

WEMME UNOBTRUSIVE BUT PHILANTHROPIES TOOK A WIDE RANGE

Large Fortune Left but None Knows How Great or How Disposed Of.

MOUNT HOOD ROAD HOBBY

For Many Years One Aim in Life to See it Completed—Numerous Incidents Told.

In the passing of E. Henry Wemme, one of Portland's most eccentric and best loved characters, the city has lost a consistent and unobtrusive philanthropist.

For Henry Wemme was a successful man. This was well made and knew the meaning of hard knocks.

Mr. Wemme was rated better than a millionaire. None of his friends knows exactly what his fortune amounted to, though they knew that even the Mount Hood road—his life-long hobby and a costly one—had not made great rabs into his capital.

Owned City Property. Mr. Wemme owned the property at Broadway and Oak occupied by Barlow & Wright, estimated to be worth \$300,000; the half block at Broadway and Burnside, occupied by the H. L. Easton Automobile company, worth probably \$200,000; two corners at First and Burnside streets, worth probably \$100,000; the property occupied by the Maine Electric company on Grand avenue, worth \$200,000; all the unsold lots in Overlook addition and several other bits of real estate. All of this is located inside the city limits.

Although his life work was the development of the road to Mount Hood, it is said that he did not own a foot of land along the highway, though the highway itself. It was one of his favorite boasts to his friends that all his work on the road was for the public and that he never would profit by it in the least.

Much speculation has arisen as to the disposition Mr. Wemme will make of his money. He was never known to show his money was to be left, but was fond of casting mysterious hints that the people would be greatly surprised when they learned what was in his will. But even to those most intimate, to whom he had revealed part of the secret, speculation has gone astray because two years ago, when his illness had become so firm, he rooted that physicians had practically given him up, he went to California.

Now Will Draw. "I don't believe I'll ever come back," he told his friends.

But he did come back, and while he was getting here he suddenly turned and had a lawyer draw up a new testament. No one—not even his Portland attorney, George Joseph, knows what was in the will. But after it was made, Mr. Wemme's references to its contents took on even more mysterious tones. Most people believe that the active part of the Mount Hood road, will be chiefly remembered. Others say he became interested in a plan to endow a home for cripples. One theory is that he had many smaller enterprises. But nobody knows.

It was after a long hard automobile trip from Portland to Astoria, when Mr. Wemme, Louis Russell and W. J. Clemens were mapping out what later became the Columbia highway to the sea, that Mr. Wemme revealed one of the big schemes he had in mind for Oregon.

"We were sitting on the sand of the beach watching the sea and the stars, when Henry suddenly turned to me and sprang his scheme," said W. J. Clemens, now president of the Portland Automobile club. "The scheme was to raise a fund of which he volunteered to furnish half in cash. With this money he would have surfaced a road between Portland and Mount Hood, a road which he had figured it out that the \$500,000 would do it."

Said It Was Not Right. "Both of us discouraged him. We told him it would never do, that we disputed his intentions or his ability to handle his part of the financing, but because we said it was not right for one man to put the people in such debt to him."

"And so we talked him out of the project, but I don't believe he ever gave it up. We had to put that with such a proportion of the sum as the rest would not be forthcoming, but we just wouldn't let him take such a big financial risk."

Offer Not Taken Up. It was the Mount Hood road that Mr. Wemme devoted his energies toward almost exclusively, although he helped in every road venture that was launched. When Louis Russell made the first survey of the Columbia highway, at a cost of about \$1000, he asked Wemme to be the chief expense. That was before the organized movement was launched to put the road through.

"Share" said Mr. Wemme. "I'll pay for half on your road if you will pay half of mine."

But in as much as the Wemme venture had no other market, the pretentious project to confront the people up to that time, the offer was not taken up and Mr. Russell bore the expense alone.

An instance of his quiet philanthropy is related by Will S. Lipman, who was secretary of the Automobile club when Wemme was president.

