



Chalmers 7-Passenger Touring Car—Price \$1350 Detroit

# Unequaled Performance

By Chalmers 7-Passenger—Sets All Motorists Talking

Motorists everywhere are talking of the startling feat performed by a Chalmers 7-passenger touring car in Chicago. Something new has been discovered in motor-car achievements. Something never before attempted, never before done by an automobile. To set a mark of 586.8 miles through Chicago's busy streets was a feat in itself. But to do it all on high gear. To make it a non-stop motor run. To carry four passengers. And to show 14 miles to the gallon of fuel. Adds the cap sheaf of surprise.

When Chalmers started out to attempt the feat they said: "Let us make this complete. Let us omit nothing that can add to the difficulty of performance. Let us leave nothing for the future." The Contest Board of the American Automobile Association certifies that these statements are true.

It has set its seal upon the facts. You can have this flexibility, this economy, this consistent, solid satisfaction in your car. We have on our show-room floor the twin brother of the car that did this. It was a standard, stock 7-passenger Chalmers in all details.

Come and see the car. Come and learn WHY this unheard of feat was possible. Come and drive the car yourself. Feel the charm of a Chalmers.

Touring Car, 7-passenger . \$1350    Touring Sedan, 7-passenger . \$1850    Limousine, 7-passenger . \$2550  
 Touring Car, 5-passenger . 1250    Roadster, 3-passenger . 1250    Town Car, 7-passenger . 2550  
 (All prices f. o. b. Detroit. Prices subject to change without notice.)



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## CHALMERS CLIMBS FOR BIG VICTORY

Is Piloted to Victory by Fred Junk in a Contest in Wilkesbarre.

C. V. Fulton, local dealer for the Chalmers, today received a report of the Chalmers' accomplishment on Pike's Peak.

"We are making a few hill climbing records ourselves with the Chalmers," said Mr. Fulton. "I am writing to the factory telling what the Chalmers can do on the Eighteen Mile and Virginia hills."

Following is a clipping telling of the new Chalmers' record up the famous Colorado mountain side:

"Driving the same car that won the hill-climbing contest at Pike's Peak, Fred Junk in a Chalmers recently defeated a large field in a similar contest at Wilkesbarre in what is known as the Giant's Despair contest.

"The course was slightly over a mile in length and is full of sharp turns. There is a rise of 690 feet in the course with a 20 per cent grade at the end. The car made the trip in one minute and forty seconds.

"Over 75,000 people witnessed the contest in which a large number of other cars were entered."

## PEDESTRIANS ARE OFTEN TO BLAME

Willys-Overland Dealer Says Laws Were Also Made for Those Who Walk.

That pedestrians should obey traffic laws as well as the motorists is the opinion of W. M. Albee, local dealer for the Willys-Overland automobile.

"In arguing against the necessity of the modern pedestrian obeying the traffic laws, some lawyers and others base their objections on two arguments which, in their turn, are based on pre-historic traffic conditions, dating, in fact, from the time when traffic moved at the pace of the ox-cart and when the world had no great cities, with their congested traffic, as we have today," he says.

"These arguments are, first that the pedestrian has as much right to the road as the automobile and, second, that it is the pedestrian who must be protected from the automobile, not the automobile from the pedestrian.

"Note the narrowness of this alleged reasoning. Note, also, how out of tune it is with the times. The argument that the pedestrian can do no great harm to the automobile is based upon the ancient regard for the sacredness of property, and dates from the hoary times when it was thought of more importance to protect the man. Our laws in general have become more and more humanitarian, because of the cry that the man, and not the material senseless property of man, should receive the first benefit of the law's protection. But this humanitarian logic has not been applied to our traffic laws. The pedestrian is not required to obey the laws designed to protect him, and thus such laws lose more than half their force.

"One doesn't see pedestrians in our cities walking on the road in preference to walking on the sidewalk provided for him. He may have the right, but the right isn't accorded him and the pedestrian doesn't want to take it. It is only on the country roads, where no sidewalk is provided, that the pedestrian takes to the road, but he will always walk a footpath by choice.

