

### MITCHELL REPORTS ON ROAD TO ASTORIA

Highway Good in Any Weather Says Automobile Man.

### CHAINS NOT NECESSARY

Mitchell, Lewis & Staver President Returns From Seaside In Rain Without Difficulty.

BY H. W. MITCHELL.

President Mitchell, Lewis & Staver Co. Never having motored to Astoria and Seaside over the Columbia river highway I decided that as early this spring as seemed practical I would make the trip. In view of the numerous unfavorable reports in times past as to the almost impassable condition of the road especially if wet, I hesitated about making it until we had fair weather long enough to be sure of its being dry. Such a condition existed Saturday morning, a week ago. The wind seemed right for continued fair weather and we undertook the trip in a Mitchell six. Therefore I venture to offer the following account of road conditions for the benefit of those interested, and I know from experience that many are interested. Almost everyone seems to have the impression that I had before going over the road, that it was next to impassable, particularly if wet.

Some of It Rough. Practically all know the road from Portland to Scappoose. The first 20 miles out is paved; from Scappoose to St. Helens it is gravel and old macadam, fairly smooth, particularly along the edges. From St. Helens to Rainier it is gravel and old macadam, full of holes, choppy and hard to get over with comfort at a better speed than about 15 miles per hour, though there are spots where 20 is safe.

From Rainier on to within about 10 miles of Astoria the road is generally good, smooth going, a good part of it new macadam. From two miles this side of Westport the road is to a considerable extent rough and full of holes, though there are some short stretches in that distance where it is pretty good going. From about a mile the other side of Westport to within approximately 10 miles of Astoria the road continues good, being either new macadam or gravel, and about 10 miles out of Astoria we found a stretch of three or four miles of pavement.

At the other end of this pavement and from there on in to Astoria we traveled over coarse crushed rock which has been traveled over considerably, making two well-defined tracks which are easily traveled at a slow rate of speed, say 10 miles per hour, without serious injury to tires. In this stretch of coarse crushed rock it is necessary to make a detour back of the John Day river bridge, where little of the rock shows on the surface. At places it seemed to be entirely red clay and with some fairly deep holes, but this is a short stretch and we were assured that it had all been rocked; the rock had simply gone down out of sight in the mud but could be depended upon as being in the bottom of the holes affording a good footing.

From Astoria to Seaside it is paved or graveled and is good going all the way. We arrived at Seaside a little before 6 o'clock Saturday night. Just as we arrived there it began to rain, and rained steadily all night and until we left a little before 11 o'clock Sunday forenoon. It rained on us practically all the way back. The road was decidedly wet, but notwithstanding this fact, we drove back the entire distance from Seaside to Portland without chains and never at any point did we feel the slightest need of them or apprehension on account of not having them on.

### Fast Time Despite the Rain.

Notwithstanding the continuous rains of Saturday night and practically all day Sunday, and the fact that on account of the rain we were obliged to drive most of the way back with all our curtains on, we made the run from Astoria to the Union depot at Portland in 6 1/2 hours. With the road as it is now, I would not hesitate to undertake the trip at any time, rain or no rain. There is some work being done along the road and one should, for safety, carry chains in the car to provide against heavy rains and a possible dirt road condition at such points where work might be in progress. While at Seaside, and after making this trip over the lower end of the Columbia River highway, I was impressed with the future great importance of this highway and what it is going to mean to Portland, located as Portland is, practically midway between the two ends of the highway, with one end resting in the ocean, so to speak, and the other in the Cascade range.

### BUICK IS BUILDING HOMES

1000 HOUSES FOR WORKMEN GOING UP AT FLINT.

Forced to Increase Production, Big Company Prepares Accommodations for More Workers.

Word has been received by George W. Dean, manager here for the Howland Automobile company, Pacific coast distributors for Buick cars, that in order to carry out its increased manufacturing program the Buick Motor company has been forced into a new line of activity. The company planned to work day and night shifts, but found it could not get workmen and could not bring them into the city because there was no way to house them.

Undaunted by this obstacle, the Buick company entered the building business on a large scale and immediately started construction of 1000 homes for its men. This new home district will be a small city in itself. The houses will extend two miles along a scenic drive with street service and every modern convenience. They will be of the bungalow type, complete even to the lawns in front and back. An extension of the street line is now being built and will be ready as soon as the houses are ready for occupancy.

