

BIG GOOD ROADS CONVENTION SOON

Amendment to Constitution Carries Monster Meeting Is to Be Held in Portland—To Make Oregon Banner State for Roads.

PORTLAND, Oct. 29.—If the amendment to the constitution giving counties the privilege to bond for road construction should be adopted, a monster good roads convention will be held in Portland soon after the election November 8.

The meeting, it is promised, will be the largest of its character ever held in the United States. The leaders in the good roads movement say they want to make Oregon the banner state in the Union in the practice of this reform. They have enlisted various organizations of the state as well as nearly all the candidates for state and county offices on the republican and democratic tickets.

They are likewise making an urgent appeal to the voters to cast their ballots in favor of the proposed amendment. The measure does not make it compulsory upon any county to issue bonds. The amendment is number 254 on the ballot.

Success Seems Certain.

So certain are the good roads advocates that the measure will become a law that they are already making arrangements for the meeting and outlining a tentative program.

Representation at the convention will be made up of delegates appointed by Phil S. Bates, secretary of the State Threshers' association, others named by the various county good roads associations organized by Lionel R. Webster, and county judges and members of the State Automobile association. Proper methods of expending of the proceeds of the bond issues will be discussed, as well as the appointment of a state highway engineer.

The action of this meeting will be the basis of an appeal to the next legislature, when it is hoped Oregon will place on its statutes good roads laws more advanced than have been enacted by any other state.

Great Highway Urged.

The convention will also be urged to join with the Pacific Highway commission in the movement to build a road across Washington, Oregon and California and to connect Canada with Mexico. The automobile clubs of Oregon and Washington already have given their sanction to this movement.

The plan has so far developed in Washington that the subject is already in the hands of the state highway commission. The voters of California will be asked to approve an \$18,000,000 bond issue to carry on their portion of the work.

Automobilists from all parts of the northwest have sent letters of approval to the organizations back of the international road scheme, promising support. A good roads rally will be held at Tacoma next week to encourage it. Portland motorists declare it to be the greatest undertaking ever started for the development of the Pacific coast country.

WOMEN AFTER MAYOR'S SCALP

Members of Every Woman's Club in Seattle Planning to Hold Mass Meeting to Urge Recall of Mayor and Chief of Police.

SEATTLE, Wash., Oct. 29.—Members of every women's club in Seattle are planning to hold a monster mass meeting to urge the recall movement directed against Mayor H. C. Gill and Chief of Police Wappenstein. It was announced today that the mass meeting is planned for Tuesday. The women pledged to give the Public Welfare league their assistance in the work of making Seattle a clean city. The city council's graft investigating committee has made rapid progress in its inquiry into the alleged relations between Wappenstein and gamblers. That corruption among certain city officials has existed for months, the committee says it has proof. Important developments are expected by the committee within the next few days.

WOMAN ATTACKED BY HIRED THUGS

Garment Workers' Employers Said to Be Paying Thugs to Slag Women—Police Said to Be Aiding and Abetting Them.

LOS ANGELES, Cal., Oct. 29.—Miss Josephine Gilman, 22, today broke a fast of 50 days, conducted under the instructions of Dr. Tanner of fasting fame. During the 50 days of the fast, Miss Gilman drank nothing but the juice of oranges. At the end of the third day she said she had lost all desire for food, although she frequently went to the kitchen and prepared meals for other members of the Gilman family. The young woman broke her fast by eating a small portion of thin gruel. The portion was increased hourly until she was able to partake of more solid food.

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"Nat" Orchestra

MUSICAL PROGRAM SUNDAY, 2:30 TO 4:30.

- 1—March, "Carmen" Bizet
- 2—Waltz, "Artist's Life" Strauss
- 3—Selection, "The Time, Place and the Girl" Howard
- 4—Duet for 'cello and violin, "Call Me Thine Own" L'eclair
- W. A. Eames, Louis N. Ritzau.
- 5—Overture, "Poet and Peasant" Suppe
- 6—Paraphrase on "Loreley" Nesvada
- 7—Fantasie, "Trip to Coney Island" (by request) Tobani
- 8—Idyl, "The Glow Worm" Lineke
- 9—Finale, "American Patrol" Meacham

"Nat" Orchestra

MUSICAL PROGRAM SUNDAY, 7:30 TO 9:30.

