

### CITY OF PORTLAND OWNS MANY CARS

Four Years Sees Great Change in Means of Conveyance for Officials.

### MOTORS COME INTO FAVOR

Dr. Harry Lane, as Mayor, Introduces First Machine, Which Carries Chief of Fire Department Thousands of Miles.

Expenditures for the operation and maintenance of automobiles by the city, to which attention was called last week in some figures compiled by City Auditor Barber, brought out the fact that Portland has virtually transformed its departments, insofar as means of conveyance are concerned, in less than four years ago that the first city-owned automobile was purchased. Great ceremony attended the event. Dr. Harry Lane was Mayor and Eugene A. Pfelechner was chairman of the fire committee of the Executive Board. David Campbell was the Fire Chief. He virtually selected the machine, which has been in constant use since and is considered as good as new. In it, the late Chief, who was killed in an East Side fire and explosion, drove thousands of miles on all kinds of runs and his successors have done likewise. Chief Dowell now operates it.

That machine was the envy of every department head. It started an epoch of automobile purchasing. Since then the city has bought 26. Nearly every department has several. The water department has several. And the end is not yet for the fire service is to install 19 or a dozen more and chemical combination cars of the same pattern as two that are now a part of the department. They cost a good deal of money to operate and to keep in repair. It is now proposed to build a municipal garage, equipped with sufficient force to attend to the upkeep of all city machines and where they all will be stored and ready for public business. That the automobiles are a permanent feature and are doing excellent work for the city, is conceded.

For the first time in many years, the City Hall building is being cleaned with steel brushes and the exterior presents a splendid appearance. The workers are receiving many compliments. The occasion for the cleaning up of the building is the approaching regular session of the city council. The hall will be elaborately decorated this year to be in keeping with the spirit of the numerous special occasions.

An interesting point of law that frequently is brought to notice is as to whether the city officials actually have the right to award contracts for paving, sewers or other improvements by water. City Attorney Grant has held that the city has such right, as he points out that the people of a community or the residents of a street have the right to say over their signatures what they want without reference to regular charter provisions, to the extent that, if they all agree to have a certain kind of improvement, they are entitled to it. This, notwithstanding the fact that they might get such improvement cheaper by means of calling for bids in the regular competitive manner. Many new sections are paved by water, the sewers are installed and water mains put in. By signing waivers, the people interested relinquish all rights guaranteed under the charter that they might otherwise avail themselves of and the city is absolved from difficulties that might arise.

### LABOR WILL UNITE BILLS

Minimum Wage and Maximum Hours Go Into One Measure.

Instead of submitting separate measures, the executive committee of the State Federation of Labor has decided to propose under the initiative in the November election only one bill in which will be embraced the essential provisions of the minimum wage and maximum hour workday contained in measures originally considered. Although not finally determined, it is understood the proposed minimum wage schedule will be 30 cents an hour for male and 20 cents an hour for female labor. The measure will provide for a uniform workday of eight hours for laborers employed on all state, county and municipal work. It is possible that the maximum hour workday may be made applicable to all labor in the state. Lawyers representing the State Federation are preparing the draft of the bill which will be reviewed by the executive committee at a future meeting.

### "THE HOUSE OF SERVICE"

# SEE AND TRY THE NEW OAKLAND BEFORE BUYING WE CAN SAVE YOU MONEY

OREGON DISTRIBUTORS  
**PACIFIC MOTORS CO.**  
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made, although the Board has the authority to purchase pipes put in in this manner when they yield a return of not less than 5 per cent on the cost of installation.

With the advent of the summer season, accompanied by dry weather and the usual amount of dust, there have developed a good many demands for sprinkling of macadamized streets and roads. In fact, citizens who do not dust the systems now in vogue in Portland, register a good many complaints about this subject. As a matter of fact, sprinkling by the old water wagon plan has been abandoned in Portland. Water is used only for the flushing of the hard-surfaced streets or ahead of the sweepers on these pavements. Rarely ever does the street-cleaning department resort to sprinkling by water on account of dusty streets. Oil is being used exclusively for this purpose, as it has proven more economical and one application lasts a long time. A sprinkling of water on a dusty street lays the dust less than an hour and is very expensive in operation for an entire season.

Need of a purchasing agent to look after the very large outlay of public funds for the operation and maintenance of the several city departments is constantly noted by those familiar with city business. Under the present system it is certain that the people are losing money through the small quantities of materials, feed, etc., necessary to the proper operation of the different branches of the municipality. There is no unanimity of action whatever between departments. For example, the fire committee of the Executive Board orders separate supplies for that department, while the street-cleaning committee, police committee and the other committees act independently in every instance. Were it possible to store large quantities of supplies for all of the departments, having some one to supervise the purchases to the best advantage of the market, it is said that many thousands of dollars could be saved by the city every year. In fact, many times the salary of a competent buyer. The charter does not provide, however, for such an agent and thus far the City Council has not seen fit to create the position.

