

BROWN TO SELL HIS SHORTHORNS

Joe Turner, of Meyers Falls, Washington, and Frank Brown, of Carlton, Oregon, both well known to Shorthorn breeders in this vicinity, announce in this issue of the Observer the sale of registered Shorthorns which they will hold on Wednesday, October 1 at Frank Brown's farm, Carlton, Oregon.

A total of 85 head will be sold to the highest bidders, all registered stuff. The majority of the stock is from the famous Brook Nook ranch herd of Montana, which Mr. Turner bought some time ago. The consignments by Frank Brown are by his famous grand champion bull, Diamond's Perfection, W. B. Ayer, owner of Foothills Farm, Carlton, Oregon, consigns one of his famous milking strain Shorthorn bulls.

The Brook Nook Shorthorns are one of the best bred lots of cattle in the west. They trace in short lines to foundation animals from the William Warfield herd of Kentucky, and any man familiar with Shorthorn history knows the high quality of these blood lines.

This is a most unusual sale in several respects. All but ten of the animals are cows and heifers and 25 of the cows have calves at foot.

It is a truly wonderful opportunity to get a foundation herd and start breeding registered Shorthorns. Shorthorns with the ruggedness and individuality that these animals show and backed by such rich breeding are the kind that it pays to use for foundation purposes.

The sale is to be held at Craigleola Farm, one mile west of Carlton, Oregon, on Wednesday, October 1. To get to Carlton, take the 7:15 or the 10:00 a. m. train from the union depot, Portland. Free autos will meet all trains at Carlton and take visitors to the sale ring. A free lunch is served at noon. Returning trains leave Carlton at 5:30 in the evening. Read the ad in this issue and write to Frank Brown, Carlton, Oregon, for a catalog and for any other information desired about these Shorthorns.

Oldsmobile Trucks Prove Economy in Hauling of Grain

During the past week Chase Bohnenkamp has been pretty busy demonstrating the possibilities of the Oldsmobile Economy truck, which he is selling. A few days ago he took two of the trucks to Imbler for a practical grain hauling test. These two trucks, together with Will Glenn's Oldsmobile, had no difficulty in taking care of the wheat just as fast as it came from the machine. This job has formerly required from five to six teams and drivers. Everyone who witnessed the demonstration was satisfied that it would only be a short time until nearly all of the farmers would be using trucks to handle their wheat, instead of the numerous teams and wagons which have been necessary heretofore.

Chase also performed a hill climbing stunt with the Olds truck, of which he is particularly proud. Inasmuch as he had been unable to find any use for the truck which seemed to require any considerable portion of its power he started out to look for one. The Deal Canyon road has the reputation of being probably the steepest road in this section and is one which has only been climbed by the best and most powerful touring cars. In fact for every car that has made this climb there has been twenty that failed. The Oldsmobile truck climbed this grade with ease, carrying a load of over a ton, while doing so. Chase is now looking for more hills to conquer.

CONSTANCE TALMADGE AT ARCADE TODAY IN COMEDY

A delightful comedy which contains five separate love stories, though the heroine is the same in each case, will be seen at the Arcade theatre today only, when Lewis J. Solnick presents Constance Talmadge in "Romance and Arabella."

Mrs. Arabella Cadenhouse is a young widow, who has decided that her second husband, if there is to be any, must supply her with thrills and romance. Bill, a rosy young man who has known Arabella all her life, has determined that he will marry her some day. Despite her demands for a romantic husband.

When Arabella shows signs of becoming too deeply interested in another man, Bill decides it is time for him to act. He furnishes one counter-irritant after another, including a fadist, an unsophisticated young man, a Westerner and a

genist, until Arabella has lost all the illusions she ever had about romantic men. It is then that Bill fulfills the promise he made to himself and makes Arabella Mrs. "Bill."

France Beckons to Motor Tourists When Flood Gates Are Open

(By Daniel Au's Co., Distributor of the Auburn Beauty-Six.)

"France looks for half a million visitors from America within a year from the time the flood-gates are opened. Monsieur Auscher of the Touring Club of France and Monsieur Louis Forest of the Club de Cent, the two greatest French authorities, have said so." This is the comment of Francis Milton in the August number of Motor Life. Mr. Milton adds, "I feel safe in saying that out of the half million expected, two hundred thousand will travel through France in motors."

Motor routes through the usual tourist region, as well as in Alsace and the American battlefields, have been laid out, and already British cars are travelling the French highways. Were it not for the handicap of distance American motorists would undoubtedly be touring France.

