

Automobile And Motor News

A school teacher near Centralia passed through La Grande Friday en route to the east to spend his vacation. He was driving a small car.

A card received from the R. W. Leighton party now touring Washington, reports little or no trouble in reaching Pullman where they are spending the week end during the graduation of Miss Worth of this city from Washington State college.

Thursday night the "Bug" auto

domiciled in the Leighton garage was driven in the dark from Union to La Grande in 42 minutes, carrying a load of passengers besides the driver "Red" Williams, popular motorcycle daredevil.

County Commissioner and Mrs. Cecil Galloway of Elgin, and Miss Jane Hathorn of this city leave in a day or two overland in an automobile for Spokane and from there they expect to go to Lewiston, Mont. They expect to be gone several weeks on the trip.

which promises to be a most delightful one.

At Daniel this week closed a deal for the sale of the 39th automobile from his agencies this season. Since coming to La Grande he has turned out Reos, Chevrolets and other cars in large numbers and is now negotiating for his own garage quarters intending to increase his capacity for selling thereby. The Reo man moved over from Cove late in the Spring but has been disposing of his wares like they might be hot cakes.

A new carload of Dodges will reach the city early next week and will make the total shipments to Agent Smith 56 for the season 49 having already been delivered. Like so many auto dealers he has had great trouble filling his orders. "I could have sold twice that number were they to be had," declared Mr. Smith last evening while receiving and turning out patrons.

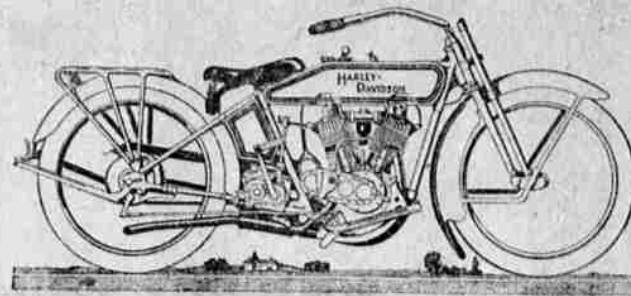
After a season of a month or more of rather short-ride touring, the cross-continent travel is well under way now. During the present week at the Smith garage alone cars from Nebraska, Iowa, Oklahoma and other Southern and middle eastern states have registered for provisions a la automobile. Other garages report that long trips are quite the fad now, and probably will double the tourist travel record of the past month.

La Grande's first motor hearse will be ready for service shortly. Hal Bohnenkamp, undertaker, is having finishing coats of paint put on a big Cadillac car which has been lengthened out by W. H. Bohnenkamp's own hands, just two feet giving the new chassis a wheel base of 144 inches. The hearse portion is mahogany finish inside and the whole car is a dark grey, nicely embellished with decorations and paneled glass. The car itself is in first-class order and the new equipment will be a creditable adjunct to the institution.

Motorists who complain of the high price of gasoline should have a few harsh words to say for Old Boreas. The God of the Winds, as shown by tests conducted during the past week, increase the gas consumption fully forty per cent when he is at work with ordinary velocity; when he is really trying, Mr. Wind undoubtedly makes his batting average much higher.

E. E. Thompson, president of the Thompson-La Casse Company at Fresno, kept a careful check on wind and gasoline when he made the run from the Raisin City to San Francisco. The trip North was made on Tuesday and the return journey Thursday, and in order to learn if the wind velocity was anywhere near the same Mr. Thompson inquired at the Government weather bureau regarding conditions on the two days. The official report

HERE IS THE BOAT—



This is the machine that all the fellows are riding. It will take you to Wallowa River and back for 75c. You run on your own time-table. On it you can climb hills where cars won't start; can get over the road with utmost ease and penetrate to most remote fishing streams. It is the best pal you ever had.

Get Yours Now and Pay As You Ride---

W. H. BOHNENKAMP CO.

28 New Machines Sold This Year

Used Machines From \$25.00 Up

MICHELIN-FOUNDED-1832

MICHELIN

Universal Tread

The New Tire Everyone Is Talking About

The Non-Skid Tread combines in One Tire all the Advantages of both the Suction Tread and the Raised Tread Types.

Prices Moderate and Quality the Best!

L. C. SMITH

Agents Dodge, Chalmers Cars Full Line of Oils and Accessories

ONE QUALITY ONLY—THE BEST

REO

Reo the Fifth Must Be a Wonderful Automobile

WHEN YOU CONSIDER that Reo the Fifth is today the oldest chassis on the American market, and therefore in the world—and that this car has outlived scores of cars that tried to compete with it in that most popular "thousand dollar class," you will agree that this must be a truly wonderful motor car.

FOR NOW FIVE YEARS—this is the sixth season—Reo the Fifth has held first place in the esteem of buyers and users against the most terrific competition that ever assailed any model.

NOT ALONE HAS IT CONTENTED against other successful makes—always maintaining its lead—but it has withstood that wickedest of all competition, the failure—the car originally priced several hundred dollars higher but which, its makers, bankrupt, was finally thrown on the market at a price lower than Reo the Fifth.

