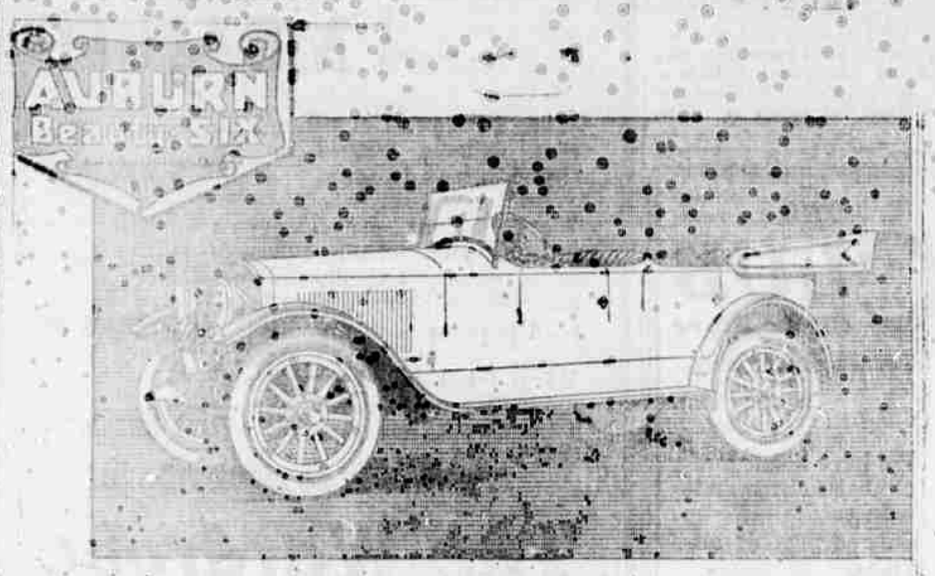
TRACTORS—
Yuba,
La Crosse
Happy Farmer

TRUCKS—
Bethlehem,
Reo



It's a Beauty-SIX

Auburn Beauty Six

THE BEST BALANCED CAR IN AMERICA.

DANIEL AUTO CO.

1414 Adams Ave. —Distributor— Eastern Oregon, Western Idaho

The Dodge Car In War Service Is Praised By Mrs. Ballington Booth

One of the after-effects of the war is the comment one hears on the various cars in use in the war zone. L. C. Smith, local distributor for the Dodge, is frequently cheered by comment given by La Grenders home from the front where they had a chance to observe how the Dodge performed. Among such is a member of the hospital unit. One young man who drove a Dodge thousands of miles over there is especially enthused over the machine. Another evidence of service the car gave comes from Mrs. Ballington Booth who spent much time in France. She says:

Letter of Appreciation

"Several times while traveling through France and Germany I was inspired to exclaim: 'I really must write to the Dodge Company when I get home and tell them what I think of their car.' Now that I am home that intention has not weakened. I have spent the whole of this winter in France and Germany amid the mud and rain and shell-torn roads of the battle front, and later over the steep mountains and through the narrow gorges between Luxemburg and the Rhine.

"Gen. Pershing gave me for my use while I served the A. E. F., a Dodge car. With my little company of entertainers I was enabled to go to many of the boys in isolated spots who had no transportation to send for me and would have gone without entertainments had I not had my car. We traveled hundreds of miles, sometimes over almost impassable roads. We scaled mountains, where at every minute we had reason to fear that our little car might balk at further pressure. But we never had a minute's trouble. I can say most emphatically that the Dodge gave splendid service and held out where we have found other cars disabled by the roadside.

"When my service with the army was through and I had to return the car to them I felt as if I was parting with a personal friend and wished that it could run me down to Brest and be taken aboard the transport and sail for home with me.

"From what I have heard from many sources, I believe that others have had just as successful experience with the Dodge at the front as we have had."

The cars that served in the army were of standard specifications, precisely like the Dodge Brothers motor cars that are being built day markets.

SEES FRENCH CASTLE WHERE CADILLAC LIVED

Roy W. Smith, who was a surgeon in a United States artillery regiment in France when he wrote, tells of having seen the old castle of the Cadillac family on the river Garonne, in the south of France.

Antoine de la Mothe Cadillac was of the French nobility and came to America in the early days, inspired by a spirit of adventure and exploration. He founded the settlement which is now the city of Detroit and it is for him that the Cadillac car is named.