- 1—March, "Persian" Strauss
- 2—Waltz, "Amoureuse" Berger
- 3—Selection, "Gingerbread Man" Sloane
- 4—Clarinet solo, "Mignon" Thomas Signor F. Ulissi.
- 5—Overture, "Orpheus" Offenbach
- 6—Melody, "Longing for Home" Jungmann
- 7—Selection, "Bohemian Girl" Balfe
- 8—Fantasie, "My Old Kentucky Home" .. Langey
- 9—Finale, "Down South" Myddleton

GRAHAME-WHITE WINS RACE.

(Continued from Page 1.) As Grahame-White started on the tenth lap, Le Blanc, who had started the lap two biplane lengths ahead, spurted and gained a complete lap, driving his machine faster than 70 miles an hour.

A Speed Duel. The race became a speed duel between Grahame-White and Le Blanc, with the Frenchman leading. White finished his 15th lap in 46:15. Le Blanc's time for ten laps was 29:35; for 15, 41:40.

Fifteen laps is 461-2 miles, which made Le Blanc's speed 65 miles an hour. Ogilvie completed his tenth lap in 24:59. He was compelled to land at the end of the 13th lap.

Le Blanc met with his accident after he had made a wonderful spurt during the 19th lap. He had been flying 25 feet above the ground and suddenly plunged earthward outside the course. His machine crumpled up and he was knocked unconscious. He was picked up, placed in an automobile and hurried to Belmont hospital.

Bleeds Badly.

Blood poured from a gash in his forehead and his actions indicated that he was injured internally.

It was learned that Le Blanc had found his gasoline exhausted and tried to descend, but lost control of the machine and crashed into a telegraph pole. The machine was totally wrecked. Le Blanc leaped to prevent being caught under his engine.

It was officially announced that Le Blanc's average time for 19 laps was 66 6-10 miles an hour. Grahame-White finished the 20 laps and descended. His speed was announced as 69 8-10 miles an hour.

Walter Brookins' fall, aside from the injuries he sustained, was a sore disappointment to the crowd, who had installed him favorite for the race. He fell 30 feet, striking the ground directly in front of the grandstand. His machine was badly wrecked.

Writes in Pain. Brookins writhed in pain and was thought to have been hurt internally. He was carried on a stretcher to the hospital. A hurried call for physicians was issued and a consultation over both Brookins and Le Blanc was held.

Miss Katherine Wright, young sister of Brookins' employers, assumed charge of Brookins' nursing at the hospital and appeared to be greatly affected by the accident. She received the news that he was not seriously injured with unconcealed emotion.

Immediately after Brookins met with his accident Le Blanc appeared in front of the grandstand with his head bandaged and smoking a cigarette as though nothing had happened. Grahame-White espied him first and greeted him effusively.

Le Blanc's accident resulted, it is said, from the failure of a mechanic to fill the gasoline tank of his engine after Le Blanc had given him the order. When he fell he had less than a half lap to go.

After remaining on the ground for an hour, Ogilvie reascended and completed the course in the elapsed time of 2:06:36. He was compelled to alight at first, owing to defective ignition of his engine.

The 100-horse power engines of Brookins' machine were taken from the wreckage and installed in a second frame, and it was officially announced that he would attempt another start.

Brookins said his engine stopped and he was attempting to glide down when his aeroplane turned a somersault.

Latham, in his 100-horse power Antoinette machine, started in the race at 19:59. He completed 10 laps in 24:31, 20 seconds slower than Grahame-White's time for the same distance.

Several of the crowd of spectators escaped death by inches when Hubert Latham lost control of his racer in his 15th lap and plunged headlong toward them. His machine spun around at a height of 15 feet, then suddenly ducked straight into the crowd. Everyone ducked and Latham, jamming his planes upward, leveled his machine, skimming above the heads of the spectators by about a foot. The machine continued at breakneck speed straight toward the judges' stand, which it cleared on a sharp upward angle by inches. Latham alighted safely in the open field. He declared the wind had wrecked the wings of his aeroplane, causing him to lose control.

"It was a miracle I didn't hit the clubhouse," said Latham. "I wasn't frightened, though, on my own account so much as on account of the spectators."

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