

Bade Auto Company Puts In Line of High Class Cars

With a full knowledge of the possibilities in the automobile line in Union and Wallowa counties, and believing that the demand for high grade cars is sufficient to warrant a heavy expenditure in preparation to distribute them in this territory the Bade Automobile company has entered this field and will put in a modern show room and a first-class service station.

The exact location has not been determined but arrangements are now on to secure a good point where the new cars will be seen and where the service station will be handy.

R. D. Bade and J. P. Welch, of Walla Walla, arrived in La Grande during the week and announced that the Packard, Premier and Stutz automobiles, and the F. W. D. four-

wheel drive truck would be their line of merchandise. While they are not a part of the well known J. W. Rogers Motor company of Walla Walla, they have association with that company which insures a steady stock of cars for this point.

"We intend to make La Grande our home," said Mr. Welch, "for we have been watching this locality for some time. It is one of the best in the northwest and we feel sure the people are ready to buy high grade cars. We ask a share of the business on the merits of our cars purely. Our lines are well known and we are going to demonstrate to every automobile owner that the cars are as good as they are reported to be. Mr. Bade and I will handle this territory and the Bade Automobile company will have other men in different sections of Eastern Oregon."

AMERICAN AUTOS GET FOOHOLD OVERSEAS

American automobiles gained a strong foothold in Denmark and Australia when the European nations were so busily battling each other that their output of cars virtually ceased. So well are they liked by the inhabitants of these faraway states that they have become almost a necessity.

Axel Semler and L. Bech of Denmark and H. B. Crosby of Adelaide, South Australia, who have been recent visitors at Dodge Brothers Works, Detroit, say that previous to the war the American cars were little known in Denmark, though they had been sold in Australia to a limited extent for ten years or more.

When the European nations ceased making cars, however, the Danes and Australians turned to the United States for automobiles. They found them cheap and durable and light of frame. The men here predict a continual increase in the use of American automobiles in their countries.

Mr. Semler said that before the war the larger part of the automobiles in Denmark were of European manufacture, mostly from Germany, but that hereafter the German automobiles will be in defactor.

"We have always disliked the Germans," he said. "They took Schleswig-Holstein from us in 1846. We hope the peace conference will right that wrong. The constant sinking of our ships has added to our irritation."

"Although we have a population of scarcely 3,000,000 persons, we kept an army of 100,000 during the war to preserve our neutrality. The mines which the Germans set floating in the North Sea are now a menace to ships. On my trip over we had to anchor the first three nights to avoid these dangers. One day I counted three mines within fifteen minutes."

Mr. Crosby, who is a member of the national parliament of Australia, spoke of the plan of the colony for caring for returned soldiers. The government intends to make a loan up to \$3,500 to every returned man either to buy land or start in business, and will ask to interest until the soldier is in a position to pay.

SIX OAKLAND SALES

A total of six Oakland cars were sold the past week from the B. C. Hamilton agency. The purchasers are the following:

C. Bingham, Imbler; Roy Kerr, La Grande; Frank Pike, La Grande; W. J. Green, Union; Chet Badwell, Island City; Mrs. Evers, Cove.

ELIZABETH FORD By WALLACE IRWIN

We carried her over the sea, we did, And taught her to keep, hep, hep— A cute little, jenny, all noisy and tinky. But full of American pep. Recruited into the corps she was— She came of her own accord. We flew at her spanker the globe and the anchor And named her Elizabeth Ford.

Cute little 'Lizabeth, dear little 'Lizabeth, Bonnie Elizabeth Ford! She was short and squat, but her nose was set For the Hindenburg line, O Lord! She hated a Hun like a son-of-a-gun. The Kaiser she plumb abhorred. Did chunky Elizabeth, Hunky Elizabeth, Spunky Elizabeth Ford.

We took her along on our hikes, we did, And a wonderful boat was she. She'd carry physicians, food and munitions, Generals, water or tea. She could climb a bank like a first-rate tank And deliver the goods aboard— When we touch our steel Kellies to "Somper Fidelis." Remember Elizabeth Ford,

Cute little 'Lizabeth, dear little 'Lizabeth, Bonnie Elizabeth Ford. She took her rests in machine gun nests On bullet-swept roads she chored Where the Devil Hounds were first on the grounds Of a section of France restored— Why, there was Elizabeth, Chunky Elizabeth, Spunky Elizabeth Ford!

