

Chautauqua Directors Governing Body of the Assembly



KEY TO GROUP PICTURE OF DIRECTORS

Top Row (Left to Right)—Mrs. E. Polack, President; E. E. Bragg, Vice-president; Dr. W. D. McMillan, Secretary. Second Row Down—M. L. Carter, Cove; Mrs. C. H. Bidwell, Island City; Ed Jasper, Island City. Third Row—Miss Dora Hutchinson, Union; F. L. Meyers; Mrs. Vincent Palmer. Bottom Row—Fred B. Curry; C. J. Black; George T. Cochran, Treasurer.

Many walks of life are forsaken when it comes time to devote close attention to the Chautauqua assemblies. The governing body of the association is a board of 12 directors subdivided into liberal committees. Club women, federal officials, city managers, dentists, bankers, farmers and lawyers combine to guide the destinies of the association. This division of professions represented in the directorate, goes far toward lending balance, poise and business acumen to all business transactions for the association. It is upon these 12 men and women that the bulk of detail work falls, but without the help of the populace at large they would, of course, be like unto an unmanned bark on an unknown sea.

Without thought or expectation of remuneration for their labor, the Chautauqua directors begin planning for the succeeding year's program as the echoes of the current assembly have ceased reverberating through the cottonwoods at the park.

As has been said before, the association enjoys the distinction of having—so far as can be learned—the only lady Chautauqua Association President in the United States. To Mrs. E. Polack, a staunch worker for Riverside Park in the first place and the welfare of the Chautauqua in the second, falls this distinction. She provides with gracious efficiency, gives her time and attention to multitudi-

ous routine affairs and in every way fills the requirements of a Chautauqua president's duties with grace and skill.

To obtain the best results the twelve directors are subdivided into subsidiary bodies which transact much

REVEREND DR. BROUGHER.



The King of Unique and Forceful Preacher-Orators Who Opens Lecture Series.

of the business and the whole directorate can thus accomplish a great deal of business in one sitting. The directors of the association, and the committees on which they serve, follow:

Grounds—C. J. Black, chairman; Mrs. Vincent Palmer, George T. Cochran, Miss Dora Hutchinson (Union) and Mrs. Polack.

Finance—Mr. Cochran, chairman; F. L. Meyers, Fred B. Curry, Ed. Jasper and M. L. Carter (Lower Cove).

By-Laws—E. E. Bragg, chairman; Mrs. C. H. Bidwell, Island City, and Mr. Meyers.

Program—W. D. McMillan, chairman, Mr. Cochran, Mrs. Bidwell, Mrs. Palmer and Mrs. Curry.

Exploitation—Mr. Curry, chairman, Mr. Carter, Mr. Bragg and Miss Hutchinson.

Transportation to Grounds—Mr. Meyers, chairman, Mr. Black, Mrs. Palmer and Mr. Jasper.

The officers are—President, Mrs. Ernest Polack; Vice-President, E. E. Bragg; Secretary, Dr. W. D. McMillan; Treasurer, Geo. T. Cochran.

Sour Stomach.

This is a mild form of indigestion. It is usually brought on by eating too rapidly or too much, or of food not suited to your digestive organs. If you will eat slowly, masticate your food thoroughly, eat but little meat and none at all for supper, you will more than likely avoid the sour stomach without taking any medicine whatever. When you have sour stomach take one of Chamberlain's Tablets to aid digestion.—Adv.



The modern motor car is the greatest achievement of modern science. To those intending to buy one, the two greatest thoughts that should decide your choice are:

PERFORMANCE—ENDURANCE Forged from the finest steel, heat-treated and re-heated to insure strength and pliancy, the motor car is, when properly constructed, a profit-paying investment. Its dividends are payable daily in health, pleasure and education.

Unerring accuracy, and dynamic strength in organization and manufacture, give to the Chevrolet car that enduring life which power, accuracy, and strength in the forge gives to the hundreds of unseen parts of the Chevrolet.

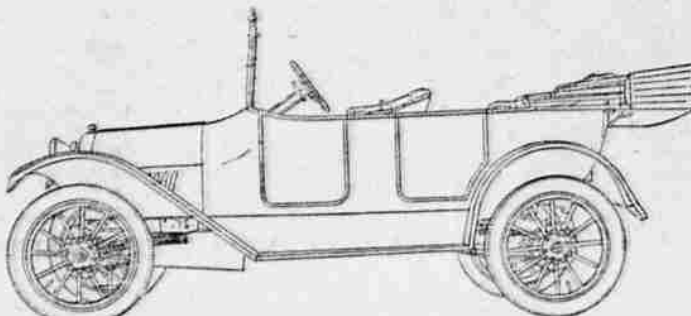
The following have purchased Chevrolets since May 18 of George

B. Richardson, who has recently opened headquarters in the Foley Hotel Building:

Sam Cantrel, J. E. Zweifel, F. J. Smith, Sam Irwin, Foley & Rogers, taxi; W. A. Hackett, I. L. Haller, Mrs. A. O. Nash, G. M. Richey, roadster.

For a product of experience can be offered at the price within the reach of most people only when an organization has been completed whose buying, building, marketing, and service-rendering powers can lower cost and maintain quality beyond the ability of any other organization in its field.

