

Auto Stage

LA GRANDE-UNION-COVE

SCHEDULE

Leaves Cove for La Grande at 8 A. M.
Leaves La Grande for Union at 9:30 A. M.
Leaves Union for Cove at 12:30 P. M.
Leaves Cove for Union at 2:30 P. M.
Leaves Union for La Grande at 3:30 P. M.
Leaves La Grande for Cove at 5:00 P. M.

FARE—Cove to La Grande \$1.00, Roundtrip \$1.50
La Grande to Union \$1.00, Roundtrip \$1.75.
Union to Cove 50c, Roundtrip \$1.00.

Weimer Auto Stage

La Grande Headquarters, Levy-Vogel Drug Co.,
Cor. Adams and Depot Streets

SPRING CLEANUP FINE FOR CARS

It is estimated that over 12,000,000 automobile tires are consumed in a year. Of this number, despite the close to 200 tire makers now in existence, the Goodrich factories in 1915 produced nearly 3,000,000. "Probably 75 per cent of the tires that go to the scrap pile prematurely," states The Goodrich Magazine, "have been weakened through under-inflation or overloading."

It would seem that Pacific Coast motorists are not the only ones who believe in oil made from asphalt-base crude.

According to the National Petroleum News, such motor oil is very popular in England. The publication referred to prints the following quotation from a letter received from a British marketing company, regarding the use of oil from asphalt-base crude, in the island across the pond. "We have sold several thousand tons during the last six months and we understand from buyers that these oils are giving every satisfaction."

"Truck vibration is one of the costliest features of motor truck operation," says S. V. Norton, in charge of truck tire sales for The B. F. Goodrich Company.

"Vibration crystallizes certain metal parts and results in breakage. It shakes bolts, nuts, and other parts loose. It is a source of continual annoyance and expense unless curbed."

"As vibration originates in large measure with roughness in the road the logical place to stop is at the point of contact between wheel and pavement."

"The tire is the first possible 'shock absorber' to be utilized."

Ordinary solid truck tires are but 2 3/4 inches high, no matter how wide. The tread rubber measures about 2 inches deep, the other three-quarter inches being steel base. Two inches of rubber does not, however, afford enough resilience to properly decrease vibration in the case of larger trucks.

"Realizing the need for a solid tire that would give the truck sufficient cushion between wheels and road. The B. F. Goodrich Company over two years ago developed a tire of higher tread than the ordinary."

"The consistent increase in the sales and production of Hupmobiles continued during March, when the Hupp Corporation broke the big February record and made the month of March the largest in its history," says Lee Anderson, Commercial Manager of the Hupp Motor Car Corporation in a letter to C. Wilson, local Hupp dealer. "With the increased facilities, production of cars at the Detroit plant was 69 per cent larger than for the same month last year."

"The success the Hupp Corporation has with its Series 'N' has been one of the most remarkable ever enjoyed by a motor car concern. From the time the Model was first put out last June the Hupmobile factories have been unable to produce cars fast enough to meet the demand which has steadily increased so that the concern is now far behind in orders."

"A thorough spring-time overhauling is one kind of motor car insurance that every automobile owner can afford to take out," according to C. A. McCarty, distributor for the Haynes "Light Six."

"As the spring and summer wear on the motorist who is running his car for the second season may discover that a rigid inspection at this time of the year will stand between long repair bills and perhaps costly accidents. Overhauling does not mean a superficial inspection of the chassis and body, and tightening of a few noticeably loose nuts. It includes a thorough and systematic job of putting the vehicle in the best possible condition."

"It is a good plan to begin overhauling with the motor, and take in the details of a car one at a time. If nothing else is done the grease and grime from a year's running should be washed from the cylinders and motor with gasoline. The interior parts of the motor, particularly where carbon deposits occur, should be swabbed out with a kerosene soaked cloth."

"The man who takes care of his own car can readily remove the lower part of the crank case, or oil reservoir, and clean this thoroughly. It is good practice in connection with this operation to throw out all the black and used oil and fill the reservoir with new lubricant. At the time the lower part of the crank case is removed, the bearings of the connecting rods on the crankshaft can be easily inspected."