But 'twas on the day at those murder-woods Which the Yankees pronounce Bellow; We were sent to knock silly the hopes of Prince Willie And turn 'em around d. q. We prayed for munitions and cleared our throats With a waterless cick—Good Lord! When out of a crater with bent radiator Climbed faithful Elizabeth Ford!

Cute little 'Lizabeth, dear little 'Lizabeth, Bonnie Elizabeth Ford. With a cylinder-skip she had made the trip. Water and cartridge stored. With her hood a wreck and broken neck She cracked like a rotten board. Hunky Elizabeth, Chunky Elizabeth Spunky Elizabeth Ford.

When they towed her out of the town next day. Said Corporal Bill, "Look there! I know of one hero who shouldn't draw zero When they're passin' the Croix de Guerre. Who fed the guns that's startin' the Huns Plumb back to Canal du Nord? So his cross—and he'd won it!—is tied to the bonnet Of faithful Elizabeth Ford

Cute little 'Lizabeth, dear little 'Lizabeth, Bonnie Elizabeth Ford! Where shrapnel has mangled her we've now overhauled her. Her record's clean, she's a true marine And we're sending the Dutch War Lord A note by Elizabeth, Chunky Elizabeth, Spunky Elizabeth Ford!

Cadillacs Ride Nitro Safely Over the Bumps In Texas

"The highly nervous character of nitro-glycerine necessitates unusual and interesting precautions for its transportation," says B. C. Hamilton, Cadillac dealer. In the Burk Burnett oil fields of Texas, three Cadillac cars are used to transport the explosive to the new drilling operations. The cars are trucks, formed by lengthening out three chassis of the 1914 models. The peculiarities of nitro are so well understood by the men who make use of it that it is never transported in large lots. The unit of carriage in the oil fields is the quart can. The bodies of the three trucks are honeycombs of pigeon holes, each compartment just large enough to hold one quart can. Every nut and screw in each body is counter-sunk into the wood, and the holes are filled with paraffin, so that the cans have not the slightest chance of scraping on metal. The drivers of the three trucks are said to take full advantage of the soft riding qualities of Cadillac springs in easing their loads over bumps in the road.

TWELVE-CYLINDER CAR ATTRACTS NOTICE BEFORE LEAVING FOR WALLOWA

McCrory's twelve-cylinder Haynes roadster attracted a lot of attention with its beautiful big body, high-powered motor and wire wheels before it was taken to its new home in Wallowa county. It is said to be one of the "speedy" boys and if motor races are to be staged here this summer it is possible this little chap will enter and be in sight of the money, at least.

"It is the biggest car I have ever seen," said Mr. McCrory. "Larry Larson, who loves speed above anything else, could go to his heart's content with that car, for all it requires is a well fed mosquito to light on the accelerator and it is off like a shot gun. The twelve cylinders give about the same even power that steam gives and it is always ready to go." Another shipment of the Haynes standard cars was received by Mr. McCrory but they lasted only a short time, for the demand for cars this season is heavy.

INFLUENCE OF THE WAR ON CAR DESIGNS

(By A. Daniels, distributor of Auburn Beauty-Six) The association of the allied nations in the world has broken down the barriers of national provincialism, and has developed among the champions of democracy as unprecedented receptiveness to foreign ideals and customs. Never before have the American, the Englishman, the Frenchman, and the Italian been so ready, so eager to borrow from each other any practice which might seem good. The conduct of the American automobile industry, for example bids fair to be greatly changed by European influence. American manufacturers in the main have divided their worship in varying degree among three shrines—utility, large scale production, and economy in price. Their success in achieving these objectives is common knowledge. The war found them groping for a new aim. Europe has supplied that aim—individuality. The high class European car is designed to express the challenge of this problem is demonstrated by the action of the manufacturers of the Auburn Beauty-Six. At a moderate price they have placed on the market a car which is a light of beauty. More markedly than any other car in America, today, the Auburn Beauty-Six represents personality, its graceful lines, its splendid poise and its elegant equipment hold it aloof from any other American automobile. Enhanced beauty and the expression of personality in car making are, I believe, chief among the benefits which will accrue to American motordom from our participation in the great war.

NASH CAR SALES THE PAST WEEK

B. C. Hamilton, who has the local agency for the Nash cars, reports the following Nash sales for the past week: John F. Dobbins, Union. W. E. Moore, Imbler. L. N. Conley, La Grande. Frank Lilly, La Grande.

Takes Over Galloway-Rees Co.

