

THE HORSELESS

RANCH A REALITY

IN THE VALLEY

Union county has a horseless ranch, and a ranch of considerable proportions at that. This ranch without a horse is one that succeeds, too, for it is tilled with as much care and diligence as any farm in the country. L. B. Hyatt

of the ranch is the owner, and in addition to the ranch, he is also a merchant. He has a large store in the town of Hyatt's store, for he is also a merchant—and they found Mr. Hyatt just in from the ranch over the hill, where he had worked a little time to complete his spring work. He is finished now with his neighbors

who operate with horses are still at it. "I have plowed and harrowed and seeded with my Fordson this spring," said Mr. Hyatt in speaking of the year's work. When I want to go to town I can go in an auto, and when I have anything to do on the ranch that requires power the Fordson does it." Plans Sagebrush, Too He took a party of visitors to a

small piece of heavy acre brush where he has been experimenting with the Fordson in plowing the virgin land without first grubbing out the sagebrush. "I tested this scheme out evenings after work," he said as he picked up from the plowed land sagebrush that stood as high as the Fordson itself. "I am going over this with a spring tooth harrow and gather the brush and then my land is broken."

In addition to being a progressive fellow, in utilizing the most advanced kinds of machinery on his farm Mr. Hyatt is incidentally one of the promoters of good roads boosters in Union county. He works early and late at the propaganda.

ought a way out of the difficulty, and appeals for attention were brought to the attention of the French nation in this country. The solution, which was adopted by the French and American governments after its first demonstration was called the "barrage receiver," because the word "barrage" has the original meaning of stoppage prevention. The barrage receiver successfully shut out the vibrations sent out from Germany with the object of destroying the allied intercommunication. Its principle can be compared to that of an instrument which, if applied to the ear, would silence the shrieking of a steam whistle ten yards away, while enabling the listener to hear perfectly the spoken word a hundred yards off. Aside from its wartime use the barrage receiver has extensive possibilities for peacetime development. Through its use the number of communications that may be carried on without disturbing each other may be multiplied greatly.

Observer advertising will bring results.

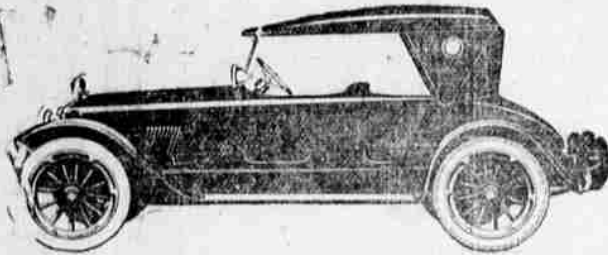
Premier

HERE is the receipt for arriving at the real merit of a motor car. Select a nice stiff hill with a mean kink at the bottom of it that makes it impossible for you to take a run at it. Start in at the bottom—from scratch. No tricks—no stunts—merely go through your gears and when you go over the top, a glance at your speedometer will tell the story. No sales talk, no advertisement can ever refute that heartless little indicator. Speedometers don't lie.

- and if you will listen to them
- they will sell you
- a Premier.

Premier is the best hill car on wheels. Prove it.

R. D. BADE AUTO COMPANY,
La Grande, Oregon



WAR INVENTIONS BEING REVEALED

SILENCE BROKEN REGARDING GREAT ACHIEVEMENTS

System of Sending and Receiving
Wireless Telephone Messages
at Same Time Among Novelities

New York.—As the seal placed upon the activities of America's inventors by the war is broken, news of many interesting achievements unknown to the public during the conflict are being brought to light. A system of sending and receiving wireless telephone messages at the same time, as is done in wire lines; a "barrage receiver," which shuts out the sound of all wireless vibration except those which the operator wishes to hear, and a system of rapid and accurate photography of wireless message became known to the public for the first time recently, although government naval stations have been experimenting with them for some time.

Engineers of the General Electric company at Schenectady are responsible for each of the inventions. Ernst F. W. Alexanderson, consulting engineer of the company, told of the development of the barrage receiver and wireless telephony ideas at a meeting of the Institute of Radio Engineers at 29 West Thirty-ninth street recently. C. A. Hoxie of Schenectady, another General Electric company engineer, is the inventor of the wireless photographic apparatus.

