

Motorcycle Races July 4th To Dedicate Oval

Tuesday afternoon, July Fourth, La Grande will witness its first matinee on the new Speed 'Em Up race course east of town. The races, varying from five to 25 miles in length will be solely for "local" riders, meaning thereby non-professionals from Boise to Walla Walla. The promoters of the matinee which means the La Grande Motor Club, have in mind a race that will interest and entertain, but they do not aim to leave the impression that it is going to be a grand prix. The riders will meet at 10 o'clock Sunday to go over to the track and get their instructions from Referee Van Buren and race managers and committees. Then, on Tuesday, at 2 o'clock the races begin. There will be the novelty of seeing the plant in order. By that time Hank Roskamp will have bleachers for 1200 people and the meet is to give a testout on the track.

Officers and attaches will get a workout too. The plan is that the handling of cars and people will give practical experience to the officials in handling the patrons when the grand prix comes. The admission will be nominal and season ticket holders are of course to be admitted on that piece of pasteboard.

The funds will be used for furthering the grand prix July 22-23.

Three special racing Harleys have been sent to the city for this matinee and will be ridden by Hollister and Vehrs of La Grande, and Jackson of Walla Walla. Ruby and Priest will enter on Indians and there will be open bids out for "local" riders to enter. The meet should be an enjoyable afternoon for Fourth of July celebrators. The newness of the plant and the general conditions bespeak plenty of fun. This will be the first races on the new track and it is not to be expected that the records and speed will be as great as when the course is put in more perfect shape for the main event late in July.

L. C. Smith has delivered new Dodges to the following during the past few days: Messrs. Parker, Moore and Ross, North Powder; George Stoddard, La Grande, and Mr. Wayne of Wallowa.

Perhaps the most unique of recent complimentary tokens to the trade is the beautiful colored hanger being sent out to the motorcycle list by The B. F. Goodrich Co., of Akron, Ohio. It is a nameless painting by the late Mr. A. B. Frost, one of the last works of that famous artist. In fact the work was left unfinished by the master but was later taken up and finished by his son, Mr. John Frost. The picture has no title but it is easy to read the story. The town constable has evidently hailed the dapper feminine motorcyclist for speeding. But the maiden's appealing look of injured innocence has gotten the old constable fowl and the wheels of justice seem in dire danger of clog-

ging. The painting is handsomely reproduced by the American Lithograph Company in beautiful, soft and well-blended colors. The hanger bears no printed advertisement, although the motorcyclist is using Goodrich Tires and a Goodrich sign appears on the village store in the background. It is an embellishment to any dealer's office.

With O. K. Parker, of Los Angeles, at the wheel, "Death Valley Dodge," the famous motor car that has performed more stunt trips than any other motor car in existence, a few days ago descended to the bottom of the Grand Canyon of Colorado and returned to the rim under its own power.

This is the first time in the history of motoring that this feat has ever been performed. Various daring drivers have looked over the ground with longing eyes, but were never able to convince themselves that the trip was a possibility.

But Mr. Parker, who is one of the most famous drivers on the Pacific Coast, determined to make the trial. Some months ago he visited the Grand Canyon and made a careful survey of the several routes to the bottom. These are simply trails on which tourists descend on the back of burros. The journey to the bottom is such a nerve-shaking one that many tourists are afraid to make the trip, even when conveyed by experienced guides.

Mr. Parker spent several weeks in thoroughly investigating the various routes to the bottom of the great gorge and finally decided that it would be possible to reach the bottom with the motor car by means of Peach Spring Canyon, one of the side gorges leading into the main canyon.

Accordingly, he returned to Los Angeles and drove Death Valley Dodge overland to the canyon rim. Careful preparations were made for the descent. The trail was gone over and several boulders that made the passage of a motor car impossible were blasted out of the way. Others in the party with Mr. Parker asserted even then that the trip could not be made.

The trail, originally footed by animals seeking water, twisted and turned down the rugged sides of the canyon. At places it literally hung out over the depth and at all times it was so rough that only the most skilful driving of a motor car of particularly sturdy construction, made the trip possible. Where the bottom of the canyon was reached it was 5,000 feet, nearly one mile deep, and to reach the bottom more than 21 miles had been covered. The car was driven alongside the roaring Colorado River and photographed. Despite the tremendous strain of the trip, it was ready at once for the return journey to the rim. The frame was twisted at times until the radiator hose was snapped off, but the alignment of the power plant was so perfect that there

was no trouble with the mechanism at all.

After the return to the surface, the car was driven along the canyon rim to Navaho Point, the highest point on the rim, and which is 6,000 feet above the surface of the river. Here other pictures of the car were taken.

