

AUTOMAKERS GIVE FAVORABLE REPORT

Detroit Business Shows Big
Advance in Month.

MANY WORKMEN ARE BACK

Body Works, Accessory Plants and
Motor Factories Respond to
Business Stimulus.

DETROIT, Mich., March 12.—Further evidence that the automobile manufacturing situation in Detroit and Michigan continues to improve is seen in plant reopenings during the past week, or in the announcement of definite dates on which operations will be resumed.

One of the most encouraging features is the optimism expressed by officials of the accessories, motor and body makers. Activities of these plants are considered a gauge of the condition of the automobile industry and from the rosy view taken by the leaders in this division, it is considered that the return to normal work is not far distant.

Mechanics Return to Work.
March and April will see the return to work of practically every skilled and efficient auto worker in Detroit, said Ross W. Judson, president of the Continental Motors corporation.

"The Continental is somewhat of a barometer for business conditions throughout the country and especially the automobile industry," said Mr. Judson. "We furnish motors to a large number of concerns and accordingly we are in a position to keep our fingers on the business pulse of the country. Our corporation is at present on a 42 per cent production schedule. During March we expect to increase this to between 50 and 60 per cent. Normally we employ about 7000 men."

"During October, November, December and to the middle of January we were laying men off. Since January 17 things have been going the other way."

Sunshine Is Ahead.
"Men were being brought back in small numbers up to a short time ago, owing to the fact that parts on hand were being used up. The parts have now all come up, and a manufacturing force is gradually being put on to take care of the increased business. Business is coming back in good shape. February showed a tremendous improvement over the preceding month, and we know that March will be better still. April should see business reach an encouraging point. We have dark clouds behind us and the sunshine is right ahead."

"Employees of the Wilson Body company are being called back to work every day, and will continue to be called as long as business conditions keep improving as they have in the last two weeks," said C. H. Wilson, president of the company. "We started work on two big orders this week, and from rumblings that are reaching us, we expect business to increase right along. Our plant is quite a business gauge. We know that when the automobile manufacturer places large body orders with us, he is selling his cars to the dealers, and in turn the public. This is happening now."

Body Works Busy.
The Wilson Body company employs about 5000 men and manufactures bodies for a number of the largest automobile companies, including Ford, Paige-Detroit, Sheridan, Reo, Overland and Oakland. "When strained efforts were being made some time ago to stir up optimistic propaganda while business men were sitting back in their chairs with nothing to do, I felt pessimistic," Mr. Wilson said. "It's different now. Everyone is saying the same thing—business is improving each day."

"We have been bringing back our workmen since the middle of February and by next week I expect we will have about 1000 men in our shops. We are calling the various departments back daily as fast as they are needed in the completion of orders."

"We expect that by the middle of April we will have hit a 60 per cent production schedule. If business continues to improve the way it has in the last two weeks, we will probably pass that mark in the completion of orders."

Auto Makers Busier.
The Paige-Detroit Motor car company will call all of its men back and be operating 100 per cent production schedule before the end of March.

"Wages of workers will not be cut," said Mr. Jewett. "All manufacturers are anxious that wages should stay where they are and they will. We never again will see wages at pre-war scales."

"Every automobile factory in the United States will again be operating on a 100 per cent basis before the month of April is over. We are today operating on a 75 per cent production schedule. Two increases in employment and production have been made in the last 30 days. In fact we jumped from 50 to 75 per cent. Within the next 30 days this will again be jumped until 100 per cent is reached."

The Paige-Detroit company in normal times employs between 1600 and 2000 men.

