

La Grande Men First to Cross Snoqualmie Pass

It was up to two La Grande men to break the snow trails across the notorious Snoqualmie pass in Northern Washington. For weeks overland traffic through that historic pass has been blocked while open elsewhere but Chas. McCrary and Bird F. Lewis, returning to La Grande from Seattle with two 1917 Grands negotiated the pass successfully. About 10 days ago a La Grande party, consisting of Mr. and Mrs. Bob Leighton and Mrs. Para Thornton wanted to break through but they were denied the attempt, people in that vicinity claiming the snow was then 10 feet or more deep. They therefore heeded the advice of their counsels and shipped around, reaching Seattle by shipping 46 miles. This week, however, the snow had melted down so that an attempt was allowed and the La Grande men went through. Except for a serious delay at the Wallula Ferry, the men sailed right along on the trip home.

"Talk about your roads," declared Mr. Crary on his return Thursday evening, "for about 50 miles out of Seattle we came over bitulithic roads, then over an equal stretch of brick pavement, then macadam, then bitulithic again and in the vicinity of Prosser crossed the grade for more bitulithic. Mile after mile, league after league, we skimmed along on after gear without a halt. The people there are building more pavement and connecting up links and are catering to the traveling public. When the fact becomes generally known that Northern Washington has such a tremendous amount of paved highways, all traffic into Seattle will be by that route. The Blue Mountain roads need repair at all points.

The machines the two men brought back are a roadster and a touring car. They are equipped with about all the appliances known to the automobile science.

Last Saturday the Leighton party which toured Northern Washington returned to La Grande after nearly three weeks amusement in the northlands. They had to cross the Columbia highway early in the day and at high speed as traffic is shut off most of the way while repairs and building on the highway goes on. The trip was made in a Maxwell which went through with colors flying. While they didn't get into the Snoqualmie pass they enjoyed the wonderful scenery in that region and had a most enjoyable trip from all points of view.

Fred H. LeFevre, son-in-law of E. C. Tuckey of this city, is demonstrating distillate in La Grande, making this his headquarters for eastern Ore-

gon. Distillate is rapidly becoming popular as automobile fuel, and the distillate dealers guarantee 60 per cent saving over the old-style fuel. Concerning his commodity, Mr. LeFevre says:

"This device simply takes the moisture from the radiator carrying it over the manifold through tight-fitting coppered stove lined with asbestos when it is superheated and then goes to the carburetor where it makes a complete combustion using approximately 98 per cent of the distillate. The distillate used costs about one-half as much as gasoline and gives more power a mile per gallon. It does not interfere with the use of gasoline. An official test showed a Ford car ran 35.2 miles on a gallon of distillate.

Circuit Judge J. W. Knowles has purchased a big Buick and will alternate his hunting trips between his trusted nag and his new machine.

Washington, D. C., July 7.—Ninety per cent of the registration and license fees paid in 1915 by automobilists to the States, or \$16,213,387, was spent for the building and maintenance of county and State roads, according to a compilation just published by the Office of Public Roads, U. S. Department of Agriculture. In all, 2,445,664 motor vehicles were registered in that year and their owners paid a total of \$18,245,713 for registrations and drivers' and dealers' licenses. This is an increase of \$5,863,760 over 1914, and an increase of 734,325 in the number of vehicles registered. Automobile fees now defray nearly 7 per cent of the total amount spent on rural road and bridge building, whereas in 1906 the income from this source was less than three-tenths of one per cent of the total expenditure.

The growth of the volume of fees and registrations is noted by the fact that in 1901 New York, the first State to require fees, collected only \$954. In 1906 only 48,000 cars were registered throughout the entire United States. By 1915, however, the number had jumped to the figure given, so that there is slightly more than one motor car registered for each of the 2,375,000 miles of road outside of the incorporated towns and cities.

The relation between cars and road mileage varies widely in different sections. There is only one motor car for every six miles of rural roads in Nevada, but nearly six motor cars for every mile of such road in New Jersey. There is an average of one motor car registration for every 44 persons in the United States. Iowa apparently leads, however, with one motor car for every 16 persons, while

only one for every 200 persons is registered for Alabama.

It must be understood, however, that the figures of registration do not necessarily represent a total number of cars, as some of the States do not require annual registration, others group pleasure and commercial cars and motor cycles in their accounts, while still other States do not require registration of motor cycles.

There is great inequality in the registration fees charged by the different States. The average for the United States was \$7.46. The State of Vermont, however, secured in 1915 a gross revenue of \$18.19 for each motor car, while Minnesota received only about 50 cents annually for each car. In Texas and South Carolina no annual registration fees are collected, the only requirement being a county fee of 50 cents and \$1 respectively for perennial registration. Most of the States, however, also levy annual taxes on motor vehicles and this adds importantly to the public revenue contributed by the owners of motor-propelled vehicles.

