

Automobile News-Gossip

One of the first trailer outfits to pass through La Grande this year was seen Wednesday when C. H. Hoover of Portland spent a day here resting before going on to Portland from whence he started on a 2000-mile tour. He left Portland, going to Burns via The Dalles, then down to the Oregon state line, up to Boise, and home via La Grande and the Columbia highway. He made the trip in an Overland and says the machine behaved splendidly. He picked up a trailer at Baker and had no trouble hauling the heavy load over the mountains. On his return to Portland Mr. Hoover will go to the Canadian line. "During the 1500 miles I have covered on the trip thus far, the Overland has behaved splendidly," said Mr. Hoover while in the city visiting with Carl Evans, Overland agent here.

How to speed 'em up was demonstrated a day or two ago when Ernie Vehrs, Motor Club secretary, rode his motorcycle out to his father's ranch, left some medicine, explained to them how to take it and visited a bit and got back to town in 20 minutes. It is eight miles out to the Vehrs ranch, and that, we claim is going some.

Messrs Huff and Blesdel, factory representatives for the Overland people, were business visitors in La Grande the middle of the week, leaving Wednesday noon for the east.

According to detailed advices now arriving from the border, Dodge Brothers' motor cars have played a prominent part in the invasion of Mexico in pursuit of Villa.

When General Pershing led his troops across the border he traveled in a Dodge Brothers' motor car, and four other touring cars were used in the transportation of supplies. These cars have, of course, been since supplanted in this work by the big trucks shipped to Mexico but the touring cars are still in use by the army.

According to the transportation department they have made wonderful records in the desert travel after the fleeing Mexican bandit.

Reporting on the performance of the Dodge Brothers' car that carried General Pershing on the first advance an army officer said:

"We had practically to make our own roads and from what the Dodge Brothers' car showed on the trip I believe it could climb a wall. The car went through mountain passes and over places where it was necessary for the engineering corps to blast out a trail before the trucks coming after could get through at all."

Chicago, Ill. May 20.—Amateur auto drivers, those who just fairly hone to "let'er out" will have their innings at the Maywood Speedway today where the Chicago Automobile Club will stage its annual nonprofessional auto contest. Only those pilots whose cars have qualified under the preliminary examination of the technical committee and who have stood the elimination trials in the last few weeks, will compete. Drivers from all over the central west are entered. The biggest race is for the western interclub trophy.

Another big Hupmobile innovation for the benefit of Hupmobile owners generally has just been announced by sales manager J. E. Fields in the Free Educational Course for Hupmobile dealers, service representatives and repairmen. This educational correspondence course is second in the way of innovations for the benefit of owners only to the Hupmobile Nation-wide service plan which was announced last June and which has proved the greatest benefit to the users offered by any company in several seasons.

In the preparation of this plan, the Hup Motor Car Corporation has engaged the services of Claude Wadsworth, who originated, prepared and conducted the International Correspondence School motor car shop course. Eighteen instruction papers on motor car construction in general and Hupmobile construction in particular have been prepared by Mr. Wadsworth. The subjects to be taught cover every phase of automobile design and construction. They will be presented in a concise form so they will be perfectly clear to the layman.

Twice during the year a series of questions will be sent to every student who enrolls and suitable prizes will be given to those having the highest standing. In addition to the prizes offered every man who passes the examination with 75 per cent or over will receive a certificate of efficiency from the Hup Motor Car Corporation which will serve as a recommendation for future employment. The Hup concern is continually getting requests from dealers and distributors for men and those standing in these examinations will be recommended.

"An expert automobile driver of my acquaintance," says Fredrick Upham Adams in the June American Magazine, "has coined an injunction which might be adopted by all drivers pending the adoption of the reforms outlined. Most of those who risk their lives crossing streets between intersections do so with their heads down their half-closed eyes fixed on their feet. After successfully dodging such trespassers, or stopping in time to save them from injury, my friend good naturedly sings out: 'Heads up, friend!'"

"Few take offense at this cheerful admonition, and, as a rule, they lift their heads, square their shoulders, and briskly take an alert way across the street and out of danger."

