

NEW JITNEY LAW OFFERED PEOPLE

Portland Railway, Light & Power Company Presents Measure All Its Own.

CITY TO ESTABLISH ROUTES

Regulations for Operation Proposed Similar to Those for Streetcars. Transfers to Be Given and Dependable Service Maintained.

Citizens of Portland will have a choice between jitney ordinances at the special election May 17 if initiative petitions placed in circulation yesterday win a place on the ballot for the newly proposed regulatory measure.

In general, the position taken by the company is that jitneys should operate under regulations similar to those imposed upon it. It is held, for instance, that transfers should be given and that dependable service over definite routes should be maintained.

The new measure would have the jitney routes established by the Commissioner of Public Utilities, the length to approximate that of existing carlines; would have each bus take out a license, would require that the bus may be established by ordinance and would inaugurate regular inspection of buses in use.

It is proposed by officials of the Portland Railway, Light & Power Company to conduct a campaign of education as a means of convincing the taxpayers that their own best welfare and that of the city will be best conserved by giving the company and its lines reasonable protection against unrestricted competition.

Words of the initiative petitions asking that the recommended ordinance be given a place on the special election ballot will be in circulation today. It is necessary that they carry the names of voters equal to 10 per cent of the total vote in the next regular city election in order to give the measure recognition on the ballot.

Provisions Are Summarized. The proposed measure is one of some length, containing 31 sections. Its provisions of special interest may be summarized as follows:

Licenses.—The fee is the same as now required by the jitney ordinance and the license must contain: The name of the person, the route, the number of motor buses, the frequency of trips, the rate of fare, the hours of service, the make and make's number of the motor bus, its seating capacity, the number of the state license of the motor bus, the length of the route, the streets occupied by the route, and an agreement of the applicant to accept transfers from other routes.

Bond.—The amount and terms of the bond are left to be determined by ordinance. **Routes.**—Routes are to be established by the Commissioner of Public Utilities and not to be more than one-fourth of the distance along a streetcar line, the length of the routes to be not less than four miles on the East Side and two and one-half miles on the West Side and so located as to best serve the public convenience and not increase traffic congestion.

Transfers to Be Required. Transfers to be given to those seeking similar to those issued by the streetcar company. **Service.**—The service of a jitney shall be similar to that given by the streetcar company.

Chauffeurs.—Must have a permit and must be 18 years of age or over. Must not violate this ordinance or traffic ordinance. May be detained from driving motor bus if he violates ordinance.

Motor bus inspection.—Shall examine motor buses and tag them with the words "Out of Repair," if they are unsafe. Examination every 30 days.

Penalty.—The penalty for a violation of this ordinance is a fine of not more than \$100 or not more than 30 days in jail, or both.

KELLAHER MAKES OBJECTION

Jitney Measure Must Now Be Presented by Petition.

Only by circulating initiative petitions will the people seeking jitney regulation other than that provided in measure already submitted to the voters get their measure on the ballot for the special election May 17. City Commissioner Kellaher said yesterday that he will oppose submission of another jitney regulation. Inasmuch as unanimous vote of the Council is necessary to get measure on the ballot now, the chances are gone for submission by any other means than by petition.

A measure was adopted by the Council for submission putting up the question of allowing all jitneys to operate under one \$10,000 bond. A second measure, prepared by Richard W. Montague, was presented, requiring each jitney to furnish a bond of \$1000 instead of allowing all to get in under a \$10,000 bond. It was against this measure that Commissioner Kellaher yesterday presented his opposition before the Council.

It is probable that the second measure will be submitted by petition. Circulators have about nine days to get the required number of names.

CAMP LEWIS GERMAN HELD

Soldier Who Makes Disloyal Remarks to Face Court-Martial.