In the use of fees, however, there seems to be a general policy of applying the major part of the money collected from automobilists directly to road betterment. In 42 of the States of the Union all or the major portion of the motor-vehicle revenue must be expended for the construction, improvement, or maintenance of the public roads, or for the maintenance of the State Highway Department. In 26 States, all or the major portion of the net motor-vehicle revenues are expended by or under the supervision or direction of the State Highway Department. In seven States one-half to one-fourth of the State motor-vehicle revenues are expended through the State Highway Department, and the remainder by the local authorities. Many States, in addition to applying license fees to road construction expend for this purpose a large part of the fines and penalties collected from owners.

California Leads in Fees Collected.

In the number of registrations New York State led in 1915 with 255,242; Illinois was second with 180,832; California third with 163,767; and Pennsylvania fourth with 160,137. In gross revenues received from this source, however, California led with \$2,027,432; New York was second with \$1,991,181; Pennsylvania third with \$1,665,276; while Iowa, with 145,000 cars registered, came fourth in point of revenue with \$1,533,054.

Cleveland, July 8.—About a month from today George A. Eynon, a local machinist, will begin to market a carburetor that will, it is claimed, gladden the motorists heart by running

his car with coal oil instead of price-less gasoline.

Eynon accidentally discovered the principle by which he devised his carburetor. One day he spilled some oil on a rag and carelessly brought a hot iron near. Vapor was given off. The problem was solved.

Eynon wrapped four inches of thin wire around a few shreds of asbestos and sent an electrical current through the wire. The asbestos acted as a wick and the heated oil vaporized enough oil to start the engine. As soon as the engine is started, the electricity is turned off and vaporization is maintained by the burning of a little oil in a combustion chamber. A test proved that a car could be driven 63 miles on four and a half gallons of coaloil. Heavy cars fitted with the carburetor have made 11 to 12 miles on a gallon of kerosene.

Soldier Has Shrapnel In Heart

London, June 26.—(By Mail).—The proudest wounded "Tommy" in London today is Private Henry Pierce.

Some days ago Pierce had a shrapnel bullet in his heart. Today the bullet is neatly mounted on wood and occupies a place of honor on a table

by Pierce's bed in a London hospital.

British surgeons who have marvelled at two similar operations in French hospitals are studying the London case at close range. Pierce has more learned visitors than any hundred other wounded "Tommys."

An Australian surgeon, on temporary duty in England, performed the operation. He found the shrapnel lodged in the pericardium. Making a tiny incision he picked the metal out with his fingers. The patient is rapidly recovering.

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STUDY the Price-List publicly printed below. Compare with the List-Prices of other Tires made in LESSER Volume. Observe that competing Prices are higher in almost the exact proportion that VOLUME of production is smaller. This, when Quality approaches the Goodrich Standard. Cut our 1915 Tire Output (of 3,000,000 Auto and Truck Tires) to One-third, and it would still far exceed the Average of all Competing Makes or Brands. But, that huge reduction in Volume MIGHT result in every Tire we made costing you One-third MORE than present prices. They would not,—and could not,—be BETTER Tires, at this necessarily higher-cost to us, and higher-price to You. Because,—Goodrich Tires are not made "up to a price,"—nor "down to a price."

WE, first of all, make the BEST Fabric Tires that our 47-year Experience in Rubber-Working,—our huge Purchasing-Power, and the most Advanced Equipment, renders possible. Then we let Cost fall where it will. To that Cost we add a moderate, and fair, Profit for Ourselves and for our Dealers. Then we let VOLUME rise,—as it will. The more Tires we Make, the LESS each Tire COSTS us to produce,—and the less it costs YOU to buy them. The more Tires we Sell, the less profit, per Tire, WE NEED, for dividends. The more Tires we make, the better we KNOW HOW to make them,—the more we have at Stake on Quality,—and Satisfaction to Consumers. And,—because of all this,—The BEST Fabric Tires that Skill,—Experience,—Good-Faith, and Maximum Volume, can build,—are now available to YOU at the VERY MODERATE Fair-List Prices here quoted. Why pay more for ANY Fabric Tire? THE B. F. GOODRICH CO., Akron, O.

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NOTICE.—These Tires are as perfect as Fabric Tires can be made. But, should any dissatisfaction whatever arise, with any Goodrich Tire, its Owner is invited, and REQUESTED, to take the matter up promptly with us,—the Makers. He will find that Fair, Square, and LIBERAL treatment will always be extended, on all proper adjustments.

THE B. F. GOODRICH CO., Akron, O.

30 x 3	} Ford Sizes (Safety-Treads)	\$10.40	34 x 4	} (Safety Treads)	\$22.40
30 x 3½		\$13.40	35 x 4½		\$31.20
32 - 3½		\$15.45	36 x 4½		\$31.60
33 - 4		\$22.00	37 x 5		\$37.35

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