

# Our Formal Opening and Reception to the Public Will be Held in Our New Home --- 1118 Adams Ave.

ON

# WEDNESDAY APRIL 12TH.

## AFTERNOON AND EVENING

THE LAST OF THE INTERIOR RE-ARRANGEMENTS AND DECORATION HAS BEEN COMPLETED AND NOW WE FEEL THAT OUR NEW STORE IS PRESENTABLE IN ITS EVERY DEPARTMENT TO OUR FRIENDS—THE GENERAL PUBLIC—AND ON THE ABOVE DATE WE HAVE DECIDED TO HOLD A FORMAL OPENING AND RECEPTION AT WHICH TIME REFRESHMENTS WILL BE SERVED FROM 2 TO 6 O'CLOCK P. M. AND FROM 7 TO 9 O'CLOCK P. M. DURING THIS TIME WE WILL HAVE APPROPRIATE MUSIC, AND WE SINCERELY INVITE ALL TO COME AND GO THROUGH WHAT WE BELIEVE IS THE IDEAL TWENTIETH CENTURY GROCERY STORE. WE WANT YOU TO SEE FOR YOURSELVES EVERY NOOK AND CORNER OF OUR NEW HOME.

REMEMBER THE DATE AND BE WITH US.

BETWEEN 8 AND 9 O'CLOCK IN THE EVENING WE WILL GIVE AWAY 20 PRESENTS

## J. G. SNODGRASS, The Quality Grocer

Autos, Motorcycles

# SPORTING NEWS

Track, Bowling

## MOTOR CLUB IS WELL STARTED

Committees and managers to govern the 1916 Motorcycle Meet in this city, were appointed at an important meeting of the La Grande Motor club, successor to the La Grande Motorcycle club, Thursday evening. Roscoe Neal will be race manager this year again as he has been in the past. The meeting was an interesting one and much was done in the way of

getting the proposition under way. In the way of enlarging the field and purposes, which this year embrace all motor vehicles rather than purely motorcycles, the club decided to throw the membership open to the entire county rather than confining it to La Grande alone. The appointment of committees to hold through the meet was an import-

ant matter and was gone into with care and caution. The following have been named, the first mentioned being chairman:  
Race manager—Roscoe Neal.  
Advertising manager—F. B. Curry.  
Referee—Jay Van Buren.  
Membership committee—Ernest Vehrs, Gus Levy, Tracey Hollister, Walter Reuter, J. G. Snodgrass.  
Entertainment committee—Harley Richardson and Herbert Browning.  
Building committee—Roscoe Neal, Henry Roscamp, G. A. Frostdick.  
Race committee—Neal, Chase Boh-

nenkamp and P. A. Foley.  
Finance committee—Foley, Al Daniel, Harris French, Bohnenkamp and E. D. Selder.  
Louis Biedler of Union purchased a Reo Six this week from Al Daniel. Last evening Leo French took a Reo four to Cove for Louis Bloom, also from the Daniel agency.  
A carload of Reos is to arrive in the city within a day or two. A car of Chevrolets is rolling.  
Dan Boyd, Enterprise attorney, was brought up, chummed with and is intimately acquainted with the Haynes family which turns out the Haynes car. Back in Portland, Ind. Mr. Boyd and Elwood Haynes, Sum Haynes now leading Prohibitionists and Walter, a well known banker, were intimately acquainted. Mr. Boyd rode in the first car ever turned out by these men and the Enterprise man refers to it now as a jinrikchi.

Karter Kar, the second in town. The machine was acquired in Enterprise and was sent out to Mr. Browning a couple of days ago. This is one of the few friction drive cars in the country.  
Charles McCrary and Harley Richardson left Thursday for an automobile trip to John Day. They expect to get back Tuesday. Because it is early in the season their friends anticipate they will see mud most of the way on the long interior jaunt.  
The new Cadillac eight, roomy enough for seven passengers comfortably and nine in a pinch, has made its appearance in the city, W. H. Bohnenkamp showing the fancily-painted machine on the streets yesterday. It is one of the higher priced cars.  
The last consignment of Dodges to reach the city consisted of five cars and were quickly disposed of by Agent L. C. Smith. They arrived Thursday morning and were in permanent hands by the noon hour. Among the new Dodge owners are Messrs. Poarch, Scroggin, Reuter, of this city and Grout of North Powder. Ed Myersick and Ben Shores are two men who are on the waiting list for Dodges.

## LA GRANDERS BREAK MARKS

### NEW WORLD'S RECORD ESTABLISHED LAST NIGHT.

#### Bowling Team of Two Men Break Their Own and Previous Records.

C. Walden and Ed Houck, La Grande bowlers who recently broke the world's record for two-man teams last night upset another mark when they bowled 1494 pins in three games. Walden rolled 246, 267, and 236 for a total of 749. Houck rolled 254, 258 and 233 for a total of 745. This better their mark of 1372 established last January. The former record was set at Philadelphia in 1912 when Knox and Satterwaite rolled 1445 in three games.

The La Grande boys have been showered with compliments on their performance last evening, and have previously attracted the attention of the Northwest to their bowling.

### CROSS COUNTRY TODAY

#### High School Athletes Given First Hard Test of Year

Skipping over a course that has length enough to make the test strenuous high school athletes today underwent the first tryout of speed and endurance which has been required of them this year. Coach Reynolds, fresh from the Far Western at Corvallis a week ago where he rubbed shoulders with the cream of the Pacific coast athletes, is home churned into excitement over up-to-the-minute points of coaching. He will transfuse that to his men through the next conditioning campaign.

Today's cross country began on the training grounds and meandered up to the mouth of Deal canyon and back by devious twists and bends.

