

NEW HOME OF FORD DEALER IS GLASSY

Big Floor Space Available for Ford Sales and Service at Grand and Hawthorne Avenues.

Twenty-eight thousand square feet of floor space is available for Ford sales and service in the new building recently completed for the Francis Motor Car company at Grand and Hawthorne avenues on the east side. C. E. Francis, president of the company, listed as one of the big six authorized Ford dealers in Portland, declares that the building housing his business is second to none of its kind he has seen on his wide travels.

The location of the company was formerly at Thirteenth street and Hawthorne avenue, where Francis located after going out of the used car business. Francis formerly had the agency for the Buick car, taking rights for that machine when it first made its appearance in this territory. He has been in business since 1911, handling automobiles.

The first floor of the new building that marks another era in the business career of the peppy Ford dealer, is occupied by the salesroom, parts department, service department and office. The main offices are on the mezzanine floor to the rear of the salesrooms.

On the second floor is a well appointed shop, fitted with modern machinery and repairing facilities, while on the third floor the commercial body and top works, carried on by the company, takes up most of the room. Showers are on every floor for the convenience of the men. Francis intends to put in a laundry to take care of the working clothes for employees. Gasoline pumps, oil tanks, and wash racks are on every floor, and the building is pierced by an elevator shaft for the transfer of freight and cars from one floor to another. A small dumbwaiter takes care of the transfer of parts from the parts department to the shops, and communication tubes are installed to save steps.

The whole building shows an excellence of arrangement calculated to promote efficient handling of work and the intention of providing as much comfort as possible for employees.

How's the Road?

(Continued From Page Two, This Section)

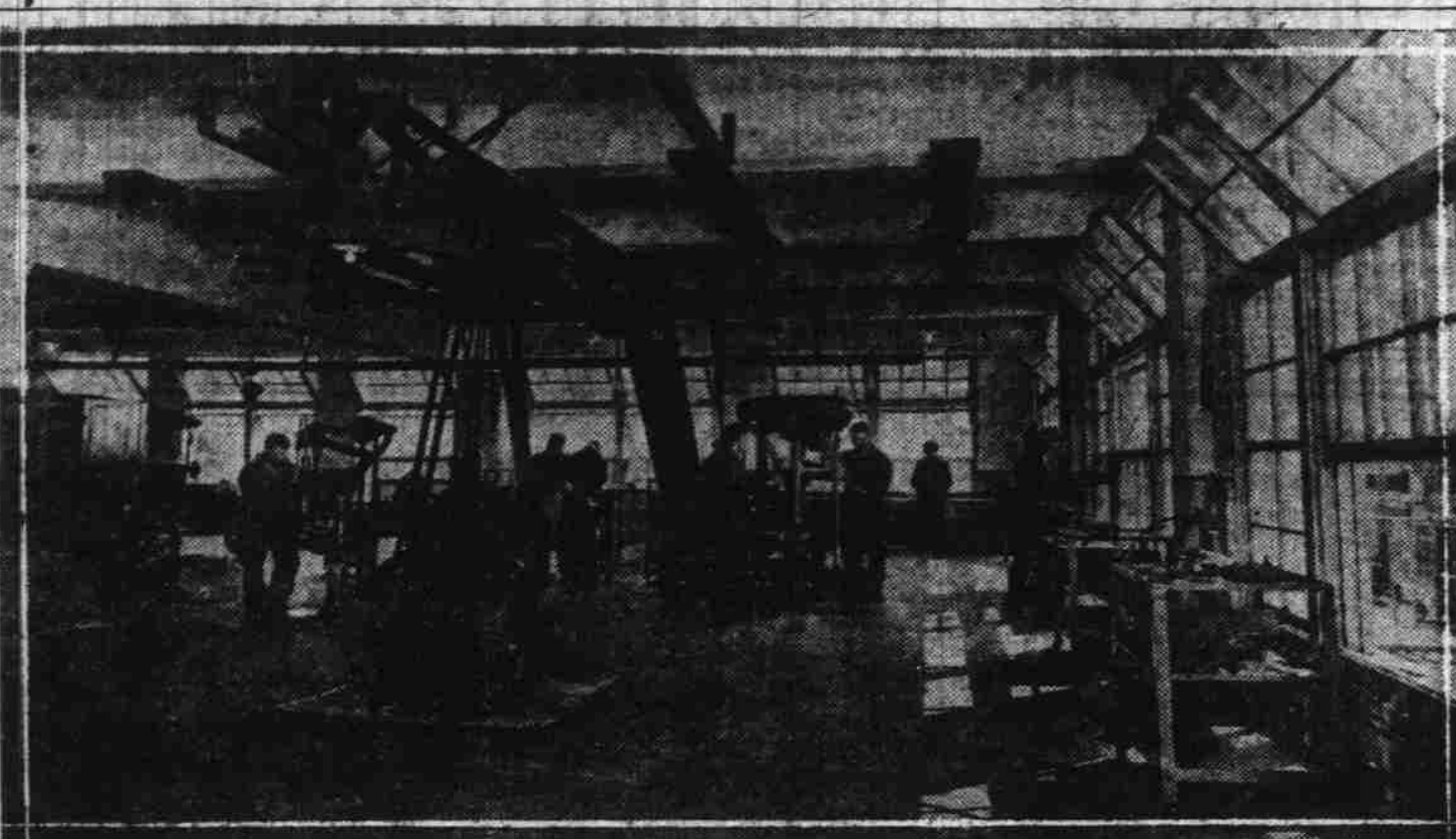
number of auto tourists passing through Spokane Sunday the Yellowstone Trail office at 816 West First avenue, will remain open Sunday forenoon, according to Frank C. Finch, district trail manager. The step was taken after consultation with the Spokane Advertising club officers and other organizations who urged that Sunday visitors be afforded the use of trail headquarters.

