

SELF STARTER PLAN SIMPLE

PRESSING OF BUTTON EX-
PLAINED ELECTRICALLY.

Automobile News and Gossip in and
About La Grande.

Nearly every late model car is equipped with an electric self-starter—but very few people understand how this little electric device works. They press a button, or lever, and the motor spins until the car starts and they are satisfied with the results without investigating the cause.

A typical starting device for automobiles is the new Genemotor for the Ford cars, which includes a generator-motor for starting the car and a complete lighting system from the same source. A description of how this novel device operates will be typical, as they all work on the same principle.

The mechanism of the system consists of a single electrical unit, wound for 12 volts, which operates as a generator or a motor as the case may be, and the necessary accessories for attaching to and operating on a Ford car. In addition, a six-cell, 42-ampere-hour battery is included. The outfit thus combines the functions of a generator, which furnishes the primary current required for starting the car and operating the head, side and tail lights, as well as those of a motor for spinning the engine.

When the battery is fully charged the generator is automatically cut out and runs idle until more current is needed for the battery. When the car is to be started current is drawn from the battery and sent through the field and armature of the generator, thus changing it into a motor which spins the engine.

The generator-motor is fully enclosed, about 10 in. long overall, 7 in. diameter and weighs about 52 lbs. It is supported rigidly on the right-hand side of a Ford engine, viewed from the front, by a pressed steel bracket secured at three points. As a motor, it will develop a torque of about 45 ft.-lb.; and the torque developed at the engine shaft by means of the selected gear ratio has been found amply adequate to start a Ford car under very severe conditions of tight adjustment in the engine and cold weather. The storage battery is carried on the right-hand running board of the car, and is employed to accumulate current while the car is in motion for supplying the starting and lighting system when the car is at rest.

When the car has attained a speed of about 11 miles per hour, the Genemotor, acting as a generator, develops high to overcome the normal voltage of the battery and permit charging to take place. At this point, the reverse current relay operates, closing the circuit between the generator and battery, and charging begins at a low rate, the current gradually increasing as the speed of the car increases to a maximum of slightly over 10 amperes. A suitable 25-tooth steel sprocket is mounted on the engine shaft at the point where the crank is ordinarily applied. A 13-tooth steel pinion, mounted on the

LARRY DOYLE CAN STILL BUST THEM OUT.



LARRY DOYLE, CAPTAIN AND SECOND BASEMAN OF THE NEW YORK GIANTS, SMASHED OUT FIVE HITS IN FIVE TIMES AT BAT ON OPENING DAY, AND PROVED HE WAS BACK IN HIS OLD STRIDE.

motor shaft, drives this sprocket and this the engine through a silent chain.

The main switch and reverse current relay are mounted in an enclosed metallic case on top of the Genemotor and are readily accessible. The switch, which controls the motor, is closed through a cam actuated by a push rod extending through the dashboard of the car and terminating in a knob, conveniently located near the three steering wheel column. The reverse current relay prevents current feeding back to the generator when the latter is operating at low speed or when the engine is not running.

The lighting switch, mounted on the dashboard at the right-hand side of the spark coil as one sits in the car, enables the side lights and tail light, head light, or all, to be thrown on or off. It is applicable either to the straight dash or the new cowl hood on Ford cars.

The Genemotor is equally as simple and efficient in operation as it is in design, and has successfully responded to every test known for judging a car manipulate. Re. The motor starts instantly when the switch rod is pushed forward to make the switch contact, and the switch automatically opens when the push rod is released. Having ample power, it spins the Ford engine at high speed assuring certainty of starting under very severe conditions.

Automobiles gowned in the best that Eastern Oregon woman can devise, will be paraded in La Grande on the 17th day of June at 10:30 o'clock in the morning as a preliminary to the annual motorcycle races.

The fact that the prize money to be awarded to the winners of the 200-mile motorcycle race on an eight-mile road course near La Grande, has already been subscribed, and that the sum is actually to be \$1,000.00 has done much to instill interest in the event from all points in the North west. For a time it was thought this figure had been exaggerated, but once proven to be so, motorcycle journals up and down the coast have gotten behind the race.

