From Our Neighb[ors]

HOT LAKE

Much improvement in the state of the roads, and all roads leading to Hot Lake, is responsible for the many automobiles which, at any time of the day, are seen parked in front of the big Sanatorium.

Scarcely a day passes but what the Sanatorium receives one or more enquiries from outside towns, way back as far as Tacoma in the west to Salt Lake in the east. Those inquiries from the west want information as to the condition of the highway over the Blue Mountains and by the Toll gate pass; as to whether an auto can get through. By these it is evident that many prospective tourists are arranging to come through Eastern Oregon and many to stop over at the health resort.

Business is still increasing at the Sanatorium and additional accommodation will surely have to be arranged for in the near future, "Dr. Phy's Place," has gone far beyond the stage of innovation and is a mighty factor in the life of Oregon and indeed of the northwestern states.

Charley King of the Sanatorium is receiving many congratulations on his winning a prize in the contest inaugurated by the Victory Loan committee for the state of Oregon. Several thousands competed for the prize and Mr. King is naturally pleased that Hot Lake's name was brought forward prominently in the result of the competition.

Tom Hughey, the Hot Lake house carpenter is laid up through a nasty accident of which he was the victim on Tuesday. He was riding his bicycle towards Union just about dusk when he was evidently thrown off, how, even he is totally unable to explain. However, he was found on the road by a passing automobile driver, who picked him up and brought him to the Sanatorium where he lay unconscious until early next day. He suffered severe contusions and lacerations of his head and face, and what was first thought to be a fractured arm. He is still unable to explain the cause or incident but is out of immediate danger as [illegible] his severe injuries.

Mark Phy spent last we[ek in] Baker visiting friends. [He is] hoping to get his bungalo[w in] Canyon into shape next w[eek] main open until snow [illegible] winter.

Following are some of [those] registered at the Sanato[rium dur]ing the first of the week: [illegible] well and A. H. Burkhart, [illegible] Wash.; Lois Witt, Zillah [illegible] Al. M. Cameron, Chicago; [illegible] Estes, Athena, Wash.; A. [illegible] and Mrs. Bogrey, Ontario; [illegible] terson Canyon City; A. A. [illegible] Levinson, R. L. Smith, M[illegible] Vienney, Ad Cantel, Dewey [illegible] R. G. Brady and D. S. [illegible] Portland; Mr. and Mrs. G. [illegible] Imbler; S. J. Smith, Paul [illegible] borough, Wm. Stoner, Geo[rge] [illegible] er, C. E. Argo, Myrtle Argo [illegible] C. Farmer and Florence [illegible] ton of Weiser, Ida.; Ben [illegible] Buffalo, N. Y.; C. J. [illegible] North Powder; Lee Fine, No[illegible] der; Ruth Rugh, C. D. Os[illegible] P. Fuhrman, Mrs. Chas. [illegible] and Vivian Woodell of Pie[illegible] Dr. E. Hill, Walla Walla; [illegible] Coeman, Calgary, Canada; [illegible] Mrs. Wm. Schaufhauser, [illegible] Ida.; Mr. and Mrs. Vornlavey [illegible] Pintamos, Astoria; E. De Nhe [illegible] Foley, Tom Merrill, Mrs. My[illegible] Dr. Patterson, Baker; N. P. [illegible] Endicott, Wash.; J. L. John[illegible] boro; Mary Rub, Langden, O[illegible] Terry, Mrs. C. E. McBrown[illegible] kane; Marian Stoner, Mrs. Va[illegible] aher, Boise; William Hagg[illegible] family of Vale, Ore.

ISLAND CITY

Walter M. Pierce attended [the] show at Bend, where he was [on] on the program. Mr. Pierce [says the] show was fine, there being a[bout one] hundred and fifty stockmen p[resent].

Mr. and Mrs. W. A. Zurbric[ken's chil]dren are quite sick with bronch[itis,] though the little boy is some[what better,] the baby is still quite sick.

The Cradle Roll graduatio[n] [illegible]

[SU]NDAY MORNING OBSERVER

INDEPENDENT ON ALL QUESTIONS

MEMBER OF THE ASSOCIATED PRESS

Automobiles, Agricultural, Etc.

LA GRANDE, OREGON, SUNDAY, APRIL 27, 1919. NUMBER 179

THE FORD CAR USED IN WAR

GREAT RECORD COMES FROM BANGALORE, INDIA

Machine With Nothing Left but Wheels and Engine Soon Put in Order for Service.