### EUGENE HAS CONFERENCE

Prominent Persons Will Speak at Commonwealth Sessions.

UNIVERSITY OF WASHINGTON, Eugene, May 18.—(Special.)—The fourth annual commonwealth conference will be held at Eugene May 24 and 25 under the auspices of the University of Oregon.

The programme as arranged for the coming sessions follows: First session—May 24, 9 A. M. "Taxation and Social Justice," paper by Charles V. Galbraith, chairman; "Tax Commission," paper by Porter J. Neff, City Attorney; "Discussion" led by William H. Stearns, Director of the Division of Cost and Product of Industry; "Employer and Employee," paper by A. A. Harris; discussion led by James B. Kerr, of Portland.

Second session—May 24, 2 P. M. "Economic and Social Factors in Oregon's Good Roads Problem," paper by C. E. Spence, master State Grange, and J. H. Albert, chairman; "Extension of the Cultivation in Oregon Through Co-operation and Social Organization," paper by J. H. Stearns, general freight agent Hill line; discussion led by John M. Scott, general passenger agent Southern Railway.

Third session—May 24, 5 P. M. "The Problem of Living in Oregon," paper by Mrs. M. Evans, editor "Klamath Falls North-Western," and Professor P. J. O'Connell, president of the Economic Organization in Oregon for securing to the Producer His Full Share of Values Created," paper by W. K. Newell, Gaston; discussion led by K. E. Miller, Medford.

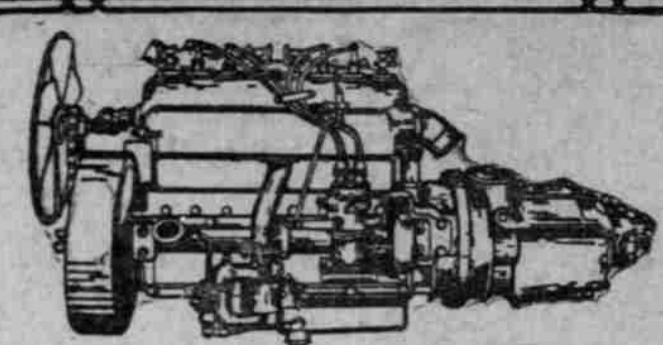
Fourth session—May 25, 9 A. M. "Worthy Standards of Living in Oregon," paper by T. Buchanan, publicity director Portland Railway, Light & Power Company; discussion led by Samuel M. Evans, editor "Klamath Falls North-Western," and Professor P. J. O'Connell, president of the Economic Organization in Oregon for securing to the Producer His Full Share of Values Created," paper by W. K. Newell, Gaston; discussion led by K. E. Miller, Medford.

Fifth session—May 25, 2 P. M. "Oregon's Role in the Solution of America's New Problems," address by C. E. Wood, of Portland.

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## Bring Any Engine Expert and Let Him Be Judge of the Paige Power Plant

THIS is an open invitation to every prospective purchaser of an automobile. We don't ask you to come here to be sold a Paige Car. We want you to come and study the Paige, and if you are not an expert yourself we would be glad to have you bring an expert with you.

Pick out a man who knows motors. That's the kind of a man we like best to show the Paige Car to. The average prospective purchaser, being experienced in automobile sales methods, may take our statements about the construction of the Paige motor "with a grain of salt." The engine expert sees and knows that what we say of the Paige motor is true, every word of it.

# PAIGE

Particularly Distinguished by Its Power Plant

The Paige has achieved Quality Leadership among popular-priced cars principally because of the superior Paige power plant. It is distinctly superior in its price field, and is built with the same care that marks the construction of motors for the highest priced cars. A half hour's time spent in going over the Paige power plant will convince your expert.

### Top and Single-Vision Windshield Multiple Disc Cork Insert Clutch



This is the sturdy, stylish Paige Model Beverly Touring Car, \$975. Equipped as are all Paige Models, with Top, Windshield, 5 black enamel lamps, generator, horn, jack, tools, tire repair outfit, etc. (Self-starter and Prest-O-Lite tank installed at factory if desired, \$25. Quick Demountable Rims (set of 5) on touring car models, including tire iron, \$15. Same equipment on roadster, \$12.50.)

Six stylish models—4 and 5-passenger touring cars, roadsters and coupes—prices \$975 and \$1000. The beautiful La Marquise Coupe \$1600.

**STODDARD-DAYTON AUTO COMPANY**  
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SALESHOOMS, 690 Washington St., Marshall 1915, A 1917.  
PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN

### RACE COURSE PUZZLES

ENTRIES COME QUICK FOR VANDERBILT CUP.

