

GLIDDEN TOUR ON PACIFIC COAST IS URGED FOR 1912

Highway Association Cooperates With Southern California Club in Endeavoring to Obtain Event.

That the Pacific Highway association will cooperate with the Automobile club of Southern California in endeavoring to secure for the Pacific coast the Glidden tour for the coming year is shown by the fact that the officials of the P. H. A. have written the American Automobile association and other eastern people who control the annual automobile classic of the country, urging them to hold this event on the Pacific coast, or at least include some far west city in the itinerary of the route.

It is contended by the motorists and good roads enthusiasts on the coast that this section is now of enough importance and there is sufficient business to warrant holding the 1911 Glidden tour on the coast exclusively, making it an international affair, running from Tia Juana, Mexico, to Vancouver, B. C. The fact that this route completely crosses the United States and originates in one foreign country and ends in another has the unique feature that no Glidden tour has ever been offered before.

If highway officials and those in charge of road construction on the coast knew that this route would be adopted, it would be a tremendous incentive to road building in all the territory affected and even though but little improvement was made on the present conditions roads would undoubtedly be in better condition than some parts of last year's Glidden tour route offered.

If this national motoring event is brought to the coast the coming year, there is no question but that the reception that will be given the visitors will outdo everything that has been provided them in the past in the way of entertainment and hospitality, for it is acknowledged that the people of southern California, especially, are the premier entertainers of the world, and for that matter, the entire west has the reputation, which is founded on experience, of extending every one enthusiastic hospitality. There is but little doubt that all good roads and automobile associations in the three coast states and British Columbia will join hands in urging the Glidden tour for the Pacific coast for the coming year.

EUGENE STUDENT IS BARRED FROM SCHOOL

(Special Dispatch to The Journal.) Eugene, Or., Dec. 31.—The Eugene school board has suspended from the high school for the present semester Francis Hammond (not Harold, as previously printed) for fighting with Professor Robinson, one of his teachers a week ago. Hammond was forbidden to accept a note passed to him in the class room but he disobeyed the teacher's command. As the teacher approached him, Hammond struck him. This followed the affair the day before in which a lot of foul-smelling chemical was placed in the ventilating fan and the fumes were carried to all parts of the building. Hammond was accused of being implicated in this. In order that the boy may be reinstated at the beginning of the next semester he must remain away from the school building entirely and his readmission is upon probation only.

Notarial Commissions.
Salem, Or., Dec. 31.—Notarial commissions have been issued to Edward M. Roberts, Welch; D. W. Freeman, Mist; H. D. Randall, Olex; Horace D. Ramsdell, Portland; Alex Stewart, Mosier; A. P. Oliver, Newberg; W. J. Craig, Portland; Henry L. Bents, Aurora; R. E. Gingrich, Portland; H. H. Corey, Baker.

SUES HUSBAND FOR DAMAGES

Pendleton Woman Injured in Husband's Laundry, Wants \$8000; Is Divorced.

(Special Dispatch to The Journal.) Pendleton, Or., Dec. 31.—Eight thousand dollars is the total sum asked as damages by Mrs. Mamie B. Nolen from her former husband, Ralph Nolen and his father, H. H. Nolen, in a suit filed yesterday in the office of the county clerk. The defendants were formerly proprietors of the Troy Steam laundry on Cottonwood street, and Mrs. Nolen alleges in her complaint that on March 3, 1908, while she was in the employ of the defendants, she had her hand caught in the mangle in the laundry and that it was so burned and lacerated that amputation of four fingers was necessary. She further alleges that negligence and carelessness on the part of the defendants in failing to keep in repair the safeguards on the mangle made the accident possible and she, therefore, asks for a decree of \$5000 general and \$3000 special damages, the latter because the accident rendered her knowledge of stenography useless to her. Her attorneys are D. W. Bailey and Raley & Raley.

Mrs. Nolen secured a divorce from her husband last November and has since experienced difficulty in collecting the alimony which the court granted her.

NEW COMPANY WILL RECLAIM TIDE LANDS

(Special Dispatch to The Journal.) Eugene, Or., Dec. 31.—The Davis Construction company has been incorporated in Eugene with the object of dredging and diking the Yaquina river in Lincoln county, to reclaim tide lands, to develop orchard lands, conduct fruit canneries and packing houses, to fish for and raise oysters and to engage in a general contracting business in the dredging line. The incorporators are Dr. M. M. Davis, who owns large tracts of land in that vicinity, Mary E. Davis and Attorney E. R. Bryson, all of Eugene. Dr. Davis says the corporation will at once begin active operations on his property.