Bangalore, India.

To the Ford Auto Company:—I was reading a few advertisements of different papers on autos, pertaining to what they have done in this war. But nothing about our little Ford. So I'm writing you a few facts, which are as follows:

In France 700 cars out of 1,000 were Fords.

In Italy 850 cars out of 1,000 were Fords.

In Egypt 996 cars out of 1,000 were Fords.

In Meso 990 cars out of 1,000 were Fords.

Under British capture, the first car in Bagdad was a Ford.

The first car to cross the Persian Mountains was a Ford

The first car in the genuine Garden of Eden was a Ford.

The first car in the Holyland was a Ford.

Lines of communication contained Fords by the hundreds from Bagdad to the Black Sea.

I have seen the Fords used as tanks, armoured moving forts, electric light plants, water pumps, ambulances, supply cars, and lots of other things, and they were always ready for anything at any time.

These statements are facts as I have served in action all through the countries named. And I name the Ford the best auto in the world. The Iron-Mule-With-A-Kick.

I remain your friend,
BOSUN GILBERT,

313331-W. R. I. W. T. R. E., a British American.

P. S. Also when we recaptured Kut, the first thing we landed on was a Ford with nothing left of it but its under frame, bare wheels, and engine. Forty-five minutes afterwards, Mr. Ford was manned by a machine gun, and was on the chase of the retreating Turks and the Cobra Hun.

Some Record.

The above tells its own story. We have not added to, or detracted from it, one word or syllable, and it is doubtful if a higher tribute could be paid to the sterling merits and all around dependability of a motor car than that coming to the Ford car through this simple letter from a soldier, who would not have the opinion he has of the Ford car if he had not seen it deliver a service unequalled, not only in the history of war, but in the history of peace.

NEW FRANKLIN A CLASSY CAR

HILTON'S GARAGE DISPLAYING A BEAUTY

Every Betterment Known to the Automobile Industry Seems to Be In It.

There is an aristocrat in the automobile exhibit in La Grande this week, and it is wholly entitled to the name "aristocrat" for it carries all the thoroughbred qualities known to the industry. The car that is attracting wide attention is the Franklin Sedan, which is a perfect dream for beauty and classy features.

It is one of those styles plus jobs fitted with Spanish leather upholstering, new eye shades, glass is raised and lowered with leverage power so desirable in Sedans, has the electric heater on the carburator for cold weather driving, possesses all the Franklin standard qualities and to these are added every finishing touch that money and a well cultivated taste can give it.

Mr. Hilton is proud of the job and he has a right to be. The red carnations in the flower holder are in perfect harmony with the richness of the car throughout.

A good many people are sincerely thinking about Franklin cars since Bird Lewis took his trip to New York with his car and has told the story of service repeatedly a good many have investigated the car's merits.

CONDITION OF THE ROADS IN OREGON

Western Oregon

Three Rivers—The approach to Three Rivers road is impassable through the Grande Ronde Indian Agency, owing to heavy rains, adobe character of the road bed, and lack of any surfacing material. It will probably be passable June 1. This road is closed for construction work between Dolph and Hebo. No detour is possible at present. Later in the season the Little Nestucca road will beopen to travel and the Tillamook country can be reached in this way.

Eugene-Florence— Open between Eugene and Goldson and in fair condition. Closed betwee Goldson ad Florence by mud. No detours possible. Should be open June 1. This road should not be attempted at any season of the year except by experienced drivers. There are many narrow, long, steep grades, sharp turns, and few turnouts, on some of the sections.

Scottsburg-Allegany— Open and in fair condition between Allegany and Loon Lake. Closed between Loon Lake and Scottsburg, due to heavy washing by winter rains and the rough steep nature of the road bed. It is now in dangerous condition for wagon travel and should not be attempted by motorists.

Alsea River—Open and in fair condition between Corvallis and Alsea. Closed around Missouri Bend and over Tidewater Hill. No detours possible. Should be open June 1 for light cars. Road is very narrow and in many places there are few detours. Should be attempted only by experienced drivers.

Willamette Road—Open and in fair condition between Eugene and Oakridge. Closed from a few miles above Oakridge to the summit.

Mackenzie Highway—Open and in fair condition between Eugene and Millikan grade, Closed betwee Millikan grade and summit.

Row River—Open and in good condition between Dorena and Cottage Grove. Closed on account of unfinished construction work between Dorena and Disston. Should be open by June 1. This is a good summer road, with plenty of fishing and hunting in season. There are suitable camping places with good water.

