway route to East Puyallup, then the pavement east through North Sumner. Follow the paved road north through the west side of the White River Valley to Orillia. From Orillia to Riverton the road will be under improvement by King County but traffic will not be disturbed.

THREE STUTZ ENTRIES FILED
Competitors in Next Indianapolis Race Increased to 15.

INDIANAPOLIS, April 17.—Three Stutz cars have been added to the field in the next Indianapolis 500-mile race, raising the total number of entries for that event to 15. At least 20 more nominations are expected within the next three weeks, bringing the final field to 35 cars or more.

The Stutz entries were delayed somewhat this year due to a controversy on a minor point between Harry C. Stutz, builder of the cars, and the speedway management. This matter has been satisfactorily adjusted.

No drivers were named in any of the entry blanks. It is thought, however, that Earl Cooper, Gil Anderson and Howard Wilcox, the same trio that competed in the Coast classics for Stutz, will carry the bulk of the burden at Indianapolis. Wilcox, particularly, has many well wishers, due to his work in the Vanderbilt and Grand Prize races, in both of which he came home an easy second.

RECORD-BREAKING SHIPMENT OF AUTOMOBILES WHICH REACHED THE NORTHWEST LAST WEEK.



TRAINLOAD OF FRANKLINS PASSING OVER STREETCAR TRACKS IN CENTER OF SYRACUSE, NEW YORK, BY SPECIAL PERMISSION OF CITY AUTHORITIES.

What is thought to be the largest single shipment of automobiles that has ever come across the continent reached the Pacific Northwest last week and the final cars of the 22-car train pulled into Portland yesterday. In addition to Portland, Walla Walla, Spokane, Billings, Seattle and Grafton figure largely in the trainload, which in all, represents a value of more than \$110,000.

This is the second shipment that has come to the Northwest within the past few weeks, a 12-car trainload having reached here less than a month ago. J. C. Braly, the Franklin agent for Oregon, said yesterday that he had sold out all Franklins received on the previous trainload and that the new allotment already had been taken. He says business is A-1 in the Franklin family.

The shipment represents the longest trip by a trainload of automobiles, said Mr. Braly. "With the 20 cars of the same make also shipped to that point a month ago this city of 13,000 population establishes a record for the sale of high-grade automobiles."

"From figures issued by the Syracuse Chamber of Commerce, this shipment exceeds in value any other shipment of merchandise ever leaving that city."

"This special trainload of 22 Franklins breaks all records for single shipments of high-grade cars. The former mark was also set by Franklins only a few weeks ago."

"The shipment represents the longest trip by a trainload of automobiles, for after reaching its destination it will have traversed 2737 miles across the continent. The outlay for freight alone on this trainload exceeds the \$4000 mark."

QUAD IS DRIVEN FAR

Jeffery Truck Run From The Dalles to Idaho Line.

ABOUT 500 MILES COVERED

W. B. Froude, With Frank Riggs, Declares Trip 400 Feet Above Treecreeps on Trail One Not Easily Forgotten.

By driving a Jeffery Quad truck from The Dalles to the Idaho line, covering about 500 miles, including some of the worst going in Oregon, W. B. Froude, manager of the truck department of the Frank C. Riggs Company, of Portland, declares that he has given the Jeffery the acid test. Mr. Froude is said to be the first to drive a motor truck across Oregon this year.

"From The Dalles we went through Dufur, Tygh Valley, Shaniko, Crooked River, Bend, Burns and Junction," said Mr. Froude upon his return yesterday. "My experiences as a driver were more than interesting at times, especially at Crooked River Canyon, one of those places where you start to whistle and forget the tune in about two bars. The approach to this wonderful grade is made at a dangerous angle and the sensation experienced, particularly at night, going down a 60-inch trail with a slide on one side and your vehicle tilted at an angle of 45 degrees and a drop of about 400 feet to the tops of waving trees below, is one not to be easily forgotten."

"You go along fairly well for a distance of a few miles and then suddenly sink to the axle. There are a great many washouts on the way and the wonderful efficiency of the truck was proved by its ability to go through these so-called impassable places without chains. It drives on the front as well as rear and the lifting power given to the front and tractive power transmitted to the wheels, that has the tractive effort enables the truck to negotiate where a rear-drive truck would have been tied up."

