

VOTERS URGED TO PASS ROAD BILLS

Legislation for Developing Highways Advocated by Special Committee.

HARMONY RULES SESSION

Henry Wemme Enlists Support of Senators Bourne, Jones and Chamberlain for Hawley Bill.

Although the statewide committee and the State Grange still differ on the most important phase of the proposed

hoped to afford direct connection between Eastern and Western Oregon. A bill providing for the appropriation of \$250,000 from the National Government to construct a road from Welch's cross road over Zig Zag Mountain to Lost Lake is now before Congress. It was introduced by Representative Hawley. Wemme is trying to secure all support possible for this bill, for without the Government's help it is impossible to complete the road. In this connection Wemme has received letters from Senators Bourne, Chamberlain and Jones assuring him of their support. Wemme also has enlisted the support of J. P. O'Brien, vice-president and general manager of the O. W. R. & N. Letters recently sent out by Secretary Potter, of the Portland Automobile Club, urging the passing of road bills on all the principal roads of the state, have met the approval of several County Judges and the heads of county civic organizations. Many replies have been received, pledging support to further this movement.

MERCHANT'S LIFE ACTIVE

David Barman Resident of Northwest More Than 50 Years.

ANNUAL BANQUET STIRS AUTO MEN

Entertainment Programme for Thursday Night's Frolic Is Kept Secret.

TACOMA SHOW IS SUCCESS

Captain Gray Returns From Eastern Visit With News of Big Campaign Planned by Tire Makers.

Outside those who are preparing the entertainment features of the Portland Automobile Club's annual banquet, no

Chalmers "36"

SELF STARTING DEVICE LET US TELL YOU WHAT IT IS



All Chalmers "36's" are equipped with the Chalmers self starting device (compressed air type) and is covered by CHALMERS PATENTS.

The extreme SIMPLICITY and RELIABILITY of the CHALMERS SELF STARTER makes it superior to any self starting device yet used and does not add appreciable weight to the car. The liability for trouble to develop through continued use is less in the Chalmers type of self starter than any system we know of. Every part of it is unusually accessible and is easily and inexpensively repaired when necessary. There is only one moving part in the entire system and no expert knowledge is required to INTELLIGENTLY CARE for and OPERATE THE CHALMERS SELF STARTING DEVICE SUCCESSFULLY.

A good deal can be said about the construction, efficiency and chances for trouble to develop in the various starting devices, but in view of the fact that all starters are to a certain extent an unknown quantity, it is probably best to leave the public to judge for themselves the superiority of the CHALMERS STARTERS, as an intelligent demonstration of this fact can only be had after a reasonable amount of use and natural abuse that various starting systems will be subjected to.

We have delivered about 150 Chalmers "36's" to date and not one single instance has developed where a CHALMERS STARTING DEVICE has failed to work when operated according to the few simple instructions given the owner on the delivery of the car.

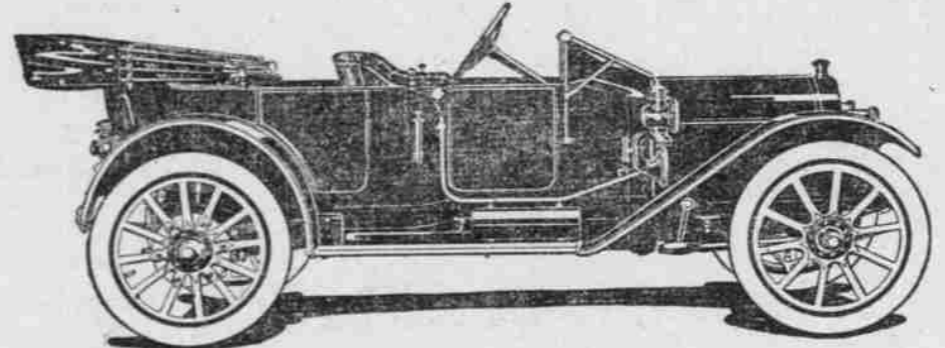
The CHALMERS SYSTEM is such that it is mechanically impossible for the compressed air to fail to turn the engine over when applied by simply pushing a button on the dash. The running of the car will keep the desired pressure in the starting tank at all times, and while you would be led to believe that considerable running is necessary before the desired amount of pressure is stored in the tank sufficient to start, we will demonstrate to you that 100 lbs. of air can be stored in the CHALMERS pressure tank in less than five blocks' running.

