

FAVOR TOWNSEND BILL

(Continued from page one)

additional compensation for their services.

Establishment of an interstate system of highways is stated in the bill as the primary function of the commission. The most practicable routes would be followed with consideration given agricultural, commercial, postal and military needs. The interests of ports would be expected to be guarded and connections with border lines and the main highways of foreign countries would enter into the scheme. Highways within towns of more than 5000 population would not be under the commission's jurisdiction, "except that portion of any such highway along which, within a distance of one mile, the houses average more than 200 feet apart.

All highways built under the act would be free from tolls. Some other provisions are:

"That in any state where such interstate highways or parts thereof have been constructed in accordance with a standard deemed adequate for prevailing traffic by the commission and are maintained as elsewhere provided in this measure, the commission is authorized and directed to join with the state in the establishment and construction or reconstruction of other highways connecting or correlating with the

interstate system.

"That no project shall be approved by the commission in any state until the state has made adequate provision for the maintenance of all highways selected by the commission in that state."

Should any state fail to fulfill its agreement with the federal commission relative to maintenance after construction of such roads the federal commission would serve notice upon the state commission, and if repairs were not made within 100 days after receipt of the notice the federal commission would make the repairs and charge the cost against the state's federal apportionment.

Under the Townsend measure authority would be delegated to the secretary of war to turn over to the commission any surplus war material suitable for road construction, this to be distributed among the states. This distribution would be on the same value as provided in the act for the distribution of federal funds. The bill gives the federal commission right to reserve 10 per cent of the war material for use in the construction and maintenance of national forest roads or other roads under its direct supervision.

Another provision is that construction and reconstruction of interstate highways and correlative to which federal funds are applied shall be undertaken by the state departments with the approval of the

federal commission. In the routing of forest roads the advice of the state commissions would be given careful consideration by the federal body. Within two years after the effective date of the Townsend act, should it pass, the commission would be required to publish and distribute a map showing the highways and forest roads it has selected as a part of the interstate or co-ordinating system, and annually thereafter publish supplementary maps showing the program in selection, construction and reconstruction.

No money under the act could be spent in any state until the legislature of the state assented, except that until final adjournment of the first legislature after the act goes into effect the assent of the governor shall be sufficient.

The act gives the consent of the United States to any railroad or canal company to convey to any state highway department any part of its right of way or other property in the state acquired by grant from the United States. Provision is made for transfer to state departments of parts of public lands or reservations of the United States.

Selection of surfacing material would be adjusted to local conditions. Rights of way would be sixty-six feet in width and wearing surfaces not less than twenty feet

ACADEMY PRESENTS PLAY

"Kathleen" was presented to a very appreciative audience Tuesday evening by the pupils of St. Alphonsus academy at the high school gymnasium. The play was the result of long practice on the part of the students as well as their directors.

The plot centered on the heroine Kathleen whose mother had been cheated of her rightful legacy by a sinful sister. The mother on her deathbed told of her sister and made the daughter promise to rely on her for support after her own death.

After the mother's death the girl went to her wicked aunt's house, who had been changed during the years and who welcomed her niece

The two nieces of Mrs. Roylton were very jealous of the new obstacle in their path to Mrs. Roylton's riches and planned to have her arrested for larceny by placing a watch in her satchel and calling the police, who searched the bag and found the missing watch. When the time came for trial the negro servant of Mrs. Roylton came on the witness stand and told of the plot to have Kathleen put in prison. On this testimony she was released in the meantime Mrs. Roylton distributed the two sinful nieces while Kathleen came into her own rights as the heir to the money, and all

ended happily.

All the students were well fitted to the parts assigned them. The cast was "Kathleen," Dorothy Jacobs; "Mrs. Connors," Catherine O'Hara; "Granny Gilligans," Gettrude Brooks; "Loda and Zola," Marie Jacobs and Mary Sanders; "M. J. O'Hara," M. Fitzpatrick; "Lucille Roylton," Catherine Smith and Clara Brooks; "Madame Feice," Ethel Dye; "Topsy," Irene Talcott; "Magistrate," Kenneth Martin; Guards: Lawrence Fitzpatrick, John John Wells and Ford Watkins.

Immediately following the play the "Coming of the flowers" was presented by the smaller children, also the playlet "Renting of the Pickaninnies," both of which were well rendered and appreciated.

Following the program the graduating exercises were held by Rev. Fr. Martin. The address of the evening being delivered by C. J. Edwards.

The graduates were as follows: Commercial, Madge DeFord; Grammar, graduates were Gettrude Brooks, Catherine Smith, Doris Woolfe, Agnes Blaser, Jack Wells, Ford Watkins, Peter Betschart, Kenneth Martin and Purcell Tone.

