

COAST HIGHWAY'S BENEFIT TO STATE IS DEMONSTRATED

S. C. Pier Declares That Roosevelt Road Would Bring Southwestern Oregon Into This State

BUSINESS RUSH PROMISED

Prediction Made Hotels Will Not Begin to Be Able to House Tourists Who Make Trip There

Bring the coast counties into Oregon by constructing the Roosevelt military highway, urges S. C. Pier, president of the Roosevelt Highway association, which is promoting the measure to be voted on next June providing for the joint construction of the coast road by the state and federal government.

"I have always been a good roads advocate, but have never fully appreciated the meaning of finished highways until my recent three months' visit in southern California," he said.

"There are many things needed and that can be done to help bring about the development of Oregon's great resources, but to my mind there is nothing that is of such vital importance to our growth and prosperity as finished highways, not only within our borders, but through highways from the great Northwest to the Mexican line.

All Year Round Road

"Los Angeles and all the California cities are crowded with tourists, many of them men of big affairs and wealth, who are anxious to make investments and are seeking for something that is permanent that will bring them an adequate return for their capital. Southern California can offer them a winter climate, but we here in Oregon can assure them an all-the-year-round climate that cannot be equaled by any other section of the United States.

"All we need is completed hard surfaced highways to bring these thousands of investors and pleasure seekers to Oregon and I know I am modest in telling you that the first year the Pacific and Roosevelt highways are completed 100,000 will be the minimum number of visitors to our state.

Tourist Rush Predicted

"I want to tell you that when these roads are finished, the hotels from the state line to Portland will not begin to house the rush of business that will pour into Oregon in a never ending stream. The commercial side of the question is almost beyond estimate, for we would be opening up to development one of the greatest dairy and general agricultural sections in Oregon, and when you consider the possibilities as a scenic all-the-year route for the pleasure seeking multitudes from California and the Eastern states, I am at a loss for words to express my reasonable expectations.

"As a worthy state issue, with the government matching our bonds with a like amount, making of it a needed,

IN FEDERAL ROAD WORK



Left to right—Dr. L. I. Hewes, general inspector of federal aid road work west of Rockies; C. H. Purcell, assistant district engineer for Pacific Northwest and Alaska.

strategic military highway, with government maintenance for all time, thus taking the burden of taxation from the Oregon people, it presents an opportunity that appeals to me as a measure that the citizens of Oregon can afford to consider only in the broadest sense. At the present time the coast counties are practically shut out from the state of Oregon. We want them brought back into the state, where they belong."

Service Department Opened by Apperson

Apperson owners will be interested in an announcement made by H. W. Denis, manager of the Apperson Motor Car company, regarding the opening of an Apperson service department. H. B. Winburn, who most of his 10 years' mechanical experience working on Apperson cars, is supervising this department. The shop complete in every detail is devoted exclusively to work on this particular line.

Army Will Complete Tractors and Tanks

Army plans for completing 3467 tractors and 1065 tanks contracted for before the armistice are shown in a review of outstanding contracts made public last week by the war department. The tanks include 15 of the small three-ton type, 350 of the six-ton type, of which 435 had been delivered before February 27, and 100 of the 15-ton model, no deliveries of which had been made.

Remarkable Output
In July, 1918, the news was given that a plant would be built to turn out "one motor carriage a week."

BUILDING SALMON RIVER ROAD URGED

Grand Ronde Has Been Practically Inaccessible; Much Suffering Has Resulted.

M. Peterson, a well known good roads enthusiast of Grand Ronde, has called upon the state highway commission to make good a promise to survey into the Salmon river country from Lena bridge to Otis.

"The 11 years I have lived at Grand Ronde," said Mr. Peterson, "have not been so much suffering as last winter. There has been held over at Williams from one to two tons of parcel post and freight. It was impossible to take it on for want of horses. When it takes six horses or more to deliver the first-class mail only, think of the suffering and privations to man and beast. I know we lost a good neighbor for want of medical aid. It is no wonder, when it costs from \$35 to \$75 to get the doctor's services.

"Can you conceive a situation where it takes 25 hours to make 40 miles carrying the mail? For more than 40 times it was impossible for four horses to move the almost empty wagon. Yes, at times the mail carrier had to abandon his wagon where it was. It was too far to get help. Petitions and prayers have been presented to the highway commission time and again asking for relief. I earnestly pray and hope that the counties concerned and the state of Oregon will consider and make this Salmon river star route a part of the federal and state road program this year. The people living on this route are ready with money and volunteer labor to assist in clearing a right of way, providing the state makes a permanent survey. I am assured that a grade of not over 5 per cent can be found between Lena bridge and Otis."

New Firm Enters Field to Rebuild Automobile Bodies

Evidence of the growth of the automobile industry in Portland is being shown this spring by the opening up of numerous enterprises associated or directly connected with the industry. One of the fastest growing fields is that of the remodeling and rebuilding of motor vehicles.

This line of business, which comes under the general head of automobile sheet-metal work, embodies the repairing of such parts as radiators and fenders as well as bodies. This work formerly was done in regular automobile repair shops, but since has become such an art and has taken on such proportions that it has become an industry in itself. The present popularity of the racer or "bug" style of body for automobiles has added a new phase to the sheet metal work, making automobile reconstruction one of the most important branches of the industry.