"Petitions were being circulated for the hard surfacing of Park street," said Mr. Lipman. "A woman of small means whose all consisted of the little home she had, protested that the cost of the work would be too great for her to bear. She told Mr. Wemme how the payments would break her."

"In his blustering way, he told her to sign the petition. He wouldn't let anything stop the paving of that street. Fearfully, but dominated by his manner, she signed it. Later she learned that Mr. Wemme himself had paid the paving assessments. Nobly

DOING GOOD WAS WEMME'S DELIGHT



The late E. Henry Wemme, retired Portland manufacturer and capitalist, whose death occurred near Los Angeles Thursday. Arriving in America, a poor immigrant boy, Mr. Wemme won his way to success through industry and perseverance. Upon retiring from active business he devoted more time to the cause of good roads of which he was an ardent disciple.

WEMME FUNERAL TO BE HELD ON TUESDAY; PALLBEARERS NAMED

All Members of Automobile Club Are Requested to Attend the Services Here.

Funeral services for E. Henry Wemme, who died suddenly at Los Angeles Thursday afternoon, will be held at the English Lutheran church, Jefferson and West Park streets, at 2 o'clock Tuesday afternoon. Rev. A. J. Leas, pastor of the church, will officiate. The ceremonies will be held under the joint auspices of the Portland Automobile club and the Portland Automobile Dealers' association.

George W. Stapleton, a warm personal friend of Mr. Wemme's, will deliver a eulogy covering his work in the advancement of automobiling and the good road movement. Mrs. Fred W. Olson will sing.

The honorary pallbearers will be C. E. Wright, Julius L. Meier, Frank Litherland, W. J. Clemens, J. R. Rogers, Henry Scheuffler, J. B. Yeon and Harry H. Keats. The active pallbearers will be Max Hirsch, Dan Rosenfeld, E. T. Ames, W. J. Lyons, Frank Monner and Ivan Humanson.

It is requested that all members of the Portland Automobile club attend the services and accompany the body to Hillview cemetery. The automobile club has promised to have a plenty of automobiles at the church so that anyone who wishes to go to the cemetery will be accommodated. All the salerooms will be closed during the services.

The body will arrive from Los Angeles Monday evening and will be in charge of J. L. Finley. The following resolutions were adopted yesterday by a committee of the Automobile Dealers' association:

Whereas, the announcement of the death of E. Henry Wemme brings great sorrow and pain to the hearts of those who knew him, reminding us that the world must return to the manner and the strongest must answer the eternal call, and

Whereas, he was a friend who never forgot a friend, and while he was of battle more valiantly yet no man could be more valiantly for his friends and for what he considered to be just and right, knew the woman.

Many stories are told of Mr. Wemme's odd way of doing things. One relates his method of raising funds to push the road work he loved. Going to the telephone, he would call up someone who had means sufficient to justify a contribution, and say: "I need \$100 or \$500," whatever the amount might be.

UPS, DOWNS WERE NUMEROUS BEFORE WEMME SUCCEEDED

Hard Work and Poor Pay Were Lot; Klondike Rush Gave First Real Start.

Aeroplane Flight in Oregon Is Recalled

Machine Introduced by Mr. Wemme and Made Flight in 1910; Set Up in Armory.

It was Mr. Wemme's aeroplane, about which many stories are told, that made the first flight in Oregon in March, 1910, just as it was his automobile, the "Old Scout," that first appeared on Portland's streets in 1900.

M. C. Dickinson claims the credit for inducing Wemme to bring this flier to the state. It looked as if the 1910 automobile show was going to be a failure and so Dickinson suggested that if an aeroplane could be injected into the show, the attendance might be stimulated.

So the machine was purchased and set up in the Armory, where an extra dime was expected of the visitors to see it. Afterward, Charles K. Hamilton was secured to fly it.

Mr. Wemme was at the Hot Springs in Arkansas when Dickinson telegraphed him that if he wanted to be one of five to finance it he could have the honor of backing the first aeroplane flight in Oregon. He was promised an equal partnership in any losses that might accrue, but no share in any profits.