These homes will be sold to the workmen at cost and on easy terms, thus insuring a comfortable abode for the thousands who will come into Flint to work in the Buick factory. This home-building project is only one part of a huge expansion plan being worked out by the officers of the company. More than \$5,000,000 will be spent within a short time on plant improvements and additions that will permit a greatly increased output of Buick cars, the plan being to produce 140,000 Buick cars for the coming season.

While this is good news for the Buick distributors, it does not promise much relief from the present shortage

of the popular Buick six. A larger allotment of cars has been obtained for the coast, but the increase will be slow and there appears to be little prospect of catching up on orders for several months to come. Until these new homes are complete and night shifts installed there will be little increase in the production of Buick cars, although promises have been made of a slight increase.

"The demand for Buick cars is nationwide and that is the reason we are not getting enough to go around for this territory," said Mr. Dean.

### MOST ROADS IN GOOD SHAPE

Forest Service Weekly Bulletin Issues Information for Tourists.

With few exceptions, roads in the Pacific northwest are in fair condition for tourist travel, according to a bulletin issued yesterday by the United States forestry service. This bulletin contains information for motorists, campers and sportsmen as furnished by field men of the service. "Open and in good condition" applies to most of the roads to mountain retreats and summer camping grounds. The Sanliam wagon road, however, is closed to all except foot traffic, and several dangerous bridges are reported on the route. It is expected the road will be open about July 1. The Bandon-Gold Beach road is open for light traffic. The Barlow-Oak Grove road is closed by snow between Clear Creek and Twin Bridges, this side of Govern-

### TWO OF FAMOUS AUTOMOBILE DRIVERS WHO WILL RACE AT TACOMA SPEEDWAY ON JULY 4, AND ACE OF ACES WHO WILL REFEREE.



—Photos Copyrighted by Underwood & Underwood, N. Y. Darío Restá, winner of many contests and one of the most daring pilots of 'em all. Inset, at left—Louis Chevrolet, who will pilot a Sunbeam at Tacoma, and Captain Eddie Rickenbacker (at right), America's greatest ace, formerly an automobile racer, who has accepted invitation to referee.

ment camp, and no detour is possible. From Twin Bridges to Portland the road is open. The McKenzie pass highway is closed by snow between Lost creek ranger station and the summit, and the Willamette highway is closed by snow from Boulder grade to the summit. The Row river road is blocked by slides and fallen timber between Disston and Champion mine, but is expected to be open again June 15.

The McFord road to Crater lake is closed by snow between Union creek and Crater lake park, with no detours possible. This will be open about July 1, plans being on foot to cut through the drifts with scrapers, which may permit travel even before the first of July.

Some of the routes to summer camping grounds are reported to be rough, but passable.

### CITY'S BIGGEST GARAGE SOLD

Portland Garage Now Is Handled by Don and D. C. Bates.

The Portland garage at Fifth and Taylor streets has been purchased by D. C. Bates and his son, Don Bates, from Jack Ruegg, who built it about two years ago. This is one of the largest garages on the Pacific coast, if not the whole west, having four floors and a basement, with a total of 500,000 square feet. It is virtually all given to car storage purposes except for space required for wash racks, vulcanizing plant, repair shop and offices. It is thoroughly equipped with the most modern garage appliances. It cost to build \$85,000.

Don Bates, who will be manager of the garage, recently returned from the army, where he served for 23 months. He formerly handled cars for the old Keats Auto company, and has had much experience in the automobile business. He promises every courtesy and service for car owners using his garage.

### ELKS TO HAVE GOOD THING

Hot and Cold Water at Auto Camp for Visitors to Klamath Falls.

KLAMATH FALLS, May 31.—(Special)—A large auto camp ground for the visiting Elks, with hot and cold water piped to it, for the state convention here in August is one of the features arranged by the Klamath Falls lodge.

Arrangements have been made through the courtesy of the Klamath Development company for use of the Modoc parkgrounds. The hot spring near this spot will be utilized for the accommodation of the cars. There are to be 250 camps blocked out in the park and a total of 300 in that vicinity. Four guards, two at night and two by day, will patrol the grounds to insure the safety of the visitors' property.

