# BRISTOL CHARGES

Reply Made to J. H. Albert's Accusation of Perfidy About Road Bills.

# ILLEGALITY IS ASSERTED

"Condintor" Received \$2700 Out of Fund Raised by Association, to Which Albert Gave Nothing. Is Asserted.

Charging J. H. Albert, of Salem, with having a desire to serve upon the pro-posed Oregon Highway Commission and th never having contributed a dollar to the Oregon Good Reads Association, William C. Bristol yesterday made a reply to the accusations of the Salem He also declares that Mr. Alhert's "coadjutor" received a salary of \$7700 for services. Who the "coadjutor may be Mr. Bristol does not say. He calls attention to the recent opinion of the Attorney-General to the effect that counties may sond themselves for good roads under the constitutional provision. Mr. Bristol contends that the bills passed by the Legislature and vetood by the Governer were "against the law, not in conformity to law, and could not have by any possibility ac-complished the purposes which Mr. Al-bert asserts they were intended to do."

# Reply "Calmly Considered."

Mr. Bristol refers, in opening, to the harges made by Mr. Albert and de-lares that time has been taken to con-ider calmly the reply that should be nude for the information of the public.

He continues:

"Sisce the article was printed the Governor of the State of Oregon has informed the people that he vetoed the good roads bitle because in his judgment that was the proper thing to do and that he did this without the soliditation or direction of anyone whomsoever. In his highly indignant attitude and with a careless use of language Mr. Albert charges wholesale doceit practiced upon the Governor in inducing him so to act, but the fact is that both Mr. Albert and his contemporary both Mr. Albert and his contemporary condition called upon the Governor in the interest of the highway commission bill and personally solicited the Gov-ernor to approve the same and brought to hear all the influence they could to

accomplish that end.

"At this aspect of the case we can leek for a moment for the motive of the scurrileus and opprobrious statement proceeding from Mr. Albert. Mr. Albert seems to be the president of the Caultol National Bark of Saler. To Albert seems to be the president of the Capitol National Bank, or Salem. To the fund of approximately \$5000 raised by the Good Roads Association. Mr. Albert never contributed a dollar, so far as the records of that association show. His contemporary coadjutor received in salary out of this sum \$2700, and, in addition to that sundry traveling expenses, and they together. In connection with then current newspaper reports, were prominently mentioned as two individuals to compose the Board of Highway Commissioners and their going to the Governor to solicit the apgoing to the Governor to solicit the approval of that bill inferentially forces the conclusion that Mr. Albert naturally expected and desired to become one of the highway commissioners of the State

# Attorney-General's View Cited.

"Having been informed from Mr. Al-bert himself that the statement in your paper quotes him correctly, and from the Governor that both Mr. Albert and his esteemed contemporary condition called upon him in the interest of the highway commission bill, it remains to notice the foolish attitude in which Mr. Albert is placed by his hasty re-marks. Section 10 of article XI of the constitution of the State of Occasion. constitution of the State of Oregon provides, among other things, that counties may incur debts for permanent reads on approval of a majority of those voting on the question, and the Attorney-General of the State of Ore-Attorney-General of the State of Oregon, in a recent opinion called forth from Judge Culbertson, of Hood River, has held that this provision of the constitution was self-executing and required no legislation in aid of its purpose. Mr. Albert in his general statement of charges did not impute the character of faker to the Attorney-General and he has overlooked, therefore, the fact that there are lawyers in the state who dissures with the method of tate who dimerce with the method of

legislation which he so caustically sup-ports. It would be better for wrongful indignation, if entertained, to keep it-self within the bound of legitimate fact. "So, in going further into this mat-ter, all reasonable persons look some-what at the map of experience, and Mr. Albert in receive a bank doubtless. Mr. Albert in running a bank doubtless has that degree of intellectual capacity which demonstrates the inexpediency of apending money to no good purpose. spending money to no good purpose, and had he, at the time that he rushed into print, examined the progress of legislation in our sister State of Wash-lington he would have found that the very elements of the highway commisreceived condemnation by the defeat of the McNecley bill at the recent session at Olympia, and that the Legislature of that state refused to appropriate money along the lines of legislation calculated to give a supervisory con-trol to a commission whose only pur-pose was making expensive surveys pose was making expensive surveys and compiling data to make expensive repairs in the shape of printer's bills to the next session of the Legislature.