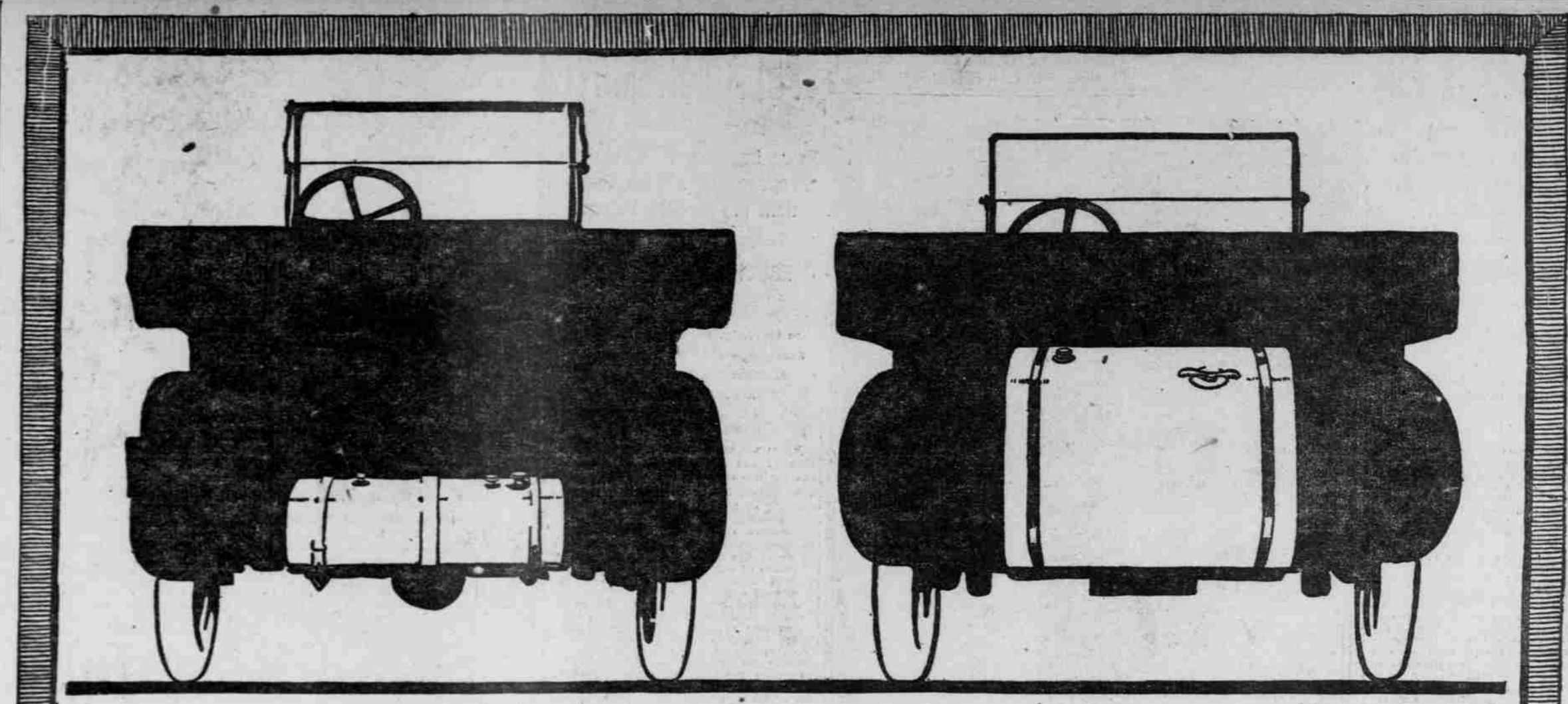
TACOMA, Wash., April 9.—(Special.)—Awaiting internment as an alien enemy, his record showing that he has served four years in the German army, Private Gustus Cook, whose real name is Gustus Probst, will be tried at Camp Lewis by a general court-martial this week on a charge of disobedience of orders and uttering disrespectful remarks about a superior officer.

UMATILLA DRAFT QUOTA 35

Forty-Five Men Notified to Report to Provide for Emergencies.