Don't run your car with the wheels out of alignment. Wheels that "don't track" are gluttons for rubber,

### NOW LOOK OUT, YOU SPEED-BURNING BOYS

Revere Car's Coming to Town, and It's a Go-Getter.

### DAVID PEPP TO HANDLE IT

Daniels Sales Agency Distributor for Car Warranted to Make at Least 85 Miles an Hour.

How would you like to put yourself at the wheel of a big car that is positively guaranteed to make at least 85 miles an hour any time you feel like stepping way down on the throttle, yet is so flexibly motored that you can drive around town at the gallop of a

be somewhere between June 23 and July 1, perhaps a little earlier, in which case all the better. For he is crunched for a running start in selling them as fast as they get here.

The Revere comes in three body styles, two and four passenger sport style and 7-passenger touring. It has four speeds forward, the fourth speed "Cannonball" Baker, the road driver, recently drove a Revere car to all the state capitals of the country, covering 17,000 miles, in 42 days less than the best previous record for such a stunt.

### HIGHWAY SURVEY IS RUSHED

Crew Locating Highway From Klamath Falls to The Dalles.

KLAMATH FALLS, May 31.—(Special)—The survey of the proposed Klamath-Dalles-Eastern Oregon highway, from Klamath Falls southeast to the county line below Malin, has been started by Engineer McKisick of Portland, with a crew of five men. The work will be pushed forward as rapidly as possible, according to Earl Withycombe, engineer in charge of a large force of state highway engineers at work in this district.

As soon as the survey is finished it will be turned over to the government for approval and it is probable that the construction will go ahead and that this part of the road, which is to be macadamized, can be completed by the end of the working season. The survey has been completed north as far as Barclay Springs beyond Al-

boy on his way to school if you care to? Such a car is the Revere, which is soon to be represented in Portland. The agency for the Revere has been placed with David A. Pepp, of the Daniels Sales agency, by the Revere Motor Car corporation.

Already a carload of Reveres is rolling from the factory for Portland. Mr. Pepp expects them to arrive in two to three weeks, and then he says he will step out and show the boys who want a high powered car of the sporting type what the word power really means.

The Revere gets its power from the famous Duesenberg racing type motor with which it is equipped. The Duesenberg motor? No need to explain about that to any person that knows automobiles at all, or who has followed the records of the automobile race tracks.

The Revere factory at Logansport, Ind., has been looking around for some time for a live distributor out this way. Mr. Pepp at the same time has been looking around for a high powered car like the Revere. Along came Tom Trummeller, of Walla Walla, who knows quite a thing or two about high powered cars, and brought the two together.

Pronto! "Was done! The Revere people looked Mr. Pepp over, decided that his organization was just the live one they wanted, and signed him up as exclusive distributor for both Oregon and Washington.

Railroad freight schedules are the most uncertain things these days next to guessing how much bread will cost next week, so Mr. Pepp isn't sure just when the first carload of Reveres will reach him. But he figures it should

goma. This route will follow the Shipplington highway for a short distance, cut through via Pelican City, go north through Terminal City, and connect with the old road to Algoma.

The permanent location of the east and west road of Lakeview has now been made as far east as Dairy, which follows the present route with few deviations. A preliminary survey has been made from Dairy to the top of the divide between Dairy and Beatty. Another crew of surveyors has been put to work in Lake county on the route from Lakeview via Pine creek toward Alturas.

### MORE ROOM FOR THE SAMSON

Contracts Awarded for New Unit by Tractor Company.

JANESVILLE, Wis., May 31.—Contracts have been awarded by the Samson Tractor company, subsidiary of General Motors corporation, for the construction of the second unit of the new tractor plant at Janesville, Wis., where a total investment of \$4,500,000 is contemplated. The first unit, 300 by 500 feet, was finished late in March. The second building will be an exact duplicate of the original unit. When it is completed the assembling of Samson tractors will be done by the endless chain method. Immediate construction at Janesville also contemplates a third unit, which probably will be erected in August or September. J. A. Craig is general manager.