Sending and Receiving.
Doctor Alexanderson told the engineers that obviously some system of simultaneous sending and receiving would have to be invented before wireless telephony would ever become commercially practicable. Switching from one apparatus to another to send and receive would be annoying and delaying. For instance, the user of the telephone on this side of the Atlantic says: "Hello" into the mouthpiece. Then he has to switch to another apparatus to catch the answer from Europe. And perhaps his friend overseas is doing the same thing, and the attempt at conversation develops into a sort of hide-and-seek game. There was also the problem of bringing the wireless telephone to the home of the user. If one has to travel to Washington or New Brunswick to use the wireless telephone it is scarcely a saver of time or money.

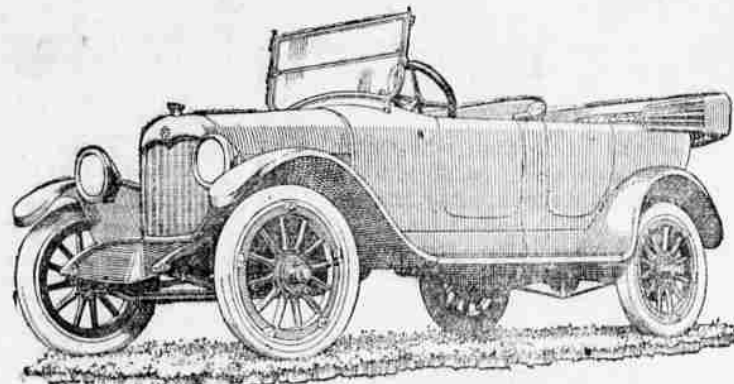
Doctor Alexanderson has devised a system of separate sending and receiving antennae, the sending and receiving station interconnected by a wire line and further connected to the exchange of the local telephone system, so that all Mrs. Jones has to do when she wants to find out what Mr. Jones is doing in Paris tonight is to go to her telephone and ask, not for toll operator, but for the wireless operator, he will connect her with Mr. Jones.

The Barrage Receiver.
The invention of the barrage receiver came about as a result of the confusion into which the wireless machinery was thrown during the war. Through her powerful stations at Nauen and elsewhere Germany was maliciously flooding the atmosphere with wireless "noise" so that communications between France and England and America became very difficult. Germany was completely drowning out the voice of America's allies. The international conference in February, 1918,

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of a Maxwell will buy you
mere size only**



Maxwells per gallon
More miles on tires



FOR a Maxwell has every single modern device that any car selling within \$500 of its price possesses.

The only thing an extra \$500 will procure is size—a few inches of wheelbase, 2 inches of tire, 50 pounds more of engine, and 5 or 10 other things that a \$20 note would easily cover.

Then you run the risk of not getting as good a car as a Maxwell.

For it is one thing to build a 10,000 a year car and another to build a 50,000 a year car.

The chances are in favor by far of finding the real merit in the latter.

The Maxwell has a record run of 500,000—all of one model—behind it.

That means sureness of design, freedom from "temperament," reliability plus, economy for certain, and always a ready market value.

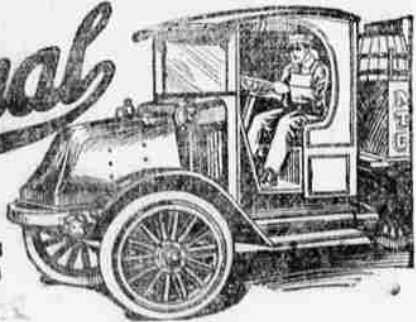
A larger car costs more to maintain. A smaller car has less luxury.

J. E. ANDERSON **Maxwell Station**
Distributors for Union and Wallowa Co's.

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MOTOR TRUCKS

have over 75 years of manufacturing experience and a 110-million-dollar corporation back of them. This is reasonable assurance that if you should need service or a repair part five or ten years from now this Company will still be in business and ready to take care of your requirements. Think now—before you invest in a motor truck—what this might mean to you during the life of your truck.

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