STRANGE THAT ANYONE would buy such a car—no factory behind it; no one to make good the guarantee; no where to get replacement parts.

BUT THEY DO—the "bargain hunters"—and we in the automobile business have learned to dread that kind of competition—just because there is so little substance to it.

BUT REO THE FIFTH has withstood many such storms—and always came out with flying colors.

THEN THERE WERE THOSE FLURRIES occasioned by new makers jumping into the arena, or old makers projecting new and sensational models in frantic efforts to stem the tide of Reo the Fifth popularity—and still the great model triumphed.

MUST BE A GREAT CAR—must be—and it is. NOT ONLY IS IT made of the best materials known to science; not only is it the product of the greatest corps of mechanics and the best equipped factory; but it has proven to be the simplest car to operate; the most accessible and the lowest in maintenance cost and these combined account for its supremacy—the invincibility of Reo the Fifth.

PRICE OF THE LATEST model—same famous chassis, but refined and improved wherever that could be done—is \$875.

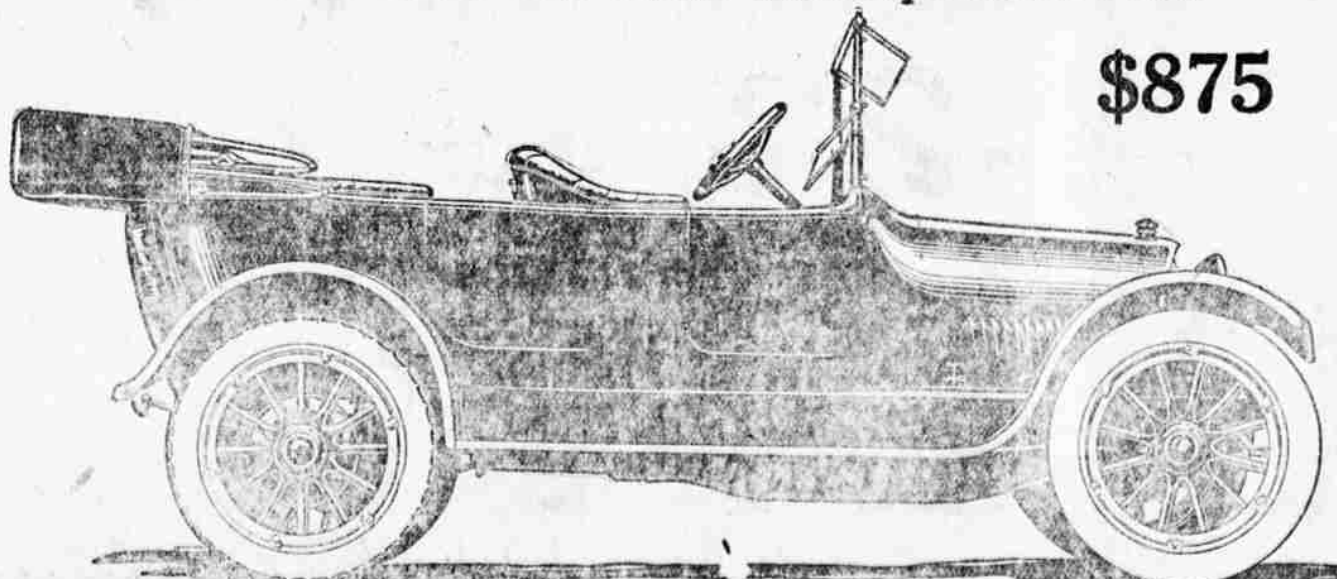
ONLY PROBLEM that confronts you and us is—how to get one. Demand is tremendous—many times the capacity of the big Reo plants.

ONLY WAY is to order now—immediately—and get a definite delivery date as soon as may be—we'll tell you just about what date you may expect your Reo the Fifth.

DANIEL AUTO CO.

The New REO the Fifth Incomparable Four

\$875



was that the wind speed was approximately the same.

Coming up the valley from Fresno the Thompson Maxwell touring car showed what its owner thought was a mighty poor gasoline average. On the 197 mile run nine and a half gallons of fluid were used. This meant that the carburetor took a gallon of gasoline for each 20.7 miles of the road covered.

Going home the fuel consumption was so absolutely different that Thompson paused to inquire, and finally placed the blame with Boreas. However, road conditions going south from the bay city were also forced to shoulder part of the blame, for the

'roll' is all in favor of the south-bound run. The Maxwell used up just five gallons and one gill of gasoline.

"Motorists looking for high gasoline averages want to consider the wind as a mighty strong factor," said Mr. Thompson. "I made the Fresno-San Francisco run hundreds of times, but not until recently did I pay much attention to fuel consumption. The difference between the northern and southern runs was so pronounced that it could hardly be laid to the grade conditions, and not until I thought of the wind was I able to place the blame."

