

ROAD OVER BLUE MOUNTAINS IS NOW OPEN

Snow barriers on the Blue mountain passes have been conquered—traffic between La Grande and Pendleton is running now fairly well. It was just a week ago today that a Maxwell car penetrated the drifts and blazed the 1916 trail across the summit, undergoing tremendous hardships to accomplish the act. Since the pioneer trip of the Maxwell several cars and motorcycles have crossed, and there is now pretty substantial footing and comparatively little snow. Within a few days the summer travel will be on in full blast.

It was a California party bound for Pennsylvania that took the first trip. The story of their hardships was told on arrival here about 5 o'clock last Saturday. Mr. Bowdy and three others had camped out for a hard trip but didn't expect just what they got. They had to leave the main road and circumvent drifts by treading down snow to the depth of two feet on various occasions. But they got through.

Last Sunday a party crossed to Pocatello. Thursday some people went through to Nampa from Pendleton and the same morning two Salem boys pushed their cars over the hill leaving Pendleton 1:30 Wednesday and reaching La Grande at 7 a. m. the next morning.

There is comparatively little now to bother motorists on the hill though mud holes will not be gone for some little time.

Lack of sign boards on the hill is already complained of. Tourists crossing the hill the past week all bemoan the lack of guiding signs and on several instances asked what the local Motorclub was doing.

Pat Foley and "Ole" Rogers united this week in the purchase of a Reo touring car from the Daniel's agency. The machine is to be used strictly for utility business and Mr. Rogers now claims that he will be able to accommodate the public, especially the commercial travelers for any kind of a trip from La Grande they may want to make. They got the car for service and service is to be its job. All the car lacked when they got it was a coat of green paint and this has been applied this week and the machine was due to be ready for use today.

The Leighton garage is now equipped with a battery-charging outfit that brings capacity of the shop up seven fold. Before, by using a rectifier, the garage could turn out one battery at a time, but by the new equipment, seven are handled at once. It is a Hobart Bros. machine, equipped with a motor and generator in one casting which does the work nicely. Being seven times more efficient than the former equipment, the shop naturally prides itself on its accomplishment.

A good joke is told on one of the richest men in Union. It was when automobiles were luxuries. He decided he would like to have a machine if the cost of gasoline was not so great. To him the money paid out for gas seemed an endless expense and he put that feature up to the agent. "We have a car that burns but little gasoline. It is a remarkable car, and we will bring it down and let you use it for a while to convince you." The car was taken to the man's house and he was taught to run it. Then he was urged to make long runs and test the car for two weeks. During that period every time that car came in off of a run a small boy was paid to take a few quarts of gasoline to the shed

where it was kept, and replenish the gas tank. At the end of two weeks the rich man's fears of large gas bills had vanished and he gave his check for the price of the car. He had not run it a month until he began to demand a new carburetor assuring the agent that something was wrong, for he was using too much gas. He still uses the car and frequently carries a couple of five gallon cans of gasoline in the rear seat to be sure of enough oil to make his trips.

In reviewing what the automobile shows brought forth, Russell Huff, chief engineer of Dodge Brothers says:

"One of the impressive facts as revealed by an analysis of the inquiries received from automobile show visitors is the growing respect of the public for the established models of motor cars.

"The keen buyer of today is fully aware of the fact that proper motor car values are established and prolonged; first by giving the public a car designed along sound engineering lines and built of high-grade materials; and second, by sustaining this model year after year and adding perfected details from time to time as dictated by continuous engineering study and manufacturing evolution."

"The advantages of having the carburetor set as near as possible to the cylinder block are recognized by motor car engineers," states C. A. McCrary, distributor for the Haynes "Light Six."

"Where the carburetor is not joined directly to the gas passage in the cylinder block, a connecting pipe, known as the intake manifold, is made necessary. This means that the vaporized gasoline must pass through this pipe before it reaches the cylinders.

"All carburetors will vaporize the gasoline in some sort of fashion, but means must be taken to prevent the vapor or gas from condensing on its way to the cylinders. An intake manifold must necessarily be out where the draught from the fan can strike it, which keeps it cooler than the carburetor. When the warm gases strike the cold walls of the manifold, the gases condense exactly the same as one's breath does when blown against a cold window pane.

