

TITLE OF CHAMPION IS GIVEN TO WOMAN

Mrs. C. F. Kruse Drives Dodge Alone From Seattle Almost to California Line.

NO TROUBLE ENCOUNTERED

Only Unpleasantness Is When Call Disputes Road and Indian as Well as White Man Demand Settlement for Damages.

"Champion Woman Motorist of Seattle" is the title which has been conferred upon Mrs. C. F. Kruse by Eaton & Campbell, Dodge dealers in Seattle, and all because Mrs. Kruse, accompanied only by her faithful dog "Sport," motored without any disastrous incidents from Seattle south to Portland and on over the Pacific Highway nearly to the California line in the Sixties. When she started on her Seattle her Dodge had covered 1200 miles.

Mrs. Kruse made numerous side trips up dangerous canyons, but failed to encounter any real adventures such as slipping over embankments to the bottom of gulches or being held up by highwaymen. The trip, however, did provide plenty of incident. The Dodge car behaved beautifully throughout the entire grind and Mrs. Kruse has nothing but praise for the sturdy little motor. Her first trip was accompanied by a disappointing reliability. Not a puncture or blowout was sustained and the Goodyears are as good today as they were when she started. This was Mrs. Kruse's second trip over the same route. Last year she had a car full of passengers, however.

"When I met people they seemed surprised to think that I was driving alone," Mrs. Kruse said. "The minute I made that announcement it was the signal for a flood of advice on how to drive, where not to go and a thousand of 'safety-first' hints."

"Sport" was there on all occasions as the handy little protector. He developed a keen dislike for shabbily-dressed men of the road and barked vociferously whenever they came near along the highway. And "Sport's" rope came in handy in the Pass Creek canyon, in Southern Oregon, where Mrs. Kruse towed another car out of the mud with it.

Mrs. Kruse got stuck in the mud once herself, but a nearby plank used as a lever brought the Dodge back on dry soil again.

Call Is Bumped.
An Indian and a white man, both on horseback, up a deserted canyon road running to Foster Lake, almost took all of the joy out of Mrs. Kruse's personally conducted tour. On the way up the canyon she inadvertently bumped a calf that persisted in staying in the middle of the road. The Indian and white man stopped Mrs. Kruse on her downward journey and informed her that the calf was suffering from a severe case of broken leg and a number of complications. They threatened to send for the sheriff if she did not pay for the animal. However, Mrs. Kruse knew that she barely grazed the calf and could not even have bruised its skin. So she told them to send for the sheriff. Moreover, she gave them her name and address, and nothing came of it.

"It's the greatest way in the world for a woman to have a vacation," says Mrs. Kruse. "An automobile is easy to handle and the car of today gives practically no trouble. One might have to wait all summer for a trip if she expected hubby to accompany her."

LIQUOR ROADS ARE GOOD

SOME SPOTS ROUGH, BUT IMPROVEMENT IS NOTED.

Dust Is Objectionable in Places, but Almost All Points Are Available to Motorists.

ALBANY, Or., July 7.—(Special).—Roads in this section of the state are in good condition. Some are getting dusty, but the roadbed is good on most highways and rough places are scarce.

The Albany-Corvallis road is good all the way. This road is comparatively free from dust. The Pacific Highway from Albany to Harrisburg is in good shape, though somewhat dusty in places. The gravel spread on the Albany-Hill road has worked wonders, comparing the general condition of this road now with what it was last year.

Barring occasional rough stretches the highway is in good shape between Albany and Salem. From Salem southward to the foot of Mt. Hood, the road is in splendid condition. This is a macadam road part of the way, and while the macadam is somewhat worn the roadbed is good. From Albany Hill to Jefferson the road is a little rough in places, but is much better than it was even two weeks ago. There are very few spots where a car cannot run at good speed.

From Jefferson to Albany the highway is a little rough. It is not bad to travel over, but many motorists are turning from the highway about half a mile this side of Jefferson and following a different route to a point in the highway just north of this city. This route runs close to Knox Butte, and besides being smoother is said to be shorter. It is more hilly, however, but a prettier road.

