

THE GOLDEN RULE FOR AUTOISTS

Courtesy in motor driving is the recognition of the rights of all others—either motorist or pedestrian. It is that and more. It is the willingness to yield certain recognized rights of your own.

First, do not hog the middle of the streets. Give the other fellow room to go by and when he attempts to pass you do not speed up and perhaps crowd him into a safety zone. Keep out of the safety zones. They are for the pedestrian. It is up to you to make them safe.

When a fellow comes in from a side street—give him room to turn the corner, do not crowd. When you park behind another car, remember perhaps he wishes to leave before you do, give him room to get out, don't crowd. When you expect to stop or turn, do not keep your intentions secret. Think of the fellow behind.

Do not dodge in and around cars. In line in traffic, remember they were there first, and have just as great a desire to get through as you have.

Do not presume too much when you have the right of way. Perhaps the other fellow does not know it. Do not cut in front of a street car. Remember the motorman is human, and most of them will learn all the courtesy you teach them.

When you get the "go" signal from a traffic officer—remember to give the pedestrian time to get out of the way.

When you see people on the curb—trying to reach a car, or vice versa,

slow up, stop if necessary, but let them cross without danger. This is one of the greatest courtesies that will pay the motoring public best.

When a pedestrian sees you coming—and deliberately pays no attention to you, remember that some are mentally deficient and you cannot tell them from the clothes they wear.

When you see a child on a curb slow up. Remember the child can start quicker than you can stop.

Do Not Open Your Cutout—on the streets during the day. Remember there are many sick people which such a sound greatly disturbs. Do not open your cutout at night for you probably remember some night when you were disturbed when trying to sleep by some fool whose greatest claim to fame was his noise.

And remember that your horn is just a few times worse than your cutout.

When a pedestrian does not or will not pay any attention to your horn it is well to remember that the deaf, hundreds of them, use the streets as well as you.

Haynes Car Crosses Continent in One Day

Across the American continent in one day is the unique record made by a Haynes automobile on June 18. Of the elapsed twelve hours, which break by many hours any previous transcontinental automobile records, only 5 hours and 40 minutes was actual running time. The Haynes car was driven by Samuel Grier, motor car inspector for the Panama Canal, accompanied by R. M. McKenna, and Mr. Grier's bull pup mascot "Marnique".

Many motor enthusiasts of the Isthmus assembled at the Playa del Mercedes pier at Panama City, Panama, at 6:30 a. m. to see Mr. Grier back the hind wheels of his car in the tidewater of the Pacific and start across the Isthmus to the Atlantic. The car proceeded through the City of Panama over the roads of the Canal Zone to Pedro Miguel, and from this military post journeyed over the newly constructed road toward Gamboa, the greater portion of which was built by convict labor. The convict road leads over the Continental divide at Gold Hill, opposite which is the Village of Culebra, overlooking Gilliland Cut.

Two miles from Gamboa, it was necessary for Mr. Grier to leave the road and follow the railway to Gatun. It was here that Mr. Grier was handed the official train order "Haynes Special No. 6," undoubtedly the first train order issued to an automobile giving right of way on the ties. The first miles of the railroad trip to Gamboa were exceptionally rough. The ties were far apart, and it was necessary for the off wheels of the car to run on the edge of the ties.

From Gamboa to Gatun, all the villages are cut off except by railroad and the fare is so large that the natives have never reached the terminal cities and seen an automobile. Consequently the small towns were filled with curious crowds, watching

for the first automobile in the interior of the Isthmus.

Gatun was reached at 6 p. m. and from there to Colon the trip was made in double quick order over the splendid road through the Mindy Valley. At 6:25 p. m. Mr. Grier drove his car into the Atlantic ocean. The car Mr. Grier used was a five passenger Haynes, reconstructed by himself into a roadster.