The annual bill paid by American motorists is \$200,000,000, as revealed by recently compiled figures on the combined sales of all tire companies in 1915.

Of that amount \$100,000,000 could be saved the consumer, according to statistics of a prominent technical authority who last year received thou-

sands of reports from owners of cars of all makes.

The car of ideal service was determined by selecting the make which registered the highest average mileage per set of tires. The result of this classification matched consistently with the national average published by the manufacturer of the car established as the standard—9,630 miles per set of tires. The mileage of all other makes of cars averaged 4,750 miles per set, less than half the basic mileage.

These figures go to support the statement by George Horace Lorimer, editor of the Saturday Evening Post, in commenting editorially on the rising cost of motor car operation. "We are banking a great deal more on the engineer than on the statesman," Mr. Lorimer says in discussing possible solutions of this problem.

Certainly much depends on the automobile engineer, for if one car gives twice the mileage on one set of tires as the average for all other makes of automobiles, the possibilities for economy are apparent.

The record of 9,360 miles shows that tires can be relieved of much of the strain which they are commonly required to stand. Lightening the weight the tires must carry, making them big enough for their work, and flexible, yielding construction that softens the blows absorbed by tires, are steps in the right direction. Such treatment by one manufacturer in particular, has already brought about longer tire life through the practical elimination of blowouts, which most generally occur before a tire has a chance to wear out.

Robert Simpson of the Roundup City Garage has returned from a trip to Baker and La Grande. Says the Pendleton Tribune. He posted mileage signs along the entire route. He says that the roads are in good shape now and that a machine can make its way without difficulty.

Overland Agent O'Bryant of Baker county has nobbed with Overland Agent Evans one day this week.

GOODRICH COMPANY WINS
Legal Fight Over Company's Policy Is At An End

"It is because we believe in an absolutely square deal for the automobile supply houses," says an official of The B. F. Goodrich Company in explanation of the victory recently won in the United States District Court in Cleveland over the Automobile Co-operative Association of America.

"There are 75,000 of these supply houses throughout the country. If we sold the various consumers' leagues at our jobbing price, and if other tire companies did the same, it would result in putting out of business a tremendous number of our prosperous merchants who have invested heavily in the automobile supply business. This would, in the end be a misfortune, not only to the individual dealer, but would hurt every man who owns and operates a car."

"If you own a car yourself or if any of your friends own a car and you take your wives and children out for an all-day outing, one of the contributing factors of your pleasure is the knowledge that almost anywhere along the road, if you run out of gas, or if you have a blowout, or if you need various supplies or assistance of any kind, you can drop into a country garage or a little supply house and get fixed up so that you will be able to continue on your way rejoicing."

"These dealers throughout the country, who make auto touring a pleasure are not making enough profit out of the sale of any one article to make a living. They must make their profits in selling a little of this and a little of that. If you take away from this dealer his earnings on tires and accessories the chances are that 95 per cent of them would be forced out of business, and yet the man who joins a consumers' league doesn't stop to consider that in so doing he is really knocking the man who makes a long automobile trip a pleasure and a possibility for him."

"The significance of our victory is the fact that we are saving the dealers for the ultimate benefit of the consumer even despite the desire of a very large body of these same consumers."

"In connection with this victory, the following letter sent out by The B. F. Goodrich Company to their dealers is interesting:

COW TESTING ASSOCIATION

Cow testing associations are being organized in many parts of the country and are doing a world of good in getting at the business end of dairying. At the present time a movement is under way to organize an association in this section. The plan is to include dairy herds in the Grande Ronde valley. The County Agriculturalist of this county is co-operating with the writer in working on this association.

To form a cow testing association, 26 herds are necessary and at least 400 cows must be entered. The 26 herds are necessary so that the tester can put in that many days each month, spending an entire day at each place. The 400 cows are necessary so that enough money will be secured on the basis of \$1.50 per cow a year, to cover the cost of hiring the tester, buying supplies, and other things necessary to carry on the work.