Wemme wired back that he should be counted in. The loss to each of the participants in the venture was \$248.23 and Wemme sent a check for his share. Wemme afterward sold the machine to Eugene Ely and other aviators, getting for it the proceeds of this sale went into the Mount Hood road.

Tribute Paid to "Hungry Seven"

Music Furnished at Park Good Because Players Were Germans, It Was Declared.

While Mr. Wemme was president of the Automobile club in 1909, he conceived the idea of entertaining the Sunday picnickers who frequented the grounds of the club on the Sandy river.

SIENKIEWICZ IS HONORED

Petrograd, Dec. 19.—Henryk Sienkiewicz, author of "Quo Vadis" and holder of the 1905 Nobel prize for literature, has been elected honorary member of the Russian academy of sciences. The Poles are gratified over the honor thus conferred on the writer, which is considered a unique one for a Pole.

HELP DESISTUTE TO AID SEVES WAS THE GOSPEL OF WEMME

Patron Saint of Good Roads Had His Own Ideas About Charity; Good Work Done.

ROAD WORKERS EMPLOYED

In Interview Shortly Before Leaving for Southland, Wemme Related His Interest in Highway Development.

By Fred Lockley. The late E. Henry Wemme was one of Portland's most interesting characters. For days he spent an hour with Mr. Wemme at his office in the Commercial club building.

"I am going to Los Angeles in a couple of days," said Mr. Wemme, "so this will be your chance to support them. I am not going to talk about myself only; I would rather talk about good roads. There was a day when I was more than willing to talk about myself and when I delighted to see my name in big type in the papers, but that day has gone by. I haven't much use for the man who comes to support themselves, so that the burden of their support will not fall upon society."

"I have been keeping three crews of men at work on the Mount Hood-Barnes road all fall, and am going to keep them at work all winter. By doing this I am accomplishing two things—I am getting a road completed and I am helping to support themselves, so that the burden of their support will not fall upon society."

"Most men want to work and I believe that society should so arrange its affairs that every man who wants to work can have it. If city and county would arrange to have their necessary work done when work is scarce in place of men, it would be a great thing. I would like to see these men over and we would not have the problem of the unemployed. For example, if Clackamas county would spend \$1500 now on the Mount Hood-Barnes road, which runs through Clackamas county, filling up the holes and correcting the drainage, we would have a splendid road. I have already spent \$3,000 on this road and road and would like to put it in fine shape. The result would be that the men who need the work would be earning money and Clackamas county would get a good return for the money spent. In other words, they would get the road, they would furnish work for men who need help and the money they paid to these men would be spent in the county and kept there."

Weekly Inspection Trip. "Every Thursday for a long time I have been making a trip out on the road to see how my road gangs are getting on. I keep a regular log of my trips. Here you can see in these books the notes of each of my trips. From Portland to Pleasant Home the road is good. The distance from Portland to Sandy is 25.7 miles. Between Pleasant Home and Sandy, a distance of about seven miles, it would take about \$5000 to complete the road. Between Sandy and Rainier river bridge, the road would be good if Clackamas county would spend not exceed \$1500 to correct the drainage and fill up the holes worn in the road. Between Rainier river bridge and the mouth of the Salmon river is about 12 1/2 miles. Salmon river bridge is 33.3 miles from Portland. Between Salmon river bridge and Wells cross roads, a distance of about four miles, I have spent a great deal of money and the road is in good shape. I spent \$5500 on one hill on this stretch of road. For the past four months I have been working crews on the road between Wells crossing and the Toll Gate, and now it is almost a boulevard. From Portland to the Toll Gate is 45.7 miles. From the Toll Gate to the Five Mile Post, a distance of about 10 miles, will be through there in about 60 days. I have spent about \$12,000 so far this winter on this stretch of road. The clearing cost me \$3500, the grading cost me \$8000. Next spring I am going to have Charley Cook take out his big steam shovel and work between the Five Mile Post and Government Camp.

