

The World's New Air Station; What it Means

OTTAWA, May 8.—Across the Atlantic by airplane is the adventurous feat to be tried by British and Canadian airmen. St. John's, Newfoundland, is chosen as the starting point, because it is nearest to the objective of any land on the North American continent. It is a romantic fact that the first attempt to link the Old Hemisphere with the New Hemisphere is to have its beginning by air route in the oldest colony of the British empire. For more than a century Newfoundland was England's only possession in the New World. Newfoundland was made a colony of Great Britain in the reign of Henry VII, five years after the discovery of America by Columbus.

Across the Atlantic by airplane from Newfoundland to England will be the discovery of air channels that will open up realms of possibilities beyond the imagination of even the

adventurous Columbus. The ghosts of Gilbert, Raleigh, Drake, Hawkins, Cook, Rodney and other figures associated with naval explorations will attend the new discovery and a veritable new world will be revealed to civilization.

The many open spaces in Newfoundland adjacent to navigable rivers and close to the sea afford unexcelled landing stations for airplanes. In the future Newfoundland bids fair to be the clearing house for trans-Atlantic air fleets. Factories for their construction and repair and industries allied to their production are bound to spring up on the island that is the highway house at the pivotal spot for the new era of ocean transportation by air between the old world and the new.

Tenth Largest Island.

Newfoundland, as never before during these trial air flights, is in the public eye. This British colony is known as the Norway of the new world, because of its scenery and as the sentinel of the St. Lawrence, be-

cause of its geographic position. It is the tenth largest island in the world. In general outline it resembles a triangle. Its greatest length is 317 miles and its greatest breadth, as the crow flies, the same. Its area is 47,000 square miles. Its seaboard stretches 6,010 miles. It is one-fifth smaller than England, but 11,200 miles larger than Ireland and three times as big as Holland. It is double the size of Denmark. It is twice as large as Nova Scotia, one-third larger than New Brunswick, equal in area to the Maritime Provinces, and about the size of the state of New York.

It was at St. John's, the capital of Newfoundland, that Marconi received his first wireless ocean signals. It is fitting that the first ocean airplane voyage should start where the marvel of wireless communication was proven perfect. St. John's is midway between Liverpool and New York, 1640 miles from Cape Clear in Ireland. It is in the same latitude as Paris.

Newfoundland is reached from Sydney, Canada, by ferry across the Strait of Canso, one hundred miles. Port Aux Basques is the western terminus of the Reid Newfoundland railway, 550 miles from St. John's on the Atlantic. This railway is a well equipped narrow gauge road traversing the island and giving the passenger an opportunity of visualizing in outline the resources and potentialities of Newfoundland. The general contour of Newfoundland is an inclined plane, rising from the east to the west and south coasts. The principal rivers flow to the east. The island is hilly. The mountain ranges run north and south. The principal range is the Long Range mountains, beginning at Cape Ray and running northeast for two hundred miles. Its highest peaks rise two thousand feet. Among the Anguille mountains at the Bay of Islands is found Hamilton mountain, 2085 feet—the highest elevation in Newfoundland.

Correcting Wrong Impressions.

Much misinformation is current about Newfoundland. It is not a country covered with snow and surrounded by icebergs. Its climate is not unlike Eastern Canada. The winter is cold, but little snow falls. It is the victim of the Labrador current. Its fogs and its rains are similar to those prevalent in Vancouver. Spring comes early in April and from then to November the weather is generally delightful. The St. John's Golf club is in play nearly all the year round. The temperature rarely exceeds 85 degrees.

One other fact: There are no real Newfoundland dogs any more, except in the story books. The breed has become almost extinct, though there is a movement, on foot started by the Reid railway company to revive the strain.

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TACOMA WILL STAGE BATTLE

ARGONNE FOREST REPRODUCTION WILL BE FEATURE FOR FOURTH

Many of the Ninety-First Division Take Part in the Big Show.

TACOMA, May 11.—Admirers of the Ninety-First Division, those who had some brothers and lovers in that famous fighting aggregation of fighting men, will have the opportunity to see, in miniature, of course, how their heroes went through the boche in the Argonne Forest in a reproduction of that famous battle here on July 3 and 4. The military spectacle, the largest affair of its kind ever staged in the Northwest, is a part of the program of features of the Northwest Peace Jubilee, to be held here between June 29 and July 7, inclusive.

But if the area over which the first fought in the famous Argonne fight is to be narrowed down from 25 miles to a mile and a half, how they did it will be shown in every detail. Fifteen hundred men from Camp Lewis, many of whom were actually in a part of the famous battle, will stage the spectacle, being carefully drilled for it by a corps of officers, all of whom participated in many actions "over there" and who will have the correct perspective in reducing the action from an extended battle front to one which can be observed from any angle of the grounds.

The plan of attack will call into action the heavy artillery in a barrage and, if actual destruction is not shown, the intense fire and the thunderous noise of a creeping barrage, drowning out all other sound, will be amply demonstrated.

The advance of a regiment in attack formation under a withering fire from the "enemy" will be shown, together with the activities of the stretcher bearers who will pick up the "wounded."

