

News of Interest to Motor Enthusiasts

TRACTOR SHOW ON APRIL 23

WALLA WALLA TO HAVE MANY MAKES ON GROUND

The Big Yenny Ranch Will Be the Scene of Tractor and Truck Tests

WALLA WALLA, Wash., April 19. (Special)—Walla Walla is ready to entertain the thousands of visitors expected in the city for the tractor and power farming demonstration April 23, 24 and 25.

The big 600-acre Yenny ranch, where the tractor and truck demonstrations will be held is close to the city. Transportation will be by automobile and more than 200 Walla Walla citizens have donated their cars for the event.

Many exhibits already have been received in Walla Walla and there is hardly a day but what some new type of truck or tractor is seen on the streets of the city.

One huge tent will be used to display power equipment for the farm home where the farmer's wife will find all that is new and modern in farm labor saving devices.

The program for the event calls for many features of interest to the farmer. The three days will be given over to demonstrations of round wheel and the track laying type of tractors.

Private and public instruction in the operation, care and up keep of tractors at the show. Discing, plowing, seeding and harrowing by power machinery also will be demonstrated.

RACE WON WITH RED CROWN GAS

T. R. Maxwell, local agent for Standard Oil, in speaking of the merits of gasoline had the following to say regarding the recent De Palma record:

"When Ralph De Palma, in a trial lap over the Santa Monica course, broke the world's road race record recently, he was running on the Standard Oil Company's Red Crown gasoline. De Palma covered the course at an average rate of 91.58 miles per hour, the fastest officially recorded speed ever made on any road course in the world.

"It is a remarkable tribute to the full and dependable power of 'Red Crown' that it should have been the choice of the greatest automobile driver of the day, and that through its use he was able to set up such a remarkable record. The gasoline supplied him was not in any way specially made for the purpose, but De Palma filled his tank from the regular gasoline wagon on the garage floor of the Packard representative in Los Angeles.

"This record again demonstrates the truth of the Standard Oil Company's claim that Red Crown straight distilled, all-refined gasoline, with its full and continuous chain of boiling points is absolutely dependable for any starting, quick and smooth acceleration, full power and long mileage.

The New Auburn Car Is Incomparably Beautiful

Beauty—truly a word to conjure with! Beauty—the pot of gold at the end of the rainbow, the constant quest of civilized man.

The "frozen music" of architecture, the glory of fleeting clouds, the riot of color in a garden—all of these touch a responsive chord in us because they are truly beautiful.

The same is true of our personal possessions. The flash of a jewel on a white hand, the soft harmony of tones in an Oriental rug, the grace of line in period furniture—all of these testify to the delight the discriminating find in pure beauty.

Today we know it is possible for an object to be ornamental as well as useful, for exterior charm to denote inward excellence, for beauty and dependability to go hand in hand.

Beauty in a motor car finds many forms of expression—beauty of design, beauty of power, beauty of possession, beauty of permanence, beauty of price. It sums up in a word all the desirable attributes of the car you desire to own and drive, and it is this inclusive beauty that has given the Auburn Beauty-Six its national popularity.

The beauty of the Auburn is no accident—its identifying individuality is neither ultra-modish nor freakish. The boldness of its lines is a fine expression of daring mellowed by experience, of outstanding artistry tempered with discretion.

The imprint of creative designing is to be found everywhere in the Beauty-Six; but if you cared nothing for design, the Beauty-Six would super-satisfy you by its performance in the whirlpools of city traffic or on the grey roads of the open country.

The Daniel Auto company of La Grande is distributor of the Auburn for Eastern Oregon and Western Idaho.

