

THE REASON IT TAKES SO LONG!
ETHELBERTA SCOLDS BECAUSE BREAKFAST
GETS COLD EVERY MORNING WHILE I AM
GIVING THE LAWN ITS MORNING SHAVE.
TOO BAD! BUT I CAN'T THROW AWAY THIS

Piedmont
 THE CIGARETTE OF QUALITY

10 FOR 5¢
 Also Packed 20 for 10¢

VALUABLE COUPON IN EACH PACKAGE

ing this performance is important, but I think that any one will grant that the average automobile owner is not greatly interested in the construction or performance of his motor except as it affects the performance, durability, and maintenance cost of his car.

The horsepower required to give the performance depends of course quite largely upon the loaded weight of the car. This, in turn, depends upon the passenger capacity and the comfort desired. At the present time the horsepower required is quite often determined by the acceleration demanded. Within the last year there has been a tendency to greatly increase the ability for acceleration in motor cars. This has been due partly to the advent of eight and twelve-cylinder cars; and to rather extravagant claims of salesmen as to the ability of these cars. I believe it is also partly due to the increasing congestion of traffic in our large cities and upon our principal highways, or to other traffic conditions which made a quick getaway very desirable.

The question of durability may be divided into two parts: First, the durability of the motor; second, the durability of the running gear, body, etc. As to the motor each part can be made as ample for its work in one type of motor as in another, but the four-cylinder motor should have a longer life than the other types, for it is primarily more accessible and easier to care for, hence it gets the better average attention. The efficient life of a good motor is much longer than that of the average chassis on American roads. Ordinarily, springs wear out first, then the body, and the other sheet-metal parts, then the frame, then the axles, and last of all the motor. The effect of the type of motor on the life of the remainder of the chassis is debatable. It is an axiom in all mechanical work that the less complicated a machine is, the lower must be its maintenance cost. Now where is this more apparent than in the comparison of the four cylinder motor with other types? It is more accessible than other types. It has fewer parts in proportion, as it has fewer cylinders. Repairs required are not only less frequent than in other types of motors, but they are less costly to make. There are less valves to grind, less cylinders to de-carbonize, less spark plugs to clean, less ignition wires to watch for leaks, breaks, short-circuits, and static defects, less ignition contacts to synchronize, less work of all sorts to do.

WAR FILM IS DUE

MOVING PICTURE TO SHOW HORRORS OF WAR

Sherry's Theater To Have Run of Pictures Reviewing Great War

The brave retreat of the Belgian army before the victorious advance of the Germans during the early stages of the European war and the spectacular bursting of shells shattering buildings to ruins, is seen in the European war movies which will be shown at Sherry's Monday and Tuesday of next week. These films actually portray real events of the war. They were taken by motion picture artists hurried across the ocean when the conflict opened. It took courage and fearlessness on the part of the camera man to secure the pictures.

Within five hundred feet of the operator as he cranked his machine soldiers were fighting, shells were bursting and buildings were flying into fragments or in flames. One of the pictures vividly shows a burning building aside of one as yet unscathed by the war. Suddenly a great German "Black Johnson" shell strikes the latter building and it is blown into thousands of pieces which fly in every direction. This is one of the most spectacular sights ever photographed.

Belgian soldiers fighting in the trenches, some falling in the agony of death, others being struck by German bullets, are also graphically photographed in this wonderful moving picture. The operator braved death from bullets and took the camera within fifty feet of the trenches. He escaped unscathed. The Belgian movies are recognized as one of the modern wonders in the motion picture world. They should be seen by everyone given the opportunity.

CANNED FRUITS DATA.

Census Bureau's Summary Concerning the Industry for 1914.

Washington, D. C., May 19, 1916.

A preliminary statement of the general results of the 1914 census of manufactures for the canning and drying of fruits and vegetables has been issued by Director Sam L. Rogers, of the Bureau of the Census, Department of Commerce. It consists of a detailed statement of the value of canned and dried fruits and vegetables packed during the years 1909 and 1914, in the United States as a whole, prepared under the direction of Mr. William M. Stewart, chief statistician for manufactures. The figures are preliminary and subject to such change and correction as may become necessary upon further examination of the original reports.

ROYAL

BAKING POWDER
 Absolutely Pure
 Made from Cream of Tartar
NO ALUM—NO PHOSPHATE

Establishments Reported and Value of Products.

Returns were received from 2,199 establishments engaged in the industry in 1914, the products of which for that year were valued at \$158,015,893. The products reported for 1909 were valued at \$96,943,273. The number of establishments in 1914 thus exceeded the number reported for 1909 by 337, or 11.8 per cent; while the value increased by \$61,072,620, or 63 per cent.

The value of canned vegetables increased from \$53,307,791 in 1909 to \$84,413,667 in 1914, or 58.3 per cent; of canned soups, from \$2,588,834 to \$7,877,057, or 204.3 per cent; of canned fruits, from \$12,672,000 to \$24,897,174, or 96.5 per cent; and of dried fruits, from \$22,287,522 to \$34,771,912, or 56 per cent.

The value of canned soups does not include the product of slaughtering establishments.

Of the total number of establishments reported for 1914, 97 were engaged primarily in other industries but packed vegetables and fruits to the value of \$8,839,837, as subsidiary products; and in 1909, 73 similar establishments packed vegetables and fruits valued at \$4,964,806.

Expert

"Pop, what is a promoter?"
 "A promoter, my son, is a man who can make either a dollar or a penny look like thirty cents."—Life.

