

\$10,000,000 MOTOR COMPANY FORMED; ANSTEAD IS HEAD

United States Automotive Corporation Absorbs Number of Big Indiana Automobile Companies.

Frank B. Ansted of Connersville, Ind., president of the Lexington Motor company, which has its main offices and factories there, announced that the formation of the United States Automotive corporation, with a capitalization of \$10,000,000 of preferred stock and 200,000 shares of non-par-value common stock, under the laws of the state of Delaware, has been completed.

Ansted explained that the new corporation was a holding company only, and that its subsidiary companies would continue to operate very much as at present, and without loss of their corporate identities.

FOUR COMPANIES COMBINED

Included in the corporation are the Lexington Motor company, the Ansted Engineering company, the Connersville Foundry corporation, and the Teator-Hartley Motor corporation. With the exception of the last named, all of these concerns are located at Connersville, and are engaged in the automotive trade.

"We have only made a good start in working out our plans, which are very comprehensive," says Mr. Ansted. "Our position in the motor car field has always been unique on account of the wide variety of material manufactured for us in our own little city, and by companies which are altogether friendly."

SAVE EXPANSION DEMAND

"In order to cope with an ever-increasing demand, both at home and abroad, we have found it necessary to provide the means for sane and sober expansion."

"The United States Automotive corporation will produce a complete line of motor vehicles, and, at the same time provide vitally important sources for such material units as are not always purchasable on the open market."

Officers of the United States Automotive corporation have been named, as follows: Frank B. Ansted, president; George W. Ansted and Frederic I. Barrows, vice presidents; James M. Heron, treasurer, and LeRoy A. Hanson, secretary.

The other directors are: William B. Ansted, president of the Central Manufacturing company; Charles C. Hull, president of the Rex Manufacturing company; John C. Moore, chief engineer of the Lexington Motor company; Arthur A. Ansted, president of the Indiana Lamp company, and Emory Huston, vice president of the Indiana Motor company—all of Connersville—and Elmer J. Hess, director of the Standard Parts company of Cincinnati.

It is proposed to reduce the size of the Boston common, the most sacredly guarded spot in Boston, to provide parking space for automobiles.

How is the Road?

Washington

Centralia—Road conditions from Centralia northward during the 1920 season promise to be excellent despite the large amount of permanent highway improvement work contemplated. From the Lewis county line on the Pacific highway north to Grand Mound three miles of paving is to be put in, the work to start as soon as weather permits. A large amount of new grade was constructed last summer when the highway was straightened. This work will close the Pacific highway for a part of the summer at least, and traffic will be diverted by way of Buxoda to the Tenino. This road is paved for the first two miles north of Centralia and is good hard gravel road the remainder of the distance.

South of this city the Pacific highway is paved to Chehalis and south from that city a distance of about 12 miles.

Pasco—The Central Washington highway leads from this city to Spokane by the way of Connelly, Ritzville, Sprague and other points, this road having been hard surfaced nearly all the way with work now in progress of surfacing the only remaining link to form a continuous surfaced road to Spokane. The inland Empire highway leads to Pasco from Seattle and on to Spokane by the way of Walla Walla, Waiilatup and Dayton. This road has also been completed the entire distance. The Yellowstone trail practically follows the route of the inland Empire highway, being one of the national highways. The Evergreen Trail, coming from Lewiston, Idaho, passes through Pasco and after running a few miles west branches off to Portland, following the Columbia river most of the way. A trip over this road is said to be one of the most delightful of any in the United States, the scenic beauty along the route not being excelled anywhere.

Just now the roads in all directions are said to be good, the frost now being out of the ground and the roads having been sufficiently traveled to make them firm and level.

It has been and for the present it is necessary to cross the Columbia and Snake rivers at this point by ferry. The ferry over the Snake is a free ferry, being maintained by Franklin and Walla Walla counties jointly, but the Columbia river ferry is privately owned and a charge is made for crossing.

