

FOURTH OF JULY WILL SEE FAST MOTORCYCLE RACES

BIG RACES JULY 4TH

The La Grande Motor club will give a big matinee race program on the afternoon of July 4th as a preliminary to its Speed 'Em Up races later in the month. It is possible that a matinee will be staged in the meantime, but in any event July 4th is to see some dandy big races.

Over \$800 have been raised in memberships to the club, no amount bigger than \$5 and the wonderful loyalty shown by working boys and men, along with the businessmen, insures great interest in support of the show. The tickets include membership admission to all races this year. The committee in charge of finance is much impressed with the way the public is taking hold. The chief argument made is that the subscriptions are merely to buy tickets and are not a matter of donations at all. Admission to the races is obtained by the purchase of these memberships.

Visions of early Summer auto tours pass fantastically in review before many an auto owner these days, coaxing away to strange pastures. Roads are good, the dust is generally nil, it is not oppressively hot—far from it—and conditions are much more satisfactory for long trips now than they will be in midsummer. This testimony is corroborated by touring parties hitting into La Grande hotels and garages this week, and those who can afford a reasonable jaunt can pick no better time for trips than right now.

Several La Grande people have adopted this policy as a practical one, numerous Union county people will tie to the Rose show in their autos. One party headed by Mr. Evans is already underway; C. C. Pennington is winding up a trip from Portland to La Grande this week end. Generally the roads are less disagreeable now than they are later on.

Acetylene welders have come to be great savers of money and time to automobile owners. The wonderful performance a skilled workman can accomplish with one of these welders startle one, and several clever jobs have been negotiated with this system of welding in La Grande recently. R. W. Leighton, the Maxwell garage man, installed a medium sized acetylene plant in his garage and found it so successful and practical that Thursday he ordered one of much greater capacity. The equipment consists of two complete welding and one cutting apparatus such as is used in railroad shops, ship yards and large foundries. With the tanks and tools come aluminum welding rods, and material to weld various types of steel, cast iron, and, in fact, all grades of metal that one comes in contact with.

As an example of what the welder can do, it can be cited. Mr. Leighton was called to the Palmer mill the other day to weld a break in the water jacket about the big slab consumer. Climbing well up the side of the big "smoke stack" he located the leak in two hours—a job for a boiler maker that would require three or four days. The bottom of a Fork crank case was brought to the shop with a hole punctured in the bottom and Mr. Leighton jacked the car up on one end, and welded the break in a few minutes; a broken frame was welded and has stood the test. Anything in the welding line falls easy prey, and cheaply, too, to this equipment. The torch will cut through boilerplate with astonishing rapidity, slashing the hardest steel like a sharp knife in butter.

Indicating to what extremes the tourist business reaches, and offering proof that Eastern Oregon towns must be alert to this business or it will go through Central Oregon, is the fact that scarcely a day goes by without at least a dozen tourists passing through the city. L. C. Smith's garage reports nearly that many alone and of course other garages are receiving due quota of the traffic. Each party leaves hotel, garage, oil and general expense money and the business is worth having, but there is danger of it going through Central Oregon. Better sign boards, good roads and good accommodations are demanded by the tourists. The general trend of tourist business this spring is to the east.

W. H. Burnett and C. P. Pruitt, two commercial men, made the round trip by machine to Joseph Thursday and in the meantime attended to their trade. They said the roads were in good condition otherwise such a strenuous day would have hardly been possible. They left yesterday afternoon for Pendleton expecting in a rather leisurely way to get across the hills in about four and a half hours.

Intending to motor to the Rose show, but to make side trips en route, "Fat" Prescott, druggist at the Red Cross Drug store, and Carl C. Evans, Overland agent here, left yesterday morning for a 10-day trip. They will stop at Pendleton, then go to Walla Walla, swing up the Des Chutes canyon and finally go to Portland. They anticipate giving the Overland a thorough test out.

A carload of Dodges arrived Thursday and Agent L. C. Smith has been busy distributing the cars. Another load will arrive next week. A. Anderson of Imbler, Mr. Huron of Imbler and O. M. Wall received a car each from the last shipment, and the rest of the carload went to Wallawa county.

Among the tourists, east bound, which have wound their way through La Grande this week were two in baby Overlands. One was from Spokane and the other from Portland, each party claiming fine success in mountain climbing thus far.

