

# Rough Kamela Hill To Be Extensively Repaired At Once

Kamela and Wallowa hills, both of which are persistently getting out of order and for the past month have been in bad shape, are to be repaired at once if the county court of Wallowa county lives up to agreement. On the Kamela hill, which is in bad shape, and which tourists cuss thoroughly, there is to be a repair crew early next week. It is difficult to accomplish anything on that piece of road until the weather is settled and the county court now is making arrangements to prosecute extensive repairs and maintenance on that highway.

In Wallowa county, the big Wallowa hill has been in bad shape for some time. A month or so ago the county courts of the two counties agreed to stand half and half of the burden of the hill, the major portion of the historic incline being in Wallowa county since the readjustment of the boundary line by the last legislature. The Wallowa end of the agreement is probably getting ready to make the much-needed repairs at once, although the hill has been dangerous in spots for some weeks.

It is probable that a man will be put on the hill practically continuously, and the Kamela hill will likely get much the same treatment.

Speaking of mountain passes recalls to mind that Earl Arnold, of Elgin, was the first man to cross the Blue Mountains this season via the Toll Gate, and returned home last Saturday from making the round trip to Walla Walla. He was accompanied by his young son Stanley, who made the trip on horse back and is only five years old. The father and young son took with them several head of cows which they delivered at the Sommer farm several miles the other side of Walla Walla, making their total trip a distance of 150 miles. The pony ridden by the boy was the first one ever ridden by his mother and is 26 years old, the Elgin Recorder says.

Mr. Arnold states that at the summit of the mountains he found snow for a distance of about 10 miles and in some places three feet deep but he experienced no difficulty in getting over.

Mr. Arnold and family left yesterday for Walla Walla, where he will assist J. C. Shockley on the Sommer farm. Mrs. Arnold and children went by train while Mr. Arnold went via the Toll Gate, taking with him his horses.

Interesting statistics concerning the pro rata distribution of automobiles throughout the United States have been compiled by Andrew Marker in the L. C. Smith offices. The maps show that Oregon has one automobile registered to every 25 persons in the state, which is higher than all western states save California and Montana. In California it is one machine to every 18 people while Montana has one to 33, but Montana has far less machines than Oregon's which numbered about 24,000 a few weeks ago. The population of Montana is less than Oregon's thus raising the pro rata distribution. Iowa has the most machines according to population, having one to every 16 people.

Instead of easing up the tourist traffic is growing more strenuous, and as it grows the distance from which the parties originate increases. A party of Texas people drove into the Leighton garage Thursday evening headed for Spokane, at the same time that a Spokane duo of men drove out headed for the Yellowstone. The Spokane people drove a Cadillac and the Texans an Overland.

L. A. Rumble of Joseph is driving a Dodge car. Neil Suydam took three Dodges to Joseph for delivery the present week. Yesterday a new carload of Dodges was unloaded here. Will Bull of Summerville has purchased a Dodge also.

Among the pleasant trips contemplated by La Grande people is one in which R. W. Leighton and family expect to drive to Portland and then go to Seattle and other Sound points. They expect to be gone two weeks or a month.

John A. Nichols, manager of Seattle Dodge Bros. headquarters, transacted business in the city Thursday.

F. R. Banks recently of Lewiston, but once a La Grande boy, is now the mechanic in charge of the Forstrom-Pilcher garage at North Powder.

C. Wilson has unloaded a carload of Hupmobiles this week for local delivery.

Says a Salem dispatch: Insurance Commissioner Wells announced today that he had declined to issue a license to the Pacific Automobile Indemnity exchange of Los Angeles, an inter-insurance concern consisting of individuals known as "policy-holders," to insure automobiles against fire, theft and liability. The company disagrees with his interpretation of the law, and is said to be contemplating bringing mandamus proceedings against him.

"The attorney of this indemnity exchange requested an opinion as to the interpretation of the law, and I requested advice from Attorney-General Brown, who rendered an opinion today advising me that I am not authorized to issue a license for the transaction of all kinds of insurance as provided in the application offered by the company," said the insurance commissioner. "The application should only cover the kind of insurance designated in the statutes, which is against fire loss or other damage to their own property. The attorney general holds that this does not include liability insurance for damage to persons or property of others."

Pendleton, June 10.—Roy W. Rit

ner Sunday established a new automobile record between Pendleton and Portland, making the 288 miles in the remarkably fast time of 9 hours running time, according to a message received this morning from his party. He drove his Cadillac and had five passengers, Roy Buchanan, Marshall Spell, Carl Cooley, R. E. Chispeh, and Fred Lampkin. They reached Portland at 3:45 yesterday afternoon. From Pendleton to The Dalles they went in five hours and 24 minutes and from The Dalles to Portland in three hours and 36 minutes. Over the Columbia Highway they made an average speed of 13 miles per hour.

"The question of lubricating oil is directly connected with that of cooling," says Mechanical Bulletin No. 3 entitled "Engine Overheating," gotten out recently by the Standard Oil company.

"Lubricating oil dissipates the heat of friction generated by the pistons in the cylinders. If the lubricating oil does not perform its duty correctly, the heat of friction is added to that of the fuel, and the cooling medium will not be sufficient to keep the tempera-

ture of the motor at the point of efficiency.

"If the body of the oil in the system is depleted through long use and impregnated with particles of metal, carbon and dirt, it will produce a high coefficient of friction, and overheating will result. Hence the importance of systematic draining of the crank case and oil reservoir.

