

**Overland**



Without Once  
Shifting Gears  
4370 Miles  
in 7 days and 7  
nights  
In High Gear

**Breaks High Gear Non-Stop Record**

Seven days of pounding over country lanes and through blocked city streets in Oklahoma—always in sealed high gear—each day showing an average of 624 miles and an average of 20.66 miles to the gallon of gasoline.

Not once did the motor miss an explosion. Not even a spark plug was changed.

Let us show you an exact duplicate of this remarkable Model 90 car.

**Union Co., Motor Co.** 1314 Jefferson Phone M-777

Overland Model Ninety, Five Passenger Touring Car, 1918 Lab. Toledo  
Come to our store

**EACH STATE TO  
GET A TRUCK**

Army Equipment Valued at \$45-  
000,000 Donated for Use on  
Federal Aid Roads.

WASHINGTON, D. C., May 18.—More than \$45,000,000 worth of motor trucks are about to be distributed by the Secretary of Agriculture through the Bureau of Public Roads to the State Highway departments. These trucks have been declared surplus by the War Department and are being distributed to the States under the provisions of Section 7 of the Post Office Appropriation Bill. They must be used by the States on roads constructed in whole or in part by Federal aid, for which \$200,000,000 in addition to the former appropriation was given to the States under the same bill. All that the States must do to acquire the use of these 20,000 trucks, which range in capacity from two to five tons, is to pay the loading and freight charges.

Of the 20,000 motor vehicles to be acquired practically free by the States, 11,000 are new and 9,000 are used, all are declared to be in serviceable condition. The trucks will be apportioned to States only upon request of the State Highway departments on the basis of the requests received from the respective States, and in accordance with the apportionment provided in the Federal aid law approved in 1916. The requirements of the law are such that the Bureau of Public Roads can not distribute any trucks to counties or individuals.

**"OUT OF SIGHT, OUT OF MIND"**

While all motorists may not be in the class with the chap who takes an actual delight in spending all his spare time tinkering about the garage, most of them have some knowledge of the inner and outer workings of their cars. They know that spark plugs must be cleaned, valves must be ground, that carbon should not be allowed to accumulate in cylinders, that the gear box must be kept filled with grease, and that even so matter of last a thing as a tire appreciates an occasional change of air. But according to Mr. Leighton, manager of the local "Exide" Service Station, the average motorist knows practically nothing of his battery except that it is there to furnish current for starting and lighting.

"A mighty who man," said Mr. Leighton, "assorted years ago that few people realized they had a stomach unless it gave them trouble, and a similar statement would apply equally well in connection with starting and lighting batteries." With the battery, it's a matter of "out of sight, out of mind." The battery works on uncomplainingly until the last ounce of strength is exhausted; then come trouble and a big repair bill.

All large battery troubles are small in the beginning, and small battery troubles can be readily avoided if the battery is looked over regularly by competent experts. Some motorists unfortunately take the attitude that "the battery is there to start the car, and start the car it must," without realizing that the neglected battery, no matter how well constructed, loses efficiency under the tremendous strain that is put upon it. Others feel that it would be "too much trouble" to have the battery inspected at regular intervals, yet these same men would not think of allowing their watches to run down before re-winding them.

"When motorists thoroughly appreciate the great saving of time, money and annoyance which follows the regular inspection of their batteries, we will see a remarkable, country-wide increase in starting and lighting efficiency. Many of the best informed motorists in town now come to our service station at least once a month and have their batteries thoroughly looked over. We take care of all makes of batteries in this way. In three years or thereabouts you brought their

batteries to us only when something was wrong, but they have learned that the power and punch originally built into their batteries can best be kept there by expert inspection at regular intervals."

**12 FARMERS  
ARE LISTED**

POTATO GROWERS ARE HUNTED OUT BY COLLEGE

Certification of Seed Potatoes Is Now Essential to Get Good Results

O. A. C., CORVALLIS, May 17.—Twelve Oregon potato growers reached the standard of excellence required in growing certified seed potatoes, in 1918, and have received certificates. Seven of them grew their certified crops in Benton county, three in Lane, one each in Lincoln and Marion. The largest crop was 1550 sacks produced in Lane county. The total production was 5330 sacks.

The purpose of seed certification is to supply growers with potatoes that are disease-free, true to variety type, and of desirable market qualities. The ultimate aim is to improve the quality, yield and market value of the Oregon potato crop and restore it to its former vantage point of preference over all others.

Any grower with a good strain of potatoes may enter his field for certification. He must handle his crop in accordance with the recommendations of the official inspector, who will visit his field twice a year and inspect the plants. If not too badly mixed or affected with too much disease the crop is continued for certification.

After the potatoes are dug, sorted and stored, they are given final inspection and if passed each sack will be tagged with the official certificate and may be offered at certified prices. Fees for certification run about \$2 to \$3 an acre.

A bulletin giving particulars has been published by the O. A. C. Extension Service and may be had free on application. Its writer is M. R. McKay, official inspector and associate plant pathologist.