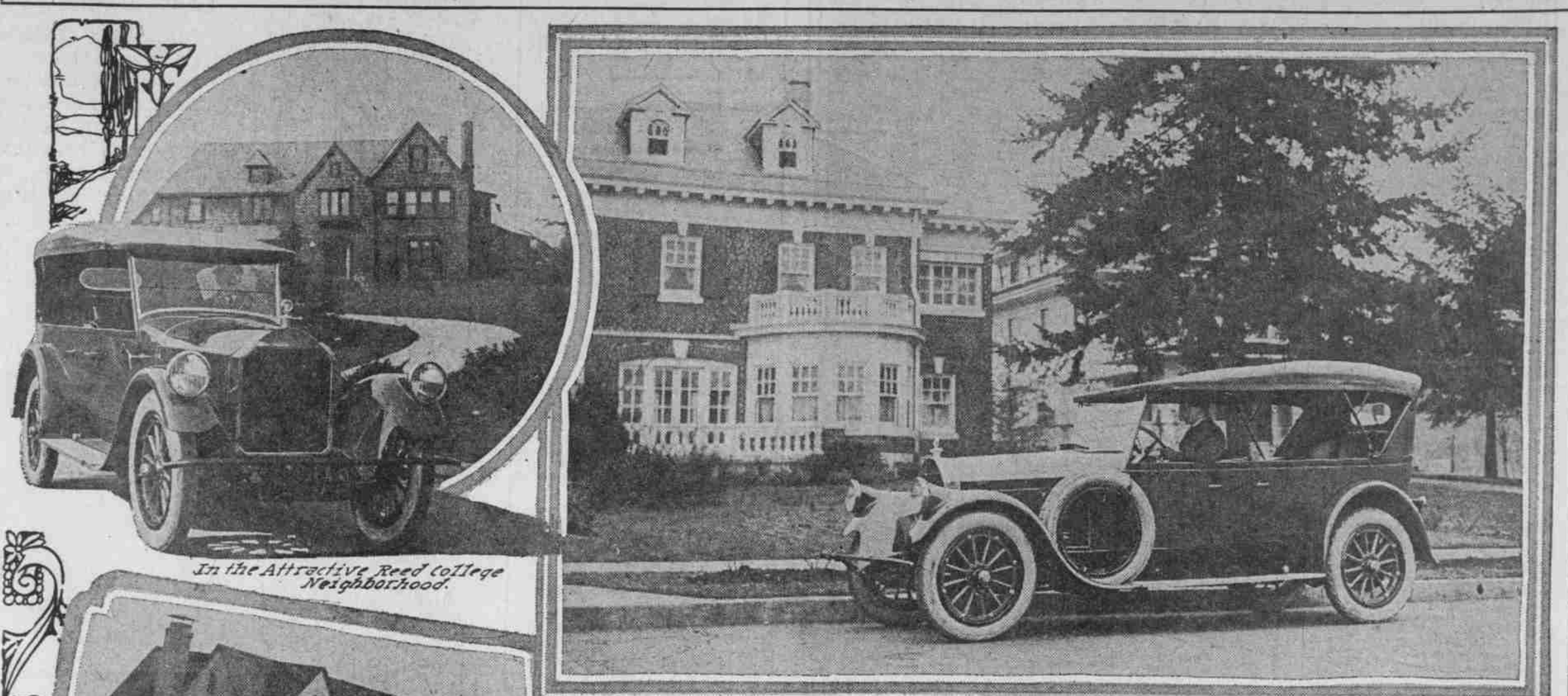
"We are at present oversold on our production schedule for next month. Our normal output is between 1500 and 2000 cars a month. Aside from our former factory shipments more than 1100 cars which had been shipped for storage to our dealers earlier in the year have been taken off the market."

Labor Has Responsibility.
"The only thing necessary now to give us the best of times is to have labor give its best. In all industries so that the laboring man in turn can buy at a reasonable price. Costs are practically in the laborer's hands. He can either do efficient work and cut the cost of manufacture or he can loaf and keep prices up."

"Most of the efficient workmen in Detroit, who are now idle, will be back to work before March ends and April should see all as busy as they can be," said Percy Owens, president and general manager of the Liberty Motor car company.