The thought of the tremendous responsibility thrown on the scores of tiny parts unseen and hidden away in the fabric of a motor car, is the thought behind all Chevrolet workmanship.



Hence the Chevrolet, through and through, is of genuine steel, the best steel; genuine iron and bronze and brass; the best of each; and no less extensive organization than the Chevrolet Motor Company could hope to duplicate it to sell for anywhere near the Chevrolet price!

And this the Chevrolet Motor Company has done. You will find more value—visible and invisible—in the Chevrolet "Four Ninety" than in any other car at its price in America.

The Chevrolet Touring Car is Now Selling -FOR-

\$625

The Price Will be Raised July 1 - - BUY NOW

New Record Made By Chevrolet '490'

Stock Car Piloted to Eugene in Three Hours Forty-Eight Minutes, Beating Shasta's Schedule

W. D. WALLACE AT THE WHEEL

C. M. Steves, Passenger, Is Strapped Into Machine—About 20 Minutes' Time Lost Adjusting Oil Tank—Highest Speed Is 57 Miles

BY CHESTER A. MOORES

Sharpen up your pencils and mark down another record for the little Chevrolet "490", and make William D. Wallace, the star pilot of Regner & Fields, Chevrolet distributors in this field, and C. M. Steves, manager of the local Chevrolet branch, the heroes of a phenomenal road run from Portland to Eugene that consumed less time than the regular Shasta Limited schedule.

It hardly seems possible that a motor car could reel off the 132.2 speedometer miles that separate the state metropolis and the university city in three hours and 48 minutes total elapsed time, but such was the story told last Tuesday morning by the Western Union clocks.

The official time was precisely 3:01 a. m. when Mr. Wallace and Mr. Steves were "checked out" at the Union depot in Portland, and the duly witnessed affidavits of S. Kingsley and George E. Evans, of Eugene, establish the fact that the speedy little Chevrolet leaped onto the platform in front of the railroad depot at Eugene as the official clock ticked 6:49 a. m.

Shasta Beaten Three Minutes. The complete time spent on the road was 3 hours and 48 minutes for 132.2 miles, as compared with 3 hours and 51 minutes which is the schedule maintained by the Shasta Limited speed train in covering the 122.8 track miles between the same two cities.

Just what was the best previous record for automobile travel between Portland and Eugene is a matter of dispute, but the oldest heads in Portland are disposed to pass the wreath to Henry W. Wagner, Jr., who put a big Packard car over the route in 4 hours and 18 minutes in the year 1914. Down Eugene way the men along motor row give credit for the previous record to Harry C. Hays, the clever territory man for the Howard Auto Company, who is said to have spanked a Buick Six over the road on one of his cross-state trips last year in 4 hours and 20 minutes.

Whatever the previous record may have been, all are willing to doff their hats to the Chevrolet "490", to its driver, "Bill" Wallace, who recently achieved fame for the Chevrolet and

Regner & Fields by conquering the Hall-street grade on high gear, and to his teammate on the ride, C. M. Steves, who was compelled to "watch his knitting" all along the route.

Passenger Is Strapped.

Mr. Steves was, in fact, strapped to the car by an arrangement attached at the side. This was about the only device which kept him aboard when the Chevrolet hit the high spots over some of the roughest stretches between Salem and Albany.

"Bill" Wallace, of course, had the steering column to hold him in place, but he also had plenty of opportunity to note the roughness of the road and estimates, jokingly, that the car only struck the road 29 times between Salem and Albany.

The car which made the record run was stock in every particular except for a special attachment which regulated the carburetor mixture. The trip was made minus top and windshield. The car was equipped with Goodyear 31x4-inch all-weather tires, which didn't give a minute's trouble for the entire distance. In fact, the only part of the vehicle which caused any delay was a special tank which fed oil to the motor.

This came loose several times, causing, according to Mr. Wallace and Mr. Steves about 20 minutes' loss of time. Mr. Steves spent a good deal of his time trying to nail the tank within its place under the tonneau cushions, and nearly hammered his finger off in the various attempts.

Average Rate 36 Miles.

To make the record the Chevrolet was obliged to average about 36 miles an hour for the complete distance. The run from Portland to Oregon City was made in 25 minutes; the State Capitol building at Salem was passed exactly 1 hour and 29 minutes out of Portland and Albany in 2 hours and 35 minutes from Portland. The run to Corvallis from Albany was done in 15 minutes. The best speed attained was some 55 or 57 miles an hour, which was possible between Aurora and Salem. This was done on the standard-gear ratio of three and seven-eighths to one.

Because of the early morning darkness it was necessary to use the headlights until the highway approached Woodburn. A heavy mist bothered the record-breakers for part of the distance, and it was necessary to paddle through some 10 or 12 miles of biting rain not far beyond Salem.

Mr. Wallace is a veteran road artist and Mr. Steves has ridden many a time with R. C. Durant, the famous Chevrolet official and race driver, so that neither one fretted about the discouragements inflicted by the state of weather. Previous to the record run the officials of Regner & Fields tried their little car on the road between Portland and Eugene three times and determined in advance that the run could be made with a Chevrolet in about 3 hours and 50 minutes, barring delays.

—The Portland Sunday Oregonian, June 2, 1917.

George B. Richardson

La Grande, Oregon

Phone Black 471

Dealer

Foley Hotel Bldg.