Too Smooth

"Mr. Sinnick is very polished, isn't he?"
 "Very! Everything he says reflects on some one."—Boston Transcript.

WANT AUTOS TO TAMP TRACK: NEW SPEED DEMON WILL BE TRIED OUT NEXT SUNDAY

Bring on your autos to test out the new Speed 'Em Up race track!

There is a dual purpose in the invitation, which comes from the Motor club. In the first place, they want to convince the world that they have a track level as a floor on the McKenyon land on the road to Cove—that the races this year will be in plain view of everybody; secondly that the track needs driving upon. A thousand automobiles spinning around the track at every opportunity between now and just before the date of the first race, will make the track like pavement. Experts who have viewed it say the possibilities are wonderful. All that is needed to perfect the job is some driving on it.

Drivers, motorcycles and automobiles, should not keep the same course as the one in front but drive all over the splendid course.

Chase Bohnenkamp, live wire in the Speed 'Em Up races, will unloosen a new speed demon tomorrow if the weather is at all favorable. He has recently shipped in a short-coupled Harley which has something like 85 or 90 miles in her. Tracey Hollister or some other skilled driver will take her through the pace tomorrow if the new track is dry enough. The public is invited to come up and see the performance, get acquainted with the

track and in various ways thus help matters along.

Bob Leighton, Maxwell agent, is showing the newest wrinkle in automobile factory productions. Merchants have, lately, been buying second-hand cars to remake into light commercial delivery cars. Frequently they have had to pay \$500 or more for an old car—now comes the Maxwell people with a light chassis for just this purpose, with running boards, mud guards and full running equipment. The price is \$655 f. o. b. La Grande and once here anybody of a frame to contain articles to be delivered can be attached. In fact a new body can be attached. The scheme is just now being put on the market and features that Agent Leighton thinks will make it sell include such as these:

Radiator, complete with hood and cowl. Cowl is fitted with gasoline tank, speedometer, carburetor adjusting device, ammeter, lights and ignition switch, fuse box and battery charging regulator. Electric starter. Electric head lights, electric tail light, electric horn. Storage battery. Fenders, filler aprons and running boards. Spare tire carrier with extra demountable rim. Windshield, \$11.00 extra. Toe and Floor Boards, \$5.00 extra.

And Chassis specifications described on page 5.

One of the latest things in the way of vehicle propulsion by motor power is the "Motor Wheel," and it has been exemplified during the past week by the Young boys who live just north of town. This contraption is a gasoline operated motor which is supplied with its own magneto—whatever that is—and it is in the centre of a rubber tired wheel which is about 18 inches in diameter. This motor wheel is attachable to almost any kind of a bicycle and furnishes the propelling power. In making an exhibition run a day or two since one of the Young boys rode a bicycle driven by the motor wheel and trailed with a rope another boy on a bicycle and the whole power came from the single motor wheel as a driver. The rigging might be designated as a simplified form of a motorcycle, the main difference being that the power driver is independent and easily detachable from the vehicle. Another noticeable difference is that the average motor cycle seems to be incapable of efficiency when it does not make a noise like an earthquake, while the "motor wheel" is able to get along without making much more disturbance than the noise of an ordinary mowing machine.

The Haynes Automobile Company is completing the fifth addition to its plant within the present fiscal year. The new structure that is being completed at the present time, will house the production of the "Light Twelve" Car. It is expected that the manufacture of the high power, light weight car will be under way by June 10.

At a joint meeting of the Society of Automobile Engineers, the American Society of Mechanical Engineers and the Aeronautical Society, in New York recently a most interesting paper was read by F. E. Watts, chief engineer of the Hupp Motor Car Corporation entitled "Automobile Application of Four-Cylinder Motors."

Mr. Watts' paper has been declared by engineers, as one of the best which has been written on the four-cylinder motor. Mr. Watts stated in part:

"I will consider briefly the applications of motors to automobiles and will try to show why the four-cylinder motor is used on the majority of motor cars produced today. As practically all commercial vehicles, both freight and passenger, have four-cylinder motors, I shall confine the discussion to pleasure automobiles. The question to be considered is: What is an automobile motor required to do? In other words: What is its job? Experience has convinced me that the majority of automobile owners expect their cars to perform about as follows: To run steadily and pleasantly on high from five to fifty miles an hour over smooth roads.

"To carry them over the rougher roads as fast as they can ride with any degree of comfort. To pull through deep sand, mud, or snow easily and without overheating. To climb any ordinary hill where there are traveled roads, on high. To get away from a standstill about as quickly as their neighbors' cars. To do all these things as cheaply as possible, and without skilled care and constant attention. Naturally, the motor's part in secur-

Overland
\$695
 Roadster \$675
 f. o. b. Toledo

Five-Passenger Touring

The Most Popular Overland

There is already an enormous demand for this big four cylinder Overland.

With certain improvements, it is the same car of which 55,000 Overlands were sold last season for \$750.

The price is \$55 less.

Standardization of product and the purchase of raw materials at before-the-war prices, made this reduction in price possible.

It will not be lower, for materials are rising in price.

So order your Overland now, to make sure of getting it.

Enbloc 55 horsepower motor
 Electric starting and lighting system
 Electric control buttons on steering column
 Four inch tires

Demountable rims, with one extra
 105-inch wheelbase
 Deep divan upholstery
 One man top; top cover

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 La Grande Garage, Phone Main 758

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No Other Tire Like It For All-round Service

Note the Heavy Broad Flat Tread

Combining All the Advantages of Other Non-Skids of Both the Raised Tread and the Suction Tread Types

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