

County Live Stock News

By P. H. Spillman, County Agent

When Blokland Bros. bought the Conrad herd of Hereford cattle some years ago they did not dream that bulls of this breed would ever bring \$185 per head, not to mention twenty or more to one buyer. Nor did they at that time expect that they would ever pay \$1000 for a Hereford bull calf. Still all this has come to pass in a comparatively few years' time that they have owned their now well known herd of cattle.

In fact the day they took home their thousand-dollar calf it is pretty sure that they thought they had paid a long price for such a small animal. But this calf came from the Harris herd in Missouri, and the Harris Herefords were known far and wide as among the best of the breed. These "Repeaters" cattle, as they are generally known, have found favor with others since that time. A few months after this representative of the Repeater family arrived in the Grande Ronde valley some twenty half-brothers and other kin sold at an average price of \$1680 per head at public auction. This naturally made the owners of the new calf feel that they evidently had not paid more for him than others were willing to pay for such animals of the same breeding. About a year ago another bull of this same breeding sold for \$27,000 and this was further gratifying evidence as to the esteem for the Repeater family of Herefords. But on May 6, and 7, 1919, 173 Herefords, owned by O. Harris and sons, of Harris, Mo., sold at public auction for \$382,100. Twenty bulls averaged \$6455, and 123 females \$1327 per head. Four bulls, whose sire is the grand-sire of the Blokland bull, sold at an average price of \$25,000; Repeater's Model at \$35,000; Repeater 191st, at \$26,000; Repeater 134th at \$20,000, and Repeater 164th at \$19,000. If anyone thinks that Blokland Bros. paid too much for this particular bull after reading the above facts and after taking a look at this particular individual and some of his offspring, then the writer is up. It is certain that the Blokland Bros. will never regret the day they decided to pay \$1000 for this bull. A member of one of the most aristocratic of the bovine families in the United States seems well content to feed on the lush grasses of the Grande Ronde valley,

and in all probability will spend the remainder of his days in Union county and without a doubt will long be remembered as one of the great bulls of the breed to find his way to this one of the best stock sections of the west.

Two Pigs That Traveled

Chester White pigs that have been raised in the Grande Ronde valley are in demand. Ever since Arch Conley took his show herd on the circuit two years ago they have been sold as rapidly as they could be produced. In fact that little trip those Union county hogs made has turned many a Chester White hog fancier's eye towards Union county. Local men have been thinking that those white pigs of Mr. Conley's are some pigs, and have been placing orders quite frequently. Orders from Montana, Idaho, Washington, and Oregon have been coming in steadily. And much as in other business, it has been a case of "first come, first served." These hogs that have gone outside the county have mostly gone by express and have reached their destination in a few days not much worse for wear.

One day there came an order for a pair of pigs, from Idaho. As soon as a couple of the pigs were large enough to travel, Mr. Conley built them a couple of nice little crates, put said pigs into them, then put them on the truck and hauled them to La Grande. At the local express office they were billed out the same as any other two pigs might have been sent out. These details over, Mr. Conley went back to the farm and gave the matter no further thought than is always the case in shipping, that they receive good treatment on the way, and are delivered in good shape. About a month later there came a letter from the purchaser. It said that the pigs had just reached their destination, in good shape; that they were hauled 60 miles by wagon and finally were packed 12 miles on the backs of pack horses before reaching their destination after leaving the express office. It took them just 26 days to get to their new home after leaving their old home in Union county. This sounds like the days of old, before the auto and the other means of travel were so common. Without a doubt, there are those who are still pioneering in this great northwest.

Rapid Increase in the Number of Motorists Owning Two Machines

(By Daniels AUTO, Co. distributor of the Auburn Beauty-Six.) One of the most striking developments of the last five or ten years in motordom has been the rapid increase in the number of motorists owning two or more cars.

In the garages of men of wealth, one usually finds, standing among machines of higher price and greater weight, a car of the type we describe as the average man's. Its owner values it not only for its economy of operation, but for its ready performance, its ability to dash through road grit that would baffle the heavier fellows.

Many of the cars selected for this racking service are Auburns, for the Beauty-Six makes a powerful appeal to men who know motors. Familiar with automotive mechanism, they appreciate instantly the economies of its frugal motor and perfectly balanced chassis. Versed in motor history, they know the record of its outstanding performance. Accustomed to driving beautiful cars, they delight in its patrician poise.

Of course, the Beauty-Six is not primarily a rich man's car. Its inexpensive operation, versatility, and moderate weight are the consummation of an effort on the part of the Auburn designers to incorporate the desirable features of higher priced automobiles in a motor car that the average man can afford to own and drive.

But the very qualities of the Beauty-Six which appeal so forcibly to the man of moderate means also make it popular with the man of wealth. That is the reason the great Auburn factories are working to maximum capacity, and that there is an insistent demand for a still further increase in production.

The Orators

While it sometimes seems that oratory is now a lost art, we are of the opinion that it is an art that never can be lost. We shall have great orators again. The names and the memories of Demosthenes, Cicero, Paul, Webster and Ingersoll are not forgotten, nor are they likely to be. While the human heart leaps with joy or sinks with sorrow, the orator's forum will be preserved and his power will endure.

