

GOODYEAR CHIEF IS HIGHWAY BOOSTER

PRESIDENT OF BIG TIRE COMPANY TAKES HOLD OF NATIONAL BUILDING PROGRAM.

The acceptance of the chairmanship of the new highways committee of the Chamber of Commerce of the United States by F. A. Seiberling, president of the Goodyear Tire & Rubber company and of the Lincoln Highway association, has just been announced by the secretary of the Chamber of Commerce.

Mr. Seiberling's acceptance of this important post, despite his pressing duties as the head of a great rubber manufacturing company, is an indication of his keen interest in the improvement of public highways. He is familiar with good roads activities throughout the country and thoroughly acquainted with the practices of the Chamber of Commerce, having served as one of its directors.

One of his characteristics is that of thinking "big." He early foresaw the present importance of our national roads and the need of a com-

prehensive system of highway transportation and was one of the few men who organized and financed the Lincoln Highway association, which has established one of the best known roads in the world.

The whole highway situation is developing with such tremendous rapidity that proper direction just at this time is of the utmost importance. The whole future success of the highway building program depends upon an experienced guiding hand now.

In the selection of Mr. Seiberling the new highways committee has for its chairman a man who has a comprehensive knowledge of the country's highway needs and the executive ability to insure the working out of a great national program.

In referring to highway matters he says, "We must have a great system of highways. Automobile production has not yet reached its peak and while it is climbing back to former levels, the multiplication of motor trucks will increase tremendously, until in five years from now truck registration will undoubtedly equal automobile registration.

"We must construct the highways to accommodate this vast army of motorvehicles and build them of materials that will withstand the exacting demands of them. Much of the highway we now have is totally inadequate for even present needs, to say nothing of the future. Many miles of excellently constructed road, suitable only for automobile traffic,

AUTOS COLLIDE SOUTH OF CITY; WOMAN IS HURT

Accident Saturday Evening on Pacific Highway Near Carlyon Place.

Bruises and cuts about the head and shoulders were sustained by Mrs. W. F. Lillian when an automobile in which she was riding was struck by another car and overturned, pinning her underneath, in an accident in front of the Carlyon place south of the city last Saturday evening.

C. C. Quimby, who was driving the car, was shaken up, while the machine was demolished. The other car was driven by Ben Griffin and, according to reports made to the police, both cars were on the right-hand side of the road going to Tumwater.

Griffin started to pass Quimby's car when it suddenly swung sharply to the left and Griffin being unable to turn out of the way struck it broadside. He helped right the Quimby car and extricate Mrs. Lillian, who was placed in another machine and taken to St. Peter's hospital for treatment.

which about 10 per cent may be said to be 'improved.'

"This gives us some idea of the comprehensive program of highway building that must be put into effect to take care of our transportation problems."

MOTORIZED EQUIPMENT ON THE FARM

"Modern motorized equipment," says Henry Schultz of the Capital Transit & Repair Co., local dealers in Chevrolet passenger cars and trucks, "brings to the farmer the means to cultivate as many acres of his land as he desires with a certainty as to results and at a lower cost.

"The capacity of a motor-propelled machine is of a known quality. The amount of work it will accomplish in a certain period of time can be definitely determined. There is no guess work. There is no physical element to reckon with. So long as it is kept in good running order, uniform results can be depended upon.

"As an example of motorized farm equipment take the motor truck. It has proved of indispensable assistance on the farm. Thousands of them are now in use on farms in every section of the country.

"One motor truck on the farm replaces from two to four men. It also carries twice the load of a horse-drawn wagon in half the time. It furnishes dependable transportation to city markets which can be reached in half the time that the same trip consumed with a horse. And for emergency errands, for conveying seeds, fertilizers, machinery parts and other tasks, the motor truck in these capacities alone has earned its first cost many times over.

"The passenger automobile is another instance of motorized farm equipment that has lengthened the farmer's day, increased his capacity for work and opened the way to an era of better living and bigger profits.

"Indeed, motor vehicles have assumed such an all-important place in farm life—have proven of such invaluable assistance in the conservation of time and money for every member of the family—that it is little wonder their popularity and use is increasing in the rural districts. With the acquisition of such equipment the farmer has made rapid progress in placing his business on the same practical basis as that of the manufacturer or merchant."

MASON COUNTY WILL VOTE ON ROAD BONDS

PROJECT OF PAVING OLYMPIC HIGHWAY TO BE DECIDED AT ELECTION JUNE 14.

