

## Auto Touring is Best Means of Recreation

That six weeks cannot be put to better use in seeking recreation, rest and amusement than touring about the country in a well-equipped automobile, Mr. and Mrs. Ed. Sinclair, now residents of Los Angeles but for several years in La Grande, where Mrs. Sinclair was in the picture-house business, bear witness to. They are now in La Grande spending a few days at the home of Mrs. Sinclair's mother, Mrs. C. A. Murray. They motored 200 miles into Mexico to attend the races in Lower California, and then started north going on to Portland where they picked up Mrs. Murray and came on to La Grande. Their trip will be finished when they put up at Portland again from whence Mr. Sinclair will resume his shoe salesmanship by rail south, his machine being shipped down in the meantime.

They have a specially built Haynes, painted to a cream-gray tint and further appointments include automobile trunks used for kitchen purposes, and a khaki sack for household goods. They slept where night overtook them, and made no pretense at setting records.

Both like to remember Ashland where a large park is provided for tourists to camp if they so desire it. Groceries are sold on the ground and it is a great treat to tourists, says Mr. Sinclair. The whole trip was a continuous pleasure. Only once did anything mar their pleasures and that in Northern California where they picked up a man who had fallen from a train and was badly hurt. They had only succeeded in removing him when the Shasta limited dashed by, and both shudder even now at what the outcome would have been if they hadn't found the man in time. The place was a high trestle and some difficulty was experienced in lugging the man off. Mr. Sinclair gained enough interesting facts and data on the trip to make a good-sized book of travels.

How the shortage of La Grande pennants is felt has been demonstrated several times of late. Probably through a coincidence, all dealers ran out of supplies about the same time. L. H. Russell hunted the town high and low for pennants Wednesday evening before leaving for Seattle and the Bohnenkamp-Polack party had to leave town with no designating brand on their machine. It is always an interesting study to know where tourist cars are from, and to one located on the highways the pennant of a tourist car always attracts one's eye first.

Mr. and Mrs. Russell and children anticipated a splendid trip when they left La Grande a day or two ago for Seattle via Snoqualmie pass. They had their camp outfit along and were to eat and sleep where ever night or hunger overtook them.

A former justice of the supreme court stood within the test track of an automobile factory the other day and delivered the first speech on his campaign for the presidency of the United States to a crowd of men in their working clothes.

Opening a presidential campaign on the test track of an automobile factory is no common occurrence! Motor car men and politicians are talking about it.

The plant was Dodge Brothers'. The candidate was Charles E. Hughes. The speaker's stand was situated in the Dodge Brothers' oval test track—the track on which cars make their first run after being assembled and their last before going on the market. It

### Hopes Women Will Adopt This Habit As Well As Men

Glass of hot water each morning helps us look and feel clean, sweet, fresh.

Happy, bright, alert—vigorous and vivacious—a good clear skin; a natural, rosy complexion and freedom from illness are assured only by clean, healthy blood. If only every woman and likewise every man could realize the wonders of the morning inside bath, what a gratifying change would take place.

Instead of the thousands of sickly, anaemic-looking men, women and girls with pasty or muddy complexions; instead of the multitudes of "nerve wrecks," "rundowns," "brain fags" and pessimists we should see a virile, optimistic throng of rosy-checked people everywhere.

An inside bath is had by drinking, each morning before breakfast, a glass of real hot water with a teaspoonful of limestone phosphate in it to wash from the stomach, liver, kidneys and ten yards of bowels the previous day's indigestible waste, sour fermentations and poisons, thus cleansing, sweetening and freshening the entire alimentary canal before putting more food into the stomach.

Those subject to sick headache, biliousness, nasty breath, rheumatism, colds and particularly those who have a pallid, sallow complexion and who are constipated very often, are urged to obtain a quarter pound of limestone phosphate at the drug store which will cost but a trifle but is sufficient to demonstrate the quick and remarkable change in both health and appearance awaiting those who practice internal sanitation. We must remember that inside cleanliness is more important than outside, because the skin does not absorb impurities to contaminate the blood, while the pores in the thirty feet of bowels do.

is the track on which the car must give proof of quality before going out into the world seeking public approval.