"Yet, when the pedestrian is on the road, going from one sidewalk to another, he is not required to observe the laws that were designed primarily for his own protection. Over him, the traffic officer has no control. He may disregard all signals and dash across the street in front of a dozen oncoming automobiles and the traffic officer can raise no objection—as long as the pedestrian isn't injured. If he is injured, he is taken to the hospital and the motorist is taken to jail. And the pedestrian can sue the motorist in civil court to boot and as like as not be awarded a damage claim by a jury—for such are the uncertainties of the law. The more one considers the problem, the more must one be convinced of the need of a traffic law for the pedestrian as well as for the motorist."

THE BUTTE DAILY POST POSTS YOU ON THE NEWS

## ELMA P. McMILLAN DEAD IN PORTLAND

Widow of Late A. A. McMillan Passes Away at Home of Her Father.

Sad news was received here this morning of the death of Elma P. McMillan, which occurred last night at 6 o'clock at the home of her father in Portland. Mrs. McMillan was the widow of the late A. A. McMillan and a resident of Butte for many years. She was ill four months. Her father, John W. Passmore, is well known here. Her brother, Edward Passmore, has been with the Daily bank for several years. Four children survive. The remains will be shipped to Butte for interment in the family lot in a local cemetery.

## Had Trouble Four or Five Years.

No one appreciates good health like those who are ill. W. J. Furry, R. F. D. 2, Salem, Mo., writes: "I have been bothered with bladder trouble four or five years. It gave me a great deal of pain. I took different medicines, but nothing did me any good until I got Foley Kidney Pills." Many persons suffer from kidney and bladder trouble when they can be relieved. Backache, dizziness, rheumatic pains, stiff or sore joints and other symptoms yield to Foley Kidney Pills. Newbro Drug Co., Adv.

## PARTIAL SUFFRAGE BILL PASSED IN NEBRASKA

Lincoln, Neb., April 21.—The partial suffrage measure passed the senate early this morning and the bill now lacks only the governor's signature to become a law. The bill permits women to vote for president, congressmen and all except constitutional state officers.

## OFFICERS' NEGLIGENCE BANKRUPTS DIRECTORS

Missoula Railroad Men Side-step Debts of Defunct Co-operative Company.

Because officers of the defunct Missoula Investment company of Missoula failed to file an annual statement as required by law, three railroad men, employees of the Northern Pacific who were directors of the concern, were made liable for debts of the company and as a consequence were bankrupted. They are W. W. Berry, a conductor and former member of the state legislature, and H. E. Day and J. L. James, road foremen. All three filed petitions in bankruptcy with the clerk of the federal court this morning.

Debts of the company for which they were made liable through failure of officers to file an annual statement aggregate \$7,636.75. These are the only debts the three list as liabilities. Assets of the three consist only of household furniture and insurance policies which the law exempts.

## WOMAN'S BODY IS FOUND BESIDE TRACK

La Porte, Ind., April 21.—A woman believed to have been Mary Larson, traveling from Des Moines, Ia., to Troy, N. Y., fell off or jumped from a New York Central passenger train today. The body, clad in a nightgown, was found beside the track near here.

## USUALLY THE CASE.

Clinker—Did I understand you to say that there is nearly always something broke about your motor car?  
 Blinker—Yes.  
 Clinker—What is it, as a rule?  
 Blinker—Me.

## DISTINGUISHED JAPANESE SEES TEUTON COLLAPSE

Wisest Course Would Be for Germany to at Once Sue for Peace.

Philadelphia, April 21.—The early collapse of German militarism was predicted today at the annual meeting of the American Academy of Political Science by Toyokichi Iyenaga of New York, managing director of the "East and West News bureau."

"It was sheer madness," he said, "for Germany to arouse the sleeping giant of this hemisphere. There is no doubt now as to which side of the belliger-

ents will be the final victor. The only question that arises is, how long will be the time before Germany collapses.

"I make bold to say that it would be to the great advantage of Germany to sue for peace today. If she would now lay her cards upon the table and ask for lenient terms of settlement, her enemies probably would not be loathe to grant them. In this respect the influence of America would doubtless be strongly exerted in Germany's favor. Were Germany so to act, I could understand for the first time why she dragged the United States into this war."

The problems of a durable peace between America and Japan, Mr. Iyenaga says, will not have received their definite and final solution until Japanese residing in this country receive a full recognition of their equality with people of the other national-

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