

KING EDWARD IN NEED OF VACATION

Stirring Events in British Politics Have Told Severely on Monarch.

By Paul Lambeth.
(Publishers' Press Leased Wire.)
London, March 12.—King Edward, having formally opened parliament, is now getting ready for his regular spring vacation. He expects to get away within a week and will be away for a month or six weeks unless he is sooner called home by affairs of state and it may be said this is by no means an impossibility.

With the government depending on Irish and labor votes for its majority and both these elements urging action which may alienate a section of the Liberals a ministerial crisis is not unlikely to occur at almost any time.

Few prime ministers of recent times have had the opportunity or necessity to exhibit skill as a legislative pilot as has fallen to the lot of Mr. Asquith and it will be interesting to see what sort of a course he will steer.

The strain of the situation has told severely on the king and as I stated last week, he shows the effect and needs the rest, which he hopes to secure in the south.

Speaking of the parliamentary situation the Irish leader, John Redmond is

looming up as a stronger figure every day. He is using the power placed in his hands wisely and is making friends for the Irish cause.

While abating nothing in the demands for Ireland he recognizes the difficulties which face the ministry and has apparently decided to do nothing to make Mr. Asquith's position more difficult, as long as he is convinced that the premier is acting in good faith.

While the more radical of the Irish are inclined to be impatient and urge stronger action than Redmond seems inclined to take, the Nationalist leader seems to realize that it is good politics not to force the Liberals' hands as the only result would be another general election for which his party is ill prepared, and at the end of which they might very well find themselves in a much weaker position than they now hold.

The next few weeks will be eventful ones in British politics and the whole country is watching the situation with the most tense interest.

Journal Want Ads. bring results.

PEANUT VENDER BUYS HIM AN AUTO

Great Pile of Small Coin, Savings of Years, Pays for Machine.

Nickels, dimes and dollars, a great heap of them, with an occasional gold piece peeping out, was exchanged for an auto this week. Charlie Rose was the buyer, and he secured a six-cylinder Chevrolet. Rose is a peanut vender. He collects small money, but it counts up. He will sell goobers from his steam wagon.

Rose, who has saved all his earnings ever since coming to this country some 10 years ago, placed them in a safety deposit box in one of the local banks. After a thorough demonstration of the car he consented to purchase. He asked the driver to take him to the bank. On arrival there Rose opened his safety deposit box and paid for his auto with the coins as follows: Three hundred dollars in silver dollars, \$500 in half dollars, \$700 in quarters, \$137 in dimes and the rest in gold.

The car, which is one of the largest made by the Mitchell company, is a beauty. Rose will have another body to replace the present one and will sell peanuts and popcorn from the auto.

During the weekdays he may be seen on the streets with a black shirt and crying "Fresh buttered popcorn," but on Sundays with his wife and small children he will cut as much of a dash in a chug wagon as a millionaire.

NEW TELEGRAPH LINE TO COST LARGE SUM

(Publishers' Press Leased Wire.)
New York, March 12.—It will require \$1,000 telegraph poles, it is estimated, for the Postal Telegraph company, to build its new four-wire line between Salt Lake and Reno the coming summer. The contract has been let in Michigan for them, at a cost of \$85,000. It will require 210 cars to freight them, at a cost of \$40,000. The work will need 2600 miles of copper wire, 350 pounds to the mile, a total of 910,000 pounds, or 455 tons, to cost \$186,500. This will give four more wires from Salt Lake to San Francisco.

A gift of \$100,000 to endow a chair of medicine recently was made to the University of Pennsylvania.

ACCIDENTS TEST RACING DRIVERS

"Are Test Fires Which Prove Their True Metal," Says Joe Matson.

"Accidents, instead of taking the nerve of racing drivers, are rather the test fires which prove their true metal," said Joe Matson, the famous pilot of Chalmers racing cars, the other day. "The really great drivers of today are the men who have been through the worst kinds of accidents. This is not merely a theory of mine; I can back it by actual instances. And if my personal experience counts, I can back my argument with that, too."

Good for Speed Record.
"Take Joe Tracy, for instance. He's always good for a speed record of some kind and he has been battered in scores of accidents. And Herb Lytle; he is just