National Touring Week

National Touring Week has sounded a new note for vacation. It sings a new "Good Old Summer-Time." It has added a new thought to the chap who is racking his brain to determine what he is going to do with his vacation, for it answers, speaking right up "Spend it on the road in your automobile."

"Why I never thought of that," ejaculated the man who has owned a dozen automobiles in as many years.

His is a nation-wide state of mind, or rather was, because the National Touring Week movement has already done much toward wiping out this neglect of the greatest gift vacation time offers. Motorists for years have been locking their automobiles in their garages, and going off on their vacations without a realization that there was about as much sense in it as leaving their feet at home.

National Touring Week is best on getting the motorist out of the groove in which he has been running his automobile around his home town. It is arousing the motorist to take to the open and enjoy the scenic beauty and wonder that Nature has staged for him. As a matter of results, the motorist is well aroused. When August 6 dawned, more automobilists will be on the road pegging for the open, than this nation has ever seen at one time on the highways of this country.

The National Touring Week impulse has swept the land. More than a thousand newspapers are actively enlisted in the cause. Added to their force are the selling organizations of a half hundred motor car makers and manufacturers of automobile accessories. Every day sees new enlistments. Letters from editors and publishers declare National Touring Week is the finest organized effort in the interest of vacation and motoring they have known.

"See America first by seeing your own state first," is the thought the movement is spreading over the nation. After National Touring Week, there will be less people ignorant of the beauty and wonder of their home state.

Review of Speed Events

A review of the important automobile races during 1916 to date shows lightning speeds to have become the fashion.

On March 5th at the Ascot Speedway in Los Angeles, Pullen in a Mercer took the 100 mile honors at over 68 miles an hour over a loose screen-surfaced macadam track which was unusually hard on tires.

O'Donnell in a Duesenberg, two weeks later on the same track won a 50 mile race at over 69 miles an hour.

On April 8th at Corona, Cal., O'Donnell again plucked the highest honors in a 301 mile race at 86 1/2 miles an hour without a single stop for tires. The record for this course of 87.8 miles per hour was made in 1914 by Pullen in a Silvertown-tires Mercer. Prior to the last race, however, six cars did better than 102 miles per hour in tryouts.

Again at the Ascot Speedway on April 16th, O'Donnell took the 150-mile thriller at 65.6 miles per hour. Hughes in his Omar Special at Bakersfield, Cal., on May 7th, traveled the century over a dirt track to the tune of 61.6 miles per hour without a tire stop.

At Sheepshead Bay, New York, on May 13th, Aitken drove a Peugeot 20 miles at over 106 miles an hour, with three other drivers behind him each doing better than 104 miles. In the 50-mile, Mulford in a Peugeot made nearly 105 miles an hour without tire trouble, while Rickenbacher in his Maxwell did the 150-mile event at over 96 miles per hour without stopping.

Indianapolis, on Decoration Day, saw Resta in a Peugeot cover 300 miles on a brick track at over 83 miles an hour, while D'Alene in a Duesenberg and Mulford in a Peugeot followed hot at his heels.

Resta again, on June 11th at Chicago, took the 300-mile event over a 2-mile board track, at close to 99 miles per hour with but one stop. The next eight drivers in this classic, none of whom did under 90 miles an hour, all rode Silvertowns.

At Des Moines on June 24th, De Palma in his Mercedes traveled a one-mile board track 150 times at nearly 93 miles an hour, while Rickenbacher in a Maxwell took the 50 mile race at over 94 miles per.

De Palma at Minneapolis drove his Mercedes home, the winner in the 150-mile brush at 91 miles per hour.

The latest races have been those at Sioux City, Ia., on July 8th, where D'Alene in a Duesenberg garnered the money in the 10-mile race in 7 minutes, 31 seconds, while Wilcox rode a Premier to victory in 15 minutes, 8 seconds for 20 miles, and also negotiated the half century in the space of 41 minutes lacking one second, and at Omaha, July 9th, where five new

world's records went on record on the mile and a quarter track.

