

# LYNAM FOE OF PROFESSIONAL

LA GRANDE BOY WILL CONTRIBUTE ARTICLES.

Bantam King Points to Need of Self Defense Preparedness.

The first of a series of articles on "Why amateurs should not turn professionals"—by Bobby Lynam, retired 115 pound champion of the Northwest, is published today. The next article will deal with "Hardships and trials of a professional and the honor and pleasures of an amateur." Mr. Lynam has had a remarkably successful ring career, and has developed to the nth power the ability to refrain from intoxicants or to-

bacco stimulants of any kind during a period of about 10 years in the professional ring. Though his home is in La Grande he has fought in all parts of the country.—Ed.

BY BOBBY LYNAM (Retired Bantamweight Northwest Champion.)

Amateur athletics is to the building up to the body what preparedness is to the nation. It puts our boys and men in condition to defend themselves whenever the occasion may arise, besides developing our bodies for greater strength that we may be prepared to meet and conquer all things with credit to ourselves and to our nation.

It only takes a few hours work in the gym each week to keep the amateur in the proper condition, while a professional must train several hours a day which takes his vitality and in a very short time breaks him down in body and mind, while amateur athletics builds up the mind and body and is looked upon as an honor.

My next article will be on "The Hardships and Trials of a Profes-

sional and the Honor and pleasures of an Amateur."

## MOTOR FANS STIRRING UP

TENTATIVE MEETING HELD DURING WEEK.

Final Get-Away to Come Next Tuesday Evening—New By-Laws Up.

Motorcycle fans are coming out of their hibernation and are talking of the next Speed 'Em Up event. An informal meeting was held last Tuesday but next Tuesday the proposition will come up in earnest and at that time a constitution and by-laws will be ready for adoption. It is planned to amplify the scope of the membership some, and not confine it to motorcycle owners purely.

### MOTOR SPUTTERINGS

Every year hundreds of motorcycles are stolen and a great many of them are never recovered. The total loss to owners amounts to thousands of dollars. Despite the F. A. M. standing reward of \$25 for recovery of a stolen machine belonging to a member of the organization, the thefts continue. Of course a great many stolen machines belong to riders who are not F. A. M. members, as is indicated by the comparatively few rewards which have been paid, a trade paper remarks in this connection.

It is so easy to steal a motorcycle and get away with it, and so difficult for the owner to recover it, and the extent of the deprivations has become so serious that it is high time some means of simple but safe protection is provided. Motor cars have Yale locks on the ignition system with removable keys, which affords a very good protection for a machine left unguarded. Adoption of such a protection system would have large sales value either for a motorcycle or accessory manufacturer.

And pending the standardizing of some simple anti-theft device, dealers are neglecting to increase their profits by pointing out to riders, both old and new, the wisdom of purchasing a lock of some kind to prevent the wheels being turned when a machine is left unguarded. A good husky lock at six bits or so is mighty cheap insurance on an investment of \$200 or more. And locking the barn door after the horse is stolen does not help a cent's worth in getting the critter back or catching the thief.

Los Angeles, March 17.—Manager A. T. Smith of the local Firestone Branch today received a wire from the factory at Akron advising him to that effect that General Funston had ordered a motorcycle division for Fort San Houston to accompany the expedition into Mexico in pursuit of Villa. This division is composed of aero pilots mounted on 1916 Harley-Davidsons equipped with Firestone tires to assist in the roundup of the bandits. The airmen use the machines to reach a predetermined base where the aeroplanes are assembled and observation flights are made.

General Pershing's headquarters in Mexico (via wireless to Columbus N. M.), March 20—"Communication now has been established between all the forces and the border by wire through Juarez, also by wireless, automobile express and motorcycle dispatch riders."

## MAY MEET IS OUTLINED

L. D. S. STAKE HAS EVENT IN MIND.

All-Day Program is Being Arranged for Stake Meet in May.

