

CONSULAR SERVICE NEEDS ABLE MEN SAYS PARIS BODY

American Chamber of Commerce Memorializes President Taft to Reorganize Foreign Diplomatic Corps.

By William Philip Simms. (United Press Local Wire) Paris, Sept. 2.—That the consular service of the United States is in need of reorganization under national law is the expressed belief of the American chamber of commerce at Paris. A campaign is to be waged by this body, in conjunction with other similar ones, to induce the Washington government to take action.

The memorial addressed to the president of the United States by the National Business Men's League of America, is considered to be a step in the right direction, pleading for consular legislation along the lines of the Cullom-Sterling bill introduced in congress in 1909, but which to date has lain pigeon-holed. This bill provided for the filling of vacancies in the higher ranks of the service by promotion from the lower grades and for entrance into the service by appointment of candidates after prescribed examination; for the rules of examination of applicants as to the scope and method of such examinations; for the complete Americanization of the service; for the appointment of consuls and consul-generals to grades instead of to places, the designation of places being left to the president; for the payment by the government of the actual expenses of transferring a consul, his family and effects, when ordered to a new post. Most of these provisions are virtually in force at the present time at the state department, but there is no law whatever on the subject. Says the memorial referred to by the American chamber of commerce:

Memorial Wishes Clear.
"To the business interests of the country it seems deplorable that a measure so imperative to the progress of American foreign trade and to the prestige of America as a nation, and so universally approved, should linger from session to session and from congress to congress without sufficient legislative action."

"Efforts to reform the consular service were begun very many years ago," says a bulletin issued by the American chamber of commerce, "and were continued for a long time without success. The needs of our representatives abroad were either unknown to those in authority at home or were ignored; the fitness of men for the duties expected of them, was, in those days, seldom considered, if at all; and frequently the official representatives of the United States were not Americans. These elements created a situation which was very much accentuated in far off countries, where the measure of capacity of some of our consuls made a sad comparison with that of British, French and German consuls, whose initiative in critical moments, moreover, was invariably sustained by their governments. At that time it was not uncommon to hear American travelers say that in case of difficulty in remote parts, they

Secure Talent for Y. M. C. A. Faculty

Fall and Winter Term Opens Tuesday, September 5—Large Attendance Is Expected—Night Classes Begin September 25.



S. A. Jamieson.



Frederick O. Signs.

When the day school of the Young Men's Christian Association opens for the fall term and winter work next Tuesday, September 5, there will be several new faces in the faculty. Among the new teachers are S. A. Jamieson and Frederick O. Signs, both of whom come highly recommended.

Mr. Jamieson will be employed as teacher of French in both the college preparatory and boys' departments. He is a graduate of Wabash college and has been engaged as a clergyman and educator in the cities of the middle west. He has just arrived in Portland from Duluth.

Mr. Signs comes to the Y. M. C. A. he done to bring about a reorganization will be done, so far as the American chamber of commerce here can do, and it is believed that at the next session of congress another bill will be introduced to take the place of the Cullom-Sterling bill.

The American chamber of commerce at Paris is one of the strongest and most influential bodies of the kind in the world. Unlike most similar organizations, it has a big influence with the French government as well as the government at home.

"There can be no doubt that men who leave their country to further its interests abroad, and who thereby relinquish opportunities at home for their own advancement, should receive exceptional consideration from our government. Encouragement should be offered to men of capacity to enter the foreign service of the United States; and this can be done in no better way than by assurance of permanency of tenure, promotion on merit, and, in case of advanced age or illness, suitable provision for themselves and their families."

Reorganization May Come.
At the chamber it was said that the legal and government relations committee was now studying the matter in detail, inspired by past experience and recent events. Everything which can