# Highway Commissioner Created.

"An examination of the highway commission bill, produced as it was finally from the 'House of Wisdom' at Salem, shows it to be a bill just as the mmittee having it under consideration for the good roads people reported it to be, namely, a bill that really cre-ated a highway commissioner, who, of course, should have the assistance of Mr. Albert and his esteemed contemorary coadjutor in the duties of 'general supervision, which that commis-sioner was designed to exercise, and a reading of the bill by any reasonable person—and it must be assumed that the legislators of Oregon are reason-able persons— showed that to their minds the only good purpose a high-way commissioner could subserve was

way commissioner could abserve was to perform such duties as the county courts might request of him.

"In the efforts of our sister State of Washington to obtain a centralized management and control in the projec-tion, construction and maintenance of public highways they had endeavored to avoid the continuous process of disconnected methods of management induced by the several hodies of County Commissioners and County Courts. And the original design of the legislation of this state was to get away from the misdirection and absence of connected road building carried on under the methods of our own County Courts and thereby secure a centralized system of toads for the state. In the abstract overy citizen is in favor of good roads, stitution for everal years. ery citizen is in favor of good roads, stitution for several years.

but every citizen is not in favor of un certain methods to secure that end.

# Law's Provisions Mixed.

In Oregon, therefore, as in Washington, road legislation falled for the reason that the citisens interested in their respective communities were imbued with desires personal to themselves and not moved by considerations benefiting the whole state, and the consequence was that in Oregon a system of road legislation eriginally contemplated turned out from the House of Wisdom an admixture of indefinite provisions of the law creating offices and adopting methods assigned, in the abstract, first, to a State Highway Commission; second, to a State Highway Commissioner; third, to a State Engineer, and fourth, placed unqualifiedly under the primary control of the County Courts. None of the officers or offices created could act unless called into action by the County Court, except in a mere suggestive capacity.

called into action by the County Court, except in a mere suggestive capacity.
"A result of this kind necessarily could not recommend itself to a Governor or to those who were giving their time and money to the movement; and perhaps this result is somewhat due to the noticeable fact that Mr. Albert was conspicuously absent during all of the the noticeable fact that Mr. Albert was comspicuously absent during all of the hard work that was put upon the association to do, except insofar as it seemed necessary to him to support a private fight engendered by a movement of several years previous, concerned with the control of county prisoners by the Sheriffs of their respective counties. Mr. Albert knows, as do all others who were in touch with the situation, that had personal politics and the enmity and selfishness engendered by political fights growing out of administrations of Counties with respect to feeding county prisoners been avoided and if more unselfish application and earnest attention had been given to the real object at issue, the probable result would have been a series of bills well introduced in the earlier part of the session's maturity, without the minight hurry in the last hour, when the clock is stopped.

Personal Fight Injected.

### Personal Fight Injected.

Personal Fight Injected.