George Schuster, known among automobile drivers as "Around-the-World Schuster" as a result of his winning the great New York to Paris race a few years ago, is back in harness again. Mr. Schuster has just joined the Henshaw Motor Co., of Boston, Dodge Brothers' dealer, as general superintendent of the service division.

While Mr. Schuster is one of the most experienced mechanical men in the automobile trade, the public persists in remembering him for his exploit as a road driver.

The New York to Paris race, which Mr. Schuster won with 26 days' margin over his nearest competitor, was one of the most remarkable contests in automobile history. The trophy was offered by a Paris and a New York newspaper jointly for an international contest. American, French, German and Italian cars were entered and when they started from Times Square, New York, it is estimated that 150,000 people gathered to see them off. The course was across the United States, thence to Alaska, but Schuster's car was the only one that attempted the Alaskan trip, the others being deterred by the almost entire absence of roads. Then the cars were taken across the Pacific to Japan, thence to Siberia.

All sorts of hardships for the men and cars were encountered in crossing Siberia and Russia, and Schuster and his companions were frequently hungry and thirsty and overcome with fatigue, while the cars in the midst of wildernesses had to ford wide rivers, climb mountains and overcome obstacles, succeeding only through the staunchness of the car and the ingenuity of the crew. The Schuster car arrived in Paris, however, after being 170 days on the way. It covered 13,341 miles on land and was transported 8,659 miles by water. Schuster and his companions were given a great reception, being received by President Roosevelt, who complimented Schuster on his pluck and daring.

A man came in here the other day, said L. C. Smith, who had driven his car several miles on the rim, a tire having been punctured some distance away from town. The walls of the casing were scored and scraped, while the fabric, which was torn and frayed, was broken away from the rubber, and the beads were badly damaged. All this trouble was caused by the squeezing of the casing between the edges of the rim and the ground. Inside the casing, small irregular shaped pieces of the tube were adhering to the fabric. All these evidences of abuse were conclusive proof that both casing and tube were badly injured if not ruined beyond repair. All things considered, it's expensive business, traveling on deflated tires. It's cheaper, says Mr. Smith to carry a spare, as every sensible motorist does, now-a-days, but still there are a lot of short sighted men who go along without an extra tire, hoping that the inevitable will never happen, and then, to cap the climax, they come in for an adjustment! I would advise every motorist, said Mr. Smith in conclusion, to read a good instruction book on the care of tires,

such a book for example as that issued by the Michelin Tire Company.

SPEED 'EM UP LETS

One of the banner sales of motorcycles in the state, no doubt, has been recorded by Chase Bohnenkamp, agent for the Harley and who is an ever-present booster for the Speed 'Em Up. He has disposed of 28 1916 Harleys and five Harley side cars. He attributes the ready sale of motorcycles this year to the ease with which they negotiate any trip essayed, the cheapness of fuel and running expenses, and the general utility for business and pleasure that a motorcycle provides.

Since the new track has been started local riders have been saving off some good time, in spite of the fact that the finishing touches to the track cannot be given until after the next soaking rain. George Ruby, participant in various races in the past, went the mile and a half the other day in one minute and 22 seconds. Ernest Vehrs, another daredevil has gone it almost that fast. Considering that the track is not complete, and that the surfacing hasn't been attempted, other than that caused by promiscuous driving thereon with motor vehicle, the time was exceptionally good and indicates what the pace will be when the track becomes smooth.

The motor cycle fraternity in La Grande and vicinity is now immense. The motorcycle has gone through the experiment stage, and since the new perfection has been tried and found not wanting any thinking man soon discovers that for the price required, the returns are exceptional. A motorcycle is an adjunct to business of all types and a facility toward pleasure.

General Agent Danitz at Portland writes his Harley agent, Chase Bohnenkamp, that Don John and Morty Graves, two speed demons of national fame, are coming to the races this year.

His Generosity

A "Tommy," lying in hospital, beside him a watch of curious and foreign design. The attending doctor was interested.

"Where did your watch come from?" he asked.

"A German gave it me," he answered.

A little piqued, the doctor inquired how the foe had come to convey his token of esteem and affection.

"E ad to," was the laconic reply.

—London Nation.

A MOTHER'S GRATITUDE.

Many a Mother in La Grande Will Appreciate the Following.

Many a strong man and many a healthy woman has much for which to thank mother. The care taken during their childhood brought them past the danger point and made them healthy men and women. Thousands of children are bothered with incontinence of urine, and inability to retain it is oftentimes called a habit. It is not always the child's fault—in many cases the difficulty lies with the kidneys, and can be readily righted. A La Grande mother tells how she went about it.

Mrs. W. M. Andis, 1502 V. Ave., La Grande, says: "I have used Doan's Kidney Pills with the best of results, and have also given them to our little girl for weakness of the kidneys. She had complained a great deal, but Doan's Kidney Pills soon strengthened her kidneys and benefited her in every way."

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