Walla Walla—All roads from Walla Walla to Lewiston, Spokane, Yakima and Pendleton and toward Portland as far as Mabton along the North Bank highway are reported by the Tri-State Automobile club to be passable at the present time, although in spots they are only passable under careful driving.

The warm weather of the past two weeks has dried up the routes in this section to such an extent that this is made possible. Repairs to Snake and Columbia River ferries and to the Richland bridge over the Yakima river during the early part of this week started considerable auto traffic in this section. Detailed information follows:

Walla Walla to Seattle via Yakima—Open and in fair condition as far as Yakima. Burbank and Pasco-Kennelwick ferries now operating. Bridge at Richland in use.

Walla Walla to Spokane via Lyons ferry and Ritzville—Ferry out of commission. This route will not be open for at least two weeks.

Walla Walla to Spokane via Central ferry—Ferry operating but road very muddy. Just possible to get over it. Walla Walla to Spokane via Lewiston—Road open, muddy in places. Routing

Ritzville—Road open and generally in fair condition.

Spokane—Practically all the roads as shown on the map are radiating from Spokane are in good touring condition during the summer vacation period from June to October. Many miles are of hard surface. There are no unimproved roads, all the highway beds are either hard surface, or slightly gravelled and are known as service roads. Many of the roads through the interior of Montana and Idaho are known as forestry built roads. Such roads are always free from dust at all periods of the year.

The scenery from Portland to Spokane and east to the National Park is unequalled, cool nights, splendid fishing, good hotels, ideal and modern equipped camping sites, garage accommodations, tourist information bureaus, three mountain ranges, Cascades, Rockies and Bitter Roots, golf, boating, bathing everywhere.

There are many ferry crossings between Portland and Spokane. Their charges run from 50 cents to one dollar, and there are no stated schedules for the reason that the ferryman are always on hand to meet you—they run whenever you wish to go. The names of the many ferries enroute are:

Central ferry, Fenesaw, Almoda, Hoover, Burbanks, Pasco-Kennelwick, Lyons, Vantage, Orondo, Marcus, Newport, and Columbia river. Any small

hand map will quickly direct the motorists to their location.

Caterpillar Tractor To Be Used by Mines

That transportation in the entire Baker-Grant county mining district will be revolutionized by the introduction of the caterpillar tractor is the opinion of T. S. Kennerly, manager of the La Bellevue mine, who is in Baker upon his return from a business visit in Seattle, Tacoma, Yakima and Portland. While in Portland Mr. Kennerly him-

self negotiated with a Portland firm for the purchase of a 12-horsepower caterpillar tractor for use between the La Bellevue and Sumpter, 24 miles away. Mr. Kennerly expects to use the machine in transporting supplies and machinery and in making timbers from the forests to the mine. He claims that one tractor can be made to do the work of a six horse team in much less time and at much less expense.

Autos Barred in Ireland!

A proclamation has been issued by the commander in chief of the British forces forbidding the owning or keeping of an automobile or motorcycle in Ireland except by special permit.

New Record Set in '19 Touring Season

The greatest touring season in the history of California has just closed. Automobiles, to the number of 42,900, visited the Yosemite National park, as against 26,669 in 1918. The Sequoia National park was visited by 30,433 persons in automobiles as compared with 15,001 in 1918. Automobileists, numbering 21,874, visited the General Grant National park during the touring season closed as compared with 15,496 in 1918.