"Tygh grade is about three miles long and from 20 to 30 ft. it winds down to Tygh Valley from the hills and descends about 300 feet in that distance and every 100 feet or so I received a thriller, owing to washouts

and the angle at which the truck is compelled to pass these spots. "In spite of unfavorable weather with three days of drizzling rain the Quad kept going, the actual running time being about 70 miles a day. The highest elevation reached was 5200 feet, where of course, the snow had not melted and the truck was driven through soft adobe, where it would have been impossible to take a four-horse team. Of course we were compelled to drive in low and second to get through, which we did as easily as though traveling on good level roads. The streams forded were rather deep on account of the snow in the mountains, but we picked a place about three feet deep and crossed there."

"The section of the Oregon express their gratitude at the efforts being made for good roads and are doing all in their power to help the County Commissioners with their limited means to accomplish greater results. It was a common sight to see men come along on horseback, dismount and remove rocks from the road. Herds of sheep and cattle cause considerable annoyance by loosening boulders and stones, which sometimes block the way and have to be removed before a vehicle can pass at all."

After six lively sessions over the prepared roadways of five Pacific Coast cities the members of motor-dome "Suicide Club" have nearly all packed up for the annual move Eastward. Some are stopping off at Oklahoma City, where a 200-mile road race is scheduled for April 22; some will tarry until the Tacoma races in July, while others have gone direct to Indianapolis or to the Eastern factories where they make their respective headquarters. A few of the resident California drivers remain at home, refitting their cars for the next invasion of the "big leaguers."

Aside from added money paid to winners at Corona and Venice, the Coast cities distributed a total of \$45,000 in cash prizes to the circuit chasers.

Oldfield Gets \$7000.
Of this sum, Barney Oldfield, "master driver" and star of the Maxwell team, captured the largest total, \$7300. Barney got it in three bundles, \$2500 for his record-breaking non-stop run at Corona; \$3500 for his win of the Venice Grand Prix; and \$3000 for his victory in the Bordier Fair event at Tucson.

Oldfield's campaign was a wonderful combination of speed and consistency. Each of his prizes was the result of a flight in which his Maxwell neither stopped nor slowed down. In none of the three races mentioned did he change gears after he had once got under way. The three non-stop performances aggregated 711 miles.

Resta Next With \$6000.
Second to Oldfield in total winnings was Darius Resta, the foreign pilot, with \$6000. Resta found the twisting, dangerous course inside the San Francisco Exposition grounds, ideal for his Peugeot, and was able to keep his sensationally light, speedy car running to the finish in both the Grand Prix and Vanderbilt.

Here is how the cash was distributed:
Oldfield, Maxwell \$ 7,000
Resta, Peugeot 6,000
Carlson, Maxwell 5,500
Pulley, Mercer 5,500
Cowan, Mercer 5,000
Wilcox, Stutz 4,000
Clerdon, Stutz 3,000
DePalma, Mercedes 2,500
O'Donnell, Dauesburg 2,500
Kushaba, One 2,000
Alley, Dauesburg 1,500
Maxwell, Buick 1,500
Anderson, Stutz 1,500
Clerdon, Gordon 700
Diabrow, Simplex 500
Delano, Moon 500
Taylor, Aico 250
Total \$45,000

CARBURETOR DANGER IS TOLD
Location of Intake Manifold Important, H. L. Mann Points Out.

"No matter how perfect a carburetor may be," says H. L. Mann, manager of the Nob Hill Garage & Auto Company, distributor of the Hayes Six, "if a long-exposed intake manifold is employed between the carburetor and the intake valves, a certain amount of gasoline will reach the cylinders in the form of tiny globules, instead of in a gaseous state. The importance of the location of the intake manifold is being indicated more clearly as the quantity of the gasoline drops. In the first place, it requires heat to convert the liquid gasoline into vapor, the same as heat is required to convert water into steam."

"The effect of introducing the gasoline into the cylinders in the form of little drops instead of in a gaseous state is to increase the gasoline consumption. It must be remembered that there is only a small fraction of a second for the burning of the gases, and if there are drops present the time is not sufficient to burn them up. Incomplete burning and deposits of carbon result, in addition to the loss occasioned by some of the unburned

gasoline passing on through the cylinders, through the muffler, and into the air."

LEWIS ROAD BIDS HELD LOW
Mile and Quarter of Concrete Highway to Be Laid Near Curtis.

CHEHALIS, Wash., April 17.—(Special.)—The Lewis County Commissioners have received some exceptionally good bids for the construction of a mile and a quarter of additional concrete road near Curtis.