Albany people who went to Salem this week, going one way by the highway and the other by the Marion-Turner road, report that both routes are in fair shape now. Taking the Marion-Turner road, the road is good from Jefferson to Marion. From Marion to Turner it is rather rough, but considerable work has been done on that part of the road the past two weeks. From Turner to Salem this road is a macadam highway. This macadam road needs a top dressing, but at that it is in better shape than the roads with which it connects. The road from Albany to Cascade, a summer resort on the South Santiam River, 45 miles southeast of Albany, is open now and several cars have gone through. From Albany to Lebanon the road is good. From Lebanon to Sweet Home it is in fine shape, for seven miles a most excellent road. There is some crushed rock not thoroughly rolled in this side of Sweet Home, but only short stretches of it. From Sweet Home to Foster the road is excellent, but above Foster it is in bad shape yet. Cars can negotiate it, however, without great difficulty, and it is getting better all the time. In some places where the road goes

FACTORY LAND IS TILLED

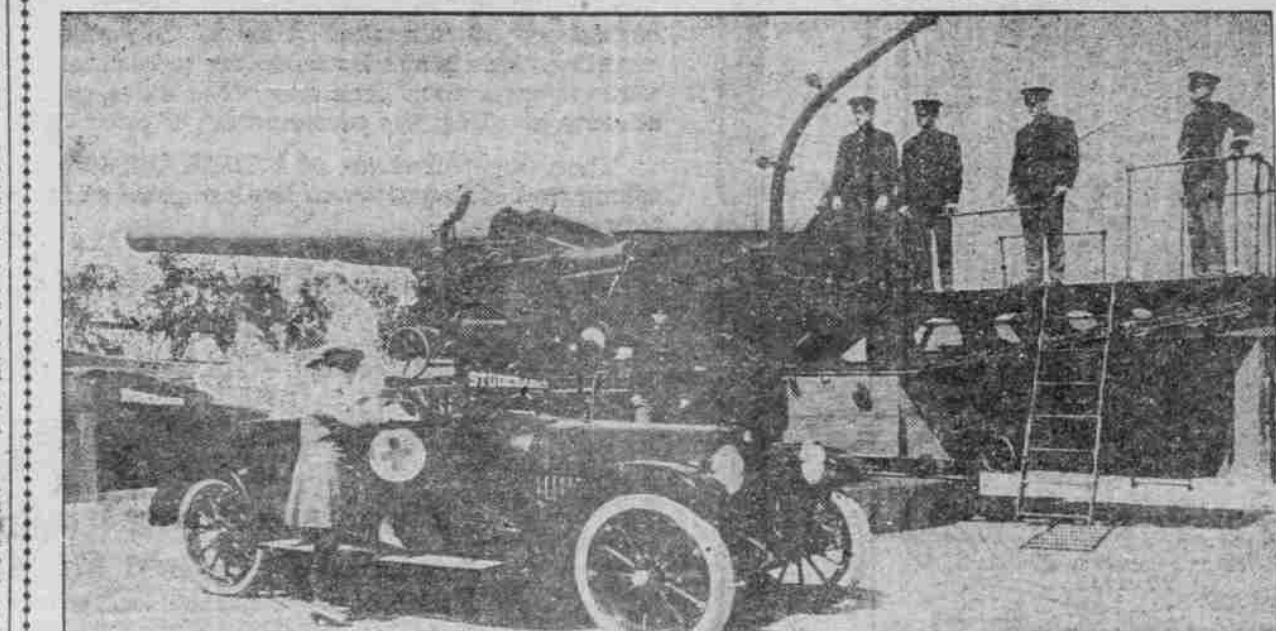
Firestone Employees Are Cultivating 350 Plots Lent by Company.

Practically every foot of available land about the Firestone Tire & Rubber Company's factories at Akron, O., under cultivation and more than 350 of its married employees are receiving instruction in intensive farming.

H. S. Firestone, president of the company, is supervising the work personally. Mr. Firestone spent his boyhood on an Ohio farm and always has taken a keen interest in agriculture. For several years he has been promoting a movement to stimulate interest in farming among school children, offering valuable gardening prizes annually. Realizing the importance of President Wilson's appeal for more intensive farming among city folks, Mr. Firestone ordered 70 acres of land about the Firestone factories plowed up, divided into garden plots and offered to the company's married employees for cultivation. Within 48 hours after the offer was made every plot had been applied for and there was a large waiting list.