Ten thousand men cheered wildly and waved 10,000 American flags as the judge circled the track after his speech and went the way of the motor car—out through the immense building where the car is housed while under probation, down the long and now gaily decorated passageway to the factory gates, then out—out into the world seeking public approval.

Washington, Aug. 23.—(Special)—Motorists generally are sanguine that the roads cooperation just established between the national government and the several states will accomplish a big step toward the evolution of a Federal system of highways which will connect the different sections of the country as effectively as the French plan of national routes.

"The most refreshing feature of the Federal aid road act is its freedom from the taint of 'pork barrel,'" comments Chairman George C. Diehl of the Good Roads Board of the American Automobile Association, which worked so persistently for the measure along with the American Association of State Highway Officials.

"An automatic check is placed upon any raid on the United States Treasury," continues the road authority, "in requiring that the states must match each Federal dollar with at least an equal amount. Of course, this means that the state will not squander its money for makeshift construction or repair. The law further guards against 'pork barrel' by requiring all of the cooperation to be between the state highway departments and the Secretary of Agriculture. No political official has any power over the work at all, and it is a credit to the members of Congress that they have so worded the act as to make the state the smallest unit of cooperation rather than the Congressional district or the county. The Federal aid road law is fundamentally as sound as any measure that could be enacted, and its only weakness, other than those of a minor character, is in its failure to require iron-clad assurance from the states that the roads will be properly maintained. Abundant and beneficial results should flow from this legislation during the next few years."

Putting this great new policy into operation involving an outlay of \$85,000,000 of government money has made of the U. S. Office of Public Roads and Rural Engineers about the busiest bureau here in the government service. While the Federal aid road law designates the Secretary of Agriculture as the executive officer for carrying out the act, he will very largely meet this requirement through the agency of the public roads office, of which Logan Waller Page is the director.

The first step in getting the work under way was the issuance by the Secretary of Agriculture of a formal certificate to the Secretary of the Treasury, the state highway departments and the Governors of states, showing the exact amount which each state will receive for the first year of the law's operation. Rules and regulations for the administration of the act have been completed in tentative form, and these are to be discussed with state highway officials at a conference to be held in Washington, August 16, so all of the state may have an opportunity to set forth their position with reference to each and every point before the Secretary of Agriculture adopts and promulgates the rules and regulations in official form.

Expanding the organization to inspect and safeguard the tremendous expenditure of Federal funds is a task of no small magnitude, for while the Federal aid act leaves to the states the making of surveys and plans, and the actual supervision of the work, yet it requires of the Federal government very thorough inspection and approval at every stage of the work. This means that a relatively large force of engineers must be employed, and their distribution so arranged as to take care of projects in all parts of the country with the greatest possible economy of time and money, consistent with efficiency. Many appointments will be made from an examination for the position of senior highway engineer that closed August 8.

"As example of the multitude of details that must be worked out," says Mr. Page, "I might mention that we are called upon to answer hundreds of inquiries covering every phase of the operation of the new road law. We must establish an adequate accounting organization for handling the Federal expenditures, and to keep track of the joint state and Federal outlays; we must expand our filing systems; see that all doubtful points of law are construed by the law officers of the government, and we must work out all of the forms and procedure to expedite the cooperation between the state highway departments and the Department of Agriculture. In spite of these many vexing details and the magnitude of the undertaking, as a whole, we expect to have actual road work under way in at least a few of the states before winter sets in."

Hurt By Hitting Ghost  
Winsted, Conn., Aug. 10.—Dr. Arthur E. Guilford, a Torrington dentist, was unable to attend to patients today as the result of a dream last night.

He imagined he was horsewhipping a man and plied the whip so violently that it soon wore out, whereupon his victim sprang at him, Dr. Guilford delivered a terrific blow with his fist.

He awoke to find that he had struck the wall, severely bruising his hand. The other occupants of the house were awakened by the sound of the blow.

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