EVANGELISTIC SERVICES

The Evangelistic Services in the Big Tent under the efficient leadership of Rev. F. B. Smith and family are being well attended each night. The music and singing of the Smith family are a real treat to the citizen of Tillamook. Rev. Smith is a fearless preacher of the old time Gospel, but possesses the sweetness and tenderness of spirit of the Christ he preaches and listeners are made to feel that he not only believes his message but has the spirit of it in his own heart.

Services nightly and three times each Sabbath until June 26. A cordial invitation is extended to all.

E. J. Claussen, assistant in the cheese association offices, has been spending a few days in Portland, attending Grand Chapter, etc. Incidentally it develops that the Swedish Red Cross nurse is a Norwegian lady and is not a bit cross, judging from the smile being worn by Egbert on his return. Here's hoping.

PAIGE

The Most Beautiful Car in America

Paige Makes a Clean Sweep

Breaks Every Official Stock Chassis Record From 5 to 100 Miles at Uniontown Track

The Paige triumph is now complete.

From 5 to 100 miles, all world's official speed records for a stock chassis were captured by the Paige "6-66" Daytona Model at the Uniontown, Pa., track May 29th, 1921.

Following a world's stock chassis record made January 21st, when the Paige "6-66" Daytona model covered a measured mile in 35.91 seconds, the Uniontown performance caps the climax to a long series of amazing records.

Paige, thus, has made a clean sweep and stands today the unchallenged master of power and speed—the supreme and unique example among automotive products for heretofore stamina and endurance.

When the mile record fell in January, Paige determined to make the record complete. With the officials of the A.A.A. racing board in charge, the track at Uniontown, Pa., was selected and Mulford driving a Daytona "6-66" stock chassis was off to shatter records that had remained unassailable since July 28th, 1917.

A Clean Sweep

The first five miles were covered at a terrific pace, the electric timer recording 3 minutes, 15.48 seconds, a speed of 91.8 miles an hour.

From there on the Paige came roaring over the official's wire with clock-like regularity that ate up the miles greedily. Twenty-five thirty, fifty minutes went by and there was no noticeable slackening of speed.

When the Paige thundered across the tape at the end of the 100th mile the feat had been accomplished.

In the most consistent performance ever recorded the records had fallen. The five, ten, twenty, twenty-five, fifty, seventy-five, 100-mile and One-Hour records had been beaten in every instance by a handsome margin.

The official figures showed that Paige had covered the full century in one hour, 6 minutes and 53.26 seconds, or 89 miles, 1510 yards in 60 minutes—which is just 250 yards less than 90 miles. The former hour record was 83 miles.

And now for a brief review of "6-66" history.

Speed—Power—Endurance

When a Paige "6-66" stock chassis made the fastest official time of the season for the Pike's Peak climb, some idea of its amazing power and stamina was revealed under unusual circumstances.

When on January 21st the Paige "6-66" Daytona model traveled at a rate of 102.3 miles an hour, thus setting an official world's stock chassis record for a mile, the fleetness of the "6-66" was established.

When at 100 different points throughout the country 100 new local hill climbing records were made, the power of the Paige "6-66" became a country-wide sensation.

Now with these new records from 5 to 100 miles, made without a stop, Paige has incontrovertibly established its supreme powers of endurance, as well as of speed. There could be no feat that answered all questions of supremacy with greater finality.

The lesson to the car owner is obvious. No matter what price he may be willing to pay he can find no car on the market today that offers him more than the Paige "6-66." The record is complete, and Paige stands as the undisputed leader of all American sporting cars.

**In Your Own Interest—
Make This Test**

We ask you to take just one demonstration in a "6-66" model and judge it from the standpoints of power, speed, acceleration, spring suspension and general motor efficiency.

Get the facts—actual lapsed time of the tests—and make a record on the demonstration card furnished by our Dealer.

Then take a second demonstration in any other car, at any price, and compare results.

That is all we ask—and we make no prophecies whatever in regard to your ultimate conclusions.

We merely want you to know the "6-66" in action. We want you to compare it detail for detail—performance for performance—with the finest and most expensive cars of the nation.

Then, decide for yourself whether the "6-66" is or is not the greatest dollar for dollar value ever offered to the motoring public.

PAIGE-DETROIT MOTOR CAR CO., DETROIT, Michigan
Manufacturers of Paige Motor Cars and Motor Trucks

TILLAMOOK AUTO COMPANY,

Hupmobile

**A. HUDSON
GARAGE**

A One-Man Woman—

Is there such a person?
Or would wives be fickle
as husbands, given equal
opportunity of mingling
with the world?



**The LITTLE
FOOL**
FROM THE NOVEL BY
JACK LONDON

does more than answer these conjectures:
it provides a telling and enthralling
drama, and one splendidly enacted by an

ALL-STAR CAST

Directed by Philip E. Rosen
Scenario by Edward Lowe, Jr.

A. C. E. SHURTLEFF, Inc. PRODUCTION

Gem Theatre,
TUESDAY, JUNE 21st.