To insure the cultivation of every foot of ground a time clock has been installed within the garden tract and each gardener must register a certain number of hours of work each week or forfeit his plot. The company furnishes heavy timber it has not dried thoroughly yet.

"MISS AMERICA" STANDS READY TO DO HER BIT FOR UNCLE SAM.



Pair Soldierettes "Somewhere on the Pacific Coast" Practicing First Aid to Injured, With Studebaker Six Converted Into a Comfortable Ambulance Ready for Any Emergency.

plashes the seeds and an expert gardener has been employed to instruct the men and insure maximum production. The gardeners choose their crops and the land is allotted according to the adaptability of the soil. It is expected that sufficient potatoes, beans, cabbage and other garden crops to supply more than 250 families will be raised on the Firestone gardens.

PATHFINDER IS ON WAY

TOURISTS WILL GATHER DATA FOR EVERGREEN HIGHWAY.

Motion Pictures Are to Be Taken on Trip and Party Will Reach City for Visit on July 10.

On July 16 two cars will start from Victoria, "Evergreen" capital of British Columbia, upon a leisurely tour of the route to El Paso, Tex., covering 3000 miles.

Stops will be made at all county seats and at as many cities and towns as possible, to confer with county commissioners, engineers, road supervisors, state officials, good-roads builders and enthusiasts generally, upon problems of proper location and construction of an all-year route leading into the Pacific Northwest.

The route traversed by the party has not been finally fixed as the route of the Evergreen Highway. In all its parts. One of the objects of the trip is to study the subject of location, from close observation and local discussion, with the view of determining a definite location of a route or routes that can be recommended for long-distance touring, during both summer and winter seasons.

Motion pictures will be taken of striking scenic attractions, sports and recreation grounds, road views of scenery.

SNOQUALMIE PASS ROAD CON- NECTING SEATTLE WITH EASTERN WASHINGTON IS NOW OPEN TO TRAVEL

Definite information was received from Seattle last week to the effect that the main state crossroad, known as the Sunset Highway, connecting Seattle with Spokane and other points east, is at last open to travel. This highway, which had been closed since last Fall, due to an unusually heavy snowfall.

Scams of the roadway over the pass is now being worked and is not yet in perfect condition, but motorists are assured that they will be able to make the Seattle-Spokane trip without difficulty.

JOE FIELDS LEAVES HUPP

O. C. Hutchinson Becomes Sales Manager of Big Corporation.

Announcement of the advancement of two men well known in the motor car world, and in automobile circles throughout the United States, was the starting feature of the opening day's session of the recent semi-annual meeting of the district managers of the Hupp Motor Car Corporation.

Vice-President Lee Pinderson made the announcement of the appointment of Supervisor of Branches O. C. Hutchinson as sales manager, to succeed J. E. Fields, who leaves the Hupp organization to take charge of the sales division of the growing business of the Liberty Motor Car Company. At the Hupp plant Mr. Fields will have charge of the sales, advertising and service.

"It is with great regret that I announce the departure of Mr. Fields from our organization," stated Mr. Pinderson. "Joe Fields and I have been close personal friends, as well as business associates, and I believe the same relationship has existed between Fields and every other member of the Hupp organization. I know I express the feelings of President Drake and General Manager Hastings, the selling force and every distributor and dealer, in making this expression of regret."

Three Months' Trip Planned.

HOOD RIVER, Or., July 7.—(Special).—Mr. and Mrs. W. A. Schaffner left this week for a three months' au-

HOOD TRIP IS LIKED

Mrs. Stanley C. E. Smith Enjoys Jaunt on Fourth.

SNOW BUCKING GIVES ZEST

Gorgeous View Compensates for All Fears and Disagreeable Moments, so Day Is Pronounced Best on Calendar.

BY MRS. STANLEY C. E. SMITH.
(Impressions of a motor trip enjoyed last week by Mr. and Mrs. Stanley C. E. Smith, Mrs. A. Ella S. Stearns and the two Smith children.)
One might have raised the question of our sanity Wednesday, the Fourth, as we plowed our way with a half dozen other machines through the slush and snow to the base of Mount

tomobile trip. The journey will carry them first to the Lincoln Highway, thence to Idaho to the Lincoln Highway. They will visit relatives in Iowa, Michigan and Ohio. They may go on to New York City, in which case their tour will be extended a month.