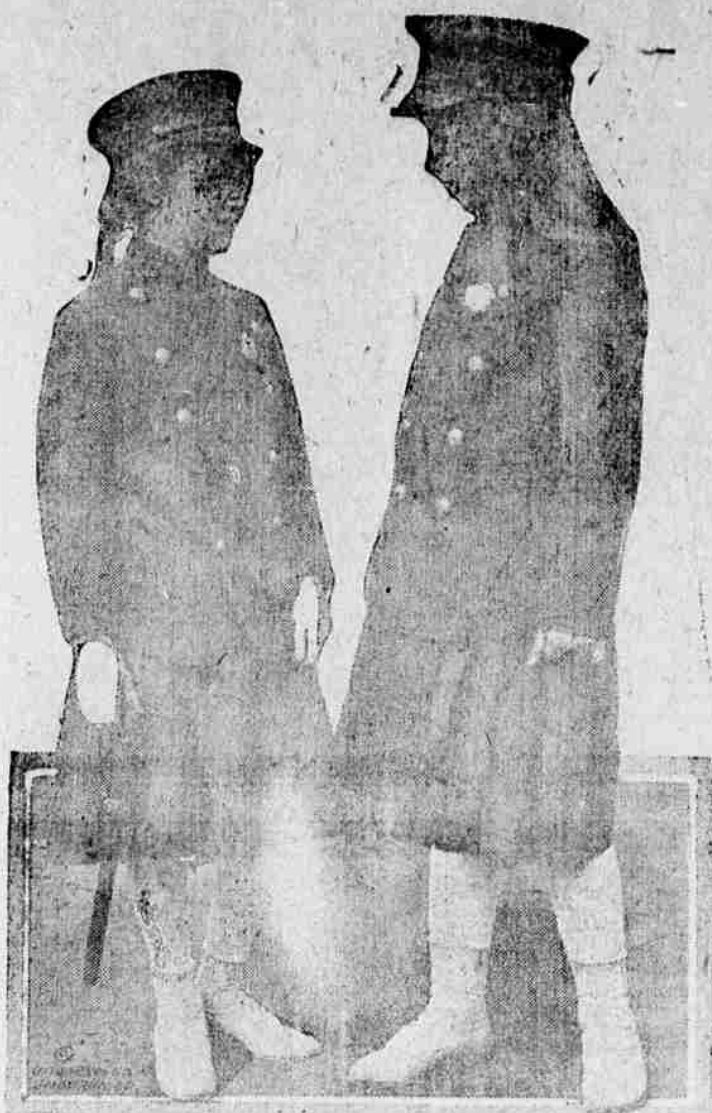
"Lubrication is the one big item that the car owner can look after in his own garage, and every friction surface on the car from the steering gear to the rear axle should have attention. Tires too can be examined for bruises and cuts and their proper fitting to the rims seen to."

"The overhauling may disclose conditions that necessitate the automobile being attended by an expert mechanic but the owner of one of the more carefully constructed makes of automobiles will find that he can do the major part of the overhauling work in his own garage, if he chooses."

The no-stops Maxwell, famous as hero of the recent 22,022 mile grind without a single halt of the engine, has taken up a new job. It is now an auxiliary and an important one—to Uncle Sam's fighting forces along the Arizona-Mexico boundary line. Bob Leighton, La Grande distributor tells about it in this manner:

Shortly after the conclusion of the no-stops test in Southern California a few weeks ago Charlie Miller, district representative for the Maxwell Motor Corporation, took the toll-scarred

BEWARE THE LITTLE GIRL COPS



Tillie Pliher

Anna Silverman

Tillie Pliher and Anna Silverman have been appointed cops of the East Side Protective Association in the Ghetto of New York to see that city ordinances are observed. They have been very busy seeing that doorways are kept cleaned and that ash cans and garbage cans are properly placed on sidewalks and removed.

champion and started for Arizona, lived up to its record by establishing En route the machine was an object of new intercity speed records all the interest everywhere, and more than way to the Mexican line.

At Douglas, which is the western international boundary, Miller's ride of triumph was interrupted. A dusty looking Army officer, without any formality, stated that he needed the Maxwell to travel to a point fifteen miles across the desert.

Miller wasn't a bit in favor of losing his 'bus'. In fact he told the officer so in a few well chosen, Arizona words. "All right, if you're such a poor patriot, I guess we'll just have to confiscate your machine," was the reply—but it was enough to make the Maxwell man something like mad.

"A poor patriot, am I? Well, if that's the way you feel, just take this car, and inside of ten minutes I'll have six more Maxwells here to take you to Mexico City and back. Why didn't you tell me it was for Federal service in the first place?"

Miller was as good as his word. In a short time a whole fleet of Maxwells, none of which had seen less than 10,000 miles of Arizona stage service, were carrying nine troopers at a load to the new camp. The No-stops champion led the march, and Miller drove it just as roughly over the desert bumps as though it were a brand new car, instead of one that had already seen 30,000 miles of travel in less than five months.

Chauncey M. Depew 82 Today

New York April 22.—"Keep going!" That is Chauncey M. Depew's advice to the aged. Mr. Depew is 82 today. "I feel as well and capable as I did at seventy-two, or at sixty-two, or at fifty-two," he said. "Gladstone won his greatest political triumphs after he was eighty. Commodore Vanderbilt made more than two-thirds of his vast fortune between the age of seventy and eighty. 'Joseph Choate, who is eighty-four, is more sought for because of the excellent speeches he is now making than any other man in the United States.' President Charles W. Eliot, of Harvard, is writing articles for magazines and delivering lectures before scientific bodies and colleges which are recognized everywhere as the best thought on the subject. 'I do everything I ever did, and enjoy it just as much. I am busy from 10 o'clock until midnight. It is work that counts. Eating and sleeping have little to do with health and longevity. Eight hours sleep is enough for most people, and as for food, half of my friends have dug their graves with their teeth.'"