CADILLAC FEARS ENDED

(From Cadillac Clearing House)

Stern necessity a few months ago cut Cadillac production; first a quarter, then three quarters, with the possibility staring us in the face of no Cadillacs at all after January 1st. Maybe we didn't admit it to anyone, but those were anxious times; a bit foggy ahead, with much subject for thought after one had read the day's news and smoked his pipe and maybe stretched out for the night. It may have seemed a little ungracious, the things the factory folks had to put in their letters, and maybe a little of that same feeling got into the organization at home; the service man was a little more brusque than was necessary and the star salesman a bit crabby about selling renewed cars—that is, if you were lucky enough to have a service man in the army. This war business was a worrisome task. While we all did what we had to do most willingly, occasionally some of us forgot to smile.

War is over and there will soon be plenty of Cadillacs for everyone. Not only that, but there are plenty of people who will be glad to get them, and with the old-time pep and enthusiasm and with the new-time recognition of Cadillac goodness to help us boost, it's going to be easy to sell more of them than we ever dreamed of selling before.

THE EVER DEPENDABLE "FORD"

During the bitter fighting in France in September 1918, when the United States Marines took the heart out of the Prussian Guards, and in fact, out of the whole German army, and during the wicked fighting at Belleau Woods and vicinity, some twenty machines captured the little French village of Boursches. Scarce 200 yards beyond lay the German trenches. As the Germans were driven from the village of Boursches, their artillery dropped a fierce barrage behind the village to make impossible reinforcements being sent to our soldier boys. Our boys fought until their ammunition was exhausted, their food was gone, and they had no water, and still they held the village, and still the barrage fell around them, when suddenly out of the hell of fire of the barrage a truck broke through bringing water, food, and munitions. Upon receiving this, our American "war dogs" proceeded to drive the Germans out of the trenches.

It was a Ford truck that did this glorious work. Everybody was glad and rejoiced that American industry came in just at the right time to endorse American courage and heroism.

A manufacturer of another motor truck wrote the War Department asking if it wasn't one of their trucks that should have received the glory, and was informed by the War Department that the truck mentioned in the above statement was a "Ford" truck.

NASH CAR HEAD MEETS DEALERS

BERT HAMILTON AND BILL MOORE MEET THE BIG MAN OF COMPANY

"Betterment" Is the Slogan of the Concern that Makes Popular Machine.

Standing in front of the Multnomah hotel in Portland a few days ago Bert Hamilton of La Grande and Bill Moore of Baker, took considerable pleasure in introducing a mild mannered man to their friends. This man was Mr. Nash, head of the Nash automobile concern, and he is an individual keen as a sword, mild mannered as a club woman, yet as decisive as Henry McGinn when delivering an argument in a China lawsuit.

Mr. Nash had journeyed to the west to meet Oregon dealers and he admitted he found a good bunch of men, all content with the Nash car and everyone booking more orders than the factory could well see its way clear to handle, although as Mr. Nash remarked, "the war is over now and while we are like all concerns, more or less handicapped, we are going to turn many Nash cars. The thing that I wish to impress upon the public is that the Nash car is here to stay. It is a life work and from day to day our engineers will work hard to install betterments and improvements. The standard of value, while excellent at the present moment, is to be made better. Every man who owns a Nash can rest assured he has someone behind that car who has a personal interest in it and will see that it makes good."

Both Mr. Hamilton and Mr. Moore returned from Portland with even greater enthusiasm for the Nash car than they had possessed before for they saw and heard more of the resources and ability of the big company, and met the president who is far from an idle talker and who means every word he says about standing firmly behind the car that these men as local agents for Union and Baker counties are selling.

Mr. Hamilton is also booking many orders for Oaklands and his portion of the Cadillac allotment is pretty well taken up now before the season has fairly begun. Indications are good, according to Mr. Hamilton, that there will be more good cars sold in the Grande Ronde valley this year than ever before.

Portland Salesman Has Joined Hamilton Forces to Sell Nash Automobiles

W. H. Evans and family have arrived from Portland and located permanently in La Grande. Mr. Evans is one of the outstanding salesmen of Portland in the automobile world and he has contracted with Bert Hamilton to sell the merits of the Nash, Cadillac and Oakland cars to the people of this valley. He likes the town very much and in his own language "I am glad I came and I am going to make all prospective purchasers of machines glad I came, for the values are the strong points in machines and I know the values."