Last year a mile of concrete road was laid there, the work being paid for from the funds of the road district, which is a wealthy one, owing to the heavy timber valuation. Alongside the eight-foot concrete road another eight-foot strip of crushed rock road was received, it averages between 490 and 5000 pieces of first class mail and the same amount of second class mail and parcel post packages. Practically all of this mail is opened, sorted and distributed within two hours after its receipt at the Overland offices. By 8 o'clock every morning, each department manager has the largest part of the day's mail on his desk.

At the Overland plant an entire department is devoted to the handling of mail. The work has been highly systematized by the man in charge, whose position is similar to that of postmaster. Under his direction is a large staff of assistants with an equipment of special mailing machines which seal, stamp and count as high as 250 letters a minute and other facilities as efficient as those found in the highest class Government postoffices.

A special Overland mail car transports the mail between the plant and the postoffice, making four regular trips each day in addition to special trips when necessary. Another car is placed at the disposal of the mailing

department each day at 4 o'clock. This car meets the Twentieth Century Limited with all important mail to be sent to New York and other points in the East and abroad. The driver must go to the depot and place his mail bags on the cars in person, as the train is not scheduled to pick up mail at Toledo. The outgoing Overland mail averages 2500 pieces of first class matter daily. The third class mail averages between 8000 and 10,000 pieces on ordinary days. It sometimes runs as much as 15,000 pieces in a day, when catalogs and special literature are being sent out, the total is much higher. As high as \$250 a day is spent by the company for stamps.

HIGHWAY CAMPS ESTABLISHED
Work Is Soon to Begin on National Park Route, Near Morton.

MORTON, Wash., April 17.—(Special.)—State road camps for the National Park Highway have been established at Carlson's Mill, Cowlits Junction and Lindberg, all between Morton and Mineral. The funds for this work were left over from last year. These are the only camps which will be established in this vicinity until the Supreme Court has passed on the emergency clause affecting the road appropriations. The work being done is preparing for the actual construction of the road. When the appropriation for state road No. 18 is available a camp will be established immediately east of Fern Pass, between Morton and Glenoma.

The camps will employ about 15 men each and the engineer in charge says he already has all the men he can now use.

Shepherds Use Two-Wheeler.
The motorcycle with sidcar is proving very valuable on the large sheep ranches of the West. With the aid of the two-wheeler, a shepherd can easily keep his flock together, and the sidcar serves as an ambulance for any of the lambs which may be injured or tired out.

BARNEY WINS MOST

Oldfield Leads in Amount of Money Taken on Coast.

DARIUS RESTA IS SECOND

"Master Driver's" Share of \$43,800 Distributed in Coast Cities Is \$7000—Table Shows Sums That Went to Others.

After six lively sessions over the prepared roadways of five Pacific Coast cities the members of motor-dome "Suicide Club" have nearly all packed up for the annual move Eastward. Some are stopping off at Oklahoma City, where a 200-mile road race is scheduled for April 22; some will tarry until the Tacoma races in July, while others have gone direct to Indianapolis or to the Eastern factories where they make their respective headquarters. A few of the resident California drivers remain at home, refitting their cars for the next invasion of the "big leaguers."

Aside from added money paid to winners at Corona and Venice, the Coast cities distributed a total of \$45,000 in cash prizes to the circuit chasers.

Oldfield Gets \$7000.
Of this sum, Barney Oldfield, "master driver" and star of the Maxwell team, captured the largest total, \$7300. Barney got it in three bundles, \$2500 for his record-breaking non-stop run at Corona; \$3500 for his win of the Venice Grand Prix; and \$3000 for his victory in the Bordier Fair event at Tucson.

Oldfield's campaign was a wonderful combination of speed and consistency. Each of his prizes was the result of a flight in which his Maxwell neither stopped nor slowed down. In none of the three races mentioned did he change gears after he had once got under way. The three non-stop performances aggregated 711 miles.

Resta Next With \$6000.
Second to Oldfield in total winnings was Darius Resta, the foreign pilot, with \$6000. Resta found the twisting, dangerous course inside the San Francisco Exposition grounds, ideal for his Peugeot, and was able to keep his sensationally light, speedy car running to the finish in both the Grand Prix and Vanderbilt.

