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ANNETTE KELLERMAN EN-DORSES THE SHORT SKIRT

When Miss Annette Kellermann returned from her year's work in Jamaica, furnishing thrills for William Fox' million dollar production, "A Daughter of the Gods," she found that the short skirts she had left had grown astonishingly shorter during her absence.

"Do not think" Miss Kellermann

told a Fifth Avenue modiste, "that because in pictures I go romping about in the morning-noon-and-evening dress of Mother Eve, that I am a natural-born enemy of clothes. But I do rejoice in the popularity of the full, short skirt. I fairly shudder when I think of the old-time skirt, both long and wide, with its full complement of heavy lining and velvet 'binding'—a wicked weight for any woman to swing from her waist and a street-sweeper if ever there was one.

"I find, however, that there are people who fancy that because I can wear short skirts, or no skirts, with impunity, that I enjoy having my attention drawn to the shortcomings re-

vealed by the short skirts of others. They think I should be greatly amused at the sight of bow-legs, weak ankles, falling in to one another, crooked feet and shoe heels run off to one side or the other or inwardly. On the contrary, these exhibits make me feel like crying. I can see back of them the negligent mother, allowing her growing daughter to sit with her pliable little legs twined about one another, or those of a chair, to sit cross-legged in the window-seat, or stand on the outside or inside ankles of her little bare feet, all crowding and cramping the muscles and bending the bones awry."

Miss Kellermann will be seen at the Sherry's theatre Saturday and Sunday April 28 and 29.

Motorists Questions Answered.

I have heard that one should use an oil in winter that will not get stiff. Can you tell me what kind of oil to use?

Cold will tend to thicken almost any oil, but in order to reduce the congealing a lighter oil is used in winter. In the gear set and axle housings, for example, instead of using the regular summer grade of heavy oil or grease most makers recommend cylinder oil, which is much lighter in body than those mentioned. There are many grades of cylinder oil, and if you will ask your dealer for one of light body and use it in the gear cases instead of regular transmission oil you will have little trouble. The average oil in the motor causes little trouble, but in order to assist the electric starter, should you have one installed, you might try a lighter oil than you are at present using.

In cone clutches I notice there are two different types where the action of the spring is in opposite directions when it engages in the flywheel. Can you give the name of each type and explain their action?

The types you refer to are the inverted cone and ordinary type. In the former type the spring is on the inside and in the latter on the outside of the clutch itself. The difference between the engaging members is in the direction of slope of the cone. In the ordinary type, the small portion being on the inside and the large diameter on the outside, whereas in the inverted cone it is just the opposite. By pressing the pedal of an ordinary cone clutch the spring is carried backward for compression, whereas in the inverted cone, the spring being on the opposite side, it is compressed by a forward thrust.

There is a swishing sound issuing from the neighborhood of the right front wheel of my car when it is in motion. It seems to occur once every revolution. What can be causing it?

There are two very likely causes of such a noise. It may be due to the speedometer gears meshing too tightly or the demountable rim may have a wedge loose. Jack up the wheel and rotate it slowly and you can soon determine whether the gears are too close. If this is the case loosen up the arm that carries the driven gear and move the gear only far enough away so that the noise is eliminated. If the trouble is not found in the speedometer gears tighten up the wedges on the rim. One loose wedge will make a noise similar to that you have described due to the lack of support at this point.

The platinum points in my breaker box burn out in four or five months. Can you tell me why this is?

Interrupter point destruction usually is caused by poor adjustment and care of the points. If the points have too much clearance between them, allowing arcing, the heat produced will destroy the metal in a short time. The points should be dressed three or four times a year by filing with a very fine file. Special magneto rules are supplied by the maker of the instrument or any accessory house.

In ordinary practice at advanced spark how far from the top dead center should the spark occur in inches?

The advanced spark may occur anywhere from one-half to one inch before top dead center. In many racing cars the magneto is set so as to produce a spark more than one inch before center.

A DOLLAR'S WORTH FOR A DOLLAR SPENT

Assurance Is Given That All Funds Will Be Economically Expended.

In the selection of a Highway Engineer at an annual salary of \$3600, the State Highway Commission threw another bombshell into the camp of those opposing the road bond bill. Opponents of this measure had been predicting that a \$5000 or \$6000 man would be given this job. The action of the Commissioners in this important matter only corroborates the assurance previously given that they will safely and economically expend all funds entrusted to them. It is entirely in keeping with the announced policy of the Commission that it will give a dollar's worth of value for every dollar expended in all matters connected with road construction. Mr. Nunn, the Highway Engineer, was selected because of his efficiency. He has had years of experience in road building and the records of his work show the most satisfactory results at a low cost to those footing the bills.