"What more natural than that Mr. Athert should rise to the defense of such a situation and commend the movement of the Good Roads Association from the standpoint of a one-man leadership, notoriously involving the movement and himself in a difficult political situation, revived after sottlement by the same Legislature some years before? Mr. Albert, if he knows as much about the facts of the situations as he assumes knowledge of the law, knows that the road legislation, such as it was, was held up indefinitely for weeks as the result of a personal fight between the forces of the Sheriff upon the one hand and the remnant of County Court control upon the other, with reference to feeding county prisoners and the control of the working of such prisoners upon the public roads. These features of the situation had reached a climax when some 200 or 400 members of the Oregon Good Roads Association arrived at Salem to support the movement originally designed to give the State of Oregon a working system for the construction of good roads; and it is within the memory of every member attending at that time that the atmosphere surrounding the movement had become and was explosive, uninviting, and to some extent threatening, with the result that personal affront was afforded, both by voice and action, to those who so attended. Consequently Mr. Albert can take much satisfaction in his commendatory remarks concerning the progress of the work accomplished by his contemporary coadjutor and with whose work, as he would have the public believe, the persons paying the salary would have no concern.

Mr. Albert forgets to state to the public in his very enlightening and

paying the salary would have no concern.

Mr. Albert forgets to state to the public in his very enlightening and caustic remarks that the real fact is that substitute House bill No. 220 and Senate bill No. 42 the one known as the Joseph bill and the other as the Mariner bill, were as far apart as any two bills could be in respect of the purposes sought to be accomplished by them, and that in the last hours of the session a committee had to do with hurriedly putting together different features of these different bills into a single bill as finally passed, and had Mr. Albert told the public that even in the clerical work of accomplishing this small duty the committee left many things undone and that the resultant bill was filled with features of both objectionable kinds sought to be avoided when finally printed, those interested in the matter would have had a clearer opportunity for conclusion than to impute motives of perfidy and treachery te those who had much more interest in the matter from every standpoint than the country banker. interest in the matter from ever standpoint than the country banker.

# Bills Declared Unlawful.

"For the reason that the bills passed were against the law, not in conform-try to law and not law, and could not were against the law, not in contornity to law and not law, and could not have by any possibility accomplished the purposes which Mr. Albert asserts they were intended to do, the committee appointed to examine them recommended to the association that, rather than take a piecemeal, jumbled effort of the 'House of Wisdom,' who had failed to accord, even in the public discussion upon the floor of the House and Senate, enough courtesy to those interested in the movement to learn the reasons and necessities for wholesome legislation, it was better to avoid any legislation upon the subject in order that men of the Albert type might, in public discussion, learn something really for the henefit of their state, and at a meeting of the Good Roads Association, fully attended, the report of that committee was discussed and adopted and it was the sense of all of the members them present that cussed and adopted and it was the sense of all of the members then present that the hotch-potch of legislation offered for the benefit of the state could not be vouched for by the Good Roads Asso-ciation and it was therefore determined

If Mr. Albert, who is not a contributing member of this association, can obtain any further satisfaction in the discussion of the foregoing facts and points let him continue to his own sat-

# FORAKER, JR., SCOUTS WAR

Ex-Senator's Son, However, Thinks Nation Would Benefit.

In an interview yesterday, J. B. Por-In an interview yesterday, J. R. Foraker, Jr., of Cincinnati, sen of ex-Senator Foraker, scouted the idea of possible war between the United States
and Japan. At the same time the Cincinnati traction magnate said international complications between these two
national might be a good thing in that
it would give the American people
something else to think about beside
Alaskan coal land steals, misapproprination of water power and the Pinchot
theory of conservation.

Discussing National politics, Mr. Foraker said Taft undoubtedly would be the Republican candidate for President next year. He regarded Governor Har-mon, of Ohio, as the most likely Demo-cratic bandidate for the same office.

Forest Grove Professor Resigns.

# DOUBLE TRACK TO

Contractors Put 500 Men to Work Between Deschutes and Blalocks.

# MUCH GRADING NECESSARY

New Line Will Not Follow Course of Columbia River as Closely as Old One-Need of Added Facilities Pressing.

Double tracking and reconstructing of the O.-W. R. & N. main line between Descutes and Blalocks, a distance of 29 miles, was begun yesterday morning by a force of 500 men in the employ of Tweby Bres., railroad contractors of

Portland.