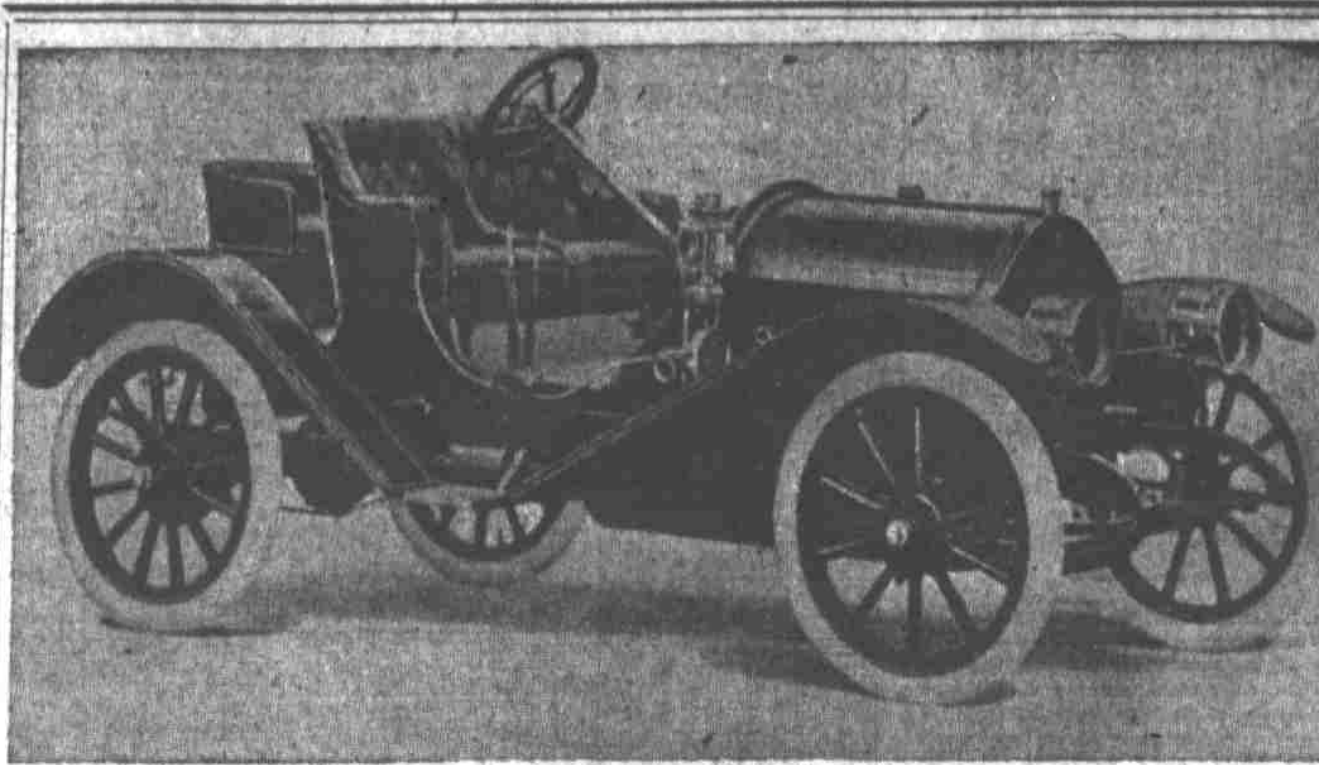
as nifty today as he ever was, and that after having his skull almost crushed. Leo Lorimer has been in some of the nastiest mixups imaginable, and he is one of the gamest boys who ever piloted a Chalmers car. Ralph DePalma has been in some terrible smashups. Chevrolet has been through the mill. Hemery, Burman, Robertson, Fournier and Grant are a few others who have flirted with death, as the magazines say, and still have the nerve which makes racing drivers.

Badly Battered.
"I have been battered so that my best friend wouldn't know me; in fact, I was more dead than alive after my spill at Minneapolis, but I have just as much confidence now as I ever had."

"I tell you, the real driver of racing cars accepts accidents as part of the game. They are risks which every man must take; being a leading character in a few doesn't take a man's nerve, it only adds to his knowledge of his profession. The fellows who lose their nerve after a serious accident do not last long at the game. Success leaves them and they soon get into some other line."

The use of fish in ponds to complete the operation of the purification of water discharged from sewage reduction plants has been tried with success in several towns in England.

Journal Want Ads. bring results.



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A Business Proposition

Day's Work in 4 Hours and 15 Minutes

We took a salesman of one of Portland's leading wholesale and retail business houses over his entire day's trip in 4 hours and 15 minutes. Think of it! Work that always consumes a day of this man's time with horse and buggy accomplished in less than half the time with a HUDSON CAR.

great deal less trouble, cleaner and more satisfactory, than a horse and buggy. Do you know of any firm which has discarded the automobile, after once used, for the old way?

Demonstrate

Let us demonstrate to you beyond a question of doubt the ability of the Hudson to do the work. Let us give you the names of people WHO ARE USING THE HUDSON.

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We have sold cars to more than 50 business houses to be used by their salesmen. In every single instance, so far as we are able to find out, not one would think of going back to the horse.

Hudson Roadster

Light on tires, small gasoline consumption, no trouble, and guaranteed to the fullest extent.