There are CHALMERS "36's" in use that have run upward of 7000 miles and owners will tell you the further the car is run, the better the starter works, for the reason that the engine is limbered up and requires much less air than when the car is new.

All the starters now used no doubt have their peculiar advantages, but the starting feature of any car should be accepted as a permanent improvement and not a fixture to be used as a talking point in the selling of the car when it is new.

The CHALMERS SELF STARTER will not deteriorate through use; nor will it be a source of annoyance or expense in order to keep it in working condition.

The feature of self starting should be carefully investigated. Give US an opportunity to explain to you just what the CHALMERS SELF STARTER consists of, and then judge for yourself.



H. L. KEATS AUTO CO. BURNSIDE, SEVENTH AND COUCH STREETS

who had the only perfect team score in this year's Glidden tour?

Maxwell

who had the best team score in last year's tour?

Maxwell

who won the Anderson trophy for the best individual score in this year's tour?

Maxwell

who won the De Mering trophy in the 1908 Glidden tour?

Maxwell

who won the Sweepstakes trophy in the 1910 Munsey tour?

Maxwell

who won the individual car trophy in the 1910 Munsey tour?

Maxwell

What does all this prove?

It proves the consistent reliability of the Maxwell. These tours are not races where specially prepared cars thunder around a track at dangerous speed for a few hours. They are journeys of long duration over natural road conditions, which subject a car to a most severe test of its ability to meet and overcome the obstacles likely to confront the average automobilist.

That the Maxwells have so consistently been victorious in these tours demonstrates its right to your consideration and choice if you are thinking of buying a motor car.

There are five Maxwell models, ranging in price from \$675 to \$1600. Let us show them to you—let us take you for a ride in one. We'll come to you, if you so.