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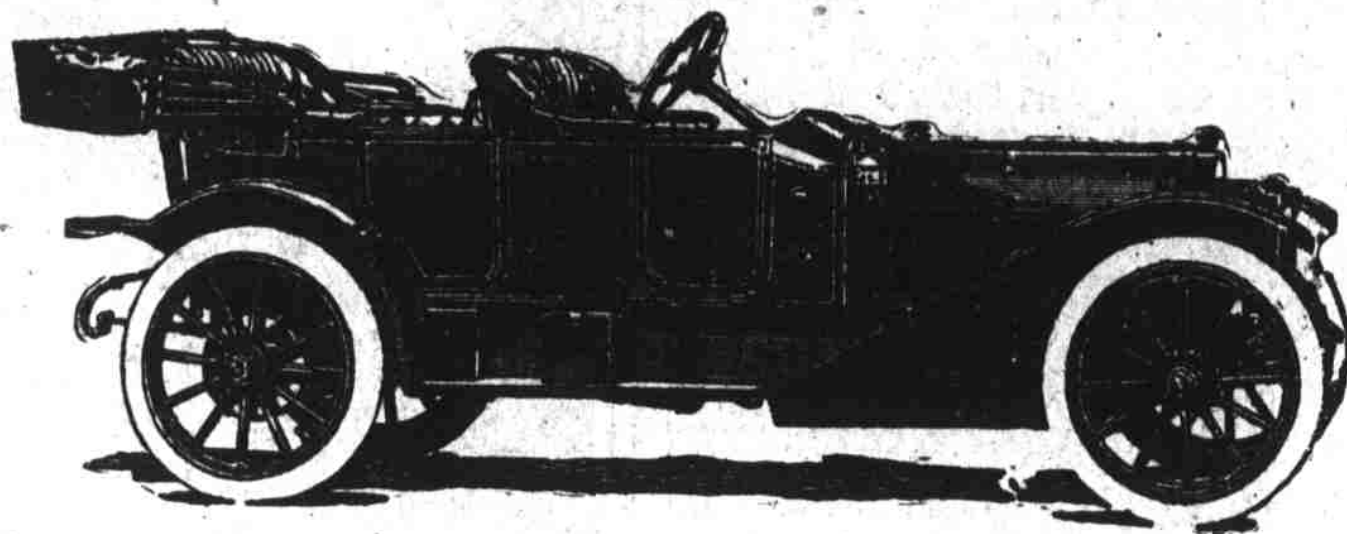
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Save Your Teeth

Do not think because your teeth are getting loose that you cannot save them or that it is necessary to suffer with long and painful treatment.

When the teeth are loose and sensitive, and the gums recede and bleed, get a 50c bottle of Call's Anti-Riggs from Owl Drug Co. This is a scientific treatment, and is recommended by leading dentists and professional people. Sold under absolute guarantee of satisfaction or money back. Begin its use today and save your teeth, sound and firm for a lifetime. Call's Anti-Riggs gives quick relief in the sore mouth caused by new plates.

Mitchell

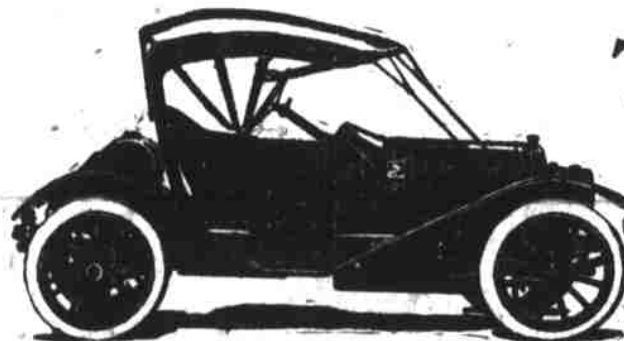


Two New Additions to the Mitchell Family

Birth of the Mitchell 5-passenger Six at \$1,750 and the Mitchell 2-passenger smart gentleman's roadster at \$950. And the parents doing remarkably well.

Time is narrowing down for a *Survival of the Fittest* in the automobile business. The cheaply built car and the "stock affair" are *on the toboggan*. *Hysterical buying is no more*. The public is vociferous in its demand for the *high-class, low-cost car*, hence *the Mitchell star is still in the ascendancy*.

We've added two handsome and robust "babies" to the Mitchell line and are now equipped to show the American public that hoggish profits constitute a commercial crime, and that any concern that is *sound in the pocket and sound in the head* can live on a reasonable merchandising margin and still keep on improving.



Two New Mitchell Babies:

The Mitchell Five-Passenger Six Cylinder Family Touring Car, at - **\$1,750**

The Mitchell Two-Passenger smart gentleman's Roadster, at - **\$950**

These two cars are real automobiles, *not skinny road pests*. They've got the real Mitchell blood in them. They are the work of a factory that has never experimented at public expense, and sells its goods on *merit* instead of *bunk*.