"If an oil of incorrect body is used it will cause overheating. Incorrect body means that when the oil comes in contact with the hot cylinder walls, its body will partially or wholly break down and allow the metals to come in contact, resulting in an excessively high coefficient of friction and possible abrasion. Incorrect body also means that if too heavy an oil is used, it will not reach the wearing surface fast enough, and excessive friction will result, which will overheat the motor in addition to causing undue wear."

"Many motor authorities declare, and the experience of the majority of Pacific Coast motorists bears it out, that oil made from western asphalt-base crude keeps its lubricating qualities longer at cylinder heat, and therefore gives better results."

"While automobile manufacturers have been busily engaged in getting enough material to produce cars to meet the demand, one of the most important changes which has taken place in the industry has been passed by almost unnoticed," says Les Anderson, commercial manager of the Hupp Motor Car corporation. "This change is the passing of the yearly model which has been so confusing in the past."

"Year after year there have been attempts at meetings of the National Association to eliminate this alleged yearly model. These efforts always failed. Last January, however, several of the larger companies following the lead of the Hupp Corporation decided to abandon this bad practice of the yearly type such as the 1916, 1917 and 1918 and to designate the cars in model series. For instance, we stated then that the existing car would be known as the Series "N" Hupmobile. This policy has proved so practical that nearly every other company has adopted a similar plan and probably none of the larger concerns will announce a 1917 model. For instance, at this time last year

newspapers were flooded with various announcements by motor car concerns of 1916 Models. This season there has been no announcement of this character and few, if any, are in contemplation.

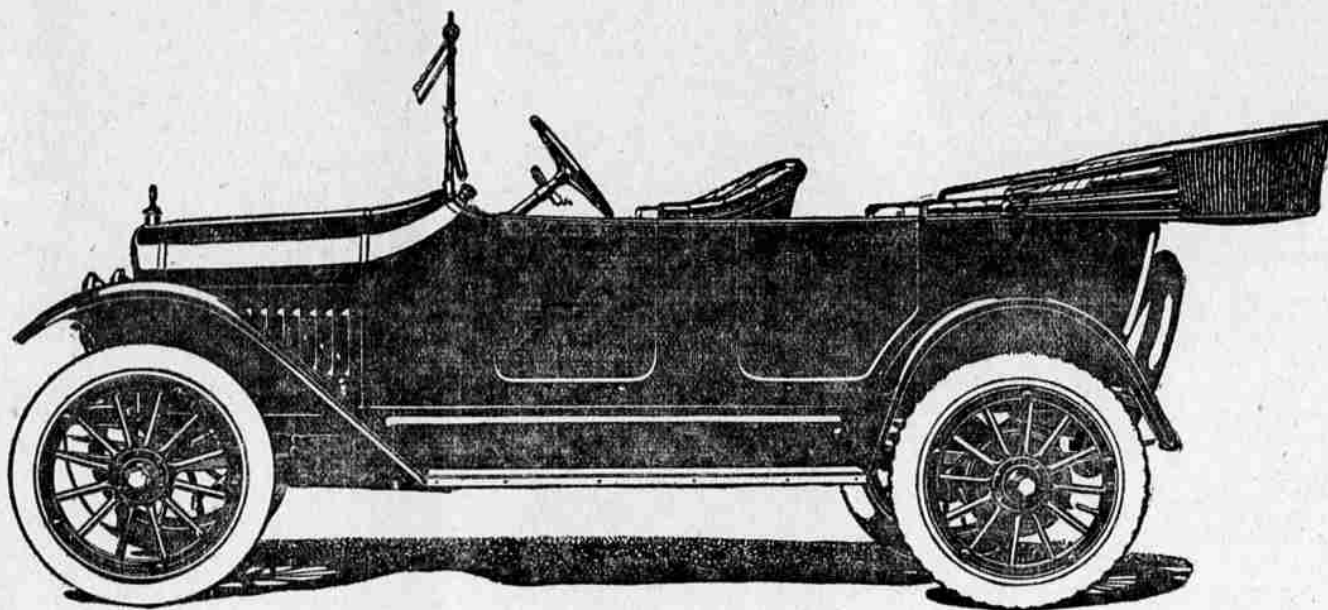
"President Drake of the Hupp Corporation announced our policy at the New York Show, stating that the old plan was unfair to those who had already purchased cars; was confusing to the automobile buying public and unfair to the owner, dealer and manufacturer alike.

"We could see no reason why a few minor changes made to justify the announcement of a new yearly model, say a 1918 car, should be allowed through the mere change of model name, to depreciate over night a purchaser's investment by 50 per cent. No more could we understand why a manufacturer should hold up improvements six months to a year, depriving the public of their benefit, just so he might announce a new annual model later. Nor could we justify a policy which made a dealer sell his customers one car today and an improved car tomorrow. These faults appeared to

us as radical defects in automobile merchandising.

"By our new plan automobile companies can make changes of refinement and add any new inventions which may be found practical by their engineers without bringing out an entirely new car, which in this day of motor-car-making is unnecessary. The Hupp Corporation will continue to build the Series "N" which is a four-cylinder car, at a medium price. In producing this series, Hupp engineers have devoted their time and skill to improvements of the four-cylinder type car, rather than trying innovations in strange mechanical fields.

"That our policy is right in continuing the four cylinder when some concerns were running wild on the multiple-cylinder craze, is proved by our wonderful business during the present selling season. We have already produced and sold 57 per cent more cars in eleven months of our fiscal year than we did in twelve preceding months and there has not been a time during the whole season when we were able to produce cars enough to fulfill the demand for the four-cylinder Hupmobile."



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