"When there is such condensation more gasoline must be used, since the allowable time for the explosion in each cylinder is so short that the little drops cannot be broken up and burned. Only the gas that is mixed properly with air is fully utilized.

"In the better types of motors the carburetor is attached directly to the cylinder block, without the use of an intake manifold. The gases, therefore, are kept warm from the time they leave the carburetor until they reach the various cylinders and are burned.

"This means a remarkable increase in fuel economy. In certain tests which have been made, the elimination of the intake manifold has resulted in a decrease of approximately 30 per cent in fuel consumption—a saving which means quite an amount in the course of a year."

"One of the most significant features connected with the sensational Duncan Street hill-climbing contest pulled off in San Francisco recently, and the feature that probably means to Pacific Coast motorists," said J. M. OHL, district sales manager of the Standard Oil Company in this vicinity "is the fact that, with few exceptions, the cars that successfully negotiated that now famous fifty percent grade, had their crank-cases filled with oil made from western asphalt-base crude."

"Every prospective car buyer in that neck of the woods had his eye on the machines that went out to conquer Duncan Hill. And no one was more awake to that fact than were the motor car dealers themselves.

"So, when they saw to it that their test cars were filled with Western Oil there was a great deal more back of it than any mere feeling of loyalty to home industry. One dealer is reported as having said any inferior oil would have proved disastrous. Evidently most of them considered western oil as the best bet."

Peter S. Steenstrup, special foreign sales representative of the Hupp Motor Car Corporation, has sailed for London in the interests of the Hupp Corporation.

Mr. Steenstrup will visit London, Paris, Madrid and Rome during the next few months. Mr. Steenstrup has had a wide experience in foreign trade and has just recently returned from a six months' visit to the South American Countries.

The semi-annual meeting of the Hupmobile branch and district managers was held at the Detroit plant last week. The men from the four Hupmobile distributing branches and the twelve selling districts of the country reported business more thriving than it has been in several seasons, and every indication points to an even greater demand for cars than has been anticipated. If the reports from the Hupp men is a correct indication of the business for this season, the manufacturers will not be able to meet the demand by at least 50 per cent. This is the first season that no cars have been stored by the big factories and very few dealers have machines on hand, so that by the middle of May it looks very much as if the old condition will prevail in the automobile business, when it was necessary to order a car a month or six weeks in advance in order to secure it.

In the face of the heaviest snowfalls that have been recorded in the Sierra Nevada Mountains since 1889, a Maxwell touring car, carrying Ray McNamara, Jack Griffin, George Sowers and Henry Karge, battled its way over, around and through Nature's obstacles and reached Tallac,

on Lake Tahoe, three weeks earlier than the first arrival in any previous season.

The feat was one of the most notable in the annals of Western auto-mobiling. The Maxwell was sent over the perilous trail entirely on its own power and the help rendered by its crew; every foot of the way was over the Lincoln Highway; obstacles apparently impossible to surmount were overcome one after another.

Members of the Maxwell crew faced disaster a score of times before they reached their goal. In many places the snowdrifts had piled up to a height of more than twenty feet, sloping off to a sheer drop into canyons and down mountain sides. Had a slip or skid occurred while the Maxwell was shooting over these it would have meant a hasty termination to the trail blazing enterprise; but the motor never faltered and the drivers' hands never weakened, and the end was reached in safety.

The first result of the Maxwell trip to be noted as of universal benefit will be the opening of the roads to Lake Tahoe many weeks earlier than anticipated by motorists. At every point where the wheels of the car cut through the heavy snow the roadway has been opened. Warm weather aided materially in this, and it is expected that the trail to Lake Tahoe will be safe for regular traffic within three weeks.

In order to discourage any Doubting Thomases who might suggest that the Maxwell had not reached Tallac, members of the party left their machine at the Lake and returned home by launch, machine, foot and train.

YOUR KIDNEYS.

La Grande Residents Must Learn The Importance of Keeping Them Well.

Perfect health means that every organ of the body is performing its functions properly.

Perfect health cannot be enjoyed if the kidneys are weak and disordered. Thousands testify that Doan's Kidney Pills have a reviving action on weak kidneys.

What this remedy has done in so many cases of this kind is the best proof of its merit.