The new 5-passenger Six at \$1,750 is *no experiment*. We've been building Sixes for years and we know *how*. We are pioneers in the making of the moderate-priced Six—the only concern in the world that ever put a Big Six on the market for so little money as \$2,250. The Light Six is a little brother of the Big Six, and it's *got all the Mitchell blood and breeding*. Take your \$1,750 elsewhere and what do you get for it? An ordinary, cheaply built, carefully skinned four cylinder car of doubtful horse power and uncertain parentage, or a stock affair thrown together by people who haven't had a finger in the making of one solitary part of it.

This car is going to destroy public faith in list prices and we are tickled to death that we are the ones to force the show down. We will never be able to make as many of these cars as the public will *demand*. We know that *now*.

The two-passenger roadster is a revelation. It has full 25 horse power and 100 inch wheel base. It is a full grown automobile. It is full of style—*roguish, dapper, dainty*—yet muscled like a Hercules, and built for service, not to compete with the cheap runabouts that have made millions for repair men. So now that the Mitchell line reads *like this*:

Mitchell 2-passenger gentleman's 25 h. p. roadster, at	\$ 950
Mitchell 4-passenger "30" touring car,	1,150
Mitchell 5-passenger "30" touring car,	1,350
Mitchell 5-passenger light six cylinder 40 h. p. touring car, at	1,750
Mitchell 7-passenger big-six cylinder 50 h. p. touring car, at	2,250

Prices F. O. B. Racine.

Not a high-priced car in the lot. Every one within the range of reason. All built sanely, solidly and stylishly. Show us a line of cars at any price, we don't care how high, that is any better than this one. You can't do it to save your soul.

Every one of these cars is built of the finest materials that this world has ever produced. One maker of automobiles considers it good advertising to say that his car is built with chrome nickel steel. It makes us laugh. We use it as a matter of course. We know there is nothing else that will do quite as well, and we're cranks on fine materials. That man might as well have said that his wheels are round and expect the public to go crazy over it. The maker who doesn't use it is skinning his car or producing a nine-spot. We maintain extensive laboratories for the analysis of materials, and we don't take anybody's say-so.

Mitchell cars are equipped with top, Spittordf dual ignition, five lamps, generator, horn, jack and tools. Extra demountable rim with the light six. All cars equipped with fore doors, and designed to prevent excess heat for those occupying front seats. No top on the \$950 runabout.

Is that all? No, that isn't all. The justly celebrated MITCHELL SERVICE comes in right here. It's the biggest thing that has ever been done in the automobile business. It means that the parent house of Mitchell-Lewis keeps in touch with every Mitchell owner. We furnish a new part free for every part that proves defective. And we want you to know that no repair man ever built any houses on what he made out of Mitchell cars.

Every one of these branches is equipped with Trouble Men—expert mechanics, hot dubs, whose business it is to see how your car is behaving—because our interest begins in you when you buy, and ceases only when you pass away. We are running this business like Marshall Field ran his up to the day of his death, and we will hang on to public respect until the bad place freezes over.

Now, you've got our creed and our promise. If this advertisement strikes you favorably, write for detailed information and plant book. Will send you books that are on the square.

The car you *ought* to have—at the price you *ought* to pay.
"Silent as the foot of time."

Branches:
NEW YORK
PHILADELPHIA
ATLANTA
DALLAS
KANSAS CITY
PORTLAND, ORE.

Mitchell-Lewis Motor Co.
Racine, Wis., U.S.A.

European
Branches:
LONDON
PARIS

This is the firm that has built the famous Mitchell-Lewis wagon for over 75 years.

WE realize that it is impossible to do justice to the new Chalmers line in an advertisement. It is impossible to make any pictures show what these cars really are, nor does the space permit of words enough to describe all the good features.

The best we can do is to tell you about values which we are sure exist. It is only by seeing the cars themselves that you can actually prove to your own satisfaction whether these values do exist. Hence, we ask you to see the new Chalmers cars. We really believe that, whether you buy a Chalmers or not, it is worth your while to see the new cars. They will at least serve as a basis of comparison. They are now on show at our salesrooms and we will take pleasure in showing and demonstrating the new models.

H. L. Keats Auto Co.
BURNSIDE AND SEVENTH STREETS

CHALMERS "36"