The work will be hastened in all departments in an effort to have it completed before June 20, the end of the present fiscal year.

present fiscal year.

The contractors established their camps along the route of the projected development last week and gradually assembled their men until they had a force sufficiently large to start extensive operations. While many preliminary details were completed last week, the actual construction work did not begin until yesterday.

Considerable grading will be necessary to make room for the second set of rails and in some places the contract calls for the construction, virtually, of an entire new double-tracked road.

### Grades and Curves to Go.

Plans prepared by George W. Boschke, chief engineer of the O.-W. R. & N.
Company construction department, call
for the elimination of much curvature
and many noticeable grades from one
end of this contract to the other. As a
whole the new line will not follow the
Columbia River as closely as the old,
seeking a straight course rather than
the banks of the stream.

Most of the work for the next few
weeks will be done on the west end of
the project. Camps will be established

weeks will be done on the west will be established later at points farther east. Construction work along part of this route will be somewhat alow, as the lava rocks and sand hills combine to form many

miles of difficult track building.

With the completion of this project and those now under way the O.-W. R. & N. main line will be double-tracked all the way to Stanfield, with the exception of a stretch of 47 miles between Representation of the Deliver and the project of th ception of a stretch of 47 miles between Benneville and The Dalles and a piece 36 miles in length between Blalocks and Coyote. This work is in accordance with the general double-tracking plan announced by the board of directors of the Union Pacific and Southern Pacific systems at their recent meeting in New York, when they voted an appropriation of \$75,000,000 for these purposes.

# Other Work Provided For.

under consideration for a long time and actual operations there are ex-pected to begin within the present year, although this has not been authorized.

# Horseshoe Tunnel Is Feature.

The Yoakum-Pendleton cut-off is nearing completion and will be turned over to the operating department within a few months. The principal feature of this piece of work is the Horseshoe tunnel, that takes the place of the Horseshoe curve, cutting off considerable distance and much curvature.

able distance and much curvature.
Although the plans provide for the eventual double tracking of the entire road from Portland to Huntington, it it unlikely that any work east of Pendleton will be done for several years.

The portlon of the line that is most used is that between Umatilla and Portland, as at Umatilla the line connects with the roads of Southeastern Washington and Northern Idaho, carrying the heavy grain shipments of those sections to this city. The need for a double truck on the west end of the line is urgent and this will be completed before the road from Pendleton to Huntington is further considered. used is that between Umatilla and Port-

# DIRECT PULLMAN IS PLANNED

### Service to Denver Without Change Under Discussion.

Denver via the Denver & Rio Grands Raliroad is the plan that W. C. McBride, general agent for that road in this city, is endeavoring to carry into effect. Enough passenger business is handled out of Portland for points on the Denver & Rie Grande to fill a standard Pullman car, Mr. McBride declares, and he points out the conveniences to the traveling public of having accommodations that would not require a change of cars at Ogden or Salt Lake City, as at present

Ogden or Sait Lake City, as at present. He has taken up the subject with offi-cials of the O.-W. R. & N. Co. and of the Pullman Company, and hopes soon to be able to announce the through serv-jec. While it is aimed to continue the operation of the through car throughout the year, it is desired especially in the Summer time.

ummer time. The Denver & Rio Grande is advertised

# WE ARE POSITIVELY **OUITTING BUSINESS**

Think of It! An Opportunity of Buying Player-Pianos or Piano and Player at \$290, \$360, Etc. Pianos \$50 Up to \$373

# TO YOU AT WHAT THEY COST US

Mr. Hovenden, owing to ill health and at the urgent request of his physician, has decided to quit business. There are over 179 instruments of highest grade and well-known makes in this sale. LOOK-APOLLO Player Pianos have points of superiority not contained in others that are ABSOLUTELY necessary to PERFECT RENDITION of all music and are therefore the Best Player-pianos. We believe you will find just the instrument you have been looking for.