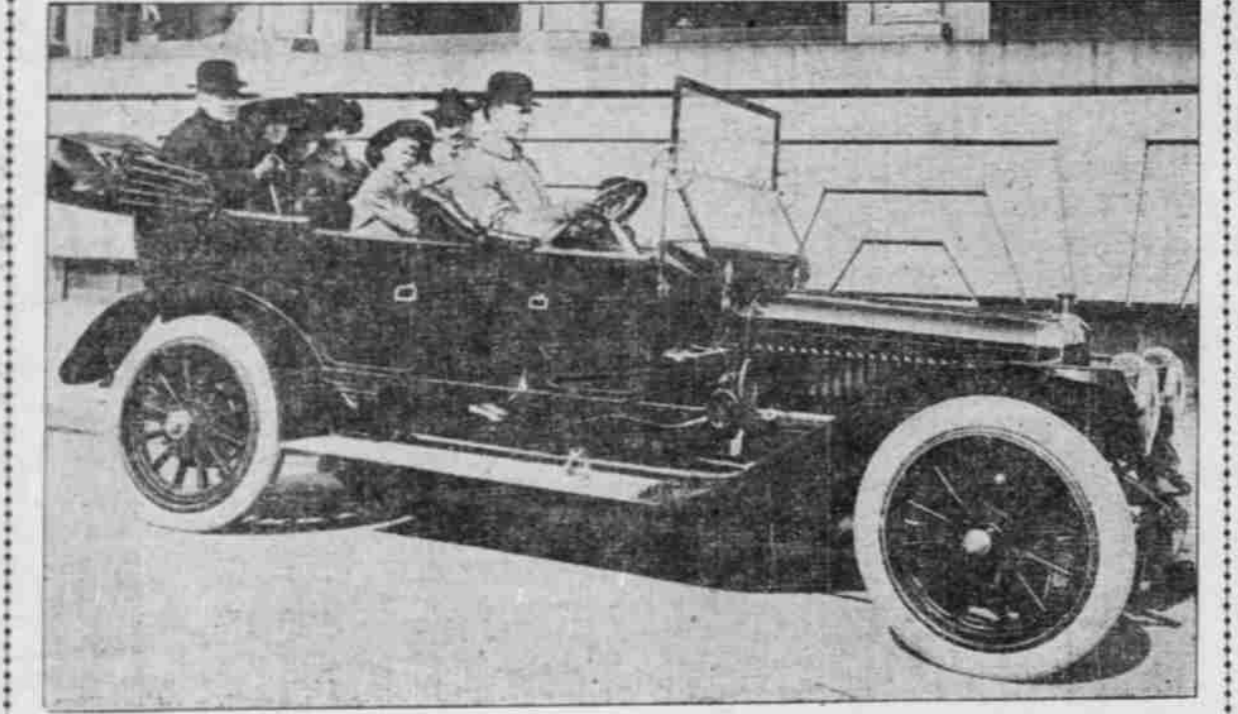
Maxwell American Touring Champion

United Auto Co. 534-6 Alder St. Main 4337, A 7171

who pleaded guilty to larceny from a store, and John L. Homine, who pleaded guilty to larceny from a dwelling, were sentenced to serve indeterminate terms of from one to seven years each in the penitentiary.

Advertisement for The Famous Nobby Tread Tire, United States Tire Company, New York, featuring a tire illustration and text about its quality and availability.

NO. 1 SHAKESPEAREAN ACTOR VIEWS CITY FROM WINTON "SIX" WITH NAMESAKE.



ROBERT B. MANTELL, THE TRAGEDIAN; MRS. MANTELL AND FRIENDS SEEING PORTLAND AS THE GUESTS OF C. S. MANTELL, MANAGER OF THE PORTLAND MOTOR CAR COMPANY, WHO IS AT WHEEL.

good roads bills, the spirit of harmony was so evident at last week's session of Governor West's special good roads committee that both factions now feel that there is greater probability of the people accepting at least two of the measures that will be presented to them at the November general election. Important concessions were made by both sides. Bills formulated by the statewide committee were changed in a great many instances.

It will not be known until after the meeting of the State Grange in May whether that body will present any bills. An effort will be made to induce the farmers' organization to withdraw its objections to the state-aid plan adopted by the statewide committee. If this plan is put through, the county bonding act of the State Grange will be accepted by the statewide committee. By this scheme, all bills would have the support of both factions.

C. E. Spence, master of the State Grange, was a member of the compromise committee and declared that he would put the state aid question before the grange at the Spring meeting. He did not, however, hold out any great hope that the farmers will change their attitude.

It was the earnest desire of the members of the committee to agree on one set of bills. With the undivided support of the State Grange and the Oregon Association for Highway Improvement, the bills would stand a great deal better chance of being accepted. If two sets of bills are presented, it is feared that neither will pass.

Opposition from the State Grange was caused by the state aid plan provided for in one of the bills adopted by the statewide committee. Every effort was made to convince Mr. Spence of the necessity of this provision. He would not yield, however, and finally announced that he did not have the power to endorse state aid for the State Grange.