OIL-PULLS ARE SUCCESSFUL

E. S. Norris unloaded an Advance oil-pull Rumely tractor last week for James Twidwell, of La Grande. This is the third of these tractors Mr. Norris has sold here, the others going to Will Glenn, of Hubler, and W. J. Case, of Alsea. It is claimed for this tractor that it is the only one that will burn oil successfully and highly satisfactory results from its use have been obtained by the men who own them here.

John Anderson Reports Sale of Eleven Cars During the Past Week

John E. Anderson, of the Maxwell Service Station, reports a fair volume of business for the week just passed. The sales on which deliveries have been made total eleven, and there are a few other deals which have been made but will not be included as closed until the cars are actually in the hands of the purchasers. The list of the eleven new car owners includes the following: Ole Erickson, La Grande, Maxwell; John Murchison, La Grande, Maxwell; G. M. Richey, La Grande, Chalmers; Dr. Kirby, Elgin, Essex; Albert Eaton, La Grande, Overland; Ben Holliday, La Grande, Ford; William Cantrell, La Grande, Ford;

M. A. Turner, North Powder, Maxwell; N. B. Chisham, Union, Maxwell; E. E. Beatty, La Grande, Maxwell; W. A. Bunton, La Grande, Ford.

Fire Chief's Oldsmobile Travels 65,000 Miles Still in Active Service

"Eleven years ago when Chief Hugo R. Delfs of the Lansing, Mich., fire department, purchased an Oldsmobile roadster to replace his horse and buggy in answering fire alarms, he created somewhat of a sensation," said Chase Bohnenkamp, local Oldsmobile dealer. "At that time his car was the fourth automobile in America to serve in this capacity. Of course, people said it wasn't practical, said it was sure to break down at the most inopportune moment and pre-

dicted that it would not be long before the chief would return to his faithful horse."

"It is easy to imagine then, how much greater a sensation was created when Chief Delfs persuaded the council of the city to also place in service an automobile pumping engine, the first of its kind in the entire country. This, by the way, was also an Oldsmobile."

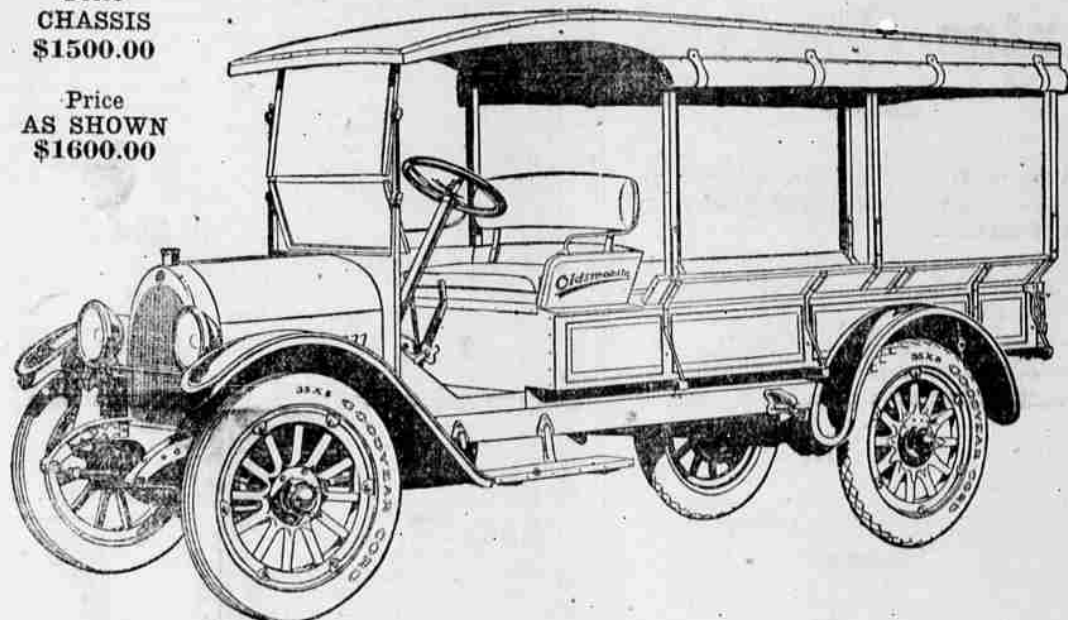
"During all the ten years in which he used his car every day, summer and winter, the chief says he has never had the slightest occasion to regret his purchase. He has driven an average of 6500 miles per year, or a total of 65,000 miles. Naturally the major part of this distance was covered at high speed in answering fire alarms, the most grueling kind of work for an automobile. Beginning the day it was put into service a careful record has been kept of operating and maintenance costs. For 3650 days