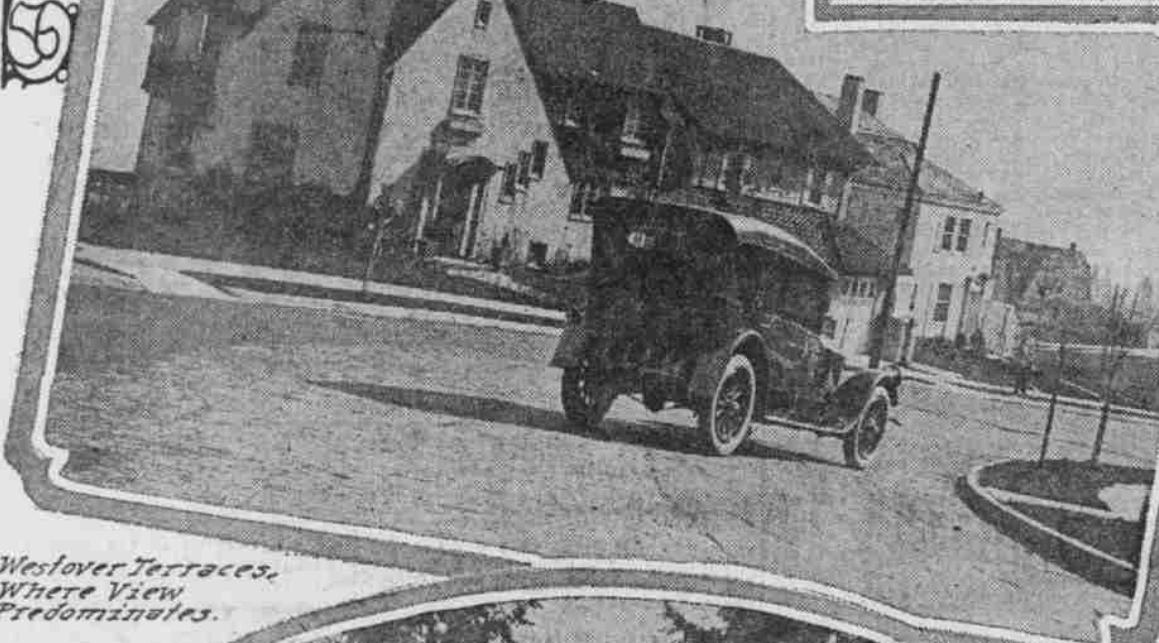
"We put on a force of men last week; more are being brought in."

INTRODUCING THE NEW PIERCE-ARROW AND PORTLAND, THE HOME CITY OF THE PACIFIC COAST



In the Attractive Reed College Neighborhood.