Committees who handle the annual day of oratory, dinners, songfest and athletic sports for Union county stake of the L. D. S. church are busy engaged now drafting plans for the big event, tentatively for May 16 Mr. Larsen, a member of the committee, has announced that the schedule of events for that day is at present suggested

casually, with changes subject to come:

**Morning Session**  
At Riverside Park.  
Song Red White, and Blue  
Invocation  
Words of welcome  
Purpose of M I A Field Day (R. Pearl Lyman) D. B. Stoddard  
Quartet—all wards represented  
Orations Finals (Young man or woman)  
Decisions of Judges  
Announcement of winners  
Announcement of events to Follow  
Song "Put your Shoulder to the Wheel"

**Noon**  
11:50 AM to 12:30 PM  
Sports during Luncheon (At Park) See note 1.  
Tug of War—Bishop vs Ward M I A Superintendents.  
Games to be arranged for the Juniors Boys and Girls

**Track Meet 2 PM**  
(At Race Track) See note 2  
100 Yd. Dash  
220 Yd. Dash  
440 Yd. Dash  
220 Low Hurdles  
One Half Mile Run  
One Mile Run  
Broad Jump Running  
High Jump  
Pole Vault  
Shot Put  
4-Man relay  
10-Man Relay

**Evening**  
Grand Ball at Rex Hall 8:30 to 12  
Awarding of Trophies  
Note 1—Everybody to furnish their own picnic otherwise a place will be furnished to purchase same  
Note 2—All men entering track meet must have names in before May 1-16. Points to be awarded as follows:  
1st Place 5 Points  
2nd Place 3 Points  
3rd Place 1 Point  
Teams or Wards winning most number of points will be declared winner of pennants.

### STRIKES AND SPARES

The Pin-getters took the Cubs into camp on the Y. M. C. A. alleys.

The score:  
Cubs 1 2 3  
Kennedy . . . 116 125 111 352  
\*Spencer . . . 119 97 71 287  
C. Bradley . . 143 134 140 417  
A. Bradley . . 134 128 118 380  
\*\*C. Bunting . 154 143 148 445

Total 666 627 588 1881  
Pin-getters 1 2 3  
Russell . . . 136 129 104 369  
Newlin . . . 129 106 104 339  
Reynolds . . 124 177 117 418  
Morgan . . . 153 112 156 421  
\*\*\*Bar . . . 217 98 105 420

Total 759 622 586 1967  
\*Curry substituted for Spencer in the third.  
\*\*Single substituted for Bunting in the second and third.  
\*\*\*Garrick substituted for Barr in the second and third.

**The Fishing Laws**  
Effective today, the trout season is at hand. Here are some of the main laws:

No person within the State of Oregon under fourteen years of age shall be issued a hunting license or be permitted to hunt with a gun on lands other than his own premises or those of a parent, relative or guardian.

The open season on game fish in the State of Oregon in game district No. 1 shall be as follows:

Trout, open season from April 1st to October 31st. Bag limit, 75 fish, or fifty pounds, in any one day, less than six-inch fish barred.

Bass, crappies, Williamson's white-fish, catfish and grayling, open season all year with hook and line only. Bag limit, 40 pounds in any one day.

Trout, over 10 inches in length, open season all the year with hook and line only. Bag limit, 50 fish, or 50 pounds in any one day.

It shall be unlawful within the State of Oregon to angle for or catch or have in possession any trout under six inches in length at any time.

Navigable rivers, sloughs or streams within the meander lines, or if not meandered, between the lines of ordinary high water thereof, of the State of Oregon, and all rivers, sloughs and streams flowing through

(Continued on Page Seven)

# REO

### Reo Quality is Uniform-- Every Reo Car is a Good One

YOUR REO MOTOR—the motor that will go into your Reo—into every Reo car—is dynamometer tested.

PERHAPS YOU DON'T CATCH the full significance of that statement—sounds like "shop talk" to you.

ALL RIGHT, WE'LL EXPLAIN: And in the explanation perhaps we can show you why Reo quality is uniform—why every Reo is just as good—just as powerful, just as sweet, running and just as low in upkeep cost as the best Reo we ever made.

MOST MAKERS CONSIDER it sufficient to subject every tenth or every fifteenth and in some cases every one-hundredth motor to the dynamometer test.

(OF COURSE WE ARE SPEAKING now of those leading makers who have this expensive equipment. Many scarcely know the meaning of the term.)