Bandon-Gold Beach—Open between Bandon and Gold Beach and in passable condition for light cars.

Grants Pass-Crescent City—Open and in good condition between Grants Pass and Kerby. Very bad condition, Kerby to top of Oregon Mountain; in good condition for remainder of way to Crescent City.

Crescent City-Gold Beach—Open and in fair condition between Crescent City and Brookings. Rough between Brookings and Gold Beach.

Crater Lake—Open and in fair condition between Medford and Union Creek. Closed on account of snow between Union Creek and Crater Lake. Will probably be open July 1.

Barlow-Oak Grove—Open and in fair condition between Portland and Twinbridges. Closed on account of snow beteen Tinbridges and Camas Prairie. Will not be open before June 5. Automobilists should alwways carry their chains on this road.

Roseburg-Peel—Open but in bad condition between Roseburg and Peel. Mail is hauled over this road in a light car. Road is badly rutted and cannot be traveled with a heavy machine easily.

Eastern Oregon.

Prineville-Mitchell—Open and in fair condition between Prineville and Ochoco Ranger Station. Closed on account of snow, Ochoco Ranger Station to Beaver Ranger Station. Autos from Prineville to Mitchell go by way of Antelope. Should be open June 1.

Prineville-Paulina—Open and in good condition between Prineville and Paulina.

Paulina-Burns via Fife—Open and in fair condition between Paulina and Burns. Closed on Buck mountain, account of snow. Travelers detour 25 miles on good road via Gap ranch. Buck mountain will be open about May first.

Paulina-Burns via Bear Valley—Open and in fair condition between Paulina and Izee. Closed between Izee and Burns on account of snow. Will open about May 15.

Prineville-Burns via Millikan—Open and in fair condition.

Crescent-Fort Klamath—Closed because of snow. No detours possible. This road should be open about May first.

La Pine-Crescent—Open and in fair condition.

Bend-Fort Rock via China Hat—This road is closed at present because of snow. No detours are possible. The road will be open about May first. Auto travel time between Bend and Fort Rock, about four and a half hours.

Bend-Fort Rock via La Pine—Road is open, but in unsatisfactory condition. Traveling time between Bend and Fort Rock is about five hours.

Bend-Sisters via Tumalo—This road is open the year around and in fair condition. It is 26 miles long and requires one and a half hours to cover it.

Lakeview-Bend—Open and in fair condition, Lakeview to Bend. There are a few very bad places. At present travelers will make better time and encounter less difficulty by traveling down the east side of Summer Lake instead of by the mail route, which is on the west side.

Lakeview-Plush—This road is closed for entire distance. Detour may be made via Lake Abert and Hogback. Should be open May 15.

Lakeview-Klamath Falls—Open and in fair condition, Lakeview to the west side of Gooseneck valley. Closed for auto travel between Drews Gap and Klamath Falls. There is still about three feet of snow in Quartz valley, Should be open May 15.

Lakeview-Alturas—Open and in fair condition between Lakeview and Willow ranch. Closed by snow between Willow ranch and Alturas, Cal.

Baker-Prairie City—Open between Baker and Sumpter, but in poor condition. Passable for autos. Closed between Sumpter and Prairie City on account of snow. Detours not possible. Should be open May 15.

Sparta-East Eagle—Closed entire distance because of snow. Detours impossible. Will be open about May 20th.

Baker-Cornucopia—Open and in fair condition between Baker and Carson. Closed between Carson and Cornucopia on account of snow. No detours possible. Will be open about May 20.

Mitchell-Dayville— Open but in poor condition between Mitchell and Dayville. Road has no mud at present, but is extremely rought and badly cut up. Machines are traveling it daily.

La Grande-Joseph—Open and in fair condition between La Grande and Joseph.

WASHINGTON ROADS
Western Washington.

Sunset Highway—Open, Seattle to point ten miles east of North Bend. Closed through the mountains, on account of snow.

Stevens Pass Scenic Highway—Open between Sound points and Index. Closed on account of snow east of Index. Should be open to Skykomish about July 1.

Arlington-Darrington—Open and in fair condition.

Skagit River—Open and in fair condition to Marblemount.

State Road No. 11—Open and in passable condition between Marblemount and its termination at Nine Mile Post.

Glacier-Excelsior—Open and in fair condition between Glacier and Excelsior. This is a narrow road and large machines have to drive carefully.

