

Wallowa Hill Is Smooth

At no time since automobiling began a general hobby, has Wallowa hill been in the fine condition it is right now. The rocks are gone, the chuck holes, other impediments to smooth riding have all been eradicated and anyone can drive over the grade now without cursing himself or gods generally. Union and Wallowa counties each own a portion of the hill and the county courts of each county chipped in for the necessary funds to make the repairs. It is indeed in fine condition.

It won't be long until there will be no more spots in Oregon "Where no automobile has been." During the past week P. A. Foley, George Noble, Bert Hughes and A. A. Wenzel penetrated the wilds of the West Fork of the Eagle out in Baker county, where no car had been previously. Not only the car was driven in but Pat's splendid trailer went along and gave the party a fine place to sleep mightily. In passing it might be mentioned that the fishing there is only commonplace.

I Auto go to CADILLAC.
But that I can't afford—
My MERCURY sister
Has squandered all my board.
The SUN and MOON, in REGAL state
Like some old SAXON KING
Turned WHITE, as if they would re-
BUICK
So STERN and BRISCOE thing!
(Cho)
MAXWELL's braces, so bonny,
PIERCE ARROWS through my
side!
But while I'm young and VELIE,
To HUDSON I will ride!
—Anonymous.

There has been a sharp decline in the number of tourists to pass through La Grande this week.

Maxwell cars have been sold with considerable vim this week. Among the men who have taken out new cars from the Maxwell agency are Chas. Troxel of Prairie City; I. C. Bunnell of Joseph; Otto Pieper of La Grande; W. W. Bishop of Baker.

Earl Zundel is the proud possessor of a new Studebaker this week having purchased one of that make recently.

W. Cass, proprietor of one of the dairies near La Grande, purchased a new Maxwell car yesterday from the Leighton garage.

Twenty-six, 27 even 28 cents for gasoline these days creates considerable growling with automobile and motorcycle users, yet when the buzz wagon first came to this valley, 40 and 45 cents was not at all an uncommon price for gas. Jimmy Smith at one time a jeweler here, Dr. Mollitor, George Ruckman and the other pioneers in automobile owners in this valley had to pay that price, and considerably more, too. And that is only 10 or 11 years ago at that.

Ty Cobb, greatest of ball players, has recently purchased a Dodge Brothers car and drives it constantly while the Tigers are at home in Detroit. This is the fifth car owned by the famous batting star and he declares that it is his favorite.

Two other members of the Detroit team, Bobby Veach, the hard hitting left fielder, and "Big Spin" Stanage, first string catcher for the Tigers, also bought Dodge Brothers car this year.

Another highly cherished record for automobile speed fell by the roadside last week when Ray McNamara, piloting the same Maxwell "25" roadster, had used a few days previous in smashing the Portland-Spokane and intermediate marks, drove from Spokane to Seattle, Washington, in eleven hours and fifty-five minutes.

McNamara's time out of Spokane was officially checked by the prominent newspapermen of that city. In Seattle he was greeted by Automobile editors of the newspapers

there. At various points along the line he was checked in and out, in order to make the record authentic in every way.

The Maxwell's time played havoc with the best previous endeavors, both by trains and automobiles. Until McNamara sent the little roadster humming over the course, the fastest automobile pilot had registered his time as more than sixteen hours; the fastest train has taken thirteen hours to do the trick. So the Maxwell mark stands as the fastest ever made in any sort of a conveyance between the two Washington cities.

Much of the route traversed by the Maxwell was over the Washington desert, as well as two mountain ranges. The trip was made via Blewett and Snoqualmie passes, the former cutting through the Wenatchee mountains and the latter through the Cascades. In spite of these obstacles McNamara and the Maxwell averaged better than thirty-two miles an hour for the entire stretch of difficult going.

Within two weeks McNamara has established a string of Northwestern records eagerly sought after by Oregon and Washington motorists. Before going after the Spokane-Seattle mark he had piloted his Maxwell into first place for honors between Portland and The Dalles, Portland and Pendleton and Portland and Spokane.

Capturing wild coyotes with motor cars is a sport not everyone is privileged to enjoy. More exciting even than the stories of the recent shark hunting on the eastern coast is the account of Edward Spear's "chase of the wolf" of the plains of the McCord ranch, near Fresno, Cal. Mr. Spear is a member of the firm of Spear Brothers, Dodge Brothers dealers in Coalinga, Cal. The Coalinga Record describes it as "the fastest 28 minutes of fun in the 30 years of his life."

Spear had two passengers with him in his Dodge Brothers roadster, when he came upon the coyote, according to the Record, but the chase soon became so furiously fast that they persuaded him to pause until they got out. Spear resumed the chase alone. The Record says:

"As the car drew near, Mr. Coyote took a single look and was off like the wind, but Spear kept right after him. Finally the coyote, half frightened to death by Spear's yelling, began to slacken his speed and resorted to dodging, in an effort to get away. As he would dodge, so would the car, and after a series of dodges and dives, Spear finally caught him with a front wheel and put the predatory varmint out of the running. Spear was compelled to run over the animal four times before he could kill him."