> PLAYER PIANOS Davenport & Treacy Hardman Autotone Brewster, Elwood And many others new and used

> As Low as \$290

# **PIANOS**

**Ivers & Pond Grands** and Uprights, Melville Clark, Behning, Decker and Walworth Others, new and used

As Low as \$65

During the many years we have been in business we have never made a statement in our advertisements or otherwise that might mislead. WE MEAN IT. We offer for sale the lease, furniture and fixtures, also all Talking Machines, Music Rolls, etc., at FACTORY COST. Terms of payment to suit you. Every, instrument guaranteed or your money refunded. Store open evenings.

# HOVENDEN PIANO CO.

106 Fifth Street, Next Perkins Hotel

COLONEL RICHARDSON SAYS ALASKA POLICY CRIMINAL.

State of Preparedness Held Neces sary-Opening of Fields Would Aid Industry.

"The best guarantee of peace is a condition of preparedness for war, and the easiest way to arrive at that condition on the Pacific Coast is to open the Alaska coal fields to exploitation." This is the statement of Lieutenant-Colonel Wilds P. Richardson, chum of President Taft and confidante of Jacob M. Dickinson, Secretary of War. Colonel Richardson arrived in Portland yesterday morning, and leaves tomorrow for Seattle, going thence to Valdez, Alaska, where he will outline the affairs of the Alaska Roads Commission for the coming Summer.

The new line from Portland to Troutdale, including the Peninsula tunnel,
will serve as a second main line for the
first 18 miles east from Portland. The
construction of double tracks from
Troutdale to Bonneville, 23 miles, already has been provided for, and work
there will start in time to have it completed before the end of the present
year. The gap between Bonneville and
The Dalles, it is expected, will be taken
up for completion before the end of
the next fiscal year.

The conservation of the Alaska coal."
The conservation of the provide of the provide to use coal brought from West Virginia, is one of the most conservation of the Alaska coal."
The conservation of the provide to use coal brought from West Virginia, is one of the most co

the next fiscal year.

The most difficult portion of the reconstruction scheme is that between Bialocks and Coyote, which has not been provided for definitely. This stretch includes some heavy grades and decided curves, all of which the engineering department hopes to eliminate.

The Coyote-Stanfield cutoff, leaving Umatilla off the main line, has been construction before the first a squadron was constructed by placed on this Coast within the next two placed on this Coast within the

coal on the Pacific Coast that contains the necessary amount of steaming qualities to make it fit for consumption in a battleship or cruiser. The only coal that has stood the test so far, is that found in the Bering River and Matanuska fields in Alaska.

"The time to open these fields is right new, as the coal may be needed at any time, and before it can become available for use a railroad spur, 50 miles long, still have to be constructed. This work will take at least two years.

"Apart from its use in battleships this coal, if delivered at ports on the Pacific Coast, would have a wonderfully atimulating effect on all industries, particularly that of steel manufacturing. Under the present conditions, virtually all the coke used for smelting is imported from the Eastern states and foreign countries. the Eastern states and foreign countries, and a large amount of it is burned up in the process of transportation. This isn't conservation; it is criminal waste."

Colonel Richardson, as chief of the Alaska Roads Commission, secured an

# As Quickly as Water Dissolves Sugar

About The Time It Takes For A Stuart's Dyspepsia Tablet to Work On the Food and Bring Relief.

# TRIAL PACKAGE SENT FREE.

TRIAL PACKAGE SENT FREE.

There is no long wait between the time you take a Stuart's Dyspepsia Tablet and the feel'ng of relief it will bring to an overloaded stomach. It gets busy in a jiffy and quickly sets things to rights in that tired and disordered stomach. It goes right at the work of digesting the food it finds lodged there and im no time at all has things on the move—the gases cease forming, the breath 's sweetened, the ceating on the tongue disappears and you are no longer conscious that you seen had a stomach.