The main purpose of a cow testing association is to enable its members to find out accurately, which cows in their herds are the money makers and which are the boarders. Complete records are kept by the tester on each and every cow in the herd. Many dairymen say that they are entirely able to do this themselves, and have the best intentions, when saying this, to test their animals. They may even

go to the expense of buying a testing outfit, and carry on the work for several months, but the number carrying on this work systematically through the whole year is insignificant. More over it is really cheaper to have the work done than to do it one's self. It would take the average farmer a long time to become familiar enough with all the details to do the work as well as the tester does. Through the cow testing association, a man is hired to do this work, and records keeping monthly, and he does it, regardless of whether it is the busy time of the year or not, and at the end of the year it is known definitely of every cow whether she is a profit maker or a boarder.

There are many other advantages resulting from a cow testing association. It creates an interest in dairying in the community that could be secured in no other way. It encourages dairymen to market their products cooperatively, and buy any necessary feeds in the same way. It raises the value of the good cows while it does not lower the value of poor ones. It creates a demand in the community for calves from dams with good records. In one association in one month, six separators were found doing poor skimming. One farmer was losing 12 pounds of butter fat each month. It has been worth the price to some in just having the cream tested each month. And there are many other benefits to be derived from an association.

F. W. KEHRLL,
Field Dairyman for Eastern Oregon.

OLD GUARD GIVES DIMES

\$26.50 Dug Up at Annual Dinner for Marjorie's Battleship Fund

New York, May 10.—The Old Guard made its annual parade day and inner a practical demonstration for preparedness by getting behind Marjorie's Battleship Fund with speeches, spirit and money. It was the eloquence of Bernhard Wall, that was chosen to get the members to pour out their dimes, and he succeeded to the tune of \$26.50.

Mr. Wall said that the Old Guard is the one patriotic military order that disdains the theoretical in patriotism, believing in practical applied patriotism. He then went on to pay this tribute to Marjorie:

"In the Bible it says, 'And a little child shall lead them.' It appears that a little child is leading the van in practical preparedness. Oft children let wisdom slip from their mouths which is a premonition. The instinctive fear of the child may mean much. We know this child to have sized up a situation about which there isn't any room for argument."

"She went to the front to remedy it like a child. It was patriotic fervor and the spirit of helpfulness that made her place her dime at the disposal of Uncle Sam. That dime has grown to nearly \$200,000."

"Nat Wills at the Hippodrome said he'd bought many a schooner for a nickel, but he'd sooner buy an interest in the battleship for a dime. Yes, it is the individual interest of each giver of a dime in building up a sentiment among the kiddies, propagating the spirit of patriotism. And we, the foremost patriotic body of the land, should encourage the spirit of self-interest giving on the part of young

Americans by giving something ourselves. Let each of us spill a dime or two on the salver when it comes around to the glory of the flag and this our fatherland."

Flag Comes First, Rules Judge
Des Moines, Ia. May 12.—Hubert

Evans, a 11-year old boy who refused to salute the United States flag at school exercises, will have to give the salute or go to the state reformatory. Juvenile Judge Dudley has ruled. The boy said he would salute nobody but his God. His parents belong to the Sanctified Sect and claim that real

religion has no place for such things as patriotism. "The flag comes first and religion second," said Judge Dudley in delivering his ultimatum to the boy.

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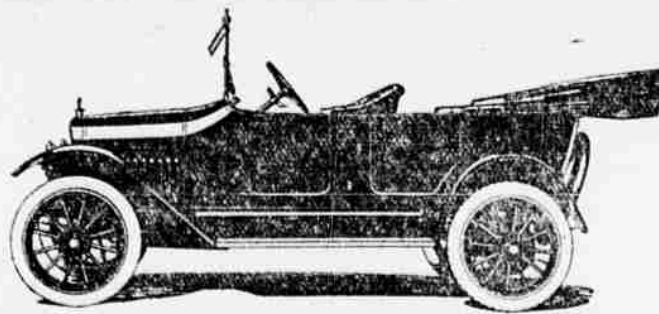
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