NEW COMBINATION OF CALIFORNIA CITRUS MEN

(United Press Leased Wire.) Whittier, Cal., Dec. 31.—A citrus combination, representing \$54,000,000 worth of property and an unusual citrus output of \$1,600,000, is being formed by ranchers in the La Habra district near Whittier. Forty growers, whose possessions are among the most valuable in southern California, met here and laid a foundation for the proposed new organization. The object of the association is to protect citrus products, under the brand of the association. The plans of the combination include the establishment of a thoroughly equipped packing house. A committee is drafting a constitution and by-laws.

NO FOREIGN LABOR FOR CITY CONTRACTS

(Special Dispatch to The Journal.) North Yakima, Dec. 31.—The exclusion of foreign labor on city contracts is to be asked by the labor unions of North Yakima. The clause is aimed against Greeks and Italians who when they first come to the country are willing to work for the small wages which they are accustomed to at home, thus making it impossible for the American laboring man to compete with them. It will be urged that none but naturalized American citizens among the foreigners shall be employed. Such a provision has been in force in Spokane and coast cities, they say, and has given general satisfaction.

Journal Want Ads bring results.

INSURANCE FEES REACH \$23,000

License Fees Must Be Paid During December; Only Few Unpaid to Date.

(Salem Bureau of The Journal.) Salem, Or., Dec. 31.—Insurance Commissioner S. A. Koser announces that the license fees to be collected from the insurance companies doing business in Oregon for the year 1911 will be about \$23,000.

The Oregon law provides that the fees for the ensuing year must be paid during December. All but a few companies have complied.

There are now doing business in Oregon 21 fire insurance companies, 6 marine insurance, 45 life insurance, 40 casualty, 14 surety, 13 local mutual fire insurance companies and one foreign mutual fire insurance company. The Provident Savings Life Assurance society of New York has served notice that it will withdraw from this state in order to concentrate its strength nearer at home. The Aetna indemnity company has also notified the insurance commissioner that it is making preparations to reinsure its business, which is an indication it will also withdraw from this state as well as from all the other states.

LINEMAN MISSES DEATH BY NARROW MARGIN

Ellensburg, Wash., Dec. 31.—Though nearly frozen and suffering from bruises and sprains, J. C. Hutchison, a telephone lineman, sat at the top of a telephone pole for three hours while a crew of men slowly worked their way to him by cable. He was caught by a snowslide and carried 200 feet down a steep incline and buried at the foot of a telephone pole. He managed to work his way out, however, and reached the top of the pole, whence he cut in on the wire and telephoned to Cle Elum for help.

1911 REO

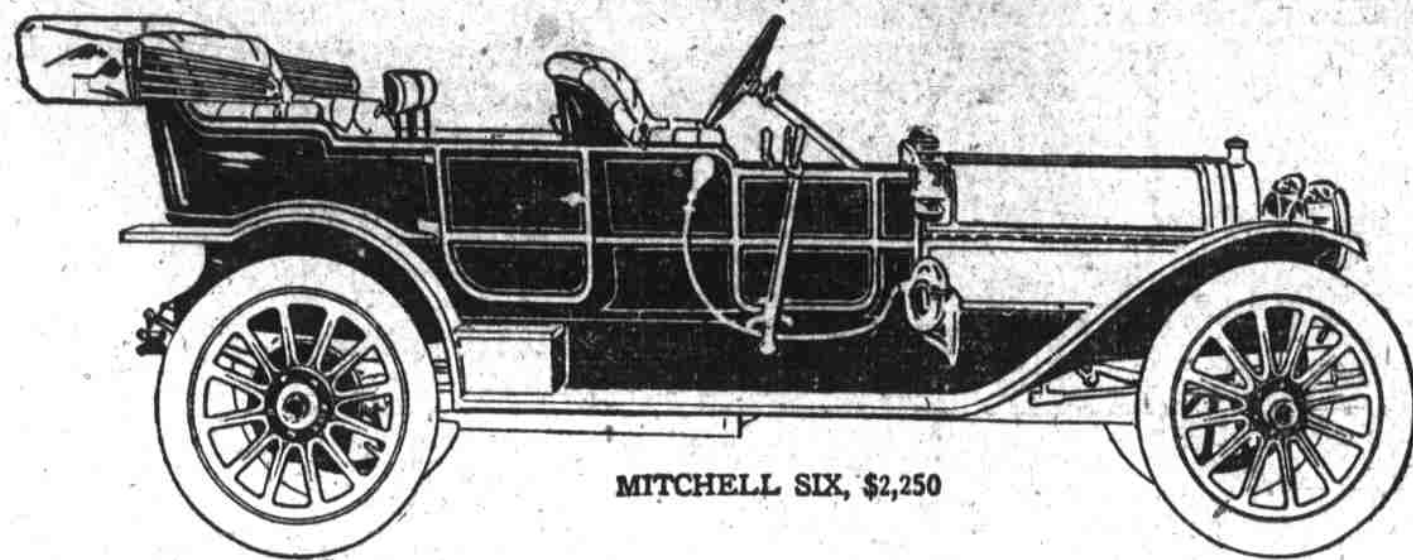


We are filling a long-felt want. A perfect Town Car at the right price, \$2000.