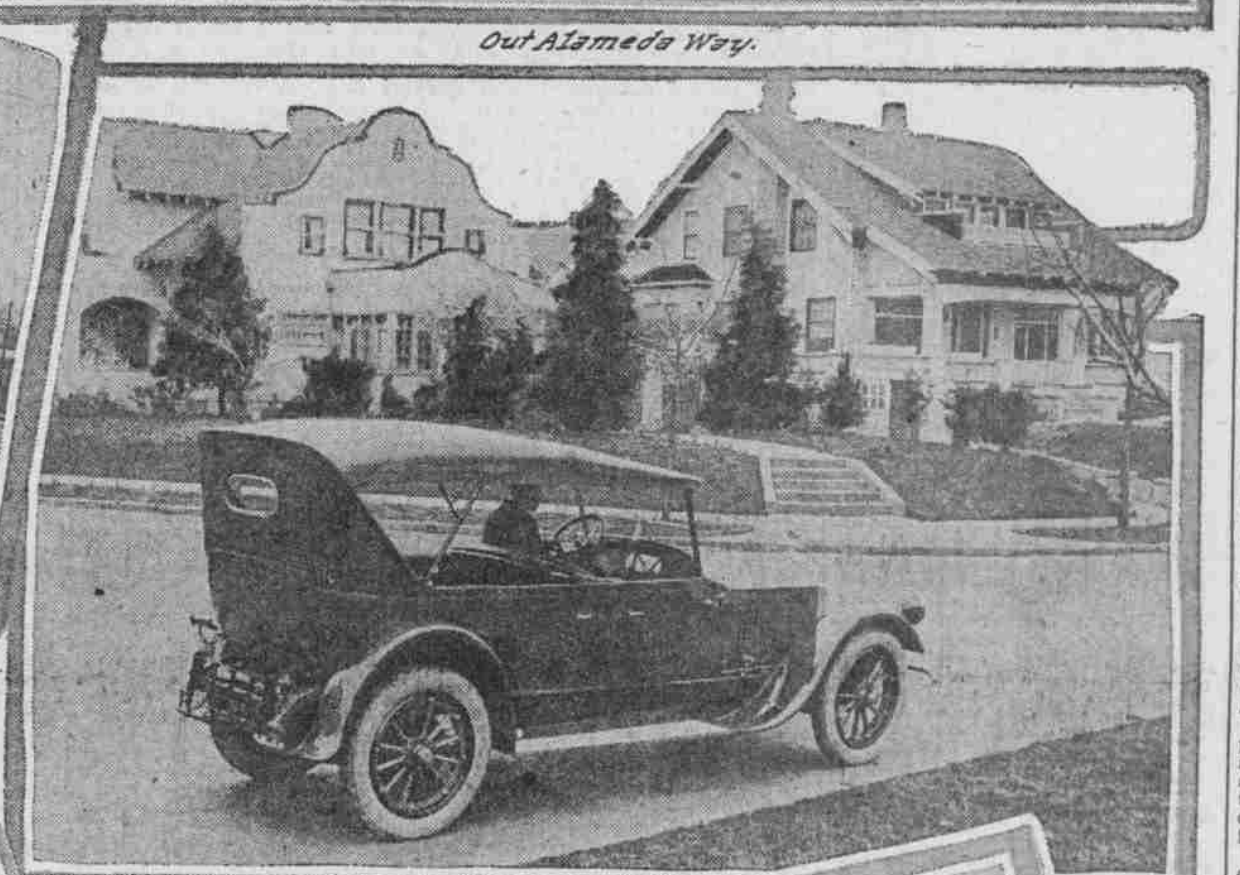
Our Alameda Way.



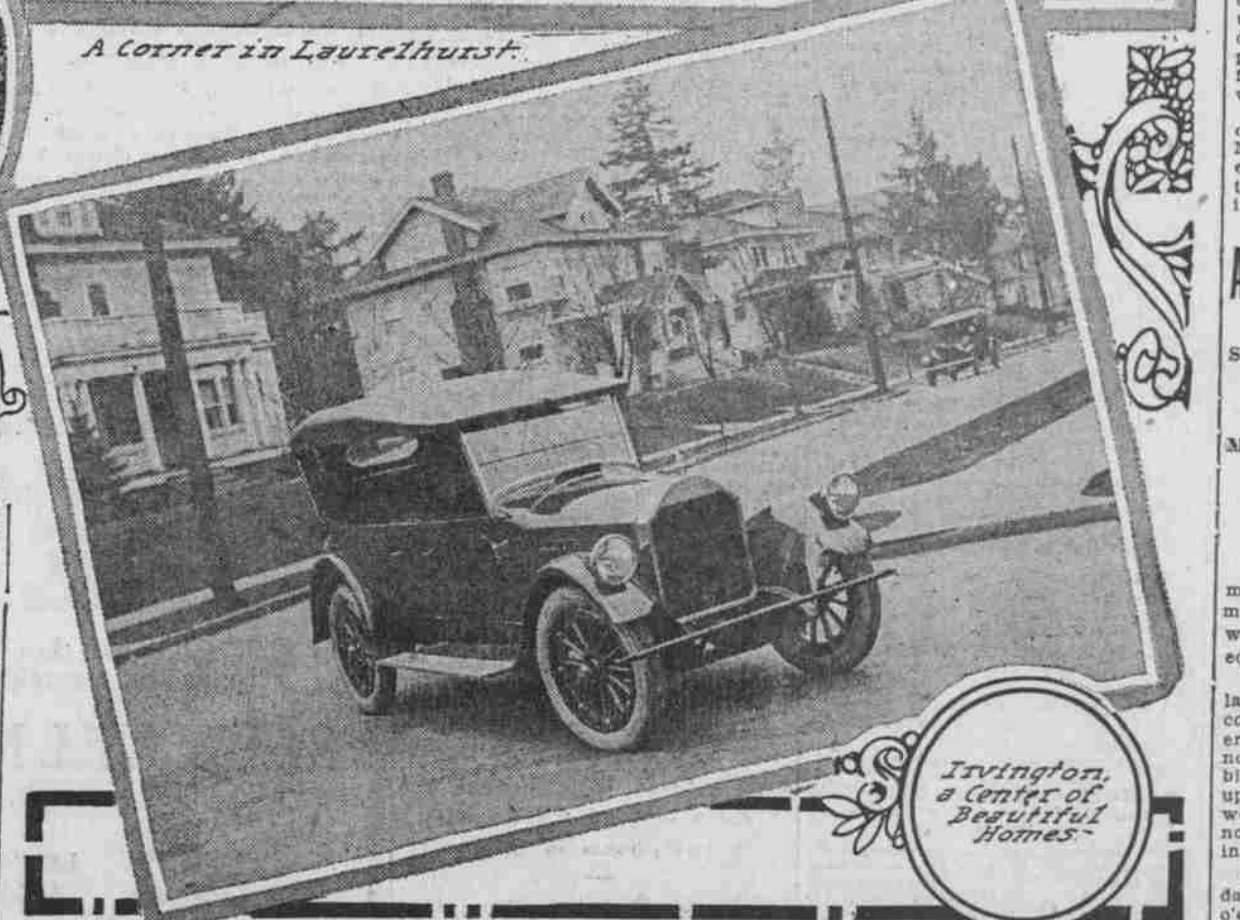
Westover Terraces, Where View Predominates.