Sauk-Darrington—Open and in fair condition, Sauk to Snohomish county-Skagit county line. Passable, county line to Warrington.

Olympic Highway—Open and in fair to good condition between Olympia and Lake Crescent. Some short stretches of soft road through Leland valley, between Quilcene and Discovery Bay at

(Continued on Page 3)

Suppose [illegible]

[illegible] frontage of 72 feet on Adams avenue and of 152 feet on Fourth street. The dimension of the side on the alley will be 80 feet and the depth will be 110 feet. The office and the department for accessories and parts will be on Adams avenue and the show rooms will be on Fourth street. The drive way will enter from Adams avenue and the interior will be so arranged that cars may be driven right through the building.

The whole structure will be constructed of brick, with a handsome front of white pressed brick. It will be one story high, with a half basement and will be a distinct improvement of the looks of the important section of the city in which it will be located, replacing as it does old wooden buildings which have long outserved their usefulness and forgotten their beauty.

The success which the Wallowa Milling and Grain Company has had in handling the Studebaker warrants the belief that in two or three months one of the busiest spots in the city will be the corner opposite the post office. It is to be so there will be a complete mechanical department installed for repair work of all kinds, with a full corps of competent mechanics in charge. The machines which will be handled will be the various models of the Studebaker car and the Acason truck.

MARINE FORD HISTORICAL

Frank Hilton says he would like to give the public an idea of what an A. E. F. soldier tells about the Ford in France, which he calls a Joan of Arc machine. Part of his lettter is as follows:

"Elizabeth Ford, as the regiment knows her, has a unique career. Not only in Quantice, where I drive her, but in Bordeaux, and later up in our training area, she carried everything from sick men to hard tack. Then we had two months in the trenches near Verdun, and at the end it seemed as though she would have to go to the scrap heap. Her top was entirely gone and we made a mail wagon of her. In some way the men, who have an affection for her that you can hardly comprehend, patched her together and we brought her down to our first billets. A week later we had to go to another area, forty kilometers north of Paris, and in the long trip the Elizabeth Ford sailed along without mishap and was the talk of the division.

"Then we came up here and she rose to the heights of her service and her record. The night we took Boureschès with twenty odd men, and news came through that others had filtered in and the town was ours, we shot out a truck load of ammunition over the road. The road was under heavy shell and machine gun fire. Later in the night we sent the Ford out with rations. For the next five days she made that trip night and day, and for one period ran almost every hour for thirty-six hours. She not only carried ammunition out to the men who were less than 200 yards from the Boche, but rations and pyrotechnics; and then to the battalion on the left of the road in the [illegible] Belleau Woods, she carried the same, and water, which was scarce there. For [illegible] she had to stop on the road and the stores were then carried [illegible] into a ravine. [illegible] [illegible] her [illegible] trip and [illegible] twelve hours made by [illegible] [illegible] and shrapnel."

[illegible] to me, therefore [illegible] Auburn Beauty-Six meets with the requirements of the most exacting.

For nineteen years, the genius of the Auburn engineers has been directed toward the evolution of the perfect car. In the 1919 Beauty-Six these engineers present the farthest advance in motor construction. Frugality in consumption of gasoline and lubricating oil are accompanied by economy in the wear of the tires, a saving due to the carefully calculated weight and balance of the chassis. Simplification in construction and extreme determination in the selection of material have reduced the maintenance cost to a minimum. While effecting these economies, moreover, the designers have actually increased the attractiveness of the Beauty-Six.

The Auburn-Six typifies the latest tendencies in motor construction, and I am gratifed, though not surprised, at the enthusiastic reception accorded it.

Some Plain Rules For Keeping the Battery in Order

Never add acid to a storage battery unless you have been advised to do so by an experienced battery man. If the solution is weak it means that the acid has entered the plates and the battery needs recharging. Adding acid will sulphate the battery and ruin it.

The only reason for adding acid is when it has been spilled or has leaked out. If you know the acid has been spilled you may put in some of the same strength, but this is not advisable. Fill up the cells with distilled water and take the battery to a service station.

Keep a careful watch on the strength of the electrolyte to prevent freezing. 1.300 or 1.275 is a safe figure, as it cannot freeze, but a discharged battery will freeze a few degrees below the freezing point of water, as the electrolyte is but little stronger than pure water.

A frequent trouble is corrosion of the battery terminals, due to acid climbing up the post and attacking it. This will soon stop the current from flowing, so it must be cleaned off and the terminals covered with cup grease.