STUDEBAKERS NOT CHANGED

Engineers Get Out Model That Is Entirely Satisfactory.

R. T. Hodgkins, sales manager of the Studebaker Corporation, is authority for the statement that Studebaker does not contemplate a change in models this year. In making public this information Mr. Hodgkins says:

"In our opinion, Studebaker engineers have reached a point of near-perfection in the series '15 cars. Our engineers have been concentrating on the one basic design now for the past four years and have, naturally enough, been able to constantly improve and refine our product. They have taken advantage of the splendid opportunity to observe the performances of 300,000 Studebaker cars in the hands of owners, in every part of the world, and through this experience of actual service the series '15 Studebaker cars have been evolved. Personally I believe that our engineers have given us one of the best cars in the world, regardless of price. There's really no good reason why we should announce new models at this

ROAD BEING IMPROVED

HIGHWAY FROM ASTORIA IS REPORTED FAIR.

Shady Places Slow to Dry Out in Spring, but by Fall Good Surface Is Expected.

Proof that the Lower Columbia River Highway is not in such bad condition as has been reported was furnished last Thursday when W. E. Schimpff, of Astoria, drove his Hudson super-six over the river route in slightly over six hours.

"About six miles east of Astoria road crews are busy doing considerable grading and filling in," reported Mr. Schimpff upon his arrival in Portland. "Some of this road that is being improved is among the trees and as a result it has been slow drying out. Machines are bound to have difficulty getting over this stretch in wet weather, but those coming through during the past few days have not complained particularly."

"There are, of course, a number of rutty stretches along the highway from Astoria to Portland, but I call it a fair road. As a matter of fact, the motorist is inconvenienced more in Multnomah County, this side of St. Helens, where a great deal of construction work is being put forward. Any long-sighted motorist will overlook difficulties of this kind, however, because they mean subsequent improvement."

Mr. Schimpff is one of the leading good road advocates of the state. As chairman of house committee on roads and highways at the last Legislature, he introduced the \$5,000,000 road bond bill and coined the phrase "Fill Oregon out of the mud" that was used so effectively at the recent election.

Mr. Schimpff said Friday that he believed that the Lower Columbia River Highway might possibly be open to travel by the end of the coming winter as a result of the improvements now under way. This summer's work is in line with the State Highway Commission program.

Mr. and Mrs. Schimpff came to Portland last week en route to Mount Rainier National Park, where they are now touring with Mr. and Mrs. Mark W. Gill, of Portland.

HOOD RIVER ROADS GOOD.

HOOD RIVER, Or., June 30.—(Special).—After a 50-mile tour of inspection over the valley system of highways, members of the County Court re-

port that Hood River's roads were never in better shape than at the present time. Despite the fact that the road-building fund was less than \$5000 than on former seasons, the county this season will complete the gravel surfacing of 30 miles of road. Several miles of new road, of each grade, have been constructed in the Dec district.

"I was gratified," says Judge L. N. Blowers, "not only to find the roads in such good shape, but to note the development of orchard and farming tracts in the upper valley. Those communities had grown beyond my comprehension."

The members of the court made their inspection without expense to the county.

TRUCK DRIVERS EFFICIENT

Perfection of Vehicles Makes It Easy to Handle Them.

"The rapidity with which the average young man can be made a competent motor truck driver is another proof of the perfection to which the American motor truck has been brought," says A. S. Robinson, of the Klasek-Kar branch.

"A good many business concerns who have become Klasek-Kar truck owners send the men who are to drive the trucks to us for instructions, and it is surprising how quickly the average man learns not only how to drive efficiently, but also how to take care of the truck properly. This knowledge not only enables the truck driver to keep depreciation down to the minimum, but also gives owners high tire and gasoline mileage."

This year it is estimated \$350,000,000 will be spent for tires for pleasure motorists alone. The estimate is based on the number of cars in use, the average mileage, the guarantees ordinarily made with tires, and on other figures of tire consumption by car owners in the past.