Although a country road and part of it over rolling ground, the course will permit fast speeding. Three miles of it is straight as a string, and the four corners are already banked and rolled and cut in to permit great speed on the corners. Bounteous rains have permitted good results in the way of rolling and grading. Farmers are talking keen interest and help the Motorcycle club of this city to their greatest ability.

After the races the guests in La Grande will participate in a mammoth free street dance.

The fancy prizes for the best decorated automobile will insure keen competition in the up-town event. The prize money goes to the best decorated automobile, but the lady riding the winning car gets first prize and so on with the result that be one not only of pretty decorations but of handsomely gowned women as well.

The department of interior will permit automobiles to enter Yellowstone National Park on and after August 1, 1915, as announced in the Observer recently, but under appropriate rules and regulations. These rules and regulations are now being formulated but will not be available for general distribution until sometime next month.

The Goodrich National Touring bureau has prepared route descriptions from all points of the country to Yellowstone, entering either via Cody on the east side or Gardiner at the North Gate or via Pocatello and the west gate. All regular traffic in the Park will be required to move in one general direction in making a circuit of the park, the automobiles leaving before the stages, both morning and evening, from the different entrances or from intermediate stations inside of the Park. Schedules on which the machines will be required to run will constitute a part of the regulations. The above announcement is made

BALL GAMES POSSIBLE

EXPECTED GAMES WILL BE
PLAYED SUNDAY

Imbler to Come Here, La Grande Going to Elgin Grounds

It begins to appear possible to play ball tomorrow. If the sun shines tomorrow morning, it is possible that the grounds will be in shape to play here, and if so, the O-W shop team meets the Imbler team in regular schedule. The La Grande first team goes to Elgin if the grounds there can be made serviceable. Baker plays with Union at Union. Manager McInnis will probably not know until tomorrow morning positively if he will be ordered into Elgin tomorrow.

It is to laugh when La Grande ball fans call to mind one Rube Maxmeyer, who at one time wore a La Grande uniform in the Western Tri-State league, but Roscoe Fawcett "pulls" one on the over-grown youngster, whose brains never attained the proportions his feet did, and who was the brunt of "bug" jokes from Boise to Seattle, when he was trying to wear a baseball uniform. Harken unto the Oregonian's tale of irony:

"Rube Maxmeyer, the sylph-like scouthpaw who once cut up capers for the Portland Northwestern club, was held in the city last week trying to trade his farm for a tennis racquet, or some such utensil suitable for catching crawfish. Although in a rush,

demonstrated in La Grande next week. L. L. Snodgrass, agent, has disposed of several of his runabouts, Mr. and Mrs. Norman Desilet being among the Saxon fraternity, but this is the first big car of that type to come to the city.

W. S. Dougherty yesterday unloaded a car of Mitchells here. The shipment was composed of six-cylinder cars, two passengers and one coupe.

John Rogers and P. A. Foley have installed a Ford taxi in their string of cars to replace the one Mr. Foley turned in recently.

Rube consented to be interviewed, and we are certain the younger generation will appreciate the following tips on how Maxey steals bases. This was his first topic:

"The secret of stealing bases is, first of all, not to get caught off first," explained Rube. "I never get caught off first. My secret is to stand with one foot on the bag, which is sure to rattle the pitcher. I always wield my knife in the left hand when eating peas, so I generally aim to keep this hand close to the first baseman. It enables me to keep my face pointing toward the pitcher, which is advisable. When the pitcher begins winding up, I take a lead of about 18 inches, and this puts me in position to sprint for second in case of a home run. In running bases great speed is required. When I stole that base on July 8, 1912, in Victoria, I think it was, I was using the Howard Drew style. This consists of throwing one leg out after another in front of you as rapidly as possible. By following this system anybody can become a farmer within two years' time."