Value of Good Roads. "Some day Oregon will appreciate what good roads mean to the state. People sometimes laugh at me because they think good roads are my hobby, but it is a hobby that I wish more people would get. For a moment the development of the state than most anything else I know of."

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One of the last things Mr. Wemme did before leaving for Los Angeles was to make out a check for the Winter Relief Bureau in the Journal building and say, "It isn't much, but I would like to do more. Put it down as cash. Don't put my name in the paper as giving it."

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Started to Build Auto. "A year later I started in business for myself mending awnings. This was in 1886. 1888 I decided to build a steam automobile, but before I had it made it broke and I used the steam engine of the automobile to run my tent and awning plant.

"Some years later I bought an automobile of Stanley Brook of Newton, Mass. Stanley Brook had sold out to the Locomobile company. It was a good little car, but it was so light and the roads were so bad that one moment you were sitting in the car and the next moment you would be sitting by the side of the road. It would have taken a first class juggler and contortionist to sit in that car and go at the rate of 15 miles an hour.

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Sam. This was followed by an order for 15,000 more and finally they told me they would take all the hospital tents I could turn out, so I put 400 people to work, used up all my material and instead of going broke, I came out with a good sized fortune."

Mr. Wemme concluded his interview by speaking of his purchase of the Barlow road. "When I am gone and the people realize what good roads mean to Oregon, they will see that I have not forgotten them. I want that money to be used for the benefit of the public who helped me to make it."

How He Defeated Three Railroads

Complaint on Freight Rates Made and Rebates in Each Case Are Finally Secured.

Mr. Wemme used to tell with many chuckles how he got ahead of three railroads which were trying to hold him up on the freight charges for his first automobile. He had ordered a Stanley from Newton, Mass. He arranged to ship the engine by the O. R. & N., the running gear via the Northern Pacific and the body via the Southern.

"The local agents of the three roads got together and decided to charge me \$150 apiece in freight," he said. "That was the tariff on a complete automobile. I decided that was a holdup and got pretty sore. Then I thought of a scheme."

"I ordered another engine and had the manufacturers mark on it in big letters 'Automobile engine.' The railroads had a tariff prescribing \$3 per 100 as the rate on engines. But when it arrived, the O. R. & N. was going to charge another \$150. I tendered the \$3 and they refused it."

"Then I served notice that I needed the engine and would bring suit for \$25 per day for every day they held it. In a little while they notified me they would accept the \$3. I made them give me a receipt, saying the money had been paid as freight on an automobile engine."

"Armed with this receipt I demanded a rebate of \$147 on the first class car sent in. In a few days the attorneys, the railroad men paid it. Then, with this rebate in my pocket, I went to the other roads and demanded similar rebates. I got them all. The rebate on freight bill on that car was not so very big after all."

Death Defeats Banquet Plans

Strange Coincidence Marks Success of E. Henry Wemme, Which Occurred at Los Angeles.

A strange coincidence in connection with E. Henry Wemme's death is the fact that on last Thursday evening a meeting was held at 5 p. m. in the green room of the Commercial club to plan an event in his honor. C. C. Chapman, in speaking of the matter, said: "I wrote notes to W. F. Burrell, J. C. Ainsworth, W. J. Clemens, J. F. Carroll, L. Fish, J. B. Yeon, W. S. Ladd, Riley and Guy Talbot, in which I said, 'A few admirers of Henry Wemme will meet Thursday at 5 p. m. in the green room of the Commercial club to plan an event in his honor. I was of the opinion that Mr. Wemme had told me that he was going to postpone his departure for Los Angeles a few days, so we decided to give him a banquet on January 5. Ten minutes after we had decided to give a banquet in his honor the word came to us that Mr. Wemme was dead. The Commercial club should give Mr. Wemme a public funeral. He has often told me that he made his money in Portland and that he proposed to leave his money in Portland.'"