That is one of the chief recommendations for Stuart's Dyspepsia Tablets—that they don't take forever to accomplish the purpose for which you need

The Deriver & Rie Grande is advertised as a great scenic route, and persons touring the country are solicited to make at least one transcontinental trip over it. If Mr. McBride succeeds in inaugurating this service a corresponding west-bound car from Denver to Portland also will be put on.

Through Pullman service between Portland and Denver has been in effect over the Union Pacific, Oregon Short Line and O.-W. R. & N. combination and over the Builington and Northern Pacific for many years. With the increase of business between this city and Eastern points the additional service over the other road is considered advisable. The proposed routing is via Pecatello, Ogden and Salt Lake City, leaving Portland on O.-W. R. & N. train No. 18 at 10 A. M. and arriving in Denver at 11:59 P. M., the third day. This would give travelers a daylight run over the scenic portion of the Colorado line.

German architects are usking more and

German architects are usking more and more use of glass bricks in cases where walls busied of windows are cesential, while light must be provided.

Stuarte Dyspepsia Tablets are sold by all druggists everywhere. Pric. 50 cents per box. A trial package will be sent if you will write F. A. Stuart Co., must be provided.

COAL PEACE GUARANTEE appropriation of \$150,000 from Congress at the session recently closed. One-third of this amount was a special appropriation to be used in the construction of a wagon road from Seward to the new Iditared goldfields.

## BRANCH HOMES NEEDED Chicago Association General Secre

tary Lauds Local Y. M. C. A.

Work of the Portland Young Men's Work of the Porland found here Christian Association was highly praised yesterday by L. W. Messer, general secretary of the Chicago Y. M. C. A., who spent the day in Portland, leaving for the East last night. Mr. Messer has general direction of all the associations in Chicago, 20 in number. Six of these are city associations, six are railroad associations, six are railroad associations.

Chicago, 20 in number. Six of these are city associations, six are railroad associations, and the remainder are connected with colleges.

Mr. Messer, in company with H. W. Stone, general secretary in Portland, inspected the local building and later took an automobile ride over the city. Mr. Messer expressed surprise at the rapid progress being made by the local association, but declared that more branches should be formed throughout the city.

"Business men all over the country," said Mr. Messer, "are realizing the value of the association's work as never before. The Y. M. C. A. is growing everywhere, its foreign work is being extended and new fields of usefulness are dorsements.

SANITORIUM FUNDS SOUGHT

Sister Theresa Offers Painting of Mount Hood to Aid Cause.

Sister Theresa, head of St. Theresa's Open Air Sanitorium, Oak Grove, Or., is soliciting funds with which to con-struct a \$50,000 building to replace the present structure in use as a sanitorium. Plans have been prepared, and Sister Theresa confidently expects to have the building completed and in

As a part of the campaign for funds a beautiful painting of Mount Hood, in a frame 67 by 47 inches, which is at

in a frame 67 by 47 inches, which is at present on exhibition in one of the show windows of Henry Jenning & Son, Second and Morrison streets, will be given away within two weeks.

As proof the character of work which is being done at the sanitorium. Sister Theresa has testimonials from several patients who were treated free at her institution after having been denied, they say, admittance elsewhere on account of lack of funds. Physicians have also given her written indorsements.

being filled. Portland is to be congratulated on the manner in which the local association is expanding."

The Commonwealth Leavestone

# The Commonwealth Insurance Co., of New York

Of New York, in the State of New Tork, on the Sist day of December, 1910, made to the Insurance Commissioner of the State the Insurance Commissions of Oregon, pursuant to law: Capital.

Amount of capital paid up ... \$ Premiums received during the year in cash. Interest, dividends, and rents received during the year. Income from other sources re-ceived during the year. T11.1T6.85 9.992.19

50,000.00

207,384.76

602,205.00

T,161.02

1,841,67

Total income...... Disburse Disbursements.
Losses paid during the year. \$
Dividends paid during the year on capital stock...
Commissions and salaries paid during the year.
Taxes, licenses, and fees paid during the year.
Amount of all other expenditures

24,535,70 49.310.91 Total expenditures .....

