

MAXWELL SHATTERS THIRD ROAD RECORD

**MAKES MONTREAL TO QUEBEC
RUN IN 4 HRS. 1 MIN. WITH
OBSERVERS**

BEATS TRAIN 56 MINUTES

**Skims Over Excellent Highway in
Faster Time Than Any Automobile
Ever Performed.**

By breaking the Montreal-Quebec road record a Maxwell car driven by Ray McNamara, road engineer of the Maxwell Motor Company Inc., of Detroit, has established within two weeks three of the most important road records for the Dominion of Canada.

Making the run between Montreal and Quebec in four hours and one minute the Maxwell shattered all previous automobile records, and also beat the fastest express trains by fifty-nine minutes.

The record breaking records are:

Windsor to Toronto—6 hours and fifty minutes.

Toronto to Montreal—11 hours.
Montreal to Quebec—Four hours and one minute.

The Windsor-Toronto run covered 275 miles. Between Toronto and Montreal the car went 360 miles and the distance from Montreal to Quebec is 180 miles.

On the run from Montreal the Maxwell pilot carried an official greeting from the manager of the Windsor Hotel to the manager of the Chateau Frontenac in Quebec. The Frontenac manager had the message and a picture of the Maxwell photographed and hung on the wall of the hotel office.

There were no accidents to the motor car and the Maxwell engine performed marvelously on all of the runs. The average speed of the Maxwell on the last inter-city run was 45 miles an hour.

While establishing these magnificent records McNamara has been logging the roads of the Dominion and the information is being published for the benefit of Canadian motorists.

"The road while winding and dotted with dangerous curves has a magnificent surface that would be perfectly safe for touring in a rain storm" declared McNamara, who stated that

the Montreal-Quebec highway was by far the best in the Dominion.

"Numerous shrines, real old French towns, beautifully kept farms and a splendid view of the winding St. Lawrence river are features of the road.

"It is the most interesting bit of touring I have enjoyed in a great many years." McNamara has toured nearly every important road in the United States.

Observers in the car during the Mon-

treil-Quebec run were Neil McNeil of the Montreal Gazette, Mr. Chandler of the Montreal Herald, and Mr. Bryan who is connected with an automobile accessories house. The observers made affidavit to the time in which the Maxwell covered the run.

Before leaving Capada McNamara will make inter-city runs from Montreal to Ottawa, and from Ottawa to Windsor. He will also log these roads.

Red Cross Christmas Sale Will Begin In November

New York, August 25—(Special)—Plans have been completed by the American Red Cross and The National Association for the Study and Prevention of Tuberculosis for the opening of the 1917 Red Cross Christmas Seal Sale about November 20 and continuing up to January 1. The campaign will seek to raise at least \$3,000,000 for the anti-tuberculosis movement in the United States or more than double the returns in any previous year. The war has made

it imperative that every possible facility for the care of consumptives be enlarged.

In announcing the plans for an increased campaign, The National Association and the American Red Cross call attention to the fact that the examination of 10,000,000 men subject to the draft, besides thousands of others who are enlisting voluntarily has already and will continue to disclose thousands of new cases of tuberculosis, which have hitherto been un-

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THE WEEKLY OBSERVER-STAR

MAKES CLUBBING ARRANGEMENT WITH THE OREGON FARMER

Offers Unusual Opportunity To Its Readers

AMONG our large circle of readers there are a great many who are interested directly or indirectly in fruit growing, dairying and other branches of farming. All of these naturally wish to keep in close touch with agricultural activities throughout the state; and to know about any fight which is being waged for the measures Oregon farmers want and against all sorts of schemes that are detrimental to the people and agricultural interests of this state.

We have, therefore, made a special clubbing arrangement with **THE OREGON FARMER** whereby any farmer or fruit-grower, who is one of our regular subscribers and who is not now a subscriber of **THE OREGON FARMER**, will be entitled to receive **THE OREGON FARMER** in combination with this paper at the same rate as for this paper alone.

This offer applies to all those who renew or extend their subscriptions as well as to all new subscribers. If you are interested directly or indirectly in Oregon agriculture, do not miss this unusual opportunity but send your order in now.

THE OREGON FARMER is the one farm paper which is devoting itself exclusively to the farming activities and interests of Oregon. It has a big organization gathering the news of importance to farmers, dairymen, fruitgrowers, stockraisers and poultrymen; and it has the backbone to attack wrongful methods and combinations and bad legislation, and support honest leaders and beneficial measures. We are confident that our readers will congratulate us on our being able to make this splendid and attractive clubbing offer.

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The Weekly Observer-Star

LA GRANDE, OREGON

suspected. To provide facilities for the care of these cases and to educate the general public and the consumptives themselves relative to the danger of the spread of tuberculosis, the American Red Cross and the National Association call upon the people of the United States for increased contributions. "We can avoid the fatal mistake of France and some of our other Allies only by excluding tuberculosis from the Army and by providing adequate care for every case of this disease developing in this country," says Dr. Charles J. Hatfield, Executive Secretary of the National Association.

The money raised from the sale of Red Cross Seals will be distributed throughout the United States and most of it will remain in the communities where the Seals are sold. In every state, however, it is planned to establish a special war fund, to provide immediate facilities for discharged recruits and soldiers. These funds will be administered through the state and local anti-tuberculosis associations in cooperation with the Military Department of The National Association for the Study and Prevention of Tuberculosis.

of the city's vegetables menu within her borders. Let us suppose 24,000 of New York's 210,000 acres of land devoted to pasturage, that is an area practically equal to Manhattan Island. Most of Brooklyn would have to be given up to raising hay and grain to supplement this pasturage. Then somewhere in the city we will suppose crops to be planted that would yield 1,888,740 pounds of potatoes, 104,350 pounds of onions, 62,250 pounds of beans, 9,950 pounds of peas and 141,184 quarts of tomatoes. Not much ground left for building and streets, eh? Yet all this would keep the big town from starving for just one day. In fact it takes over 200 freight cars a day to bring enough food to keep the city going, despite the big truck garden areas of the outlying boroughs and the numerous new war gardens started this year. It is interesting to note, however, that 1,644 barrels of wheat flour is milled right in the heart of New York every working day. This is only a small part of the flour consumed.

What will be our daily food record after Mr. Hoover gets through with us? We wonder.

**FATHER KNICKERBOCKER'S
APPETITE UNDIMINISHED**

New York, Aug. 25—It is high time Father Knickerbocker curbed his appetite, if he doesn't wish to be put to shame by the war economics of his allies in Paris and London. He's a perverse old glutton, according to governmental experts. What he eats in the course of twenty-four hours would supply either the French or English capital for at least twice that time, under their present regimes of frugality. His daily food bill amounts to nearly \$3,000,000 not counting his candy tobacco and liquor bills.

Some of the items on this bill are 5,374, 479 pounds of meat, vegetables, fish, butter, cheese, coffee and tea; 3,377,023 quarts of milk, ice cream, tomatoes, peaches and strawberries; 643,730 dozen of fruits and eggs; nineteen carloads of other fruits, and 4,111,472 loaves of bread.

A cheerful optimist once suggested that the way to get good milk in New York was to keep the cattle right here and pasture them in the city parks. Other heavy thinkers, would, also, raise the local meat supply in this way and by intensive cultivation of vacant land produce likewise much

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