Exact replicas of trenches as they appeared in France will be dug to show the manner in which the opposing armies "holed in" for the winter. The open space between the opposing forces, in which the fighting took on the form of the kind at which Americans excelled—the hand-to-hand conflict—will give an accurate idea of the way in which the Yanks met the boche.

The battle will last three hours and will depict every angle of a continuous and running fight in the Argonne Forest from the "Zero hour," announced by a daylight flare, and when the attacking troops "jump off" to the time when the victorious troops enter a French

village, wrested from boche occupation, and are welcomed by a joyous and thankful population. An aeroplane circle, above the attacking troops; a captive observation balloon; the busting of light grenades; the famed "ditching" by the troops when under machine gun fire; wireless and carrier pigeon communication, and in short, every feature of modern warfare will be demonstrated that those who want to receive an idea of how the first division hammered home can attend and go home with a complete understanding of how it was done.

The spectacle will be shown for two days—July 3rd and 4th—the troops being encamped on the grounds, all day the Fourth and the nights of the 3rd and 4th. Those who attend will have an opportunity to see a model military camp in the field and get a first-hand impression of how Uncle Sam's fighters live during peace times.

TURNING SWORDS INTO PLOWSHARES

Monition Works in France Are Now Engaged in Making Implements of Peace.

PARIS, May 7.—The war manufactures of France, many of which have already been diverted again to peaceful pursuits, are turning out a great variety of articles that are a far cry from the implements of destruction which were being fabricated, on a scale of production, on a scale of production, on a scale of production. So far as possible the war machinery has been kept, and is being employed to make the things of peace to which it is best adapted.

Grenade foundries are now making iron water piping, parts for agricultural machinery and non-explosive explosives. One important establishment which was working on shells is now manufacturing locksmen's tools. In other shell works iron window shutters, pick-axes, portable saws, and washing machines are being constructed. One plant which made parts for fighting tanks is now engaged in the manufacture of paper and of chocolate.

Some of the aviation works have been diverted to strange proportions. One is turning out threshing machines. Others which made airplane wings are making furniture. A plant which repaired air machines is building farm tractors. Another shop which made special parts for airplanes is installing looms for the manufacture of braid such as is used in upholstering furniture. Car-burgers and plumbers' lamps are being made by an aviation works which formerly made taps used in the mechanism of the flying machine. The receivers for petrol and oil made by one plant have given way to kitchen utensils. A plant which manufactured special articles for aviation and ordnance has found that it can continue the same thing profitably.

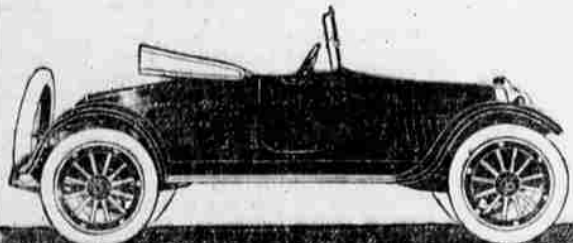
A plant which during the war made powder machines is now making implements for the production of beer.

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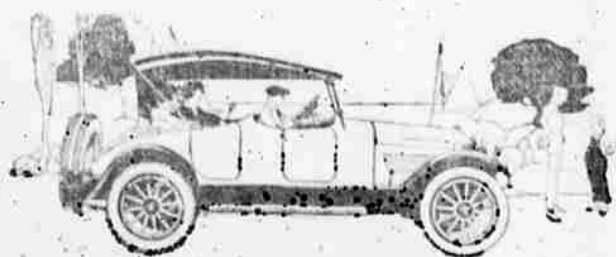
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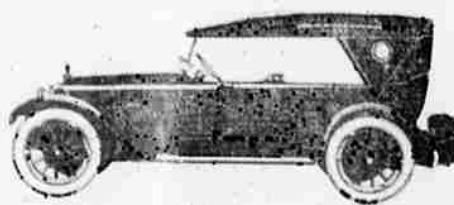
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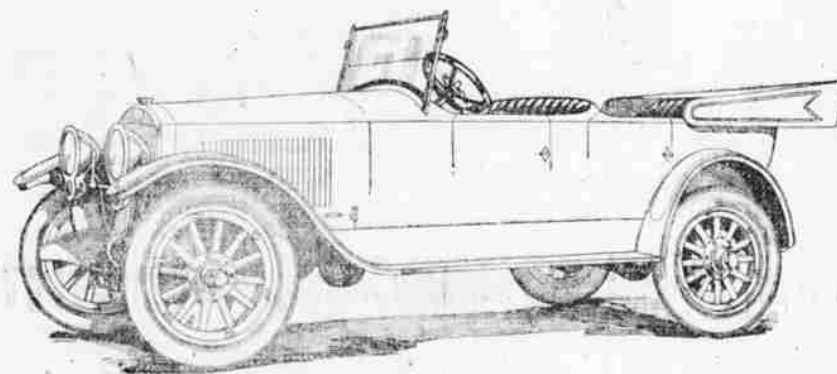
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