Everybody knows Valve-in-Head Means Buick

1918 Buick Model E 6-49 on Mt. Hood, Elevation 4000 ft. First Seven-Passenger Car to Reach Government Camp This Season

Howard Automobile Company Pacific Coast Distributors 14th and Davis sts. Phone: Broadway 1130, A 6241

How They Differ They differ from other like-class cars in a hundred attractive ways.

The Mitchell has 31 features—like a power tire pump—which nearly all cars omit. It has luxuries and beauties rarely found, even in costly cars.

Both cars combine all the attractions which experts found in 257 new models.

And every vital part is built to the standard of 100 per cent over-strength. That is twice the usual margin of safety.

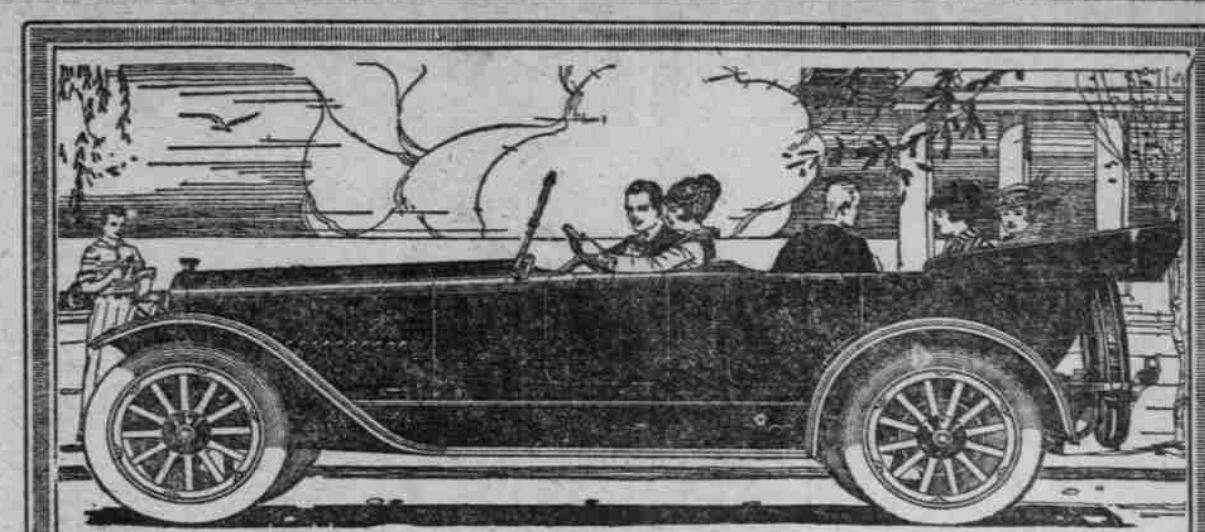
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These are the most complete cars on exhibit. They are the handsomest cars in their class.

Their performance will delight you. Their comfort will surprise you. No shock absorbers are ever added to a Mitchell car.

Their endurance has been proved by running two Mitchells over 200,000 miles each. Their strength has been proved by the trifling repair costs. In two years not one Bate spring has broken.

These are the cars which



Two Amazing Cars

We have two amazing cars to show you which are built in eight new body styles.

They are built in the finest plant in the world, devoted to high-grade cars. They are built under John W. Bate, the great efficiency engineer, by methods which he has developed.

They embody the result of 14 years of scientific motor car study.

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These are the cars which

great engineers are buying. Let us show you a list of them. And these are the cars which appeal to all who buy a car to keep.

Mitchell Sixes TWO SIZES

Mitchell—a roomy 7-passenger Six, with 127-inch wheelbase and highly developed 48-horsepower motor.

\$1525

Four-Passenger Roadster, \$1880; Sedan, \$2240; Cabriolet, \$1960; Coupe, \$2060; Also Town Car and Limousine

Mitchell Junior—a 5-passenger Six on similar lines, with 120-inch wheelbase and 40-horsepower motor, 34-inch smaller bore.

\$1250

All Prices f.o.b. Racine

MITCHELL MOTORS COMPANY, Inc.

Racine, Wis., U.S.A.

MITCHELL LEWIS & STAYER CO.

PORTLAND, OREGON

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