Even more satisfactory results were obtained on the Pacific coast. The Marine Island navy yard completed the machinery for the gunboats Monocacy and Palos well within the estimate and the final cost was little more than two-thirds of the amount estimated by private firms. At Norfolk the manufacture of gasoline engines has been continued with most satisfactory results as to cost and efficiency of operation.

Important improvements in radio telegraphy have involved the substitution of a large amount of new apparatus for the older installation. Substantial reductions have been effected in the cost of this apparatus, although its efficiency has been greatly increased.

Navy Yards Show Substantial Saving

Admiral Griffin in His Annual Report Says United States Makes Money by Building Own Battleships.

Washington, Dec. 19.—Old ideas as to the excessive cost of navy yard work, compared with that done by private firms, are dissipated by Admiral R. S. Griffin, chief of the bureau of engineers of the navy department, in his annual report. One of the points to the fact that the engines for the great dreadnought New York were quickly constructed at the New York navy yard at a cost slightly less than that at which they could have been procured by contract, and the workmanship was unexcelled.

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Manitoba Saloons Are to Be Curbed

Premier Roblin Will Ask Legislature to Close All Bars at 7 Instead of 11 o'clock During War.

Winnipeg, Man., Dec. 19.—Premier Sir Rodmond Roblin announces in a long statement that the Manitoba government has decided to take drastic action for curbing the liquor traffic during the European war. The forthcoming session of the legislature will be asked to pass a government bill giving municipalities the right to limit the number of saloons, the number of licenses and a clause will be inserted giving the government special powers to curtail the hours at which liquor may be sold in times of public emergency.

Although the government has not these powers now, it proposes to invite all retail liquor dealers in the province, as well as social clubs, to close bars and the sale of liquor at 7 p. m., instead of at 11, as at present, and the wholesalers to close at 10 o'clock. An additional clause controls the licenses, it is thus practically certain that early closing of the bars will become general throughout the province immediately.

In making this announcement Sir Rodmond refers specially to the large number of citizen soldiers in Winnipeg and all parts of this military district training for service with the second Canadian contingent.

THOMAS JEFFERSON



Photograph from Harper's Weekly. Karl Bitters' new statue of Thomas Jefferson at University of Virginia.

From Harper's Weekly. THAT a statue of Thomas Jefferson, sympathetically conceived and ably executed by a leading American sculptor, should be placed on the grounds of the University of Virginia, is singularly appropriate. Jefferson was one of the few men to distinguish clearly between what was personal to himself and what was part of his public life.

There is in American history nothing more remarkable than the epitaph which he wrote himself, not mentioning the fact that he had been secretary of state, or vice president, or for eight years president of his country. He did mention, however, his authorship of the Declaration of Independence and of the Virginia Bill of Rights. Those were expressions of his own personality. Also he mentioned that he was the founder of the University of Virginia, thus showing how closely he felt that act to be part of his own ideals. It was not only in conception but even in execution, for Jefferson was himself the only architect of one of the most beautiful (if not the most beautiful) architectural groups in our country. For many of the smaller details of carrying out the work, he also made the sketches.

Preston Wilson, a few hours after his inauguration, was talking with a friend about this side of Jefferson. The historian and the man of thought in Wilson were uppermost, and he expressed a certain regret and a certain wistfulness as he commented on the crowding claims of modern life that so often keep a man from doing thoroughly a few big things. He expressed a determination to be himself as little as possible, distracted by trifles, in order that he might give to the people the best that is in him. As Jefferson means much to a man like President Wilson, so has he a profound meaning for Americans in general, of every generation, especially as representing freedom and originality of thought and entire faith in democracy.

Mr. Bitter's statue pictures the real Jefferson. A friend of humanity, through whose generosity the statue was procured for the University of Virginia, showed a fine sense of fitness, since he gave to that institution a touch that makes it more complete and since he placed the image of Jefferson in the spot where Jefferson himself would have been most pleased to have it rest.

SOUTHERN CALIFORNIA TO THE WORLD

THE LOS ANGELES TIMES

GREAT MIDWINTER NUMBER

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