**'T WAS A COURTSHIP BY WIRE**

Delaware Operators Even Made Arrangements for the Wedding by Telegraph.

Ellendale, Del.—Love over the wire resulted in the marriage of Miss Donna Yeassey, telegraph operator at Ellendale, and Edward Rust, operator at Rodden.

The two were but seven miles apart on the wire, and each, seeking a greater proficiency, practiced sending messages to the other in leisure moments.

During all their courtship the two sent their messages back and forth over the wire, and finally when they decided to slip away to Wilmington to be married the arrangements were made by wire.

**THE CLUB**  
Cigar Store  
West-Jacobson Bldg.

We have a full line of choice cigars and tobacco.  
Soft drinks of all kinds.

EARL N. DOANE,  
Prop.

**Just Like New**

Is the way we always return your garment after cleaning, pressing and repairing it.

We await your command to call for your clothes.

**Wilson Bros., Tailors**

Cleaning, Pressing and Hat Block-  
ing.

New Foley Bldg., La Grande, Ore.

**Ford**  
THE UNIVERSAL CAR

The Ford Sedan is a splendid car for the farmer because it is good and comfortable every day in the year. It has all the utility of the touring car with the niceties of the high-class car. The wife and children enjoy the refinements and comforts. It is easy for women to operate, is always reliable, as well as economical. Your early order is solicited because the big Ford Factory is a good ways from normal production. Sedan, \$775; Coupe, \$850; Runabout, \$500; Touring Car, \$525; Truck Chassis, \$550. These prices f. o. b. Detroit.

**Hilton's Garage**

Phone Main 761; 1412-16 Adams Av.

**AUBURN**  
**Beauty-SIX**

DARINGLY designed and mechanically correct the *Auburn Beauty-SIX* is the crowning achievement of nineteen years' successful automobile engineering.

Note how the straight line of the bonnet merges with and is continued by the bevel edge of the body rail. This individuality of design makes the *Beauty-SIX* an outstanding sensation. Dependable power adds to the enduring value of this incomparably beautiful car.

A demonstration will convince you that the *Beauty-SIX* is the car you're proud to drive.

Two Models—Five-Passenger Touring \$1595  
Two Models—Four-Passenger Smart Touring

AUBURN AUTOMOBILE COMPANY  
AUBURN, INDIANA

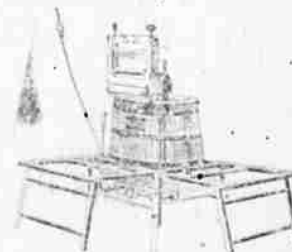
Automobile Engineers for Nineteen Years

**AL DANIELS, AUTO CO.,**  
Distributors

Eastern Oregon

Western Idaho

**LIFE SAVER**  
**Time Saver**  
**Wealth Preserver**



—You need it, as your hubby needs his car.  
You can get this most complete Electric Washer on terms, or will exchange for household furniture.

**Furniture Exchange**

E. Donahue

Fir and Jefferson

21241

**Official Tests Give  
Brunswick Tires  
First Place**  
*Here Is the Evidence:*

Mr. T. A. Dwyer, Treas.,  
The Brunswick-Balke-Whitcomb Co.,  
35 West 32nd St.,  
New York City.

My dear Mr. Dwyer:

- No doubt you will be somewhat surprised to hear that I have received my discharge and expect to be back in New York in the near future.
- The following information will probably be of interest to you.
- While I was serving as expert for the Government on the Motor Transport Board in Washington, D.C., I had charge of the examination and tests of all the different pneumatic tires of "Standard Sizes" at Camp Halibut, Md. Altogether there were three tests:

1. Road Test
2. Chemical Test
3. Overhaul Test

4. The Road Test was very severe, being over some of the worst roads in Maryland with an exceptionally heavy load of merchandise. This test proved that your pneumatic tire had gone ten thousand miles before hitting the fabric.

5. The Chemical Test was scientific, the tire being put into a tank of very strong acids and salts and kept therein for forty-eight hours. This test also proved your tire superior to all others. After the Chemical Test it was put into an oven and baked and the results showed that your rubber was properly cured.

6. The Overhaul Test is the most interesting and severest of them all. The tire is put on a spinwheel with an inner tube with a hundred pound air pressure and spun around at a rate of 3000 revolutions a minute. In fact, hitting all kinds of sharp edges that would penetrate through the rubber and fabric. It affords no great pleasure and service of all the other tires, which were cast out away ahead of the board, or which I was chairman.

7. All the above experiments required a new pneumatic tire of each make for each test, and the tires were bought at different points throughout the United States, so that the manufacturers could not get special made tires to put over on us.

With best regards to Mr. C. F. Miller and yourself and wishing you a prosperous New Year, I am

*W. H. Jacobson*  
W. H. Jacobson, Chairman Board,  
Motor Transport Corp.,  
Washington, D.C.

**Brunswick**  
**TIRES**  
**and TUBES**

**L. C. SMITH, Local Distributor**