IS MR. SPENCE CONSISTENT?

Four years ago C. E. Spence, Master of the Grange, advocated the Grange bill which proposed the issuance of 6 per cent bonds by counties for construction of permanent roads, the bonds to be paid by direct tax levy.

Mr. Spence is now vigorously opposing the road bond bill which proposes issuing \$6,000,000 twenty-five year 4 per cent bonds for hard-surfaced roads. A direct tax is not imposed for the retirement of these bonds. Ample revenue to pay the interest and retire the bonds at maturity is already provided by law from the increased automobile licenses and the existing one-fourth mill state road tax which has been a fixed tax against all property in the state for the last four years. In other words, the bill to be passed upon by the voters at the June election will not increase the general taxes of the individual.

If Mr. Spence was right in 1912 he is wrong now.

MILITARY PREPAREDNESS

Moving of heavy gun carriages, and heavy loads of ammunitions and army supplies, necessitates better roads than at present are available in Oregon.

If our state is exposed to attack, the railroad facilities are not as well adapted to carrying heavy guns as are improved highways, and it is up to Oregon to get its through trunk roads in shape to facilitate the movement of supplies.

Should the railroad centers become too congested, owing to war burdens, or should they fall into the hands of an enemy, the through roads would be the only means of communication left to get supplies from place to place in the interior. Farmers would of necessity depend upon the through roads for marketing their crops. Every resident of Oregon will see the necessities of the situation once this is called to his attention and will see the hearing this has on the road question to be voted upon June 4th.—The Dalles Chronicle.

Good roads are indispensable to the progress and prosperity of any state or community. Such improvements attract the tourist, encourage local development, promote social life, improve market conditions and stimulate thrift. Rural life is made more attractive and agricultural development is advanced in proportion as accessible roads are established and maintained. The further settlement and development of the state's untenant lands add to their value. The consequent increase in assessable values gives assurance of reduced taxes. Support the good roads bond bill June 4th and thereby assist to effect these conditions.

Oregon has talked good roads for 60 years. Millions of dollars have been expended in that time filling mud-holes. The state is in third place in commerce and population among the Coast states. The road bonding proposition, on which the people will vote June 4th, is the first comprehensive road programme ever submitted to the people.

With the main trunk lines provided for in the road bond bill, taken care of, road district money will be expended on local laterals connecting with state-improved highways, bringing the farmer, no matter where situated, in direct contact with the city markets.

All are agreed that Oregon needs good roads. The only material difference of opinion is as to the method of financing the movement—direct taxation or bonds based on a revenue already provided by law. The fact that taxes are already burdensome is the very best argument for issuing bonds. The combined revenue from an increased auto license and the existing state road tax will pay the interest and retire at maturity the bonds proposed in the good roads bill. The people will vote on this bond bill at the special election June 4th.

A vote for the good roads bonds June 4th will be a vote to pull Oregon out of the mud.

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ENGLISH SCHOOL BOYS DO THEIR BIT.

(By F. W. GETTY, U. P. Staff Correspondent.)
London, April 24.—The English public school boy is doing his little for England today.

Eton and Harrow, England's two great public schools, have given up "tuck shops" and creases until after the war.

The boys of Harrow decided on their own initiative not to buy any more pastry or candy at the tuck shops and not to have their trousers pressed while the war lasts. The boys of Eton had measures similarly restricting their gastronomics and their garments thrust upon them.

Bread, meat and sugar, the A B C's of the Food Controller's thou shalt not's, are included in the sweeping ordinance the youngsters of Harrow imposed upon themselves. They have agreed not buy any article of food containing these three substances except during the regular hours for meals, and then to stay within the suggested limits each week. As for their tailors they're going to cut them out altogether. The good old "under the mattress" hiding-place will have to do the trick to keep the young Harrowians from looking as though they were ready to jump.

The Eton boys neglected to adopt similar measures in time and the teachers did it for them. Besides imposing strict regulations for the young Etonian's foddering, the faculty has decided to assist the railroads of the country by cutting down unnecessary traveling.

So the Eton boys won't have any vacations this year.

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AT ARCADE TODAY ONLY

Notice To Milk Users

Commencing May 26, the P. M. & C. company will make early morning and late night deliveries. This is due to approaching warm weather. During the winter months dairymen of the city generally have delivered evening's milk the next morning, but hereafter the P. M. & C. will deliver morning's milk the same morning it is milked and evening milk the same evening it is milked. In some instances this will make afternoon deliveries several hours later in the day and morning deliveries earlier.

The kind indulgence of our patrons during the rearrangement of the routes is asked. Within a day or two these new means of delivery should be working smoothly.

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