TRIBUTE TO BE PAID

Chamber of Commerce to Participate in Memorial Services at Noon.

EMERY OLMSTED TO SPEAK

During Hour of Funeral of Empire Builder Wheels of Every Train of His Network of Lines Will Stop for Five Minutes.

Portland will pay humble tribute to-day to the services and to the memory of the late James J. Hill.

Synchronously with the hour of his funeral at St. Paul, the wheels of

synchronously with the hour of his funeral at St. Paul, the wheels of avery steam and electric train on his great hetwork of railroads will come to a stop. Activity thus will remain suspended for a full period of five minutes. At the same hour prominent business men of the city will gather at the Chamber of Commerce to participate in brief memorial services.

Funeral to Be Heid at St. Paul.

The hour of the funeral at St. Paul is 2 o'clock. This is equivalent to 12 o'clock in Portland. Promptly at noon trains will stop, and members of the crew as well as the passengers doubtless will indulge in five minutes' silent meditation on the remarkable achievements of the great empire builder.

L. C. Gilman, president of the North Bank Road, yesterday issued orders closing the offices of that road and its subsidiaries at noon. The offices will remain closed throughout the afternoon.

neon.

The Chamber of Commerce services in Mr. Hill's honor will be brief. They will be combined with the regular noonday luncheon, which had been called to discuss preparedness. The programme will be changed to permit the memorial exercises to precede the

Portland Services to Be Brief. The services will open with the song, "America," sung by the entire audience. McElroy's band will furnish the

amer of McElroy's band will furnish the music.

Emery Oimstead, a director of the Chamber and a close personal friend of L. W. Hill, son of the empire builder, will deliver the principal address. There is no intention to make any untoward display of grief, but members of the Chamber desire merely to manifest their humble appreciation of Mr. Hill's great service in the development of Portland and other parts of the Now York State Republican Committee, as the "real leader of the Hughes boom," and asserted that upon the Issues of the campaign he "apparently is as silent as his candidate."

TERMINAL PLANS NOW TALKED

Adjustment of Portland's Terminal Situation May Follow.

Portland's terminal tangle finally may be straightened out as an indirect result of the death of James J. Hill.

Ever since Mr. Hill first entered Portland with the North Bank Road, eight years ago, he has been without a permanent passenger station. It always has been understood that he withheld construction of one pending an agreement with the other roads that would lead to the erection of an adequate union station. Meanwhile passengers are being handled through the temporary sheds at Eleventh and Hoyt streets.

However, Mr. Hill repeatedly assected that the close reads that the close reads that the condition of the first page.)

However, Mr. Hill repeatedly as-seried that his alm was not to build a union station in Portland. He often



Sample Each Free by Mail with Area book on the sain. Address post-card: "Cutteurs, Dept. 22G, Boston." Sold everywhere.

situation now will be renewed is not apparent, but if developments result-ing from Mr. Hill's death offer an op-portunity for its solution it is certain that Portland people will co-operate in

GULF OUTLET RECENTLY BUILT

Through Line to Compete With Pan-

ama Canal Hill's Aim. one of Mr. Hill's most notable achievements, and one that does not seem to have gained much public attention, was accomplished only a short while before his death. It was the completion of a through rail route from the North Pacific Coast to the Guif of Mexico.

Completion of this through route was one of the prime objects that Mr. Hill had in mind when, in 1908, he acquired control of the Colorado & Southern and its subsidiary lines. This was accomplished by purchase of a large block of common stock, paid for from the treasury of the Burlington Road, which Mr. Hill had acquired several years before.

common stock, paid for from the treasury of the Burlington Road, which Mr. Hill had acquired several years before. The Colorado & Southern system extended from Denver southeastward to Galveston, on the Gulf. From Denver a branch extended northward to Orin Junction, Wyo. From Billings, Mont., a branch of the Burlington extended southward to Thermopolis, Wyo. Between Thermopolis and Orin Junction was a gap of mountainous territory about 150 miles in extent. By bridging this gap the Hill lines would have a complete route from Portland, or from Püget Sound, via Spokane and Billings, through Denver to the Gulf.

Mr. Hill decided to bridge it. Twony Bros., of Portland, secured the contract and built the road. It was completed only a little more than a year ago.

This achievement was Mr. Hill's answer to the Panama Canal. It has been pointed out that the Hill roads may be able to handle freight from Portland to Galveston by rall and thence by steamer to New York as cheaply as it can be handled by water Between Portland and New York through the Canal.

MR. VON MEYER WANTS TO KNOW JUSTICE HUGHES' VIEWS.

Statement Made That Candidacy Seems to Be Espoused by Those Who Want No Definite Defense Programme.

NEW YORK, May 30.—Former Secretary of the Navy George Von L. Meyer, chairman of the Republican Roosevelt committee, before leaving for Chicago today to attend the Re-

the United States has again to work out by spiritual process a new union, when men shall not think of what divides them, but shall recall what unites them, when me shall not allow old loves to take the place of present allegiances; when me, must, on the concision shall throw the rays of liberates them to reconcise of the United States Chamber of Commerce report the other evening by an expect what she stands for; and I can she the state of the United States Chamber of Commerce report the other states of Commerce president of the United States Chamber of Commerce report the other evening on a referendum to 750 of the Chambers of Commerce of the United States upon the question of preparedness and he reported that 99 per cent of them had voted in favor of preparedness. Very well, how, we are going to apply the acid test to those gentlemen, and the acid test is this: Will they give the young men in their employ freedom to volunteer for this thing. I wish the referendum had included that, because that is the essence of the matter.

or over the steepest grades without a falter. Quality-The materials in the Maxwell car are the best that can be bought and the workmanship that turns them into finished parts is no less excellent. It is only the large production of the Maxwell factories that makes it possible to put

such quality of materials and workmanship into

a car selling at the Maxwell price.

Motor-The engine in the Maxwell car is not

equalled by any other four-cylinder engine of its

size. And we know of larger and more expensive

cars that have less able power plants. The Max-

well engine carries its load through mud and sand

Economy-With its other attractive features, the Maxwell is a most economical car to own. Owners get 22 to 25 miles per gallon of gasoline and 8,000 to 12,000 miles per set of tires. And the car is so durably built that repair expense is

We are sure you want a car such as we have described the Maxwell to be. If you will give us a few minutes of your time we are sure we can convince you that the Maxwell Car is an excep-

E FIND this is the attitude of many

people who come into our salesroom-

before they know anything about the

Not until the Maxwell is shown and demon-

strated to them-until they sit in it and examine

the finish—until they ride in it—or perhaps not

until they drive it themselves, do they realize what

a tremendous value is offered in the Maxwell car.

not be known to everyone, because it is uncom-

mon to find such a car for a good margin more

than the Maxwell price.

for the price.

It is not unusual that Maxwell value should

The Maxwell stands absolutely alone in a highly competitive field, for the amount of value it offers

Appearance-The lines of the Maxwell are

decidedly attractive. There is no break in the contour from the radiator to the back of the car.

The fenders are gracefully shaped. All metal

parts are enameled or nickel-plated. The uphol-

stery is deep and well-finished. From any angle

negligible.

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Motor Car Value For The Money