The National Parks highway offices at 211 West Main avenue, has decided to remain closed on Sundays, although both offices will be open Saturday afternoons to give information.

Inland Empire

With the completion of the Columbia river highway paving from Portland to

FRANCIS MOTOR SHOP WELL APPOINTED



This shop is one of the features of the new plant recently opened by the Francis Motor Car company on Grand avenue at Hawthorne.

Hood River during the last week the south bank route from Walla Walla to the Rose City was considerably bettered. This highway has also been recently travelled from Echo to Arlington, giving about 60 or 70 miles of traveling for the motorist which affords almost as little trouble at the 75-mile stretch from Portland to Hood River. Disagreeable stretches on this route are now confined to 20 miles between Echo and Pendleton, the detour from The Dalles to Arlington and the Dry Creek detour around construction work between Pendleton and Walla Walla.

The roads to Spokane from Walla Walla are still under the handicap of detours around construction gangs as well as the increasing dustiness occasioned by the dry weather and the heavy wheat hauling which has begun, according to the report of Secretary W. S. Parks of the Tri-State Automobile club.

Construction work on the Lyons Ferry route between Prescott and the Snake river will considerably help that road when finished. This, however, necessitates a long detour to the river via Starbuck. The washout reported two weeks ago between Pomeroy and Lewis-

ton has been repaired and a long detour via Peola between those points eliminated.

The North Bank highway to Portland and the route from Walla Walla to Seattle via Yakima are said to be some of the best roads leading out of southeastern Washington. The Tri-State Automobile club advises the use of the

Hoover Ferry to autoists taking these roads.

The road report in detail for the Inland Empire follows:

Walla Walla to Spokane via Lyons Ferry and Ritzville: Between Walla Walla and Prescott, first ten miles rough, balance fair. Prescott to river, construction work. Detour via Starbuck. River to Washtucna, rocky and cut up. Washtucna to Spokane, good.

Walla Walla to Spokane via Pennawa Ferry: Ferry not running.

Walla Walla to Lewiston via Marengo and Pomeroy: Bad detour between Walla Walla and Watsburg. To Dayton, good. Dayton to Pomeroy over Marengo Hill, best road, generally good. Road over the Marengo Hill, stiff rocky grades and cut up in short stretches.

Lewiston to Spokane via Colfax: Good.

Lewiston to Grangeville via Waha: Fair.

Lewiston to Kamiah via Culaides: Fair.

Lewiston to Boise via Whitebird Closed.

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Pacific Highway

The roads north of Ashland are reported by incoming tourists to be in splendid condition. On the south the construction work on the Southern Pacific overhead road is necessitating detouring into Ashland over the boulevard, but this way is shorter and in good condition. Work on the Greenspring mountain road is progressing rapidly, and it is stated that the county court and state highway commission have planned to put \$25,000 in gravel on this road. The road makes a 6 per cent grade, and when finished will make a difference of an hour or more in travel between Ashland and Klamath Falls.

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