The Pierce-Arrow on North Broadway Drive.



A Corner in Laurelhurst.



Irvington, a Center of Beautiful Homes.

PET MOTORS ON DISPLAY

MANY FINE CARS SHOWN AT
SPOKANE'S EXHIBIT.

Five Floors in New Culbertson
Building Used to House
Auto Exposition.

SPOKANE, March 12.—With nearly 100 motor vehicles arranged in the most artistic indoor setting its designers could have devised, Spokane's fifth automotive show took place at Spokane this week. The big event opened on Tuesday in the new Culbertson building and closed Saturday.

With the exception of the chamber of commerce banquet the show was the first opportunity the public had to see the interior of the new Culbertson building. The show used five floors, with the main entrance from the fifth floor.

The splendid ballroom on the fourth floor was open for dancing to show visitors every evening of the show, and numerous entertaining features were held.

This year's show was handled strictly by the individual dealers, the show originally being approved by the Spokane automobile chamber of commerce, and the dealers' organization. Spokane has been having a free automotive show, the only city of its size and importance in the country that has done such a thing. Admission in other places right along has run all the way from 75 cents to \$1.50. Before the doors were opened Tuesday afternoon there had been an actual expense connected with the show, amounting to \$10,000, and this had been met straight through by the automobile men. Not a dollar was solicited from outside.

TOURISTS REACH ROSEBURG

Three Easterners Report Bad Roads
North of Dunsmuir.

ROSEBURG, Or., March 12.—(Special.)—I. Tiltonson, who is not without some fame in his home state, South Dakota, as a ball player, Lud Faeth of the same state and Clyde Scott of Tennessee pitched their tent at the auto tourist camp Monday after their long trip from the east via southern California.

The worst roads were encountered between Dunsmuir and the Oregon-California line, where their Ford, drawing a trailer heavily laden with camp equipment, found the going slow. Some soft spots were found in the mountain districts south of Roseburg. The easterners are bound for Portland and points north and will cross the mountains into eastern Oregon and Washington and expect to return to South Dakota via the Yellowstone and the Montana route.

REAR-SEAT DRIVING

NO REAR-SEAT DRIVING
HANDS OFF, SAYS SUPREME
COURT OF COLORADO.

Place for the Passenger Who
Knows Better How to Drive
Than Driver Is at Wheel.

The supreme court of the state of Colorado has emphatically expressed its disapproval of the efforts of persons riding in the rear seat of an automobile to control or interfere with the operations of the driver, says a writer in the Denver Post.