Rewarded.

The man who is punctual in calling on a girl has a chance to rest before she appears.—Richmond Times-Dispatch.



A Handsome Car

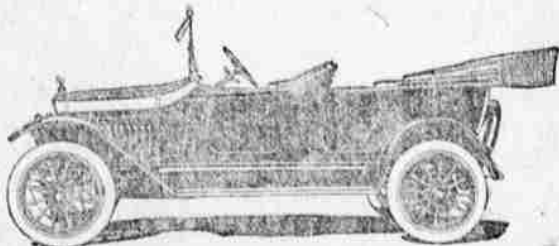
WHEN you pay several hundred dollars for an automobile, why not get a good-looking one—one that you will be proud to own, proud to drive and proud to take your friends out in? Maxwell owners have a just pride in the handsome appearance of their automobile for Maxwell Motor Cars have the same attractive lines, the same graceful design as the higher priced types.

In addition to good looks you want, of course, a reliable, sturdy and economical car. But there is no doubt in your mind on these points since the Maxwell a short time ago established the World's Motor Non-Stop Mileage Record. Any car that can run continuously for 44 days and nights, averaging 500 miles per day—22,000 miles in all and without once stopping the motor—is bound to be a well designed and well made car.

Any car that can perform such a wonderful feat on an average of one gallon of gasoline to every 22 miles is bound to be an economical car.

We have such confidence in the Maxwell car and the company behind it that we are willing to sell these cars on partial payments—and deliver the car to you when you make the first deposit. In justice to yourself you ought to know more about the Maxwell car and our pay-as-you-ride plan. All we ask is the opportunity to tell you.

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

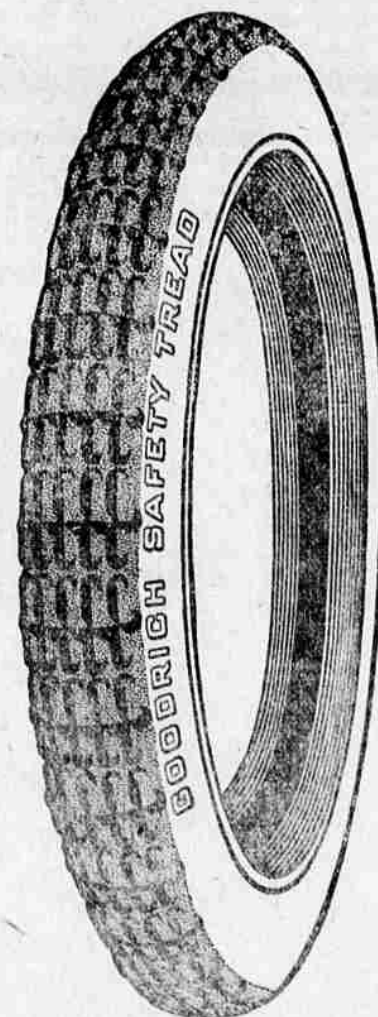


R. W. LEIGHTON

DISTRIBUTORS FOR

Maxwell

No Tires are "larger," — taken Type for Type, —than —GOODRICH Black-Treads.



SIZE for Size, and Type for Type, Goodrich Tires are as large as the largest put out by any Maker, and WILL BE SO MAINTAINED.

This means larger than corresponding Sizes and Types of many other Tires for which even higher prices are asked.

It means, too, the most generously made FABRIC Tires on the Market, at any price.

Manufactured by the largest Rubber Factory in America, with a 47 year Experience in Rubber-working, and a Record for DEPENDABILITY which makes the above statements worthy of prompt acceptance.

Made from the new "Barefoot Rubber," which gives its maximum Traction with minimum Friction, —with resilience, liveliness and long-life to Tires.

PRICED on that "Fair-List" basis initiated Jan. 1st, 1915, by the B. F. Goodrich Co., which saved more than \$25,000,000 last year to Tire-Users, through its propaganda against Padded Price-Lists.

Priced so reasonably low that Competitors, whose products are not comparable, claim superiority on the mere strength of their Higher Prices (and the Larger Profits they demand from the Tire-User and Dealer).

Goodrich Prices are based on what it costs the largest, and longest experienced, Rubber Factory to manufacture Tires, as ONE of the 269 lines of Goodrich Rubber Goods for which it buys Crude Rubber, and over which its Overhead Expenses are divided.

Good Business Men should know, from this, why Goodrich "Barefoot" Tires can be (as they are) the best Tires on the Market AT ANY PRICE, —though quoted at the moderate "Fair-List" figures frankly and openly published herewith.

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
32 x 4	...Safety Tread...	\$22.00
34 x 4	...Fair-List...	\$22.40
36 x 4	...	\$31.60
37 x 4	...	\$37.35
38 x 4 1/2	...	\$50.60