PENDELTON, Or., April 9.—(Special.)—Forty-five men have been notified to report here April 24 to form Umatilla County's quota in the second draft call. Only 25 will be sent from this county, but the additional men have been summoned to provide for any excuses accepted for farm hands. Following are the names of the men who have been summoned:

Lyle W. Lamberson, Pendleton; Thomas H. Gresham, Bell; Herman Moberg, Pendleton; John Pologan, Gibbon; Raymond A. Mack, Pendleton; Theo. G. Zimmerman, Pendleton; Henry L. Smith, Milton; Frederick E. Rockhill, Eugene; Neil W. Best, Milton; Raymond Ross, Gibbon; Guy W. Montgomery, Milton; Chester H. Kay, Pendleton; Al Grubb, Silver Bow, Mont.; Jesse Harp, Holman; Oliver White, Portland; Clarence W. Gatchell, Raymond, Wash.; William H. L. Davis, Pendleton; Jonathan J. Thorne, Portland; Earl S. Fox, Freewater; Leonard E. Swanson, Pendleton; Carl L. Kirk, Pendleton; Frank R. Rogdahl, Bell; Joe Hart, Adams; Roy R. McNeely, Pendleton; Glen O. Rust, Adams; Claude D. Morrison, Bell; Lora E. Schroeder, McCall; Idaho, Ralph Braden, Toppenish, Wash.; M. D. Payne, Payette, Idaho; Oscar Crawford, Pendleton; Joseph H. Wainwright, Seattle; Letcher P. Norvell, Bell; Bert McFarland, McKay; Fay B. Loveland, Pendleton; John W. Winder, Bell; Jesse W. Gossage, Stanfield; Fred Paulsen, Pendleton; Jesse V. Christensen, Watassville, Cal.; Louis F. Melis, Pendleton; Benjamin S. Keta, Jr., Portland; Thomas Fehrenbacher, Freewater; Roy W. Smith, Pendleton; Harold E. Rice, North Yakima; Ben G. Rodasack, Spokane.



How Big Should the Gasoline Tank Be?

With one filling—270 miles to go—how big should the Gasoline Tank of a car be?

Your answer to the above question would undoubtedly be: "it depends on how much gasoline a car needs."

Exactly. The Franklin Car (on the left) scientifically free from unnecessary weight, runs 270 miles on its gasoline tank capacity of 13 1/2 gallons, at the rate of 20 miles to the gallon.

The average heavy car (on the right) to run the same distance would require a cumbersome gasoline tank of 27 gallons, at the rate of ten miles to the gallon.

Why? Simply because of the mechanical law—**as old as the ages—that weight requires power**

in proportion to move it. And the more power needed, the more gasoline consumed. Wherever there is excessive weight, there is friction, wear and drag—and it always shows up in the gasoline tank.

The heavy car bound to burn up fuel dragging around its own excessive weight. The Scientific Light Weight Franklin, with its balanced, flexible construction, uses fuel to deliver power to the rear wheels in driving force.

Why, Franklin Sales Increased Last Year 135%

These are acid-test times for a product of any kind. A motor car, merely to justify its existence, must prove that it is not wasteful or extravagant.

But when a car not only does this, but increases its sales—135% last year against the 12% increase of all other fine cars—it conclusively proves one thing: that a great many thoughtful people have selected that car as meeting the needs of today.

You've heard people all around you talking Franklin and High Gasoline Mileage; your common sense tells you that it can't be an accident—there must be facts back of it. Drop in the Franklin Sales Room and get the facts. The Franklin story is short and simple, and there isn't an "if" or "but" in it. The remarkable Franklin Sales increase is just the culminating triumph of a car that has been piling up Economy Records for sixteen years.