The famous Kelly of Los Angeles Athletic club who a week ago today beat Kadderly in the 220 by a pace and set a new indoor world's record, spent a couple of days in Corvallis, and during that time Coach Reynolds, who was on his trail for pointers, "got wise" to some new aids to sprinters.

Kadderly's power is not waning albeit he was beaten in the 220, reports Mr. Reynolds. The mighty O. A. C. boy has a world of steam, and with a and with a little more conditioning will be a tremendous sprinter. He traveled the first half of the quarter last Saturday in 24 seconds—considerable faster than most men can run that distance alone.

### Basketball Tonight.

This evening the Imbler Athletic club basketball team will meet the Y. M. C. A. Seals at the Y. These two teams played recently the La Granders winning and now the Imblerites want another chance to redeem themselves.

searching and trying out everything that was put on the market we finally selected the Waterloo Boy for we know it does the work. Not one day but every day. It is always ready. It is not too heavy, and the easy handling of the machine makes it a favorite from the moment it is put on a ranch."

## The "Barefoot" Tire—and Why.



CONSIDER now the means by which many Tires have been given maximum Traction,—i.e., by means of a "sandpappy" texture in the Rubber of their Anti-Skid Treads.

Every time the Brakes are put on, to make such Tires grip the road, the relatively hard, unyielding, and comparatively brittle, texture of the Rubber in their Treads causes these Treads to grind away on the pavement, to WEAR OUT fast at the point of contact.

The sudden efficiency of their grinding-Traction also tugs so sharply on the Rubber Adhesive between the layers of Fabric in Tire as to separate these layers.

There is little "give" to them—just as there is little "slide" to them.

So, they gain Traction at the expense of Mileage. Naturally such Tires require a great BULK of such Rubber in order to deliver reasonable Mileage before worn out.

And, therein they differ radically from GOODRICH "Barefoot" Tires.

Because,—the Safety-Tread on Goodrich Tires is made of "Barefoot-Rubber," a new, and exclusive compound which discards unnecessary whitish "frictional" ingredients that are heaviest and inert, as proved by their lighter weight.

HERE is how it acts in Automobiling.—When the weight of the Car bears on this clinging "Barefoot-Rubber" Tread, and the power is applied to go ahead or reverse, the wonderful stretch in the "Barefoot" Rubber Sole (or Tread) of the Goodrich Tire acts as a sort of Lubricant between the Fabric Structure of the Tire and the Road.

Then, the Barefoot-Rubber "Toes," of the Goodrich Safety-Tread Tire, CLING to the pavement (instead of grinding against it), in such manner as your Bare Foot would cling to a slippery surface—without Grind, and so, with the minimum of Frictional Heat or Wear for maximum Traction.

Goodrich "Barefoot-Rubber" is now made into Goodrich FABRIC Tires,—Goodrich Silvertown Cord Tires,—Goodrich Inner Tubes,—Goodrich Truck Tires.—Goodrich Motor Cycle, and Bicycle, Tires, as well as into Goodrich Rubber Boots, Over-Shoes, Soles and Heels.

Get a Sliver of it from your nearest Goodrich Branch, or Dealer. Stretch it thousands of times, but break it you can't.

That's the Stuff that GOODRICH Black-Tread Tires are made of.

THE B. F. GOODRICH CO. Akron, Ohio

# GOODRICH "BAREFOOT" Tires

30 x 3	Ford Sizes.....	\$10.40
30 x 3 1/2	.....	\$13.40
32 x 3 1/2	.....	\$15.45
33 x 4	Safety Tread.....	\$22.00
34 x 4	"Fair-List".....	\$22.40
36 x 4 1/2	.....	\$31.60
37 x 5	.....	\$37.35
38 x 5 1/2	.....	\$50.60

After a 100-mile drive in which he covered many lanes and highways from La Grande to Summerville Imbler and Cove yesterday, Frank Bay pronounces the roads in first class condition. He made the trip in a Dodge.

Will Ruckman, White agent, tells an interesting story of the test the Mexican invasion has put on White trucks and automobiles. Without automobiles the invasion would have been impossible on the scope it was carried on.

Every piece of motor equipment now in service in Mexico is called up on to render extraordinary service. In overcoming the natural difficulties presented by deep desert sands, always shifting with the wind and obliterating parts of the trail, as well as the rough routes through passes and canyons, the army trucks have only begun their work. The sand storms which impose so much suffering upon the men and mules, also impede the progress of the trucks.

Great clouds of dust and fine sand, raised by the gentlest breeze, sweep across the deserts and plateaus of Chihuahua, enveloping the trucks and lodging sand in the truck carburetors, as well as in the eyes and throats of the drivers. Eddies of sand strike the face with stinging force and add to the suffering from sun and wind. In some of the narrow passes through which the truck must travel, a few grains of sand in a carburetor might easily tie up a whole convoy, inasmuch as there would be no opportunity for one truck to pass another.

C. Wilson of the firm of Wilson & Son, agent for the Hupmobile, has returned from Baker where he sold two machines. Both are roadsters and one was disposed of to the Kirkpatrick grocery and the other to Mr. Bosman, a traveling man who makes his headquarters in Baker.

C. E. Evans, Overland distributor here, drove to Baker Thursday in company with Roscoe Neal. They report the road good most of the way with exception of some rough spots east of North Powder. They made the trip in two hours and three minutes going. Mr. Evans drove his Overland six on the trip.

Factory Representative Peters, of California, and Portland, arrived yesterday to confer with Overland Agent Evans.

The much-touted wire-wheel Overland and the Silent Knight, shipped early in the week have been slow in reaching the Overland agency here. They are for demonstration and sales purposes—when they are unloaded.

Herbert Browning is driving a