Read the following. It's testimony gratefully given by a resident of this locality:

Thomas Brasher, real estate dealer Union, Ore., says: "I suffered from weakness of the kidneys and didn't rest well on that account. After using Doan's Kidney Pills a short time, the kidney action was regulated."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Brasher had. Foster-Milburn Co. Props., Buffalo, N. Y.

NOTICE OF SHERIFF'S SALE

NOTICE IS HEREBY GIVEN, to all concerned, that by virtue of an Attachment Execution issued out of the Circuit Court of the State of Oregon, for the County of Union, bearing date the 21st day of April, 1916, in that certain suit therein pending wherein W. A. Bull is plaintiff and John Temple, Jr., is defendant, commanding me to make sale of the hereinafter described property and make therefrom the sum of \$115.00 with interest thereon at the rate of 6 per cent per annum from the 14th day of March, 1916, together with his costs and disbursements herein incurred, taxed at \$10.20, and for accruing costs.

THEREFORE, on Monday, the 22nd day of May, 1916, at 2:30 P. M. at the front door of the Court House at La Grande, Union County, Oregon, I will sell at public auction to the highest bidder for cash, the following described lands, described in said decree, to-wit:

Beginning at the Northwest corner of Lot 6-a, of Riverside Orchard Tracts, according to the plat thereof of record in the office of the Recorder of Conveyances of Union County, Oregon, running thence due North 48 1/2 feet, more or less, to the South line of the roadway now in use, thence Southeasterly 1000 feet, more or less, along the South line of said roadway to a point which is 272.3 feet due North of the Northeast corner of Lot 8-a of said Riverside Orchard Tracts; thence South 272.3 feet to the Northeast corner of said Lot 8-a Riverside Orchard Tracts, thence due West 1000 feet to place of beginning. The intention being to convey unto the grantee all of that certain strip of ground purchased from the Howell Estate that lies North of Lots 6-a, 7-a and 8-a of said Riverside Orchard Tracts, excepting therefrom 30 feet off from the North side thereof reserved for road purposes;

Also the following described lands levied upon by virtue of said attachment Execution, to-wit: All that part of Tract No. 5 of Riverside Orchard Tracts according to the plat thereof, recorded in the office of the Recorder of Conveyances of Union County, Oregon, lying East of the Grande Ronde River, between the following lines, viz.: commencing at a point 806 feet directly South of the NE corner of said Tract No. 5 of Riverside Orchard Tracts, running thence due West to the East bank of the Grande Ronde River, thence in a Southeasterly direction, following the line of the East bank of the Grande Ronde River to a point due South of the place of beginning, thence North to place of beginning, all in Union County, Oregon, together with all right, title and interest of the defendant, John Temple, Jr., had in and to said premises on the 27th day of March, 1916, or thereafter acquired therein, or so much thereof as is necessary to satisfy the above amounts.

Dated at La Grande, Oregon, this 21st day of April, 1916.
AUGUST HUG,
Sheriff of Union County, Ore.
Daily April 22-29 May 6-13-20.

Tenacious Tires of black "Barefoot" Rubber



"LIKE a Pup to a Root," do they hang on to the Earth, when you throw in the Clutch, or throw on the Brakes.

But,—instead of merely grinding against said Earth,—for Traction,—they CLING to it, much as your bare foot clings to slippery surfaces.

This new and wonderful Goodrich "Barefoot Rubber," is as stretchy almost as a pure Rubber band,—Light-weight as Rubber in its native amber color, but stronger, tougher, longer-wearing (in Tires) than pure Rubber could ever be.

That Lightness, Stretch, and CLING-quality is due, in part, to the absence of the heavy and inert white substances which, in other Tires, provide the gritty texture designed to give effective but grinding Traction, when Clutch or Brakes do their work.

To provide its maximum Traction with minimum Friction (which means minimum Heat, minimum Tread-Wear, and lessened Strain on the rubber adhesive between fabric layers.)—

—That's the Mission of the new Goodrich "Barefoot Rubber."

How well it does this work,—how much more Resilience, Comfort-in-riding, and Mileage, it gives,—may be realized only by test.

"BAREFOOT RUBBER" can be had in Goodrich Safety-Tread Tires,—Goodrich Motor-Cycle Tires,—Goodrich Bicycle Tires,—Goodrich Truck Tires,—Goodrich Rubber Boots, Overshoes, Soles and Heels, and in no other make but Goodrich.