IT IS CONSIDERED sufficient gauge of the accuracy of workmanship and the power of motor to test one "about every so often."

IF THAT ONE PROVES UP it is assumed that the rest of that day's run will average about the same. If it falls below the requirements in the test it is in like manner assumed that the rest are below standard—and measures are taken to correct it in the next batch.

MEANTIME YOU MIGHT be one of those to get one of those that didn't prove up.

NO; THE REO FOLK do not consider that kind of testing sufficient. It isn't sufficient, for example, that the Reo the Fifth we sell you "averages up." The Reo standard says your Reo must be as good in every respect as any Reo ever turned out of the factory—a little better if possible since today's cars ought to be better than yesterday's.

AND SO YOU CAN KNOW—you can feel absolutely sure—that the individual car we delivered to you, has, itself and its every part, passed through the most rigid tests.

BUT WHEN YOU DRIVE YOUR Reo car you will appreciate the economy of a testing system that guarantees every buyer the utmost satisfaction for his money and makes you and every Reo owner a booster for Reo.

SERVICE STATIONS:

La Grande Garage, Johnston & Reiland; Grande Ronde Garage, Union

## DANIEL AUTO COMPANY

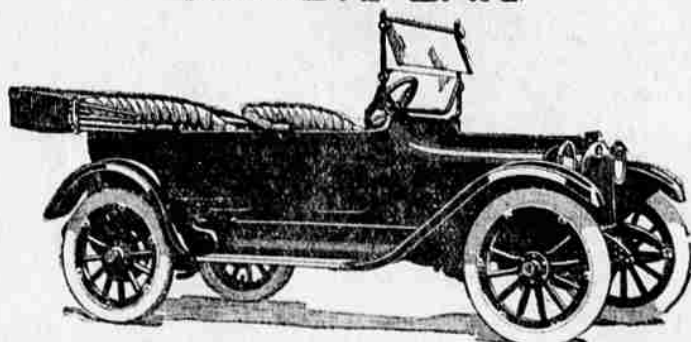
### The New REO the Fifth



\$995 F. O. B. La Grande

## DODGE BROTHERS

### MOTOR CAR



## The Quality Car

The Difference between a \$2000 car and a Dodge Brothers Car is quantity not quality.

## SMITH'S GARAGE

Distributors

## THE TRUTH ABOUT RAILROAD WAGES

By WM. LEAVITT STODDARD (In Pearson's Magazine for April.)

Four hundred thousand men are going to strike work unless the few hundred men who control the transportation interests of the United States, the employers of the four hundred thousand shall consent to reduce their hours of labor. These four hundred thousand men have united to demand their day's toil be reduced to eight hours, and that they be paid extra wages for extra work. These four hundred thousand men are absolutely in earnest, and so are the few hundred to whom, because of the grim irony of things, they must make their appeal.

The four hundred thousand say: "Our demand is fair; all of the leading industries and trades, railroads excepted, have recognized the economic justice of the eight hour day. We believe it can be adopted with no greater inconvenience by the railroads than accompanied its introduction in other employments."

The few hundred reply that shorter hours means higher wages, that higher wages mean less profits, and that less profit means ruin, or else the consumer must pay. Read some of the

daily newspapers and you will find the carefully prepared publicity put out by the expensive railroad press agents—Elisha Lee and Frank Fayant and others. This article gives the reasons for the eight hour day, why the men want it, why they ought to have it and why the railroads will neither be ruined nor forced to raise their rates.

In the first place, it is a fact which has been established beyond the least question of a doubt that the shorter working day does not mean reduced output. The railroads are talking exactly as all employers always have talked when the question of hours comes up. The old mill owners, and many of the new ones, used to think that the proposal to cut the 12-hour day to a 10-hour day would mean bankruptcy and ruin. The 12-hour day was cut to 10 and in some cases the 10-hour day was cut to 9 or even to 8—and the mill owners are making more than ever before. Before the passenger engines were protested they too, used to work very long hours, but now they work very short hours,

sometimes as low as five a day. The roads are not ruined. They are more prosperous than ever before. The men did better work in a short day than in a long day. It is so simple that even an employer ought to be able to see it. Some of them do see it.