The following statement was signed by W. B. Ayer, C. T. Prall, Bernard Daly and W. K. Newell: To the public: It is absolutely essential to the development of Oregon that highway legislation be adopted that will insure systematic and permanent road construction. Various interests have been at work on this problem for years and many diverse laws have been enacted. We believe that the voters are ready to enact suitable measures at the next general election, and to this end every effort has been made and will be made by the various organizations. The statewide committee's bills have been circulated by the Oregon Association for Highway Improvement and the State Grange has also proposed two measures. It is an effort to harmonize these different bills a committee of five was recently appointed by Governor West. This committee was composed of the following: W. B. Ayer, chairman; W. K. Newell, president State Horticultural Society; Judge Bernard Daly, representing Eastern Oregon; C. E. Spence, master of the State Grange; C. T. Prall, president Oregon Association for Highway Improvement. Meetings were held and much has been accomplished. The committee began its labors with a deep sense of the great importance to the state of its discussions and every effort was made to reach conclusions. The various measures adopted by the state-wide committee last September were revised in many particulars and were revised materially. We believe that they will now be acceptable to a large majority of the state's voters. Four of the five committees believe that state aid is absolutely necessary to success in road building, but the majority could not agree to waive the very important state aid feature. As the matter now stands, steps will immediately be taken to initiate several measures, and it is believed that the program outlined in them will provide for satisfactory and comprehensive road laws. Should it happen that these bills are not adopted by the State Grange at its annual meeting it is probable that they will initiate a county bonding act. To the voters of the state and all friends of good roads we desire to say that the revised bills will be put out at the earliest possible date and we bespeak their careful consideration. The bills will be printed and fully discussed through the public press and copies will be mailed throughout the state within a few days. Henry Wemme, one of the leading good roads advocates of the Portland Automobile Club, is still hammering away at the Hood River-Portland road. This is the highway by which it is

who played an important part in the early history of the Pacific Coast. In both Oregon and Washington, where he lived for more than 50 years, he was known as a pioneer merchant, and a contributor to public benefactions. David Barman was born at Kootenai, Idaho, in 1842. He was educated for a teacher and followed that profession for two years but in 1860 he came to Oregon, working as a clerk at Eugene. Three years later he went to Portland, where he engaged in the dry goods business. He aided in the establishment of the candy manufacturing firm of Alinsky, Baum & Co. After living 25 years in Portland he came to Eastern Washington in 1887 and purchased a mercantile store at Colville. He retired three years ago.

Mr. Barman was married to Miss Fannie Dillshamer, at Portland, in 1878. She died three in 1889. Three daughters survive—Mrs. Martin Schulline, of Spokane; Mrs. Herbert Schuenfeld, of Seattle; and Mrs. Morris Strauss, of Chicago, well known in Colville, where the family lived for so many years. Mr. Barman was a member of the Masons, Oddfellows, Workmen and the Israel B'nai. The body accompanied by ground Dillshamer, was taken to Portland, where the funeral took place last Tuesday. Burial was in the family vault.

Y. M. C. A. Secretary Visits Eugene. WILLAMETTE UNIVERSITY, Salem, Or., March 2.—(Special.)—A. F. Hurry, head of the international secretary department of the student Young Men's Christian Association with headquarters in New York City, passed the day in Salem, visiting Willamette University. Mr. Hurry passed several hours with the Y. M. C. A. cabinet of the university, with whom a general plan for active work was outlined. Mr. Hurry left for Corvallis, where he will work in conjunction with the Oregon Agricultural College Y. M. C. A. for several days.

one knows just what form of amusement is to be perpetrated upon the guests who assemble Thursday evening at 8 o'clock in the banquet hall of the Hotel Multnomah. Judging from announcements, one of which says that "each speaker will be equipped with a self-starter (no cranks allowed) and once under way a hot pace must be maintained on accelerated spark with throttle wide open and carburetor feeding an ultra-rich mixture," it would appear that some rapid-fire orators, at least, are on the programme.

Assurance has been given by the chairman of the entertainment committee that there will not be a dull moment during the entire programme. This is borne out by the "gas coupons" which admit the bearer to the banquet hall and confer upon him the privilege of evidencing disapproval of any orator or entertainer by casting articles of the menu in the direction of the offender. The admission coupon strongly resembles the membership card of the club, which it borrows, and contains on the back a travesty on the arrangement that exists between the police department and the club.

Reservations are being received at Secretary Potter's office and he predicts that the seating capacity of the banquet hall will be taxed to its utmost. Brief speeches, telling of the work accomplished by the club during the year, will be made. Each oration will be limited to five minutes. Plans of the proposed clubhouse, which will be erected on the club grounds on the Sandy road, will be on exhibition.