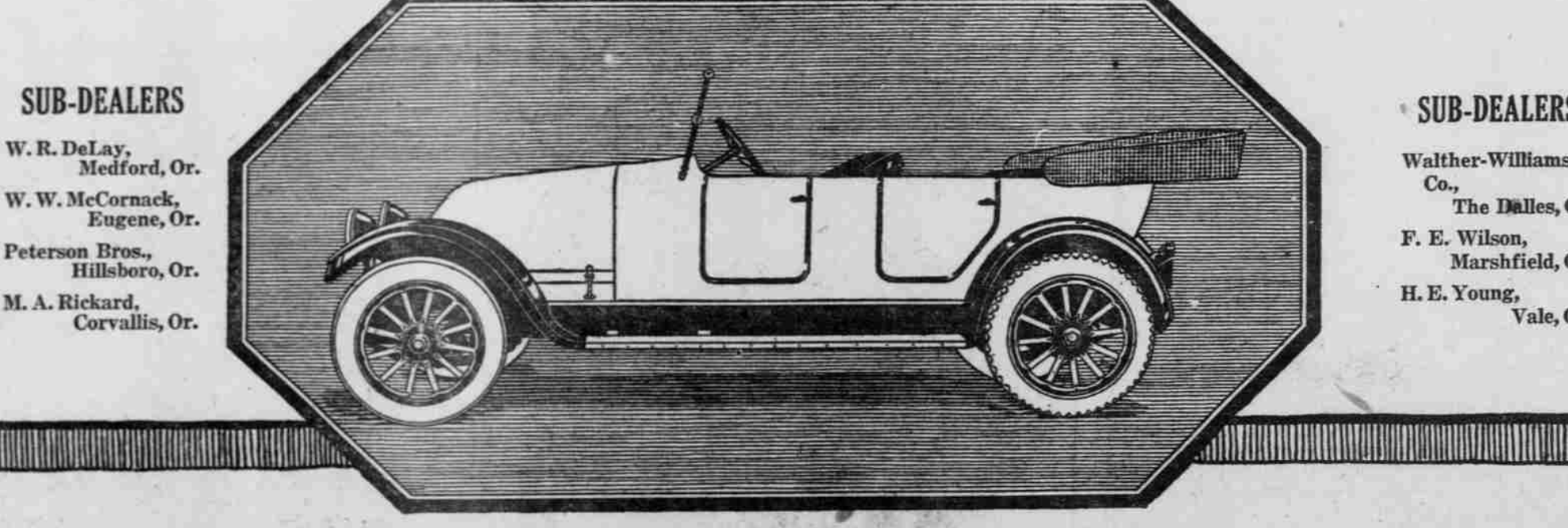
The FRANKLIN CAR of TODAY

—has many Features of vital interest to every motorist, no matter what car he drives

- Low Grade Gasoline!** The Franklin owner has the new Electric Primer, which makes low grade gasoline act like the high-test grade of a year ago.
- Good-bye Grease Cups!** Every try to take hardened grease from an oil hole with a nail or wire? Not on today's Franklin! New Oil Reservoir and Wick System now in use obviates this trouble.
- Strained Air.** Franklin Air Intake keeps road dust, grit, etc., out of internals of engine. Prevents wear in cylinders, pistons, valves, etc. Repair bills kept down by this Franklin device.
- Tire Mileage!** 33x 1/2 inch cord tires on all Franklin types assure astonishing mileage. Larger tires mean even greater tire reliability which on Franklin Cars always was remarkable.
- "Low" Battery?** In cold weather, the Franklin owner simply cuts in the buzzer on his Master Vibrator, boosts the voltage and gets a fat, hot spark that fires the mixture.
- Quick Warming-up.** Intake Yoke Heater uses exhaust gases to warm the mixture—original with the Franklin. Perfected in today's car. Smooth, even action assured in least possible time.
- Responsiveness.** Franklin retains snap of a well-worked in car, even after long running. Latest construction automatically takes up cylinder wear, which in average engine usually means leaks in compression.
- Big Reserve Capacity.** Larger Starter and Battery. Engine turns over without hesitation when you switch on the starter. Starting device has vigorous action and battery has a big reserve.