Some interesting sidelights on an automobile trip from Syracuse, N. Y., to Pendleton, just completed by J. W. McCormack of the Pendleton Auto company, are contained in a review of the trip by the Pendleton Tribune. The Tribune automobile editor quotes some interesting figures. He says in part:

Almost across the continent, from Syracuse, N. Y., to Pendleton, 3025 miles, on 1463.4 gallons of gasoline, a rate of 20.6 miles per gallon, is a record that has been set by J. W. McCormack, of the Pendleton Auto Company, and W. C. Small of San Francisco. Their figures have just been compiled and sent east to the Franklin Motor Car factory.

Figuring the gas at the rate of 22 cents a gallon, common Eastern price, the trip cost, in this department, only about \$32.35. Four gallons of lubricating oil went to keep the machinery in perfect running shape.

"But think of the cost, the wear and the tear on tires," exclaimed a friend, after listening to the details of the trans-continental trip that came to a close 15 minutes before midnight on last Friday.

Another surprise is in store. The four tires are practically as good as new at the end of the long and hard trip of 10 days. Two punctures were registered on the logbook of the "voyage." Both of these happened near

Huntington and within 15 minutes of each other while the sun was "a smoking up" overhead and the roads a plenty dusty.

The start was made from Syracuse on July 26. Actual running time to Pendleton was 140.2 hours; the average speed 214 miles an hour or about 3023 miles a day and 365 miles on the last day of the run.

Quicker time could have been made. This would have spoiled the purpose of the trip which was to show exactly how cheaply and comfortably a trans-continental trip can be made under ordinary touring circumstances. There were times on good stretches of the Lincoln Highway when the men could have well opened the machine to excessive speed, but this they did not do, making the run as it would be made by tourists.

In the far East the best roads were found. Western they gradually lessened in quality and the Franklin turned from the Lincoln Highway at Granger, Idaho into the Oregon Trail road, most parts of which were in bad shape, especially through the lava stretches in Idaho.

An item of National Defense of particular importance to the entire western portion of the United States was inaugurated at daybreak Wednesday, August 9, when Wilbur Hall, magazine writer of Colliers Weekly, Lieutenant Albert Gill Waddell, representing Federal interests and National motor publications, and Jack Griffin, of the Maxwell Touring Bureau, will leave Tia Juana, Mexico, to blaze an all-Coast trail to Vancouver, Canada. The party will endeavor to add to the practicality of the tour by utilizing an automobile that has already seen much and vigorous service—the famous Maxwell touring car which some months ago established a world's record by traveling 22,022 miles without a stop of its motor.

Military strategists and Preparedness advocates are endorsing the Maxwell trip. It is freely admitted that any foreign power, intent on invading our country, would have a hard time forcing entry through any of the larger Coast cities. Most of these are already defended by sufficient armament, or else the War Department has already laid plans for adequate fortifications and guns.

But the greater portion of the Pacific Coast is open to invasion. With the exception of a short distance in California, and a portion of Oregon, there are no roads over which a repelling force could be carried to the scene of a possible hostile entry. The coming of the motor car as a means of transporting troops and guns in sufficient quantities has answered one phase of the question of defense, but these troops and equipment cannot be carried to their destination if there are no all-year-round highways over which to send the gasoline driven vehicles.

The Maxwell party will endeavor to force a route which will be within a few miles of the Pacific at all times. Its itinerary includes a run up the Pacific Coast from Tia Juana to Los Angeles. Then the Coast highway is again followed for its entire length to San Francisco Bay. The route here leads slightly inland, and the broad Pacific is not in sight again until just before Eureka is reached.

From Eureka to Marshfield a Coast road has already proved practicable. But from the Oregon city to Astoria no continuous sea level highway has ever been blazed, and it will be the duty of the Maxwell trio to force its machine through unexploited lanes and into the virgin forests in an endeavor to pave the way for a Pacific Coast road that will lead from Mexico on the south to Canada on the north.

The return trip to Tia Juana from Vancouver will be over the familiar and well traveled interior route. This will take the Maxwellites through Seattle, Portland, the Willamette Valley and over the Siskiyou Mountains into the Sacramento and San Joaquin Valleys of California. The inland feature of the tour is to ascertain if connecting links at frequent intervals cannot be made with the proposed Coast route. For strategic military reasons it is necessary that these be planned in order to make the Coast defense idea feasible.

To more fully impress members of Congress with the necessity for Federal action in constructing the proposed new road, motion pictures of the various points along the route will be taken. A careful log of road and topographical conditions will be kept, and at the end of the trip the findings will be submitted to the Federal army and navy officials. Good Roads and Automobile clubs, and to the people of the country generally through the medium of the National Maxwell Touring Bureau, maintained by the Maxwell Motor company to promote interest in comfortable automobile touring.