WINS TRAP SHOOTING CHAMPIONSHIP OF AMERICA

George C. Lyon is now the trap-shooting champion of America, having won the title at the tournament held at Travers Island, New York. He made a total of 192 targets from a possible total of 200. That is the best score in the past ten years during which the competition has been held. R. L. Spotts, the old champion, failed to show form. He made only 183 targets and was fifteenth in the competition.

Lyon was hard pressed for the in spite of the hard pace he was setting. A. L. Chamberlain of Bridgeport, A. E. Conley of Buffalo, Newcomb of Philadelphia, an ex-champion, and E. V. Randall of Portland, Me., kept even at first, being behind by one target, but on the next string Lyon picked up and had a score of 168, three better than his nearest competitor. Chamberlain managed to pull out ahead of the others in the last string and finished second to Lyon, only two birds behind him. The field was made up of 143 gunners.

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The Oldest and Largest Coffee
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The Verdict

—convincingly and overwhelmingly for Goodrich.

This company alone through the daily press of January 31st gave to the consuming public the most sweeping reduction ever made in tire prices. This established the only genuine Fair-List in existence on non-skid tires today.

Goodrich prices were dated February 1st in ordinary course. Other tires were reduced in prices a few days later and the reduction dated back to February 1st.

Every real price-reduction on tires has followed the lead of Goodrich.

As always, Goodrich policy and Goodrich methods first gave the tire user the benefit of reduced prices.

We lowered tire cost for every tire user when we did that.

We were more than content to await the verdict

And that verdict is overwhelmingly and convincingly in favor of Goodrich Tires and of Goodrich Fair-List prices.

We knew that the tire user was buying mileage-service—he was buying what the tires would do for him, rather than so much bulk rubber and fabric.

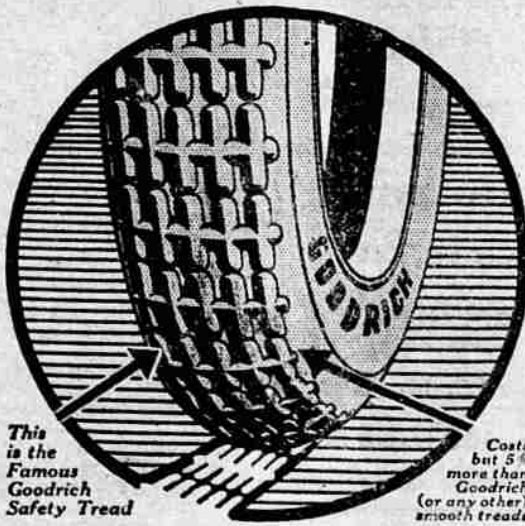
We knew what our long years of rubber manufacture and tire-making had taught us.

We knew we were making tires which had exactly the right amount of rubber and the right quantity of fabric to deliver exactly the right kind of service.

We knew that too much rubber and too much fabric would be as detrimental to the service of the tires as too little.

The tire user knows that Goodrich led in putting tire prices on their just and proper level.

Only 5% PLUS for
the Best Non-Skid



This is the
Famous
Goodrich
Safety Tread

Costs
but 5%
more than
Goodrich
(or any other)
smooth tread

Note the following table of comparative prices on non-skid tires. Columns headed "A," "B," "C" and "D" represent four highly advertised tires and be sure to note Goodrich Safety Treads cost from 8% to 48% less than others shown below:

Size	Goodrich Safety Tread	OTHER MAKES			
		"A"	"B"	"C"	"D"
30x3	9.45	10.55	10.05	16.35	18.10
30x3½	12.20	13.35	14.20	21.70	23.60
32x3½	14.00	15.40	16.30	22.85	25.30
34x4	20.35	22.30	23.80	31.15	33.55
36x4½	28.70	32.15	33.60	41.85	41.40
37x5	33.90	39.80	41.80	49.85	52.05

"Goodrich First" is the verdict of the motoring public, which knows that Goodrich first gave it the great benefit of Fair-List prices and which demands increasing thousands of

GOODRICH FAIR-LISTED TIRES

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anti-skid rear tires and the
same size tires 30x3½ inch
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R. W. Leighton,
AGENT La Grande, Ore.