All These Latest Features Now on Exhibition in our Salesrooms. The Franklin Car is designed to meet the big preponderance of motoring requirements—eight types

Main 4880 A 3881 **Braly Auto Company** 601 Washington Street Portland, Oregon



- SUB-DEALERS**
- W. R. DeLay, Medford, Or.
 - W. W. McCornack, Eugene, Or.
 - Peterson Bros., Hillsboro, Or.
 - M. A. Rickard, Corvallis, Or.

- SUB-DEALERS**
- Walther-Williams Co., The Dalles, Or.
 - F. E. Wilson, Marshfield, Or.
 - H. E. Young, Vale, Or.

CAMPUS SEES BOND RALLY

Patriotic Service Held by Students at Corvallis.

OREGON AGRICULTURAL COLLEGE, Corvallis, April 9.—(Special.)—Campus night was celebrated as an important part of the third liberty loan campaign. Every fraternity, sorority and club gave its regular chapter meeting to a patriotic service. Songs were sung and short talks on the college student and the war were given. Every faculty advisor of every organization was required by the central liberty loan committee to meet with his particular group to talk of the bonds. Several student organizations have already arranged to buy bonds in the third issue. Under the auspices of the Kappa Psi honorary pharmaceutical fraternity,

HOOD RIVER BOARD NAMED

Two Ballots Fail to Elect All Members and Two Are Held Over.

HOOD RIVER, Or., April 9.—(Special.)—In accordance with an interpretation placed on the by-laws of the cooperative organization, C. Dethman and O. B. Nye, members of the old board of directors of the Apis Growers' Association, will automatically hold over, two ballots having failed to elect the directorate members last Saturday at the annual meeting. The association directorate is composed of 11 members. The following five were named on the first ballot, individual and tonnage votes being cast, at the Saturday meeting: A. F. Eickford, E. W. Birge, P. S. Davidson, W. B. Dickerson, A. G. Lewis, J. R. Nuna-

PAPERS MAY BE REVOKED

Trial of Man Whom Government Condemns Set for June 18.

TACOMA, Wash., April 9.—(Special.)—Practically overruling the contentions set up by the defense in the case of C. A. Darmer, Tacoma architect, in the case of the Government, which has started suit to have Darmer's citizenship papers revoked, Judge E. E. Cushman, in the Federal Court, today set the trial date for June 18. In one section, it was alleged, the complaint declared Darmer had broken his oath of allegiance, and in the next he was guilty of treasonable conduct.

BIG WAR GARDEN PLANNED

Ruston Residents Get Permission to Use Point Defiance Park.

TACOMA, Wash., April 9.—(Special.)—An immense war garden will be constructed in Point Defiance Park by residents of Ruston within the next few weeks. Acting on a petition of 132 workers under the Patriotic League, the City Park Commission granted permission today for making a war garden in the entire tract of land at the entrance to the park, east of the streetcar tracks.

Fishing Fleet Reaches Alaska.

ASTORIA, Or., April 9.—(Special.)—George W. Sanborn has received telegraphic advices of the safe arrival of his fleet of motorboats at the Kake, Alaska, cannery. It is used in fishing operations this summer. All the boats were constructed on the Columbia River. Sanborn says the first boat sent to Alaska by the firm was named Phoenix, and, as both the craft and the name proved a success, it was decided to follow the leader in numerical order.

Itching Rashes Soothed With Cuticura

All Druggists; Soap 25¢, Ointment 15¢ & 30¢, Talcum 25¢. Sample each free of "Cuticura, Soap, E. B. Weeks."

Klamath Falls Man Released.

KLAMATH FALLS, Or., April 9.—(Special.)—E. D. Ross, who was among the men arrested in connection with

Mrs. E. E. Wingfield Buried.

MOLALLA, Or., April 9.—(Special.)—The funeral of Mrs. Elizabeth E. Wing-

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