Here is how the cash was distributed:
Oldfield, Maxwell \$ 7,000
Resta, Peugeot 6,000
Carlson, Maxwell 5,500
Pulley, Mercer 5,500
Cowan, Mercer 5,000
Wilcox, Stutz 4,000
Clerdon, Stutz 3,000
DePalma, Mercedes 2,500
O'Donnell, Dauesburg 2,500
Kushaba, One 2,000
Alley, Dauesburg 1,500
Maxwell, Buick 1,500
Anderson, Stutz 1,500
Clerdon, Gordon 700
Diabrow, Simplex 500
Delano, Moon 500
Taylor, Aico 250
Total \$45,000

CARBURETOR DANGER IS TOLD
Location of Intake Manifold Important, H. L. Mann Points Out.

"No matter how perfect a carburetor may be," says H. L. Mann, manager of the Nob Hill Garage & Auto Company, distributor of the Hayes Six, "if a long-exposed intake manifold is employed between the carburetor and the intake valves, a certain amount of gasoline will reach the cylinders in the form of tiny globules, instead of in a gaseous state. The importance of the location of the intake manifold is being indicated more clearly as the quantity of the gasoline drops. In the first place, it requires heat to convert the liquid gasoline into vapor, the same as heat is required to convert water into steam."

"The effect of introducing the gasoline into the cylinders in the form of little drops instead of in a gaseous state is to increase the gasoline consumption. It must be remembered that there is only a small fraction of a second for the burning of the gases, and if there are drops present the time is not sufficient to burn them up. Incomplete burning and deposits of carbon result, in addition to the loss occasioned by some of the unburned

QUAD TRUCK MAKES RECORD 500-MILE TRIP THROUGH EASTERN OREGON.

Jeffery Truck Run From The Dalles to Idaho Line.

ABOUT 500 MILES COVERED

W. B. Froude, With Frank Riggs, Declares Trip 400 Feet Above Treecreeps on Trail One Not Easily Forgotten.

By driving a Jeffery Quad truck from The Dalles to the Idaho line, covering about 500 miles, including some of the worst going in Oregon, W. B. Froude, manager of the truck department of the Frank C. Riggs Company, of Portland, declares that he has given the Jeffery the acid test. Mr. Froude is said to be the first to drive a motor truck across Oregon this year.

"From The Dalles we went through Dufur, Tygh Valley, Shaniko, Crooked River, Bend, Burns and Junction," said Mr. Froude upon his return yesterday. "My experiences as a driver were more than interesting at times, especially at Crooked River Canyon, one of those places where you start to whistle and forget the tune in about two bars. The approach to this wonderful grade is made at a dangerous angle and the sensation experienced, particularly at night, going down a 60-inch trail with a slide on one side and your vehicle tilted at an angle of 45 degrees and a drop of about 400 feet to the tops of waving trees below, is one not to be easily forgotten."

"You go along fairly well for a distance of a few miles and then suddenly sink to the axle. There are a great many washouts on the way and the wonderful efficiency of the truck was proved by its ability to go through these so-called impassable places without chains. It drives on the front as well as rear and the lifting power given to the front and tractive power transmitted to the wheels, that has the tractive effort enables the truck to negotiate where a rear-drive truck would have been tied up."

"Tygh grade is about three miles long and from 20 to 30 ft. it winds down to Tygh Valley from the hills and descends about 300 feet in that distance and every 100 feet or so I received a thriller, owing to washouts

and the angle at which the truck is compelled to pass these spots. "In spite of unfavorable weather with three days of drizzling rain the Quad kept going, the actual running time being about 70 miles a day. The highest elevation reached was 5200 feet, where of course, the snow had not melted and the truck was driven through soft adobe, where it would have been impossible to take a four-horse team. Of course we were compelled to drive in low and second to get through, which we did as easily as though traveling on good level roads. The streams forded were rather deep on account of the snow in the mountains, but we picked a place about three feet deep and crossed there."

"The section of the Oregon express their gratitude at the efforts being made for good roads and are doing all in their power to help the County Commissioners with their limited means to accomplish greater results. It was a common sight to see men come along on horseback, dismount and remove rocks from the road. Herds of sheep and cattle cause considerable annoyance by loosening boulders and stones, which sometimes block the way and have to be removed before a vehicle can pass at all."

After six lively sessions over the prepared roadways of five Pacific Coast cities the members of motor-dome "Suicide Club" have nearly all packed up for the annual move Eastward. Some are stopping off at Oklahoma City, where a 200-mile road race is scheduled for April 22; some will tarry until the Tacoma races in July, while others have gone direct to Indianapolis or to the Eastern factories where they make their respective headquarters. A few of the resident California drivers remain at home, refitting their cars for the next invasion of the "big leaguers."