Milwaukee Men May Build Permanent Concrete Race Track for National Road Events.

Confronted with several serious problems of highway rehabilitation in preparation for the Vanderbilt Cup and Grand Prize road races, the race committee of the Milwaukee Automobile Dealers' Association has eliminated all but two. There remain the proposition to build stretches of concrete roadways for the racers and the more simple one of simply paving up the highways selected for the course and making the turns wider and safer. In order to get data on the efficiency and cost of concrete roadways, a delegation of motorists has been sent to Wayne County, Indiana, to study the concrete roadways installed in the Hoosier territory. Test runs are to be made on the concrete roads from which technical experts will draw deductions on wear on tires, safety under speed conditions and the factor of engine efficiency.

"Fifteen nominations are as good as made for the Vanderbilt race," says one of the race committee. "That makes it look as if it were time for Milwaukee automobile interests to get together to accomplish something definite in regard to the course for the big race." "We have several routes available. The co-operation of the city's commercial and professional leaders are promises of funds for road improvement as well as offers of trophies. Haste might mean waste, however, in the matter of roadway preparation, hence the desire to ascertain whether or not we can afford a permanent concrete race roadway."

New I. O. O. F. Temple Started. AMITY, Or., May 18.—(Special.)—Work began yesterday on the new Odd-fellows' temple, which is to cost \$10,000.

"What is a sardine?" has come up before a London court for decision in a suit brought out of the sale of various kinds of small fish under this label.

# The United States Tire Company believes its tires are the lowest-cost tires in the world.

Tire by Satisfaction

## Here are the reasons:

No other tires in the world are made under conditions so favorable to the greatest possible tire durability.

In no other tires is there combined the tire knowledge, skill and experience of four corps of master tire builders.

In United States Tires only is the motorist protected by a four-factory "check" against defects of any and every kind.

The tremendous facilities of the United States Tire Company are devoted exclusively to the manufacture of superior grade tires. And the avowed purpose of the Company (a purely selfish purpose) is to build tires that will positively and appreciably reduce the season's tire bills for motorists who use them. Mark that word season's. It is your season's expense, and not the purchase price, that determines how much you actually pay per tire. Don't overlook that fact for a single minute. (The more experience you have had in tire-buying the more fully you know that last costs are the real costs, and the less apt are you to be influenced by the "cost less" argument.

You know—just as the makers of United States Tires know—that the stronger the tire the longer its life, and the lower its per-mile cost. And it ought not to be difficult for you to believe that four immense factories, working as a unit, are better able to put strength and wear into tires than any one factory could be expected to put into them. Take your tire question seriously, and select the tires that your best business judgment tells you are most certain to give you the biggest mileage return for your money. The tires that can do this are the cheapest tires you can buy, regardless of first cost. United States Tires offer you in a single tire a combination of the strongest features of four world-famous brands.

Made in Clincher, Dunlop (straight side) and Quick Detachable Styles.

Sold Everywhere

# UNITED STATES TIRE COMPANY, NEW YORK

# 1913 National HERE

We now have on exhibition in our showrooms one each of the

## 5-Passenger Touring Cars

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### Price \$3300 Fully Equipped

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**CHAMPION IN CONDITION**  
Absolutely noiseless; low, spacious bodies with straight, strong lines; self-starter; deep upholstery; easy riding, 128-inch wheel base; wide doors; powerful motor, 4 7-8x6, always quiet in operation; large tires; smart slope to hood; center control with left-hand drive, foot mat on running board; gas and electric lights; access to both front doors; always dignified and serene in action. And, the National's heritage of reliability, power, speed and general atmosphere of elegance.

**CHAMPION IN POSITION**  
History's most phenomenal race record was made by National Cars last season, crowning their past performances. They won 84 Firsts. Among these victories, proving National quality, are: World's fastest road race, averaging 74.63 miles per hour; world's fastest steeplechase straight-away mile, 40.32 seconds; Elgin National Trophy (stock), 305 miles, average 66.4 miles per hour. Nationals have shown superiority over cars of greater cost on road, hill, beach, track, etc.

These Cars Must Be Seen to Be Appreciated

# Howard Automobile Co.

MEL G. JOHNSON, Manager  
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## Do You Want Your Money's Worth?

Flanders "20" Touring Car, \$2000

The next time an automobile salesman tries to sell you a car at a discount, tell him that the old "something for nothing" story can't fool you.

The best automobiles in the world are sold for their list price, not a penny less. They are worth it. But the lame ducks, the second rates, the nondescript and assembled automobiles are in the public market looking for the highest bidder. Look out they don't get you. If gold-bird cars are not worth their list price, how much are they worth? Nobody knows. Cut price deals are frauds.

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