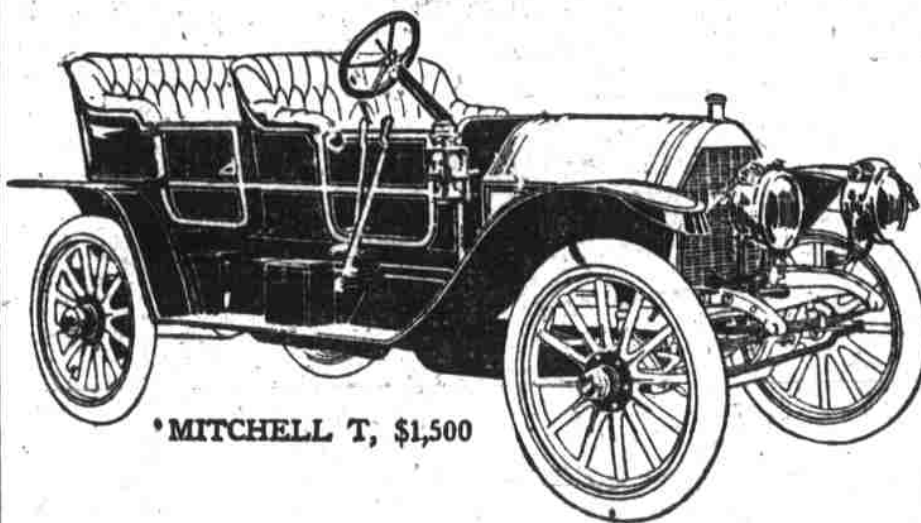
It has all the style, comfort and durability to meet the requirements of the most exacting purchaser.

Northwest Auto Co.
493 ALDER ST.
Phones Main; 7179, A-4959.
Northwest Distributors of Reo and Apperson Cars.

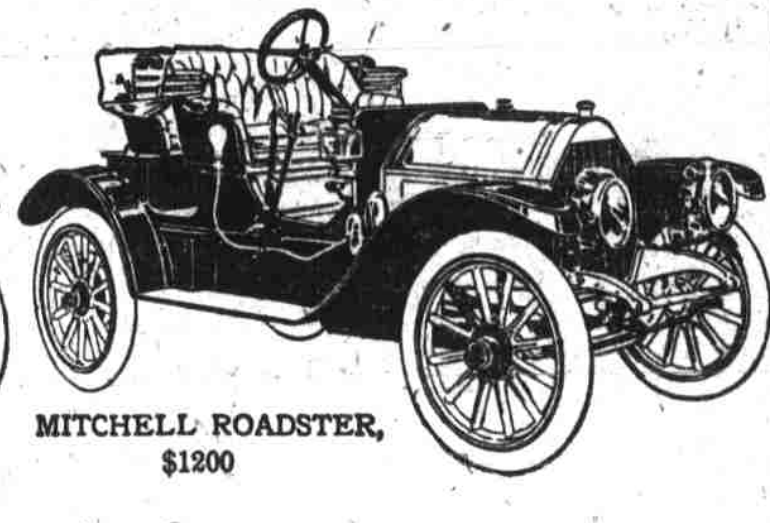
Mitchell



MITCHELL SIX, \$2,250



MITCHELL T, \$1,500



MITCHELL ROADSTER, \$1200

SIMPLE truth in an automobile advertisement is as rare as a day in June. Common sense is just as unusual.

In automobile advertising the whole list of English superlatives runs riot as a rule. They mean nothing to the average man. Glittering generalities are equally as tiresome. Absurd claims beget nausea.

Truth and common sense will always palliate these evils. We beg to submit them here, as follows:

The success of the Mitchell car has been made possible by the Company's attitude towards its patrons.

Nothing else in the world—no amount of clever advertising nor shrewd salesmanship could have accomplished so much for us in such a short time as seven years, as the Mitchell-Make-Good Policy for the owners of Mitchell cars.

Stripped of imagination and theory, egotism and prejudice, that is the simple fact.

Today the Mitchell-Lewis Motor Company is the soundest and most reliable automobile concern in the world. It has become so, not alone because it makes a good car, but because it has religiously stood behind every car it has made and allowed no man to suffer for something it has failed to do or has done incorrectly.