Aside from added money paid to winners at Corona and Venice, the Coast cities distributed a total of \$45,000 in cash prizes to the circuit chasers.

Oldfield Gets \$7000.
Of this sum, Barney Oldfield, "master driver" and star of the Maxwell team, captured the largest total, \$7300. Barney got it in three bundles, \$2500 for his record-breaking non-stop run at Corona; \$3500 for his win of the Venice Grand Prix; and \$3000 for his victory in the Bordier Fair event at Tucson.

Oldfield's campaign was a wonderful combination of speed and consistency. Each of his prizes was the result of a flight in which his Maxwell neither stopped nor slowed down. In none of the three races mentioned did he change gears after he had once got under way. The three non-stop performances aggregated 711 miles.

Resta Next With \$6000.
Second to Oldfield in total winnings was Darius Resta, the foreign pilot, with \$6000. Resta found the twisting, dangerous course inside the San Francisco Exposition grounds, ideal for his Peugeot, and was able to keep his sensationally light, speedy car running to the finish in both the Grand Prix and Vanderbilt.

Here is how the cash was distributed:
Oldfield, Maxwell \$ 7,000
Resta, Peugeot 6,000
Carlson, Maxwell 5,500
Pulley, Mercer 5,500
Cowan, Mercer 5,000
Wilcox, Stutz 4,000
Clerdon, Stutz 3,000
DePalma, Mercedes 2,500
O'Donnell, Dauesburg 2,500
Kushaba, One 2,000
Alley, Dauesburg 1,500
Maxwell, Buick 1,500
Anderson, Stutz 1,500
Clerdon, Gordon 700
Diabrow, Simplex 500
Delano, Moon 500
Taylor, Aico 250
Total \$45,000

CARBURETOR DANGER IS TOLD
Location of Intake Manifold Important, H. L. Mann Points Out.

"No matter how perfect a carburetor may be," says H. L. Mann, manager of the Nob Hill Garage & Auto Company, distributor of the Hayes Six, "if a long-exposed intake manifold is employed between the carburetor and the intake valves, a certain amount of gasoline will reach the cylinders in the form of tiny globules, instead of in a gaseous state. The importance of the location of the intake manifold is being indicated more clearly as the quantity of the gasoline drops. In the first place, it requires heat to convert the liquid gasoline into vapor, the same as heat is required to convert water into steam."

"The effect of introducing the gasoline into the cylinders in the form of little drops instead of in a gaseous state is to increase the gasoline consumption. It must be remembered that there is only a small fraction of a second for the burning of the gases, and if there are drops present the time is not sufficient to burn them up. Incomplete burning and deposits of carbon result, in addition to the loss occasioned by some of the unburned

gasoline passing on through the cylinders, through the muffler, and into the air."

LEWIS ROAD BIDS HELD LOW
Mile and Quarter of Concrete Highway to Be Laid Near Curtis.

CHEHALIS, Wash., April 17.—(Special.)—The Lewis County Commissioners have received some exceptionally good bids for the construction of a mile and a quarter of additional concrete road near Curtis.

Last year a mile of concrete road was laid there, the work being paid for from the funds of the road district, which is a wealthy one, owing to the heavy timber valuation. Alongside the eight-foot concrete road another eight-foot strip of crushed rock road was received, it averages between 490 and 5000 pieces of first class mail and the same amount of second class mail and parcel post packages. Practically all of this mail is opened, sorted and distributed within two hours after its receipt at the Overland offices. By 8 o'clock every morning, each department manager has the largest part of the day's mail on his desk.

At the Overland plant an entire department is devoted to the handling of mail. The work has been highly systematized by the man in charge, whose position is similar to that of postmaster. Under his direction is a large staff of assistants with an equipment of special mailing machines which seal, stamp and count as high as 250 letters a minute and other facilities as efficient as those found in the highest class Government postoffices.

A special Overland mail car transports the mail between the plant and the postoffice, making four regular trips each day in addition to special trips when necessary. Another car is placed at the disposal of the mailing

department each day at 4 o'clock. This car meets the Twentieth Century Limited with all important mail to be sent to New York and other points in the East and abroad. The driver must go to the depot and place his mail bags on the cars in person, as the train is not scheduled to pick up mail at Toledo. The outgoing Overland mail averages 2500 pieces of first class matter daily. The third class mail averages between 8000 and 10,000 pieces on ordinary days. It sometimes runs as much as 15,000 pieces in a day, when catalogs and special literature are being sent out, the total is much higher. As high as \$250 a day is spent by the company for stamps.