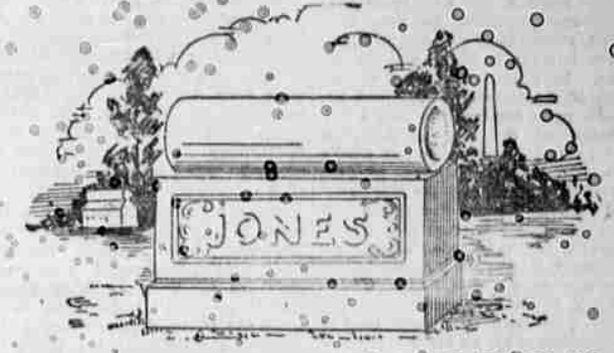
SPREADING OVER THE WORLD

Brimming full of that confidence which brings success, and that active energy which creates success, the Ford Motor Company is establishing assembling plants in Copenhagen, Denmark, and in Cadiz, Spain.

The Ford Motor Company believes the war is over, that a new dispensation has been established, and that the sooner American manufacturers can adapt themselves to the new conditions and reach out to meet the great demands of the world, why the quicker the havoc wrought by the war will have been effaced. The quicker we can get international business at work, the sooner will the horrors of the war disappear and the earlier we can reach out our hand of trade to help, the earlier will be the disappearance of hate and enmity between people.

The Ford Motor Company believes if you want the foreign market, go to it. Don't wait for it to come to you. Take what you have to sell to the market, and there show its advantages to the people who visit that market and to the people who buy in that market. If you wish foreign trade, become an active, living part in the red blood of that trade. The whole world is a market today for American enterprise, and those who realize this truth and make honest efforts to get that trade, will have it.

MONUMENTS



BLUE MOUNTAIN MARBLE & GRANITE CO.
Mounment Makers of Quality,
1502 S Ave., La Grande, Oregon.

DO IT NOW

There lives a man in our town,
And he is well to do,
But he wouldn't store his winter's COAL
Until the snowflakes flew;
Then to our COAL yard quick he'd come,
And put his order in,
But chances were that, we just then,
No COAL had in our bin.
Each spring we called upon this man,
And urged him then to buy,
His winter's coal and lay it in
Before the price was high;
For then his order could be filled,
And all conditions met—
While later on he'd have to take
Whatever he could get.
But still, he always put it off,
And then in winter say:
"I'll not be caught another year
In the fix I am today:
Next spring I'll lay my COAL away,
On this you can rely,
Before the prices go to seed—
And when my dealer can supply
The KIND OF COAL I NEED."

But just as soon as summer came,
And winter's blasts were o'er,
He'd then forget the trouble he
Had had the fall before.
The war came on and COAL went up,
But still he would not heed
The warnings that were given him
To BUY THE COAL HE'D NEED.
That winter he had to take a lot
Of stuff that wouldn't burn,
The price was 'way up, too, and so
A lesson he did learn.
"I don't care what my neighbors say—
Or who says not to hurry,
I'll not be caught again this way,
ALL WINTER HAVE TO WORRY;
I'll take my dealer's good advice
And BUY MY COAL IN SEASON,
For another winter like the last
Would make me lose my reason."
And so this year he did not wait
To see what others do,
He called us up and asked the price—
And gave his order, too.

THE
J. D. LYNCH CO.
Purveyors of Comfort, Hot or Cold.
TRANSFER, FUEL, ICE, FEED, STORAGE

PUBLIC HIGHWAYS

DRAG ROADS AT PROPER TIME

Fully as Important as It Is That Highways Should be Done Right—Keep Rute From Farming.

(Prepared by the United States Department of Agriculture.)

It is fully as important that a road be dragged at the right time as it is that the dragging be properly done. Furthermore, the difficulties involved in prescribing definite rules for determining when the dragging should be done are equally as great as those already encountered in attempting to define how it should be done. Only very general statements concerning this feature of the work can properly be made here, and much must be left to the experienced judgment of those who decide when the dragging of any particular road is to be started and when it is to be stopped.

The rule frequently cited that all earth roads should be dragged immediately after every rain, is in many cases entirely impracticable and is also very misleading. Regardless of the conditions which it fails to contemplate, it is true that many earth road surfaces containing much or partly made of soil will become very muddy under traffic even during long calm periods, and such surfaces usually tend to harden very rapidly as soon as the water evaporates or is drained off. It may be stated as a general rule that such soils, however, should not be dragged soon after every rain, however, because of the amount of water which they will quickly absorb, they will quickly become very muddy under the action of traffic, and should be dragged only after a rain, sufficient to wet the surface of the road to a depth of from 2 to 3 inches. Such soils, however, should not be dragged after every rain, however, because of the amount of water which they will quickly absorb, they will quickly become very muddy under the action of traffic, and should be dragged only after a rain, sufficient to wet the surface of the road to a depth of from 2 to 3 inches. Such soils, however, should not be dragged soon