FLYING SHIPS TO COME NEXT

THE LOGICAL EVOLUTION OF SEAPLANE

Problems are yet to be solved in the Matter of Securing More Efficient Application of Power

WASHINGTON, June 14.—Flying ships instead of flying boats will be the logical evolution of navy seaplanes, navy experts believe, as a result of the first air trip across the Atlantic. First impressions of the lessons taught by that trip had already taken definite shape in the minds of the men who conceived and created the NC machines before Lieutenant Commander A. C. Real had honoursed the NC-4 to a safe mooring at Plymouth, England.

Strangely enough, it was to the experience of the NC-1, lost off the Azores, and the NC-3, battered out of usefulness by heavy seas before she made port at Ponta Delgada, that the inventive genius of the department turned for inspiration; not to the NC-4 that battled her way triumphantly through the historic journey.

As far as they have yet gone and lacking detailed reports and comments from the seventeen men who set out from Rockaway on the great adventure, the experts apparently have reached certain definite preliminary conclusions to guide them in future seaplane designing. They are convinced that to play its full part in naval strategy, the seaplane must become as independent a unit as a modern submarine or destroyer. It must be able to keep the seas in heavy weather, riding it out on the surface. It must be able to lift itself into air or to plane down to a safe landing even when tall seas are running and it must provide for its crew safety, shelter and reasonable comfort under very adverse circumstances for the efficiency of the plane depends upon the efficiency of its men.

Also, to fulfill its functions as scout, this plane of the future must

be able to communicate at all times by radio. When the NC-3 was forced down west of the Azores with Commander John R. Towers, flight commander aboard, she became dumb. As a scouting unit her value to a fleet was lost from that moment. Whatever her commander could not have been transmitted.

The answer to all of these requirements in the minds of the experts spells larger craft; veritable flying ships. The vision toward which the designers are looking is that of flotillas of seaplanes, relying wholly upon their own power for transportation on the surface or in the air and operating from swift "mother ships" as submarines and destroyers now operate.

These conclusions will be written into new designs gradually. As battleships have developed from 11,000-ton superdreadnaughts to the 43,000-ton monsters for which the navy is now contracting, so naval officers say, seaplane evolution will come type by type and year by year, each advance being based on results obtained with preceding types. This is the program laid out by the navy department as the basis for the request recently made to congress by Secretary Daniels for \$45,000,000 for aviation development in the next fiscal year.

Part of this appropriation, if granted, will go into lighter-than-air development. The General Board is expected to recommend immediate purchase of a British rigid dirigible for personnel training and the construction of a similar vessel on American designs as pilot ship of a fleet of air cruisers. The purchase of the British "Zeppelin" would permit the training of a crew to handle the first American craft when completed.

The navy department is said to be ready to proceed with Zeppelin construction on its own plans whenever congress grants authority and appropriations. The ship, it is understood, would not be patterned exactly on the British modification of German Zeppelin construction. The discovery of non-combustible helium gas to inflate the bags is said to have pointed the way to some radical changes in design. Details of what is contemplated, however, have not been disclosed.

Naval experts point out that in

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MAXWELL STATION GETS RID OF CARS WITH GREAT EASE

The only thing it seems that will make business slack around the local Maxwell Service Station is lack of cars to sell. Anderson Brothers have been turning the Maxwells out at a rapid rate of recent weeks and their list of sales this week shows that they are keeping their average well up. Those who bought machines from Andersons during the past week were as follows: Mr. Coble, Ford; Fred Hagey, Maxwell; Fred Pauley, National; F. B. Conner, Maxwell; Mr. McShain, Overland; Mr. Mills, Maxwell; Wallace Land; Mrs. Mills, Maxwell; Wallace Greenwood, Maxwell; Mr. Simons, Maxwell.

Avoid Habit of Musing. Few habits are more injurious than musing, which differs from thinking as musing one's chamber does from walking abroad. The mind musing nothing, and is not strengthened but weakened, returning perpetually over the same barren track. Where the thoughts are somber the will is doubly great, and not only time and vigor are squandered, but melancholy becomes fixed. It is really a disease, and the question how it should be treated is one of the most important in anthropology.—J. W. Alexander.



THE UNIVERSAL CAR

Because of its all-around utility, the Ford One Ton Truck—with worm drive—has made itself an absolute business necessity. It's so dependable in service wherever placed, flexible and sure in control and low cost of operation and maintenance and possessing that vanadium steel strength, it has become the want in every line of business, from retail merchant to manufacturer, from engineer to contractor, from corporation to farmer. Let us tell you details and give you a demonstration. Truck Chassis \$550 f. o. b. Detroit.

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DODGE BROTHERS'

—A Machine that has come out of the Great War without a stain on its reputation certainly will meet all tests of peaceful Oregon

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Goodness

How Shall You Choose Your Tires?

In the maze of claims of the various manufacturers it is hard to make the best selection. Some of them claim wonderful rubber compounds; others, startling new manufacturing methods, while others "GUARANTEE" unlimited mileage.

GOODYEAR SUPREMACY is not based on any such fallacies. For years and years Goodyear Tires have rendered faithful, enduring service; Goodyear users are assured maximum mileage at minimum cost, for the quality is built into the tire—not written in. We ask for your tire business with the secure knowledge that we have the Best Tire made to offer you—THEY COST NO MORE.

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