total expense amounted to \$2240.69, or approximately 3 1-2 cents per mile. This expense includes all repairs and replacements, tires, fuel and oil. And the best part of it is that the car is still as good a worker as ever."

"Last fall the Lansing department required an extra piece of equipment to serve as a supply wagon. So, instead of buying a new machine for this purpose, the commissioners purchased a new model 45 eight-cylinder Oldsmobile for the chief's personal use and transformed the old Oldsmobile into a supply wagon. With a box body built onto the rear and a new coat of paint no one would ever suspect that it had seen any service at all, let alone ten strenuous years of it. The chief's new car, which he has had for a little over three months, has already run more than 3000 miles without requiring a single repair."

Oldsmobile

Price CHASSIS \$1500.00 Price AS SHOWN \$1600.00



Oldsmobile Economy Truck

The Ideal Truck for Farm and Transfer Use. Built for Enduring Service and Economical Upkeep. Just the right size for average use.

Sixes and Eights

Oldsmobile six and eight cylinder touring cars are the leaders of their class. The little six is unquestionably the nicest finished and one of the smoothest running little sixes made today. The eight must be tried to be properly appreciated. Let us demonstrate.

W. H. Bohnenkamp Company

Farms That Are Priced Right

AN ALFALFA FARM Close to Union. 100 acres. Good improvements. Good land. Good water right. Some alfalfa now growing—about 15 acres. This farm must be seen to be appreciated. \$5000 cash will be considered. Assume state loan and second mortgage for the balance.

Good plastered house. Fine large barn. Near school and church. R. F. D. and phone. \$3000 cash will handle this; assume federal loan of \$5500. Owner will take second mortgage for balance. Well fenced. 100 acres more easily put in cultivation.

splendid barn will hold 80 tons of hay. There is a federal loan of \$5000 that can be assumed. 2 miles from Union high school. Land is in the midst of good farms and nicely located.

cross fenced. Water piped to house. This land will produce grain or hay. An examination of this farm will convince anyone of the low price which I am permitted to quote. \$11,000.

ments, 12 head of horses, a station and 20 milch cows. \$6000 in cash will handle this proposition. Five years' time on balance.

NEAR ELGIN 300 acres. 100 in cultivation.

NEAR UNION 100 acres. all in crop. 50 acres in spring wheat, 35 in oats, 10 in alfalfa. Fair house and a new

NEAR LA GRANDE 185 acres. 100 in cultivation. 20 in fall grain, all fall plowed ready for spring seeding. Good house, large barn. Fenced and

STOCK RANCH 5 1/2 acres. a portion of which joins forest preserve; located about 7 miles from Union. With the place are all the farm imple-

SMALL FARMS One 25-acre tract, 8 miles of La Grande in center of valley and one 34-acre farm, all in crop, 15 acres in alfalfa. The price of each is \$2000. Good small La Grande home might be considered by one of the owners.

REAL ESTATE

GEO. H. CURREY

LA GRANDE, ORE.