That Make-Good Policy is the grandest asset this Company could have possibly had. It's the biggest thing in the world.

In time, of course, the merits of the Mitchell car would have made it successful in the sure way that quality has. We have no moral right to discuss that now. Our real asset, the one that induced the people to buy the car in the first place, was and is the fact that the public knew and know we make right anything that goes wrong.

Establishment of the Mitchell Service Dept.

We are going even farther. We have recently established what will hereafter be known as the "Mitchell Service Department." It is a development of the Make-Good Policy. At its head we have placed one of the executive officers of our organization. Included within the scope of his work is the repairs department. It is his duty to keep an eye on all Mitchell cars, no matter in what remote section of the universe they may be. It is

It hasn't been a half-hearted policy, a "sales promise" or an "advertising stunt." Ask any owner of a Mitchell car in any part of the civilized world and he will tell you that we have done our part to his entire satisfaction.

Every agent of the Mitchell-Lewis Company has been taught that a patron's acquaintance and claims do not cease with the payment of the purchase price. He has been indoctrinated with the Mitchell-Lewis belief in moral responsibility. He is not permitted to dodge the issue when it is raised and if he seeks to do so, he can't sell Mitchell cars.

Our agents are the same today as they were seven years ago. This policy has kept them. When Mitchell owners buy new cars they invariably buy Mitchells. This policy has kept them. They feel mighty secure with that bulwark to lean upon and we therefore have the happiest family of owners that the automobile industry has ever known.

With the factory and agents working hand in hand on such a basis as this, can't you see what a great cumulative force we have had, and can you wonder why the Mitchell has progressed steadily from one year to the other?

We are free to admit that the Mitchell policy has not put much of a burden upon us. We have had some little trouble here and there, for we all know that automobiles will go wrong at times no matter how splendidly they may be built. But in every solitary case we have made good whenever requested and no man that lives, who owns a Mitchell car, can truthfully say that we haven't stood behind him like the Rock of Gibraltar.

The Car for 1911

The cars of 1911 will be practically the same as they were in 1910. There will be some improvements and refinements. Besides they will be fully equipped with top, lamps, tools, horn, jack, magneto and larger tires than heretofore. We are putting

his duty to keep Mitchell owners thoroughly contented. If anything goes wrong with your car, come to this department and say in cold English, "This car has gone wrong. Now make it right." There will be no argument. There will be no evasion—no technical shirking of responsibility. WE'LL GO THE LIMIT. We believe the Mitchell is now as perfect as skill can make it.

The Car You Ought to Have at the Price You Ought to Pay. Silent as the Foot of Time.

Mitchell-Lewis Motor Co.

SUCCESSOR TO

Mitchell Motor Car Co. and Mitchell & Lewis Co. LTD.

Racine, Wis. U. S. A.

PRICES F. O. B. RACINE

Portland Distributor, Osen & Hunter Auto Company
88 North Sixth Street.

ANNUAL CLEARANCE SALE

Portland Automobile Clearing House

ARTHUR H. HERTZ, Manager

We Are Exclusive Dealers In Used Automobiles

For the past two or three months, Mr. Prospective Purchaser, you have been saying, "Wait till after the first of the year." Now we are going to call your bluff and find out if you were sincere in your excuse, for you cannot afford to pass up this opportunity of securing a high-grade automobile at a "give away" price. Read this list carefully and then come and see us!!

- HOLSMAN (Buggy type)..... \$ 300
- BUICK, "White Streak," Model 10..... \$ 500
- FORD 6-cylinder, 5-passenger Touring Car, Model K..... \$ 650
- WHITE STEAMER, Model O, 5-passenger Touring Car..... \$1100
- BUICK 40, Model 17, 5-passenger Touring Car..... \$1250
- WHITE STEAMER, Model K, 7-passenger Touring Car..... \$1250
- CADILLAC 30, 1909—5-passenger Touring Car..... \$1350
- CADILLAC 30, 1910—5-passenger Touring Car..... \$1450
- MOLINE, 1911 Model—Touring Car, used two months..... \$1475
- WHITE STEAMER, Model OO—5-passenger Touring Car..... \$1650
- STUDEBAKER "Garford" 40—7-passenger Touring Car..... \$1750
- STEARNS Baby Tonneau Roadster, 30-60..... \$3000

All these cars equipped and guaranteed in first-class condition at time of purchase.

These Are Only a Few of Our Many Bargains

WE BUY, SELL AND TRADE ALL MAKES OF CARS.

Main 692—PHONES—A-2234

SIXTH AND MADISON STS. - - PORTLAND, OREGON