In a special report made to the Industrial Relations Commission, some classic experiments with reduction of hours in industry are cited. One of these experiments concerns the Commonwealth Steel Company, of Granite City, Illinois; another the Zeiss Optical Works at Jena, Germany; another the Engis Chemical Works, near Liege, Belgium; and another the Salford Iron Works, at Salford England. This report will probably never be published by the Government, and here is one vital quotation from it:

"The shorter work day in all cases cited has made for greater efficiency, and has not meant a decrease in output."

The men know that this is the truth and that is one reason why they feel absolutely certain that their demands are just and reasonable. The average railroad employe is not a loafer. He is a highly trained man and he likes his job and wants to do his job well, and he knows that he can not do his job well if he is perpetually overworked. Now a very large part of the four hundred thousand men who are asking for an eight hour day are overworked. If you want to get the official figures on the subject, the Interstate Commerce Commission will furnish them and so will the records of the recent wage arbitration in the western territory. From these figures it will be found:

That the majority of the engineers on freight engines work more than ten hours a day. Forty per cent of them averaged twelve hours of labor or more a day. In many cases men worked 13 1/2 and 15 hours or longer a day. In a year and a half, in western territory alone, there were 7,500 instances of 18 to 19 hours of continuous unbroken service. There were 1,200 cases where engine crews were on duty 23 to 24 hours. A Federal law forbids more than 16 hours of service, but this law is highly honored in the

breach, and its observance is not regular.

I am not going to fill up these pages with nothing but figures. Figures are dull reading. But there are literally hundreds of pages of figures which go to prove the contention of the men that they work long hours; terribly, unjustly long hours; hours so long that their working lives are reduced, their health injured, and their efficiency and consequently the earnings of themselves and their employers impaired. Incidentally, the safety of the public is endangered. In a day when "safety first" is a popular slogan, even the safety of the public who travel on railroads, might be given a little consideration.

(To be Continued.)

## New Line of Fishing Tackle

Bert Hughes' Sporting Goods house on Depot street carries a splendid line of sporting goods, including the latest things in fishing tackle. Before buying your outfits consult him.

Get your fishing license from Bert Hughes and save a walk to the court house.

## BERT W. HUGHES

Sporting Goods dealer Depot Street La Grande, Ore.



## Consistency

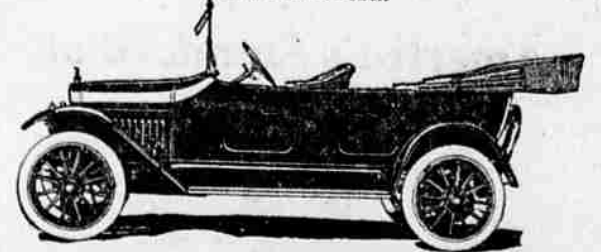
YOU want a motor car that will serve you consistently. You want to know that your car can be relied upon day in and day out. You want high mileage per gallon of gasoline and freedom from repairs and readjustments. And you want these things, not occasionally, but continuously—day after day.

On these qualities the Maxwell has made good. It has proved its worth. When the Maxwell stock touring car set the World's Motor Non-Stop Mileage Record a short time ago it travelled for 44 consecutive days and nights and its performance was consistent.

It went about 500 miles each and every day. It went within a small fraction of 22 miles to every gallon of gasoline. It went the whole distance of 22,000 miles—probably further than you would travel in two years—without any repairs or readjustments. Every one of eight tires (two sets) went just about 9,800 miles and the others finished in good shape. For consistency and reliability this record far excels anything we ever heard of.

You can get a Maxwell, an exact duplicate of the record breaking stock car, on the partial payment plan we have perfected. All you have to do is to make the initial payment, then take the car and pay the balance as you ride. The unusual value of the Maxwell, together with our easy payment plan of purchase, is bound to dispose of our allotment of cars very quickly. Better make your reservation now, delivery later if you prefer.

Touring Car, \$655. Roadster, \$635  
Price F. O. B. Detroit



## R. W. LEIGHTON

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