(From the Mason County Journal.)

The county commissioners held a session Saturday for the purpose of considering the question of hard-surfacing the Olympic highway, the probable cost and distance possible to cover, and also the methods offered to finance the work.

For the past two weeks they have discussed the matter with as many county taxpayers as possible, individually and in grange gatherings and have found practically unanimous encouragement for going ahead with the bonding plan, with a fair assurance that the Carlyon law will later be adopted and relieve the people of direct taxation for the hard-surfacing work and even the interest on the bonds.

The main question before them was the sum to submit to the voters for ratification. When the matter was first broached \$150,000 was suggested as sufficient to complete hard-surfacing of the Olympic highway from the county line to about Shelton, with the government aid, but as the plan became clearer in the public mind the board found a strong sentiment for "going the limit" which would be close to \$250,000 and make available \$500,000 for the purpose, in the hope that the hard-surfacing might be carried on as far as the Skokomish river bridge on the Olympic highway.

While it does not appear possible to make even that sum go so far under existing conditions of labor and material, it is quite likely that there will be such reductions before the final contracts were let as would extend the work further than the board has considered in its plans. So the board decided to submit the limit figure to the voters, although the full amount of bonds issued might depend on future circumstances.

The date of election has been set for June 14th, and preparation for the election is under way.

For one hour, the bells will ring, cannon be fired and all classes and interests are expected to join in the celebration. Addresses will be made by Vice President Colfax, Governor Palmer, Major Rice and others and an illumination will take place in the evening.

New York, May 3.—Official information shows that the parties who are trying to bring about the annexation of San Domingo went over to Europe some time ago and submitted to the governments of France and England respectively the same proposition they are now making to our government.

ican Capital," being a discussion of the best employment of American investments from the point of view of good business and good citizenship. Other articles are: "Legislation Affecting Business Men," "Tax Exemptions of U. S. War Obligations," a table of wholesale prices showing the actual trade quotations of leading commodities from 1913 down to the present, "The Money Market," a general "Market Letter," "The Loan Act and Foreign Exchange," and an exhaustive article on the "American Woolen Industry."



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WHAT OUR FATHERS READ ABOUT IN THIS PAPER FIFTY YEARS AGO

From The Washington Standard for Saturday morning, May 8, 1869. Vol. LX. No. 27.

Brigham Young has telegraph wires leading to his office and connecting with every hamlet in Utah, a line 500 miles long.

A Very Creditable Showing.—We are indebted to the late treasurer of the town for an exhibit of the amount of municipal and school tax during the past 10 years. The statement is a gratifying one to the friends of the town, as exhibiting an increase of municipal tax receipts, based upon a uniform rate of 5 mills taxation during that period, of something over 2,000 per cent.

The Town Council at its last session appropriating the sum of \$500 to finish the Marshville bridge.

Oregon City.—During a recent visit to the future Lowell of Oregon, we were agreeably surprised to observe the solid and substantial improvements made there since our last visit, some six years ago. The woolen factory, the paper mill, the new basin and warehouse of the People's Transportation Co., and several grist mills have been constructed since then.

New Store at Arcadia.—Messrs. Rothschild & Co. will open in a few days a large variety store at Arcadia, in Mason county. This will be a great accommodation to the people of that locality, who have been obliged to obtain their supplies from points far distant and difficult of access. Our genial friend, E. A. Wilson, Esq., we learn, is to be manager of the firm.

Governor Flanders arrived here Tuesday evening and will doubtless at once enter upon the discharge of the duties of his office. The "faithful" greeted him with the booming of cannon and every manifestation of delight.

The town has purchased the lot adjoining Mr. Burmister's residence on Fourth street, upon which it is designed to build a new engine-house and town hall. The consideration paid was \$500 in coin.

Miss M. A. O'Neil will open a private school in the lower part of the district schoolhouse on Monday next.

Mr. Treen has in process of construction a building adjoining Mr. Evan's law office to accommodate his increasing business.

It is rumored that the service on the Olympia and Monticello stage line will soon be changed to daily trips.

Washington, May 6.—A special says the Spanish minister informs the state department that should this country recognize the belligerents in Cuba, Spain will regard it as a declaration of war and authorize the fitting out of privateers, which must do us harm.

Chicago, May 6.—Arrangements are being made here for a celebration when the last rail of the Pacific railroad is laid. The demonstration will take place on Tuesday next. Business will be wholly suspended in the city

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