Extra Stops

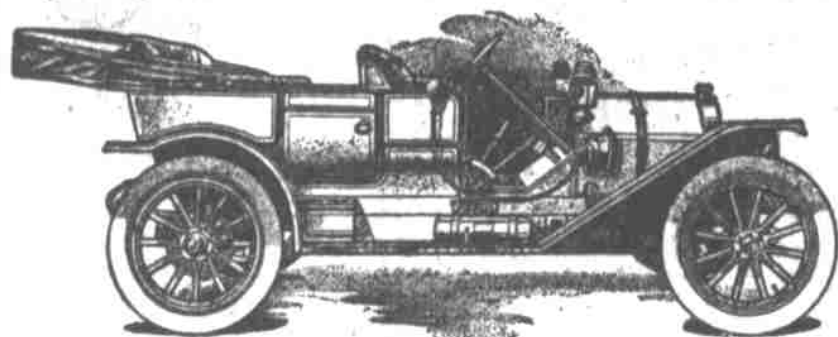
Customers were called upon that ordinarily are seen only every other day, because he couldn't make it regularly and see the more important customers.

A Half Day to Spare

The afternoon was spent looking for new business, which in itself would pay for a Hudson in a very short time.

Less Trouble

A Hudson can be operated as cheaply, accomplish three times as much, and with a



HAYNES MODEL 19

A car for conservative, long-headed buyers—containing features found only in cars costing \$3000 and upward—such as

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GENUINE MAYO RADIATOR (Solid Aluminum)

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The car is fully equipped—nothing lacking. Then why be satisfied with a temporary car when you can get the above car, fully equipped and containing nothing but the best, for only \$2000? You cannot beat it for the money. Let us give you a demonstration in this 1910 sensation.

Smith Motor Car Co.

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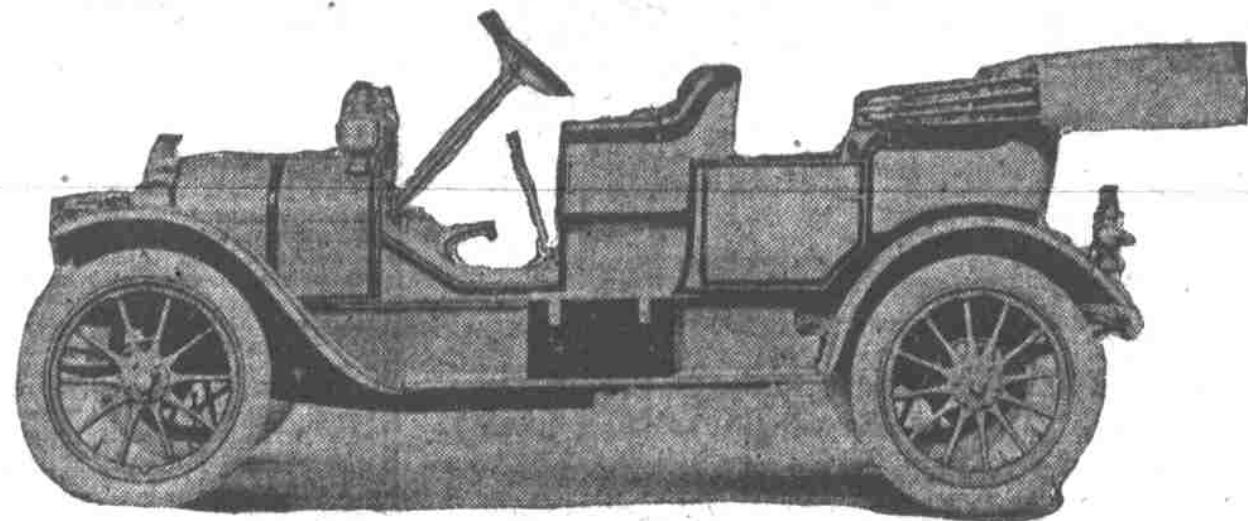


Peerless, Pope, Chalmers, Hudson, Baker Electric, Gramm-Logan—Commercial Vehicle

The Satisfaction of Being "Up-to-Date"

A Little Talk on Owning a

White Gasoline Car



There is a certain real satisfaction which comes through the possession of any article which is, in every respect, thoroughly up-to-date. In fact, almost all "shopping" consists of a search for the goods of latest pattern and embodying the latest ideas. In purchasing a motor car, it is particularly important to secure the latest design, because the art has been advancing so rapidly that those cars, the design of which dates back two or three years, do not possess many of the desirable features which the present state of the art makes possible.

The owner of a White gasoline car has the satisfaction of knowing that the design of his car is at least one year in advance of any other American machine and that he will see the features which he NOW has in his car adopted by other makers next year and the year after. Among these up-to-date features are the "long-stroke" engine, the casting of the four cylinders en bloc with only about one-fourth of the usual amount of piping, the four speed transmission, etc.

The owner of a White gasoline car can be even more proud of its QUALITY than of its up-to-date design. There is no part of the car which could be made of any better material, or could be constructed with more care, even if the selling price of the car were one thousand dollars greater.

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WHEELS—Touring car, 34x3 1/2.

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