### Stop Gasoline Leaks.

If gasoline leaks from the carburetor when the car is standing and the engine is not running, the needle valve

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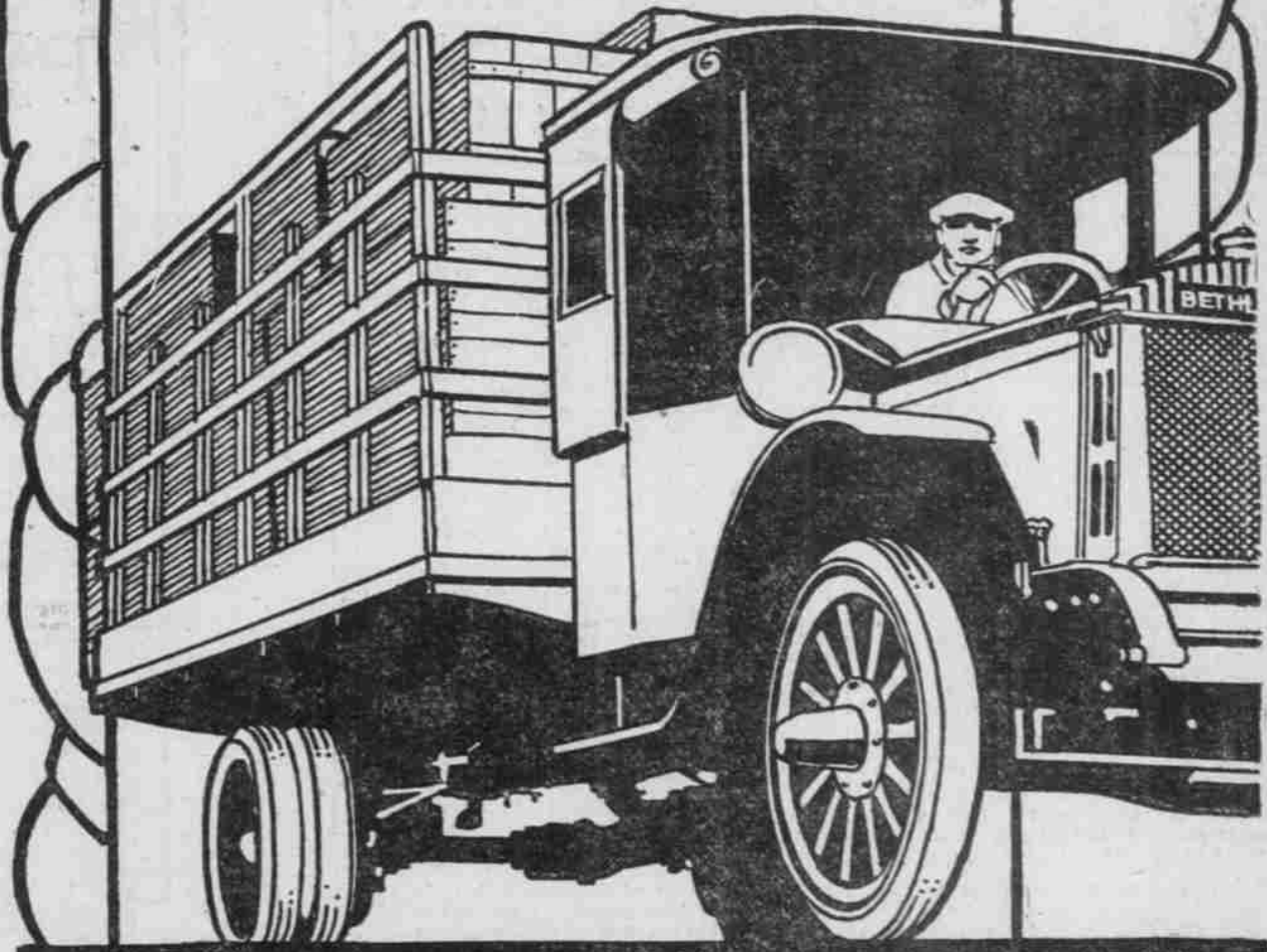
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connected with the float should be investigated. If pressing it down stops the dripping, the float is too high. If the dripping persists, the valve leaks and should be ground in, preferably using pumice stone.

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