In the case of Hedges vs. Mitchell, recently decided by the supreme court, in an opinion written by Judge Burke, attention is called to the fact that the rear seat driver is responsible for enough accidents as the score stands, without the aid of "judicial precedent." It was contended in that case by the attorneys who appealed to the supreme court that a duty devolved upon the passengers in the rear seat to warn and guide the driver as to his route of travel, his speed, etc., and that neglect to discharge that duty constituted contributory negligence so as to prevent recovery of damages, according to attorney Omar E. Garwood, who was interested in the case.

Judge Burke used the following language: "The duty to give such advice implies a duty to heed it, and the rear-seat driver is responsible for enough accidents as the score stands without the aid of judicial precedent. The place for the passenger who knows better than the driver of the car when, where and how it should be operated, is at the wheel."

REPAIR OF BLOW TORCH

When a blow torch has worn out its air pump, it may be repaired as follows: Remove the pump and solder an inner tube valve in its stead. The torch may then be pumped up in the ordinary way with a tire pump.

FEDERAL AID GIVEN TO NATIONAL ROADS

Department of Agriculture
Approves Highways.

MANY PROJECTS BENEFIT

Pacific and Roosevelt National
Routes Among 9630 Miles of
Drives Affected.

BY T. H. McDONALD.

Federal aid for the construction of 9630 miles of national highways has been approved by the United States department of agriculture. Up to September 30, 1920, approval had been given for \$55 projects, which form links in one or the other of the 34 marked trails which have been laid out by private associations to cross the country from east to west and north to south.

The mileage which will be constructed with federal aid on each of the several trails is shown in the following table:

Name of highway	Miles
Dixie highway	895
Clark trail	294
Yellowstone trail	435
Bankhead highway	963
Moridian highway	677
National old trails	826
King of trails	418
National parks highway	647
Theodore Roosevelt international highway	425
Jefferson highway	684
Lincoln highway	768
Old Spanish trail	435
Mississippi valley highway	254
Dixie overland highway	254
Jackson highway	161
Pacific high	254
Roosevelt national highway	214
Colorado to gulf	214
Pike's Peak coast-to-coast	214
Atlantic highway	140
Miscellaneous	214
Total	9630

AUTO COURSE FOR WOMEN

SECOND SERIES OF LECTURES
ON DRIVING PLANNED

Meetings for Women Motorists to
Be Conducted by Local
Safety Council.

Are women drivers less careful and more liable to suffer accidents than men? The men drivers are unanimous with one answer and the women feel equally as certain on the other side.

Whatever the answer is, the Portland branch of the National Safety council has decided that women drivers of the city henceforth will have no alibi when it comes to automobile accidents. A course of lectures upon automobile driving for the women of the city has been announced and all women drivers are invited to attend.

The first lecture will occur Tuesday afternoon, March 15, at 3:30 o'clock in room A, central library, and other lectures will follow one week apart at the same time of day and the same place. The entire course will comprise six lectures given at intervals of one week.

The opening lecture this week will be given by W. G. Monro, lubrication engineer for the Standard Oil company, and the subject will be "The Engine and Lubrication." Subjects of other lectures will be: "Rules of the Road, Including State Law, City Ordinances and Accident Reports," "Automobile Lights," "Hazard of the Street," "Brakes and Braking," "The Principles of Safe Driving."

BETTER ROAD IS PROMISED

Last Bad Spot on McKenle Highway
Being Eliminated.

EUGENE, Or., March 12.—(Special.)—The last bad spot on the McKenle river highway between Eugene and Blue River, a distance of 45 miles, will be eliminated this spring or in the early summer, according to Charles Neal, road supervisor.

This bad road is just west of Blue River. Already the supervisor has a crew of men and teams at work and expects to have the highway graded and surfaced by the time heavy summer traffic begins. The work will necessitate some changes in the right of way and men are at work clearing out the new route.

In 1904 England wrote for the first time the modern fire, theft and public liability insurance on commercial vehicles.

COQUILLE HIGHWAY PROGRESSING

MARSHFIELD, Or., March 8.—(Special.)—