Western motorists are wondering what feat Mr. Parker will call on Death Valley Dodge to do next. Already this great car has traversed parts of Death Valley never before seen by man; it won a gold rush at Barstow, Cal.; was driven by Parker through the Santiago Valley after the floods, when no other car could get through, and now it has made the trip to the bottom of the Grand Canyon.

In order, insofar as possible, to re-

lieve from financial worry those of our employes who are subject to military duty and also as an expression of desire on the part of this company to make substantial recognition of this opportunity to co-operate with its employes in carrying out its share of the common duty of all to answer the national call for military assistance, the policy of this company will be as follows, says a Goodrich Tire Company Bulletin.

This announcement applies to all employes of this company formally enrolled as members in good standing in any State Military or Naval Organization at midnight Monday, June 19th, 1916 and who are accepted by the proper military officers for active service in the present Mexican crisis.

In case of orders being issued by the military authorities requiring the

services of employes mentioned above for actual military duty, necessitating absence from the regular duties of this company, compensation will be awarded as follows:

After allowance being made for payment for service by the government, or state, or from any other source, the direct result of military service, this company will pay as military compensation the difference between such sources of income and the following:

To all married and single men contributing regularly to the support of actual dependents, two thirds of their average salary or wage based on their previous average salary or wage earned during the three months preceding their absence.

To all single or married men not contributing regularly to the support

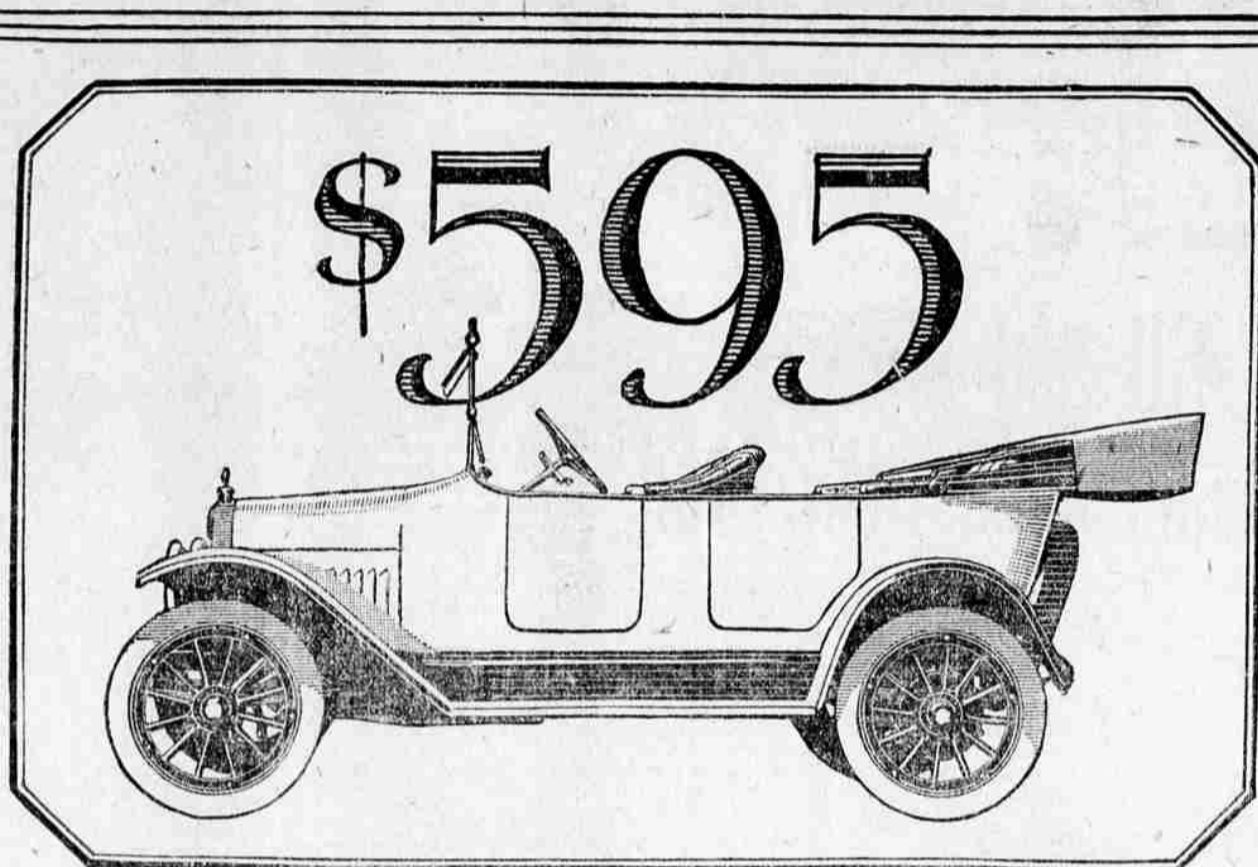
of actual dependents, one half of their average salary or wage.

