

A MACHINE OF QUALITY

A machine whose every part is designed to stand up under the toughest tests of the road; a machine whose quality is unquestioned; the machine that Uncle Sam now specifies

HARLEY-DAVIDSON MOTORCYCLES

Price
\$295.00
Easy Terms

W. H. Bohnenkamp Co.

GOODYEAR.
SERVICE
STATION

TENDENCY IS AWAY FROM MODEL CHANGES

Haynes "Light Six" Is Close to Celebrating Its Third Birthday Without Vital Change.

Not so many moons ago to buy the latest type car meant the purchase of an experiment. For very few makers of automobiles have ever succeeded in designing new models that were perfect, so far as the first few months output was concerned at least. As a result, "early birds" were the goats, to mix a metaphor.

It is an entirely different story today in many automobile camps.

The vast improvements of the past five years in car-building have brought to pass what closely approaches the ultimate car. In power plant, electrical equipment, mechanical construction and external equipment, it is like attempting to draw the camel through the needle's eye to find opportunity for betterments.

Haynes Is An Example.
The Haynes "Light Six" is notable as a car in this classification. Except for a little improvement here and there, a detail altered or a minor refinement, the Haynes "Light Six" of 1917 is in all its essentials the same as its predecessors of 1916 and 1915. And yet no one could venture to suggest that the very latest of the latest "new models" excelled the Haynes in any feature of up-to-dateness.

To be able to purchase a 1917 model with beforehand assurance as to exactly what it will do in the way of speed, power, flexibility, acceleration, after it has gone tens of thousands of miles, and with two years of average owners' records covering tires, gas, oil, repairs, etc., to back up your choice, takes all experiment and gamble out of car buying.

CARELESS APPLICATION OF THE TUBE

Since the almost universal use of the one-piece transversely split tire rims, as used on most of the modern cars, the repair men in general have often commented upon the large number of tubes that were being presented to them for repairs because of a small hole within the radius of an inch or two of the valve stems.

An official of the Fisk Rubber Company, says it is quite common practice for a motorist, in applying a tube and casing to the rim, to push the tube valve-stems through the hole in the rim and then pull the stem through as far as possible. The beads of the casing are then properly seated on the rim and it is locked and the air pressure put in the tube for inflating.

By pulling the valve stem all the way through in the manner above mentioned, the valve spreader on the tube is tilted up on the casing bead in such a manner that the portion of the tube is pinched between the spreader and the bead and as soon as air is applied the tube under pressure endeavors to loosen itself from the pinch between the spreader and beads. The result is a small hole in the tube.

Often the valve stem does not point straight and the motorist in endeavoring to straighten it, pinches the tube as mentioned above.

To avoid pinching a tube in this way the motorist should proceed as follows:

Place the tube in the casing, inflate the tube with just enough air to round it out so as to take on the shape of the casing, apply casing to rim by putting valve stem through the hole in the rim but do not pull it through, just stick the end through the hole. If it comes through any further push it back so that when you place the tire on the rim the valve stem spreader will be clear of the tire beads and avoid pinching the tube at this point. The main point in trying to avoid pinching the tube is to make sure that

the valve stem is pushed back as far as possible when applying the casing to the rim.

He's the Real Gimlet Eyed Gazaboo Where Hotel Comfort is Concerned

In the April American Magazine Morley Crowell has an article on E. M. Statler one of America's biggest hotel men, who started in at a pie counter and now owns many gigantic hotels in different cities.

"Statler's the real gimlet-eye gazaboo," we are told. "He's always watching folks like a hawk to see what pleases 'em and what doesn't. A few years ago he noticed that folks

like to sit with their arms hooked across the backs of their chairs while they're chatting between courses, so he ordered the backs of every dining-room chair in his establishment made low and without knobs. Then people kicked at paying the extra cent for newspapers that they charge in most big hotel lobbies, and he gave orders for every paper to be sold at street prices. Cost him a wad of money in concessions, too. He was coming down a corridor one day and noticed a woman fumbling at a keyhole in the shadow below a door knob, and immediately he ordered that the keyhole be set above the knobs in every door in his hotels. Circulating ice water in hotel rooms was his idea, too. Found

that people didn't like to tip boys for bringing up water. Then he started the idea of putting a rate card in every room—got the idea from standard price tags on goods at department stores."