HIGHWAY CAMPS ESTABLISHED
Work Is Soon to Begin on National Park Route, Near Morton.

MORTON, Wash., April 17.—(Special.)—State road camps for the National Park Highway have been established at Carlson's Mill, Cowlits Junction and Lindberg, all between Morton and Mineral. The funds for this work were left over from last year. These are the only camps which will be established in this vicinity until the Supreme Court has passed on the emergency clause affecting the road appropriations. The work being done is preparing for the actual construction of the road. When the appropriation for state road No. 18 is available a camp will be established immediately east of Fern Pass, between Morton and Glenoma.

The camps will employ about 15 men each and the engineer in charge says he already has all the men he can now use.

Shepherds Use Two-Wheeler.
The motorcycle with sidcar is proving very valuable on the large sheep ranches of the West. With the aid of the two-wheeler, a shepherd can easily keep his flock together, and the sidcar serves as an ambulance for any of the lambs which may be injured or tired out.

"MY CAR"

What a world of meaning can be put into those two small words! Have you ever noticed the pride and confidence the Mitchell owner puts into his "MY CAR"? Pride and confidence that can only be born of satisfaction of high degree. If you want to know why you and your family will get more genuine pleasure in owning, driving and riding in a

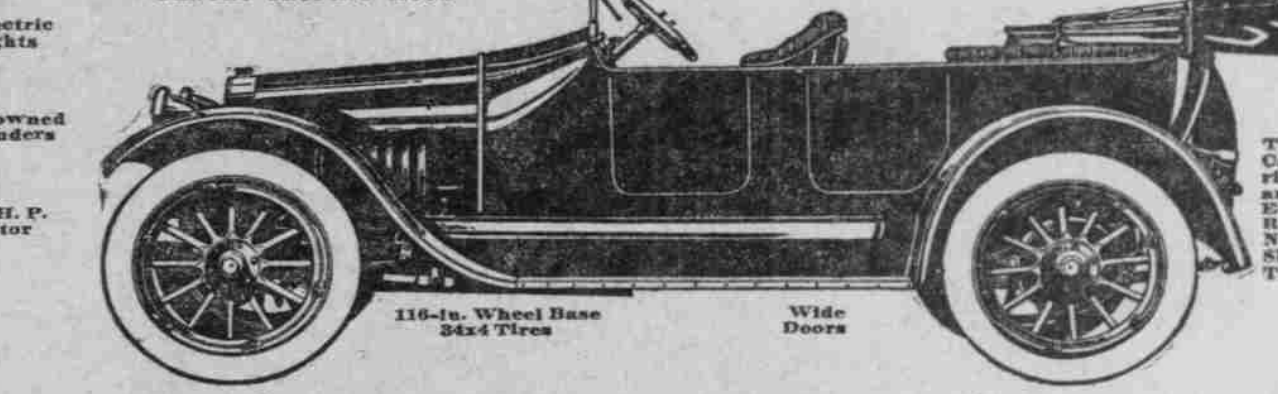
1915 Mitchell Car

Come and let us give you a demonstration. Drive the car yourself, examine every inch of it, and see if it does not measure up to your idea of what a car should be to give service, comfort, convenience and general all-around good value.

GET THE PERSONAL TOUCH

Mitchell, Lewis & Staver Co.
East Morrison and First

The Light Four
GENTLY SLOPING HOOD



The Light Four 2 and 5- Passenger \$1250 The Baby Six 2, 5 and 6- Passenger \$1585

AUTO PLANT MAIL HEAVY

TOLEDO FACTORY DEPARTMENT RESEMBLES SMALL POSTOFFICE.

Special Cars Meet Trains Each Day to Handle Practically 10,000 Parcels and Packages.

The magnitude of a manufacturing business, of which the product is more than 50,000 motor cars in a single year, is hard to realize. Figures recently received, it averages between 490 and 5000 pieces of first class mail and the same amount of second class mail and parcel post packages. Practically all of this mail is opened, sorted and distributed within two hours after its receipt at the Overland offices. By 8 o'clock every morning, each department manager has the largest part of the day's mail on his desk.

At the Overland plant an entire department is devoted to the handling of mail. The work has been highly systematized by the man in charge, whose position is similar to that of postmaster. Under his direction is a large staff of assistants with an equipment of special mailing machines which seal, stamp and count as high as 250 letters a minute and other facilities as efficient as those found in the highest class Government postoffices.

A special Overland mail car transports the mail between the plant and the post