Thus an employe with dependents whose average wage for three months has been \$100 per month and who receives \$15 per month from the government will be granted military compensation from this company of \$51.66 per month.

Payment of military compensation will be paid direct to the dependents designated, or upon the request of men without dependents will be held in trust by the company until the return of the employe.

The period of absence on military duty will not be considered a breach of continuity of service as affecting our Life Insurance or Pension regulations, but such time of absence will

(Continued on page 11)



Maxwell

THE SAME CAR FOR LESS MONEY

BEAR in mind that the Maxwell car has not been changed.

It is standardized. It will not be changed except in minor respects—where we see opportunities from time to time to make refinements and additional improvements.

The new price of \$595 is only made possible by our greatly increased production and the fact that we specialize in *only one automobile*.

Every Maxwell car is identically the same as every other Maxwell car.

Last year the Maxwell car represented a big value. Many thousands of satisfied Maxwell owners are the evidence of that.

But this year—at the reduced price of \$595—the Maxwell stands out as the one big automobile value of all time.

Nothing like it has ever been offered for the money.

Just consider, complete electrical equipment for starting and lighting; speedometer; demountable rims; one-man top; rain-vision wind shield;—and every other device for the comfort and convenience of the owner.

Every thing that the expensive cars have. And good looks, comfort and economy of operation—that some of the others haven't.

There has been a nation-wide demand for Maxwell cars at the former price; there will be an overwhelming demand for these cars at the new price of \$595.

And this proves that the American public has admitted and verified our unqualified claim that the

Maxwell Motor Car is the Big, Outstanding Motor Car Value in the Country Today.

WHAT THE MAXWELL PRICE INCLUDES

Long-stroke, high speed, four-cylinder motor; 5 to 50 miles on high gear; 20 to 23 miles to the gallon of gasoline (average).

Irreversible steering gear; automatic motor lubrication by splash and pump; 500 to 1,000 miles per gallon of oil.

Thermo-siphon cooling.

A running-in-oil clutch, so smooth as to make the driving of a novice as free from gear-clashing and from sudden jerks as that of a seasoned driver.

Tall, narrow, racing type Maxwell-made radiator.

Maxwell-made axle—1-beam front and semi-floating rear; highest quality heat-treated alloyed steel.

Gasoline tank in cowl; short, accessible gas line to carburetor.

Maxwell-made stream-line body, well finished in every detail. Deep, comfortable upholstery.

20 x 2 1/2 tires all around, non-skid on road; average life 8,000 to 10,000 miles. Demountable rims.

Tire carrier at rear, with extra rim.

Substantial, Maxwell-made crowned fenders and hinged-covered running boards.

Electric starter, electric lights, electric horn.

High-Tension Magneto, an independent source of ignition.

One-man Top with quick-adjustable curtains—storm proof.

Rain-vision, adjustable, ventilating windshield.

High grade speedometer.

The Maxwell Touring Car is a full five-passenger car. Every Maxwell model seats comfortably the number of passengers which it is rated to carry.

Compare these Maxwell features with those of cars selling at higher prices.

This announcement will be read by hundreds of automobile dealers as well as prospective retail buyers. To those dealers who wish to know if there is any open territory, we will say that Maxwell sales contracts for 1916-17 are being signed now by our traveling salesmen. There will be some changes—particularly in the allotment of territory. Therefore, interested dealers, wherever located, should write us now.

Maxwell
Motor Company · Detroit, Mich.

RUBY'S CYCLE AND SUPPLY SHOP

Experience with all makes of motorcycles and anything from the stand clip to the front license number.

If your machine has got a touch of the blues and trying to take its spite out on you bring it in and we will test it out and tell you the trouble free of charge.

Get That Lawn Mower Sharpened
ALL WORK GUARANTEED

Everybody Should Go To CHAUTAUQUA

If you are going to camp, just phone Main 10, for one of our drays, to take your outfit to the grounds.

Will Furnish Hack or Auto for Your Family If Called

When you get back home after your outing, let us put in your supply of fuel for the winter. Order a few tons of U. P. Rock Springs, "Cleanest Coal in the World," or that famous "Hiawatha Super-Heating Coal," 98 per cent pure—Nothing but heat.

CHAIN WOOD, Wet \$2.50 Dry \$3.50
FULL LOAD DELIVERED

CORD WOOD, FEED, HAY, STORAGE, COAL, DRAYAGE, DELIVERY

One Block East of Depot. Phone Main 10

LYNCH and STEWART

Jefferson Ave. One Block East Depot. Phone Main 10