One of the most recent firms to enter this special field is the Portland Auto Radiator shop at 537 Alder street, conducted by H. M. Ball. Mr. Ball is a veteran in the business, having formerly been the proprietor of a large shop in Los Angeles. His business has grown here to such an extent that he has found it necessary to increase his original force of two men when he opened up six weeks ago, to six at present. The shop limits its work strictly to the building of automobile bodies and the repairing of radiators, fenders and bodies.

Pressure for Testing
Only a small pressure is required for testing a radiator or tank—just enough to blow away any dirt that happens to lodge in the leaky place. Half a pound will yield a copious supply of bubbles when the radiator or tank is placed in water. When compressed air is lacking, whatever pressure can be applied by the lungs will be found sufficient in most cases.

Remember to turn grease cups.

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OFFICIALS AUGUR WELL FOR OREGON

Federal Inspector of Road Work and Assistant District Engineer Both Talented Engineers.

The fact that Oregon is to receive federal aid for roads to the amount of approximately \$6,000,000 during the next three years gives interest to the personnel of the local bureau of the United States office of public roads.

This interest is increased by a recent promotion in the bureau resulting in the advancement of Dr. L. I. Hewes to the position of general inspector for all federal aid road work in the territory west of the Rocky mountains and the appointment of C. H. Purcell to succeed him as assistant district engineer for Oregon, Washington, Idaho, Montana and Alaska with headquarters at Portland.

Dr. Hewes came to Portland three years ago as district engineer from the general office at Washington when the northwest district was created. He had formerly been connected with the state highway commission of Massachusetts.

Plans Extensive Construction

While in charge of the Portland office he has been chiefly employed in

preparing plans for the extensive system of cooperative road construction in the Northwest which is now approaching the construction stage, a plan which involves the expenditure of many millions of dollars.

Mr. Purcell was formerly connected with the Oregon State Highway association as bridge engineer and assistant highway engineer. He came in with the Bowley administration and has had supervision of the bridge construction on the Columbia river highway and other important structures throughout the state. He also superintended a great deal of grading work on the state highways, particularly in Clackamas and Hood River counties.

One of the Highest
He has been connected with the federal road bureau the past year as assistant to Dr. Hewes. In taking the civil service examination before he was attached to the federal service Mr. Purcell passed among the first 10 in the United States.

As district engineer he will have actual control of all forest road construction and supervising control of post road work.

Owing to the fact that both Mr. Hewes and Mr. Purcell are familiar and in sympathy with western ideas of road construction a full cooperation with the state highway department is assured.

How to Take Bumps

Many drivers do not know how to take the bumps easily. A good way is to throw out the clutch and apply the footbrake gradually. This relieves the shock so that many times it may not be noted by those riding.

ROAD TRANSPORT COURSE IS PUT IN AT MICHIGAN

Purpose Is to Train Army of Experts to Direct Coming Great Expansion in Highway Work.

OTHERS MAY FOLLOW LEAD

With Half Billion to Be Spent on Roads, Presumption Is More Colleges Will Add to Curricula.

It is the wise university that meets the constantly changing phases of conditions in our national life by adapting its curriculum thereto, says the New York Evening Post. In the day when the profession of dentistry outgrew the barber shop various seats of learning added dental courses, and so it has been throughout the latter epochs of our national life; the university has ever

been ready to meet the modern trend. Now comes the University of Michigan with a course in highway transport.

Let no one think that this is a simple course; no student will be able to slide through the Ann Arbor institution as it were on roller skates. For, according to President Hutchins, the new course is designed to train an army of experts to direct the coming great expansion in roadbuilding and highways transportation. It is believed that thousands of men who have been trained by the army in the haulage of freight over the roads will want to round out their education by going back to college to prepare to make highways transportation their life work. Many other students also have indicated their desire to enter this new field of endeavor, and these, with the former army men, will make up the first classes.

The students will take up automobile engineering, various phases of the transportation question as presented by the department of economics and highway engineering, as it is now recognized that the roadbed and the highway vehicle that travels on it are as closely related as the rolling stock and the roadbed of the railway line.

With the federal government contemplating the expenditure of \$500,000,000 this year on the highways, and with many states already preparing to spend lesser sums, the men necessary to direct the work are needed. Other universities

it is believed, will follow the example of the University of Michigan in offering special training along these lines next fall. The result will be the opening up of many hitherto inaccessible sections

OUTPUT SOON TO BE NORMAL AGAIN

Buick Factory Producing 425 Six Cylinder Cars Daily and Number Increasing.

The Buick Motor company is fast approaching its pre-war or normal production. During the corresponding month of March one year ago the company produced an average of 550 cars per day, 250 of that number being of the four-cylinder, or lower priced model, the others being "sixes."

At present the Buick's daily production averages 425 six-cylinder cars daily, which in reality means a greater production from a financial standpoint than the 550 did one year ago.

Present production figures will increase to 450 cars daily for the months of April and May, while the daily schedule for June is placed at 500.

Orders are booked at the Buick plant for the entire output of the next four months.

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