"Even as my companion rambled on I was thinking of another Statler conception of service I had noticed that morning. Washing my hands in the white-tiled lavatory, I had missed the familiar frenzied brush of a tip-seeking servitor and had looked wonderingly around until my eyes fell on this notice:

"The attendants in this room are instructed to give no service unless it is asked for. This is because we have

found that voluntary service in wash-rooms is distasteful to many of our guests."

THE WHAT-YOU-MAY COLUMN

Powder.

Prominent among the powders of the earth just now of course is gunpowder.

But let us not forget that the face, bug and sedlitz varieties have their triumphs too.

Who but has seen the sprightly cockroach fallen victim to a squirt of the bug brand from a vest pocket

howitzer? Who but has witnessed the agonies of young men as they staggered away from the battleground of love with the powder marks of conflict on their shoulders?

And who but knows the glory of a battle won by sedlitz against a raging stomach the morning after?

There is power in powder of every kind.

Looked That Way.

She—Do you really think I married you for your money?

He.—Well, the way my money has been going, it looks suspicious.—Boston Transcript.

America's greatest "Light Six"

Always a car of character and unusual beauty—the new series Haynes "Light Six" embodies a number of refinements which make for even greater comfort and exclusiveness.

But the engine is the same wonderful tried-and-true, high-speed motor, which has been setting the pace in the light six field for three seasons.

WITH CYLINDERS 3½ x 5. THIS MOTOR DEVELOPS MORE POWER THAN ANY OTHER MOTOR OF ANY MAKE OF EQUAL BORE AND STROKE.

This reserve power, coupled with rare ease of control, gives the Haynes "pep" and snap, responsiveness to the throttle, that no other car of its kind can equal.

One to sixty miles per hour on high—pick up of 30 miles within 7½ seconds from standing start—8000 miles to a set of tires, 400 miles to a quart of oil, 16 to 22 miles on a gallon of gasoline—these are definite figures of what the Haynes does in the hands of its users—and figures that give the Haynes a big margin of preference after searching comparison.

We cite the well known facts of Haynes performance, merely to convince you it's worth considering. Let us demonstrate and ACTUALLY SHOW YOU what the Haynes will do for YOU.

SPECIFICATIONS AND PRICES "LIGHT SIX"

Model 36
5-passenger touring car. Weight 3000 lbs. Wheelbase 121".
Price \$1595 Closed Car \$2260

Model 37-R
4-passenger roadster. Weight 3000 lbs. Wheelbase 121".
Price \$1725

Model 37
7-passenger touring car. Weight 3100 lbs. Wheelbase 127".
Price \$1725 Closed Car \$2390

Demountable Sedan and Coupe tops for all models \$275
Wire Wheels Extra F. O. B. Kokomo

All models are completely equipped, including seat covers, moto-meter, ammeter and all accessories.



HAYNES

**McCrary
Auto
Co.**

Agents for

HAYNES and VELIE Cars
La Grande, Oregon

THE HAYNES AUTOMOBILE CO.
KOKOMO, IND.

America's greatest "Light Twelve"

This beautiful new car is Haynes quality throughout—a product of the same organization which developed America's Greatest "Light Six."

Behind the twelve purring cylinders of this car of giant power, you get a joy of driving that can only be had in a twelve. Up hill and down—through sand and over the perfect road—this car takes you on and on, and seldom do you have to call upon half of the reserve power, or the reserve speed that is yours if needed.

"Light Twelve" exactly fits this car, too. The motor weighs only a very few pounds more than that of the "Light Six." The car complete is 3100 pounds against 3000. A real engineering achievement.

The master motor of the Haynes "Light Twelve" is of the high-speed type, with valve-in-head construction and removable cylinder heads. Aluminum pistons are used. All parts are readily accessible.

The economy of this twelve gives it a distinct standing—it's absolutely the last word in automobile engineering. The time to talk over this car is NOW—for the demand is overwhelming.

SPECIFICATIONS AND PRICES "LIGHT TWELVE"

Model 40
5-passenger touring car. Weight 3100 lbs. Wheelbase 121".
Price \$2095 Closed Car \$2760

Model 41-R
4-passenger roadster. Weight 3100 lbs. Wheelbase 121".
Price \$2225

Model 41
7-passenger touring car. Weight 3200 lbs. Wheelbase 127".
Price \$2225 Closed Car \$2890

Demountable Sedan and Coupe tops for all models \$275
Wire Wheels Included F. O. B. Kokomo

All models are completely equipped, including seat covers, moto-meter, ammeter and all accessories.