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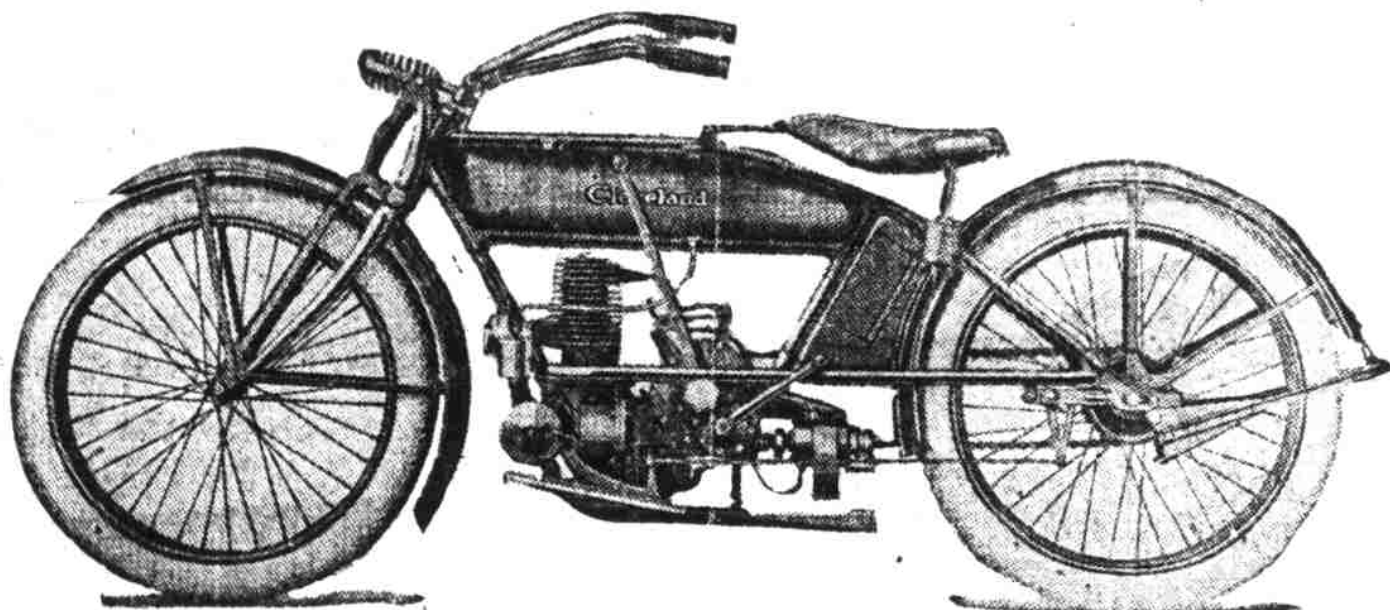
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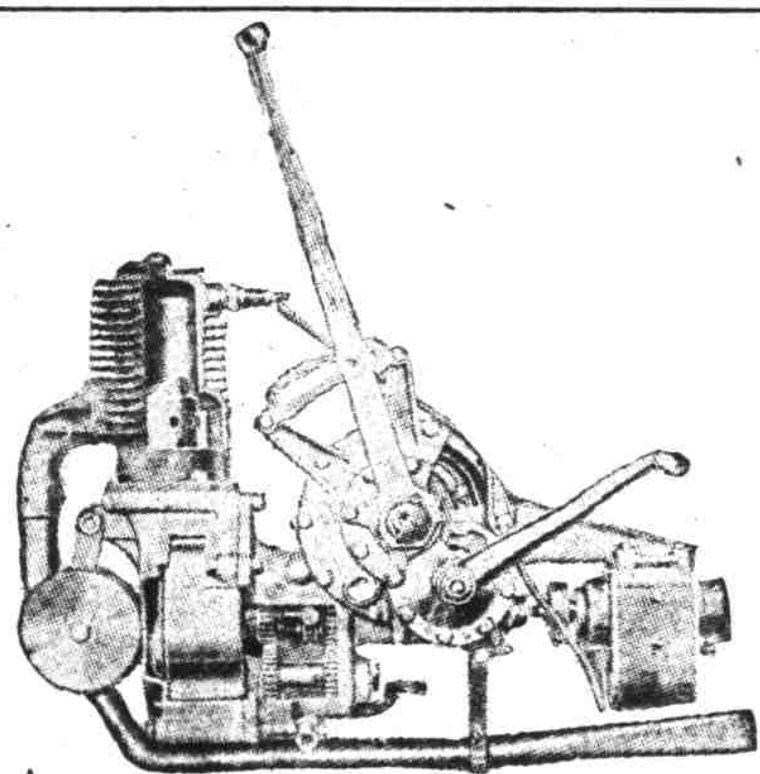
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