Tacoma motor car dealers are waxing enthusiastic over the outlook for selling cars. Their initial automobile show, held under the auspices of the Tacoma Automobile Dealers' Association, closed last week. During the ten days of the exhibit the dealers sold more cars than in any like period in the history of the city. "Dad" Foss, the Garford expert, conducted the Garford booth at the Tacoma show. He returned to Portland

last week wreathed in smiles. His success in the City of Destiny was big and it was surprising.

"I never dreamed there were so many people in and about Tacoma who wanted to buy automobiles," mused the genial "Dad" on his return. "There were 14 cars represented and all did a good business. Nine Garfords were sold as a direct result of the show and I am sure that some of the cheaper cars did a great deal better."

"Besides the Garford, the Ford, E-M-F, Flanders, Winton, Mitchell, Maxwell, Palmer-Singer, Rex, Stoddard-Dayton, Cadillac, Chalmers, Jackson and Overland cars were displayed. The exhibit was worth going miles to see."

In pointing out the vast benefits to be derived from an automobile show, Foss said that on the two Wednesday nights and the closing night there were more than 17,000 people who paid admission to see the display. The afternoon crowds were not included in the figures.

East and the Middle West, visiting old haunts and conferring with factory heads, Captain William H. Gray, district manager of the Diamond Rubber Company, is back at his desk, glad, as he says, "to be back in God's country."

Although enthusiastic over business conditions in the East, Captain Gray had no word of praise for the country itself. Like the majority of others who have become firm boosters of the delightful climate of the Northwest, he could not get used to the biting cold.

Tire companies, says Captain Gray, are planning to double their output of 1911. He declares that the industry is in a healthy condition and that the tire makers are planning many extensive improvements in order to keep pace with the demand.

Willamette U Names Delegates.

WILLAMETTE UNIVERSITY, Salem, Or., March 2.—(Special.)—At a mass meeting of the students held in chapel today for the purpose of selecting

eight delegates to the state oratorical contest to be held at Forest Grove Friday the following were chosen: From the senior class, Miss Frances Tolt, John C. Hatz; junior class, Miss Jessie Young, Paul J. Anderson; sophomore, Miss Laura Helst, Paul Todd; freshmen, Miss Ruth Young, Ivan McDonald; Harry G. McCain, the principal orator at Willamette, will represent his institution in this contest, the same as he will in the state collegiate prohibition oratorical contest. Mr. McCain's subject for the Forest Grove contest will be "Ideals of Citizenship."

Trio Sentenced at Astoria.

ASTORIA, Or., March 2.—(Special.)—Three men were sentenced by Judge Eakin at Friday's session of the Circuit Court to serve terms in the penitentiary, but one of them was paroled. Joseph Kelley, who was convicted of stealing a watch which he found on the street, was sentenced to serve an indeterminate term of from one to ten years in the penitentiary and paroled during good behavior. Otto F. Hill

BOY ATHLETES OF PORTLAND YOUNG MEN'S CHRISTIAN ASSOCIATION HOLD ANNUAL EXHIBITION BEFORE PARENTS.



Y. M. C. A. JUNIORS IN ONE OF THEIR DRILLS ON FLOOR OF MAIN GYMNASIUM AT ASSOCIATION. About 130 of the 615 boys registered for gymnasium work in the Portland Young Men's Christian Association participated in the athletic exhibition which was held on Washington's birthday. This exhibition is an annual event at the association, parents of all boy members being invited to witness it as well as to inspect other work that is being done by the boys' department. There were club drills, pyramid building, tumbling, games and other exercises, carried on under the direction of A. M. Grille, physical director, and his assistants, and the youngsters were highly pleased for the showing made. Only two associations in the United States have more boys in gymnasium work than has the Portland Y. M. C. A. In total membership of the boys' department, too, Portland is near the top, with an enrollment of 1922. The aggregate enrollment of seniors and juniors is more than 5000, the largest in the world. The senior gymnasium classes hold their annual exhibition in June.