A slow leak from the battery jar is a serious trouble that cannot be remedied except by the substitution of a new jar. If such a leak is noticed do not try to repair, as it is usually hopeless.

CLEVELAND TRACTORS SELLING

After careful study of the tractor situation, the following well known farmers of the surrounding country have purchased the Cleveland: Jack Smith, La Grande; W. W. Wright, Alicel; Arthur Mulholland, La Grande; Henry Nurre, La Grande; Ray Norval, La Grande; Martin Setin, La Grande; J. H. Dobbin, Enterprise; Anderson Bros., Wallowa.

The Oregon Hardware and Implement Co. who handle the Cleveland in this district, admit that they have found a farmer who has one objection to his tractor. The objection is that it is not two Clevelands.

HAMILTON EXPECTING CARS

F. C. Hamilton expects to receive today or tomorrow another shipment of Oakland and Nash cars from the eastern factories. Both these machines stand high in popular favor, he has found and the only trouble is [illegible] to fill [illegible] orders.

Fred Gaskill Does Good Week's Work With Samson Tractor

How is this for plowing? Mr. Fred Gaskell drove a Samson out to his father's ranch near Imbler, plowed 50 acres, harrowed it twice and drove back to La Grande in six days, and not long days either.

He used one hundred and fifty gallons of distilate and six gallons of oil. Now this was not done for any test but all went in a week's work. To be honest about it, Fred looked as pleased as a boy with a new pair of boots.

FLAT TIRES.

"Running on a flat" not only demolishes tires prematurely, but lessens the owner's chances if he appeals to the tire adjuster with a claim.

When you have a blowout or a tire cut stop at once and apply a spare tire or put in a temporary tube patch. Under no circumstances run your tire flat. On running on a deflated tire you cause the side walls of the tire to withstand a tremendous strain not intended for them; the cotton fabric or carcass of the tire is twisted and distorted; and during the winter months chunks of sharp ice and frozen dirt ruts grind and slash the casing and tube because of the dead weight of the car.

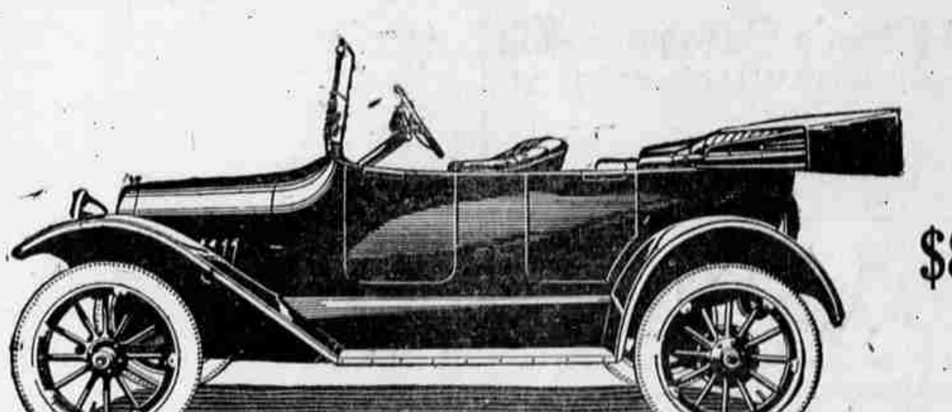
The motorist who runs on a flat tire usually ruins all evidence of what caused the tire to go bad, and consequently the tire adjuster is at a loss to tell whether defects were in the manufacture or whether injuries were responsible for the blowout.

INSPECT DEMOUNTABLE RIM

On account of the heavy strain to which the bolts of a demountable rim are subjected, it is advisable to make frequent inspections and see that all nuts are kept tight. If the threads of any bolts are worn, put in new bolts, as a serious accident may occur if the [illegible] and the rim comes off.

Sleep at night with the windows open. The body replaces the waste of the day during the sleeping hours and plenty of oxygen is its first aid.

FAIR WARNING!

$860  $860

Chevrolet 4-90

For the first time since we have had the Chevrolet agency we are having trouble in securing sufficient cars for our needs. For May we are promised only one carload of cars and we asked for four. If you want one of these wonderful little cars our advice is to get your order in now.

USED AND NEW CAR SPECIALS

One 1918 Chevrolet
One 1917 Ford
One 1918 Overland, Model 90.
One 1919 New Maxwell.

W. H. Bohnenkamp Co.