Value of real estate owned...
Value of stocks and bonds
owned
Loans on mortgages and collateral, etc.
Cash in hanks and on hand.
Premiums in course of collection and in transmission...
Interest and reats due and
accrued .\$ 1,775,050.00 887,500.00 26,778,95 10,968.54

Total assets admitted in Ore-Gross claims for losses un-47,876,19 601,860,88

Total lightlities......\$
Total insurance in force December 81, 1910.....\$ \$124,092,732.00 Business in Oregon for the Year.

Total risks written during the year and the Year.

Total risks written during the year and the Year.

Total risks written during the year and the Year.

Total risks written during the year and the Year.

Total risks written during the year.

Total risks written during the year.

Losses Incurred during the year. year Total amount of risks out-standing in Oregon Decem-ber 31, 1919.....\$

THE COMMONWEALTH INSURANCE COMPANY OF NEW YORK, By CHARLES G. CASE, Secretary. Statutory resident general agent and at-orney for service: Lee Moorhouse. Mcr-an & Hobb, general agents, Portland, Or.

SYNOPSIS OF THE ANNUAL STATE-

# International Life Insurance Company

Of St. Louis, in the State of Missouri, on the Sist day of December, 1910, made to the Insurance Commissioner of the State of Oregon, pursuant to law:

Capital. amount of capital paid up....\$ 620,850.00 Premiums received during the year in cash ... \$ 441,381.33 Interest, dividends and rents received during the year ... 49,942.80 Income from other sources re-2.081.65 Total income ......

Disbursements. Losses paid during the year. \$
Commissions and salaries paid during the year.
Taxes, licenses and fees paid during the year.
Amount of all other expenditures 281,844.83 148,151.88 Total expenditures.....\$ 470,658,39

Assets. Value of stocks and bonds owned Other assets .. 

16,079,28 Total assets \$ 1,188,916.48
Total assets admitted in Oregon \$ 1,130,916.48
Limbilities.

37,119,70

Business in Oregon for the Year. Business in Oregon for the Year.

Total risks written during the year.

Gross premiums received during the year.

Losses paid during the year.

Losses incurred during the year.

Losses incurred during the year.

1,000.00

1,000.00

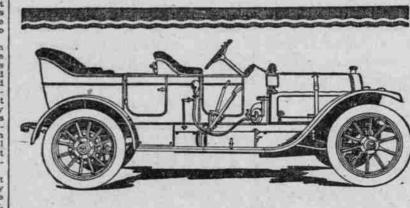
257,500.00

INTERNATIONAL LIFE INSURANCE

COMPANY.

By W. F. GRANTGES, Secretary.

Statutory resident general agent and utcrney for service: J. H. Blanford.



# A Car Whose Sales Are Big Is a Good Car to Buy

Of the cars sold and registered in the State of Massachusetts during the past year, there was but one make whose sales were greater than the Pope Hartford. That is a record that ought to mean a great deal to the man who is in the market for a car that costs \$3000 or over. There is a reason for these big sales for the Pope Hartford. Pope Hartford owners are keen to tell others of the immense satisfaction they enjoy in the ownership and use of their Pope Hartfords.



Cars are comfortable cars. They are easy riding. The motor is responsible for this fact. Pope Hartford motors are strong. They are powerful. They develop considerably more power than their rating-50 H. P. When the motor is called upon in an emergency for an extra heavy hill or extra speed, the motor responds to the throttle with a will. There is some satisfaction in owning a car like that. A great many car owners have found that the Pope Hartford is a dependable car. For evidence we refer you to the sales record referred to above. Come to the salesrooms and let us demonstrate practically.

# H.L. Keats Auto Co. **Burnside and Seventh Streets**