In order to more forcibly demonstrate the feasibility of the Coast route the trail blazers are utilizing an automobile that is anything but new. The idea is to impress the public generally with the fact that the present day standard motor car can be relied on to make the run, regardless of weather conditions, and could dependably transport troops and guns to the scene of action should our country be in danger of a foreign invasion.

THE FORUM
(Continued from Page 9.)

national life, it can not be denied that proper assistance and protection are not given these commodities at terminal markets, in the course of

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The enormous increase in our sales (about 10,000 cars sold in July) is largely due to the good words spoken by Maxwell owners

YOU can get the most reliable information about any car by asking the people who own cars of that make.

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There are more than 250,000 Maxwell cars in use in the United States.

The satisfaction of this army of owners is responsible for the tremendous asset of good will behind the Maxwell car and the Maxwell Company.

We are satisfied to rest our case with any Maxwell owner.

5-passenger Touring Car, \$595 2-passenger Cabriolet, \$265
2-passenger Roadster, 580 6-passenger Town Car, 915
5-passenger Sedan, \$985

R. W. LEIGHTON, Agent
Phone Main 737



interstate commerce.

We favor and pledge our efforts to obtain public grain elevators at necessary terminal markets, such elevators to be owned and operated by the federal government; also to secure federal grain inspection under a system of civil service and to secure the abolition of any Board of Trade, Chamber of Commerce, or other place of gambling in grain or trading in "options" or "futures" or "short-selling," or any other form of so-called speculation where products are not received or delivered, but wherein so-called contracts are settled by the payment of "margins" or "differences" through clearing houses or otherwise.

This party stands committed to free and open markets based upon legitimate supply and demand, absolutely free from questionable practices of market manipulation. We also favor government warehouses for cotton at proper terminals, where the interests of producers require the same; and the absolute divorce of all railroad elevators or warehouses owned by railroad companies, either public or private, from operation and control of private individuals in competition with the public in merchandising grain, cotton or other farm products.

We furthermore endorse all proper methods among producers of those means of cooperative mutual enterprise, which tend toward broader and better markets for both producer and consumer.

Conclusion

This is the day of opportunity for the American people. The triumph of neither old political party is essential to our safety or progress. The defeat of either will be no public misfortune. They are one party. By age and wealth, by membership and traditions, by platforms and in the character of their candidates, they are the Conservative party of the United States. The Prohibition party is the promoter of every important measure of social justice presented to the American people in the last two generations, and as the originator of nearly all such legislation, remains now the only great Progressive party. The patriotic voters who compose the Republican and Democratic parties can, by voting the Prohibition

ticket this year, elect the issue of national Prohibition.

To those, in whatever party, who have the vision of a land redeemed from drink, we extend a cordial invitation to join with us in carrying the banner of Prohibition to nation-wide victory.

To the platform, as published above, was added, upon the motion of Eugene W. Chafin, a plank supporting the initiative, referendum and recall, the text of which is not now available.

CHANDLER CAR IS ADMIRER

FOUR-PASSENGER ROADSTER ATTRACTS NOTICE

Both Seven Passenger and Roadster Sell for Same Figure

The Chandler six four-passenger roadster made its official debut as a La Grande-sold car this week when Bob Leighton arrived in town with it fresh from Portland. The 1917 model has been creating much study and admiration from lovers of neat auto body lines, and who are versed in the equipment of machines. The type brought to La Grande is the four-passenger roadster but the seven-passenger touring car is identical in every way, except for the greater seating capacity. None of that type have been brought in by the dealers. The price, by the way, is the same for both cars—\$1450.00 F. O. B. La Grande.

The roadster is given volume and size by its fine lines—lines that are distinctly 1917 in character. Leighton salesman demonstrate unusual slow speed with in on the high, uncommon pulling powers on the high and other features that are parts of only the very best cars. The machine is equipped with a protected motor worked out and developed through a period of nearly four years; a Bosch magneto; Gray & Davis separate unit electric lighting and starting system; double external and internal brakes; silent spiral bevel gear rear axle of the full floating type; Stewart & War-

ner Vacuum system; the motor is 33-8th by five—all of which, with other modern accessories including 1917 frills, make it a smooth running car adapted to hard pulling under adverse conditions. It has "some" motor.

The roadster has a 123-in wheel base, good leather upholstery, and individual front seats.



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No catch penny methods to catch the unsuspecting customer. We do not offer music lessons and charge accordingly. We buy goods direct and not from Portland retail houses. No culls or worked-over pianos to dump upon the public. Your contract or notes will be right at home, and not with some eastern concern. Prices count, together with selection of goods, call and we will convince you that we are right upon both.