The new one, hundred thousand dollar corporation, known as the Union Motor company, has purchased the Galloway-Rees company's business and will be housed in the garage owned by the former company. Already this company has increased its territory contracts with several of the lines of machines and it will place distributors in many towns east of the mountains. Cars will be shipped here in numbers and will be reshipped or roaded from La Grande to the different points of sale.

county and is recognized as a first-class business man in every way. Robert Marr, the treasurer is also from Union and his long career in this county insures his standing with the general public as well as the automobile trade. George E. Cochran, secretary of the Union Motor company, is a prominent attorney of this city, and is a man whose judgment is recognized as first-class. Dr. F. W. Whiting, formerly of Elgin, but now located in La Grande, is a practitioner and a well known business man. He is a man of wealth and standing. The combination of these officers together with the numerous stockholders will make a corporation that will stand the test of time and will be able to handle cars in large numbers.

HARRIS FRENCH BUYS FINE CAR

THE NEW WINTON FORTY-EIGHT IS A DREAM

Will Be Finished in Special Coloring and Have Individuality Throughout

One of the finest automobiles ever sold in Union county was sold this week to Harris French, former La Grande merchant and now a prominent sheep raiser of Eastern Oregon, when the McCrory Auto Company and D. S. Ledbetter, traveling representative of the Winton and Haynes cars, sold to Mr. French a machine that has outstanding features and will be a car of individuality.

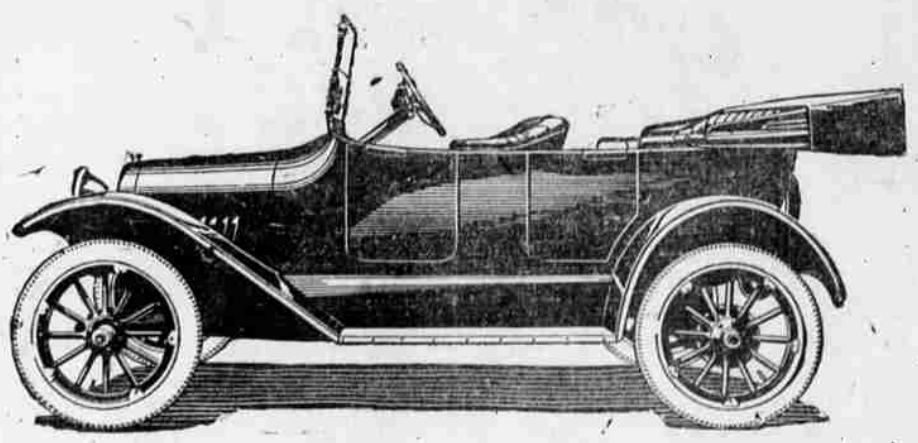
EARL ZUNDEL IS SATISFIED WITH WORK OF FORDSON

That there are tractors which do the trick under any condition of soil when used on farms is the firm conviction of Earl Zundel today. Pecu-

liar soil conditions and extra moisture made excellent tests according to Mr. Zundel, who says that he called on tractor distributors to plow his land for him and that after about a week or ten days of effort on the part of others L. C. Smith happened by and volunteered to do the plowing quickly, and, of course in first class manner. His offer was accepted and Friday the job was finished with dispatch and efficiency, all of which leads Mr. Zundel to the conclusion that the little Fordson which did the trick so nicely, is a serviceable tractor.

Mr. Smith has had a busy week at it. The Fordson made its appearance on the Cricket Flat country this week, Mr. Smith having returned from there Thursday. The Cricket Flat, which lies out from Elgin, on the Minam road, is one of the most fertile districts of Union county and the advent of the tractor there means even greater production in the future.

Chevrolet 4-90



Costs Less to Buy

Costs Less to Run

Price \$860

When you want to spend a pleasant Summer evening or catch a mess of fish on Sunday, you'll find your little Chevrolet to be your best friend. It'll take you quickly and easily to the place you want to go, at a cost so small that you'll never miss it. It surely is the car of no regrets. Your inspection is invited.

TWO GOOD USED CARS

One 1918 Chevrolet Priced Right. One 1917 Chevrolet

W. H. Bohnenkamp Co.

Mr. Seller, Mr. Buyer

MR. SELLER---If you want results, list your farm with me. If it is priced right, I can find the buyer.

MR. BUYER---If you want to buy a farm permit me to show me my listings. I have them small and large. Priced right (or we do not take them.) Some on very easy terms.

Real Estate GEO. H. CURREY La Grande, Ore.