Get a sample of it, at the nearest Goodrich Branch or Depot today.

Stretch it thousands of times, but tear its fibres you can't.

With all this,—observe that the best Fabric Tires in America—made of this TENACIOUS "Barefoot" Rubber,—cost you no more (and usually less), than ordinary Tires made by other responsible manufacturers.

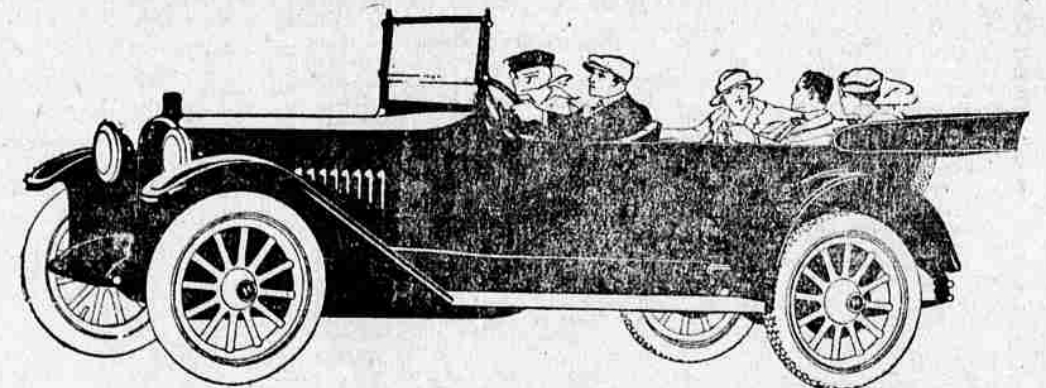
No "larger-sized" Tires (taken Size for Size and Type for Type), are made than Goodrich Black-Tread Tires.

Why, then, should any Business Man pay more than the Goodrich "Fair-List" Price, for any Tire, until he has at least tested one pair of these new "Barefoot" Rubber Goodrich Tires?

THE B. F. GOODRICH CO.
Akron, Ohio.

GOODRICH "BAREFOOT" Tires

Hupmobile



BUYERS, AND THE PUBLIC IN GENERAL, COUNT THE HUPMOBILE SERVICE SYSTEM SOMETHING MORE THAN THE SIMPLE RENDITION OF FREE SERVICE.

They see in it an unwritten—but none the less trustworthy—guaranty of the quality and performance of the car.

And they accept it as a further concrete expression of our belief that the four-cylinder Hupmobile is "the best car of its class in the world."

Indeed, no car less worthy could support a service system such as we have installed for Hupmobile owners.

For your own sake, find out about the Hupmobile service plan before you buy any car.



The mark of superior motor car service

C. WILSON, Agent
New Foley Building, La Grande, Ore.

Clear, Peachy Skin Awaits Anyone Who Drinks Hot Water

Says an inside bath, before breakfast, helps us look and feel clean, sweet, fresh.

Sparkling and vivacious—merry, bright, alert—a good, clear skin and a natural, rosy, healthy complexion are assured only by pure blood. If only every man and woman could be induced to adopt the morning inside bath, what a gratifying change would take place. Instead of the thousands of sickly, anaemic-looking men, women and girls, with pasty or muddy complexions; instead of the multitudes of "nerve wacks," "rundowns," "brain fags" and pessimists we should see a virile, optimistic throng of rosy-cheeked people everywhere.

An inside bath is had by drinking each morning, before breakfast, a glass of real hot water with a teaspoonful of limestone phosphate in it to wash from the stomach, liver, kidneys and ten yards of bowels the previous day's indigestible waste, sour fermentations and poisons, thus cleansing, sweetening, and freshening the entire alimentary canal before putting more food into the stomach.

Those subject to sick headache, biliousness, nasty breath, rheumatism, colds; and particularly those who have a pallid, sallow complexion and who are constipated very often, are urged to obtain a quarter pound of limestone phosphate at the drug store which will cost but a trifle, and is sufficient to demonstrate the quick and remarkable change in both health and appearance, awaiting those who practice internal sanitation. We must remember that inside cleanliness is more important than outside, because the skin does not absorb impurities to contaminate the blood while the pores in the thirty feet of bowels do.