Resta driving a Peugeot, hung up 110 miles an hour for 5 miles as the mark for others to aim at, while Rickenbacher made the Maxwell hum around the oval at a speed that shattered all previous 10, 15, 20 and 25-mile records, his average for the latter being 103 miles per hour. Silvertowns were the only tires used by any of the drivers.

It is interesting to observe that the winners each time have been those whose tires were Silvertown Cord, which has indeed been the case since 1914.

As all racers are required to pay cash for Silvertowns, the obvious deduction is that no other tires possess the same staying qualities, or they would be used, especially as they may often be had free by racers.

Engineer E. Morgan and family have returned from a 1200-mile trip, including Portland and other localities westward, and which consumed, stops and all, ten days. The trip was made in a Dodge and Mr. Morgan says he was not delayed five seconds at any time on the trip, although he met and passed many machines which were in trouble. As to the condition of the roads Mr. Morgan says that the worst highways encountered were in Unatilla and Morrow counties. Between John Day Ferry and Pendleton is the stretch which Mr. Morgan says is the worst to get over. As far as the road over the Blue Mountains is concerned Mr. Morgan states that there was not the least trouble and in fact the road over the hill is a credit to some of the roads in the level countries, which do not give any evidence of having been worked this year or any other year.

Lake Forest, Ill., August 5.—West-

ern tennis sharks gathered here today to start play in the twenty-ninth annual championship tournament of the Western Lawn Tennis Championship, which will be held on the courts of the Onwentsia club. Play will be continued to August 12.

There will be five events, the men and women's singles and doubles, and the mixed doubles.

Interest centers in the men's singles, where westerners will attempt to regain the title taken by George M. Church, of Tenafly, N. J., who won the western tennis singles championship at last year's tournament. Church will meet the winner of the singles in the final round. Miss C. B. Neely of Chicago, holder of the woman's title, will meet the winner of the women's singles.

First, second and consolation prizes will be given in each event. The winners of the men's doubles will be the western champions and will be eligible to compete against championship teams from other sections of the country in the preliminary national doubles, which will be held on the Onwentsia courts, August 15, 16 and 17. Winners in this latter event will play Messrs. William M. Johnston and Clarence J. Griffin, national doubles champions, for the title at the West Side Tennis Club, New York, during the week of the National Championship, which begins on August 28.

Only players who are members of clubs affiliated with the United States National Lawn Tennis association and its subsidiaries, are eligible to enter the tournament.

Says Pennsy Will Shine

Philadelphia, August 5.—When Bob Folwell assembles the University of Pennsylvania football squad on Franklin field early next month for the first "work-out" there is one thing he will impress upon every man—no drudgery.

Bob dropped down to Philadelphia recently to look over the greensward where this fall he expects to bring the oft-defeated Red and Blue team to sweeping victory and possibly a place once more in the "big league" with Princeton, Harvard and Yale. "My plans are complete," he said, "and the training system I will use will be precisely the same as the one I put into operation at Lafayette and Washington and Jefferson. No 'moonlight' scrimmages. More teams are killed by overtraining than defeats."

Folwell announced that Howard Bery, now at the front with the Pennsylvania National Guard will turn out for practice. General Price has assured him, said the new coach, that the martyr of last year will be released in time for practice. Captain Neil Matthews will return to Philadelphia about September 1 to assist in preparations to send the team to Langhorne, Pa., where the preliminary training camp will be established. The eleven will probably leave September 11.

Only four players have been lost to Penn by graduation—Captain Ned Harris, Ed. Russell, Jean Rockefeller and Mike Dorizas.

Today's Baseball Freak

Chicago, Aug. 4.—Joe Jackson, White Sox slugging gardener, has a hunch that he always plays before every game, and Manager Rowland is content to let him work it as long as he keeps punching the ball.

He gathers a handful of pebbles shortly before the game, retires to the club house, and tosses them to his teammates, who to hum r him, bat the stones. Joe says "It's just a hunch."



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