Among the week's automobile deals is one whereby Bobbie Pattison becomes possessor of a baby Overland. He formerly owned a Ford.

A California car, a Maxwell, went through La Grande Thursday bound for Pendleton. The driver reported roads fairly good all the way.

An old two cylinder Haynes car, belonging to L. O. Robertson, Dallas, Texas, has a history that would do credit to a crusader. There is no way of telling how far it has run, since it has never had a speedometer on it. In placing his agencies, Mr. Robertson, a district insurance agent, has forded rivers with the car, crossed mountain ranges, hunted antelopes on the plains on the eastern border of New Mexico, and pulled the fifty mile stretch of sand dunes from Cap Rock

or the east of the Staked Plains before Amarillo to Clarendon in Donley county.

"On a mission to Plainwell in the heart of the Staked Plains, the Haynes car followed the old cow trail, that formerly led to the plains proper and the buffalo range west of Roswell, N. M. The cow trail is now practically abandoned, and in 1907 was very rough without even wagon tracks visible in places.

"Near Guthrie, in the mountains of King county, the old car crossed the Brazos river with water over the running boards. It pulled through the loose sand at the water's edge, but just at the top of the river bank, one of the drive chains broke. Some tools were tangled in the brake, and the car rolled back down into the river.

"Two spans of mules were required to pull the motor car to a safe place, and here Mr. Robertson and his party were required to camp for two days, while their automobile and baggage dried out. The gasoline supply had been ruined by mixture with water, but after a new stock was obtained from a store 17 miles distant, the car

rolled merrily on its way.

"The Robertson party camped at Croton canyons, to view the gypsum banks, which are nearly as high as the Palisades of the Hudson, and certainly in their varied colors as picturesque. That night a pack of howling grey wolves surrounded the camp but was afraid to attack. Several miles farther, the route led into the then excellent prairie chicken shooting in Dickens county. After several months at Plainwell, Mr. Robertson followed the Denver and Ft. Worth trail back to Dallas.

"In its campaign of preparation for war, this nation will find that one of its greatest assets lies in its motor car factories," is the statement A. G. Seiberling, general manager of the Haynes Automobile company.

"The automobile plants on short notice can work in at once on any plan of industrial preparedness. The time that it would take an automobile plant, engaged in the manufacture of pleasure cars, to transform its output for war production would be comparatively short. With co-operation now on the part of the Department of

War, there is no good reason why the change could not be accomplished as quickly and efficiently as in the cases of many German factories at the outbreak of the European war.

"The struggle of the last twenty months has shown that present day battles are largely fought with gasoline. Warfare makes a crying need for strong, fast cars for carrying commandments and small bodies of troops. Motor cars for this kind of service must be capable of standing the jolting of rough, shell-ploughed roads and meet standards hitherto unknown for speed and stamina. The better made touring cars and roadsters could move to the front for immediate service in case of a present outbreak.

"If, however, the vital demand was for ordnance or heavy trucks to transport food and ammunition, the output of the pleasure car factories could be turned toward these ends on short notice. The most satisfactory solution for handling the motor car situation is to organize automobile plants at the present time, and to plan their work in the event of war. While it is not policy to court

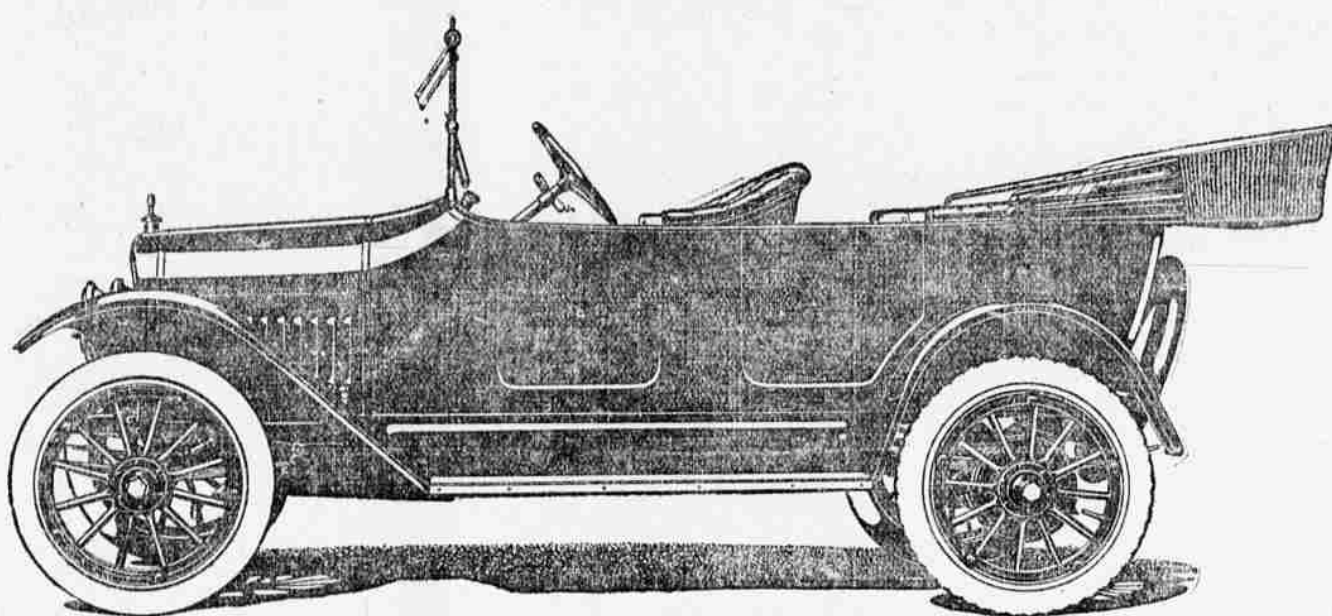
trouble, it is sound logic to be prepared to move efficiently if trouble breaks out. If war comes—and we certainly have no sure promise that it will not—I venture to say no quicker and more willing mobilization of industrial resources will transpire, than that in the automobile industry."

Lebanon Man Dies in Hospital.

Lebanon, Or., June 1.—The news bringing the report of the death of James Boyle in the government hospital in Washington, D. C., has just reached his friends in this city. He spent 30 years of his life in the marine service and lived for ten years in Lebanon. He leaves a wife and a daughter, Miss Addie Boyle, of Lebanon.

Big Caravan To Cross Hot Sands

Santa Rosa, June 3.—A large class of novice Nobles of the Mystic Shrine will be conducted across the hot sands, into the oasis of Islam, at Islam Temple of the order here tonight. Many nobles from other cities made the pilgrimage to witness the ceremony.



What Do You Know About The Maxwell Car?

THIS is the time of the year when more people are considering the question of "what car to buy" than at any other time of the year.

This community has its full share of people who will soon be driving their first car or a new car to replace the old one.

Now, we know that we are going to sell Maxwell Cars to a great many of these people—depending upon how many we are able to acquaint with the merits of the Maxwell.

The generous value offered in the car is so evident—its past record is so full of good performance—owners speak so well of it—that when the buyer knows these things, he is eager to buy a Maxwell.

In order to tell as many people as possible about the merits of the Maxwell Car we are going to spend a lot of money in the next few weeks in this paper advertising Maxwell merits to those who do not know them.

The reason—we want to sell as many Maxwells as possible this season. Our future allotments will depend upon how many Maxwells we sell now.

You may know that the Maxwell market is a buyer's market, not a seller's market—broadly speaking. The demand for Maxwells the country over is greater than the supply.

For this reason cars are allotted to dealers by the factory according to the size of the dealer's business.

We want to make a showing and be in a position to get a generous allotment of Maxwells hereafter. Because the more Maxwells are sold in any community, the greater is the future demand. We realize the opportunity to do an ever-increasing Maxwell business.

This is only the first of the several messages we are going to print—a few days apart—concerning the Maxwell Car. But we don't expect to be able to adequately present Maxwell merits in printed words alone.

If you are one who is going to buy a new car you will find it decidedly to your advantage to find out all you can about the Maxwell before you place your order.

Come in and talk it over with us and let us demonstrate the car to you. Then, don't take our word alone, but ask those who now own Maxwells.

Get "posted" about the Maxwell and you will realize more satisfaction and get more "value received" for your motor car money than ever before.

And we are just as willing to have you investigate other cars just as fully as you do ours. The Maxwell will not suffer by the comparison.

Why not start your Maxwell investigation today?

Touring Car \$655

Roadster \$635

F. O. B. DETROIT



R. W. LEIGHTON, Agent
Phone Black 737

Time Payments if Desired