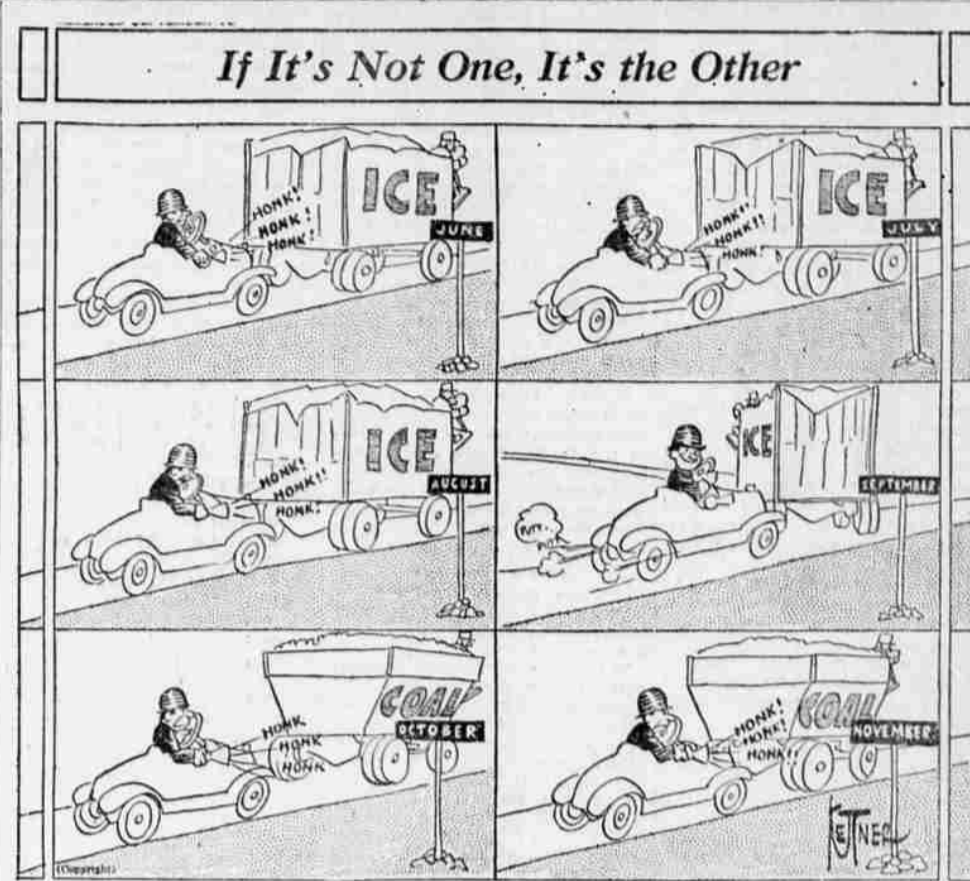
With the growing popularity of motor touring, many of the medium-sized American automobiles will doubtless be found traversing the roads of France. Gasoline is expensive abroad, and the low fuel consumption of the lighter car will add to its practicality.

Of the medium-sized cars now exhibited the Auburn Beauty-Sixes—both the touring and closed models—are among the most attractive. They have all the advanced touches of 1920 design plus an enviable individuality. The bodies are beautifully built and finished with rare elegance. The closed cars have but recently been added to the Beauty-Six line. They possess the same freshness of line, delicacy of appointment, and mechanical excellence that characterized the open models.

The riding comfort afforded by the medium-sized car, skillfully constructed, is exemplified in the Beauty-Six. The Auburn engineers have secured a riding, easy, forward motion by the use of unusually long semi-elliptic springs of selected alloy. Sidesway has been reduced to a minimum.

"THIRTY A WEEK" Tom Moore, famed as a wooer without a peer on the screen, has to stand idly by and be wooed by as beautiful a girl as ever came from the Southland in his newest Goldwyn Picture, "Thirty a Week," from the play by Thompson Buchanan, which comes to the Sherry theatre today. And all because he is just Dan Murray, the chauffeur, while the girl of his heart is Barbara Wright (Tallulah Bankhead), daughter of his wealthy employer.

"The Three Hundred." What are your spears, O Xerxes? What are your slugs, proud Persians, with your 2,000,000 soldiers sheeting the plains of Greece with splendor, and roaring like the jubilant sea, along the Pass of Thermopylae? There stands Leonidas with his 300, rock-like; and they beat you back with an idea.—George William Curtis.



ELWOOD HAYNES IS TO HELP

INVENTOR OF AUTOMOBILES ON ROOSEVELT COMMITTEE

Was a Great Admirer of the Colonel for His Americanism

Elwood Haynes, inventor of America's first car, and president of the Haynes Automobile company, Kokomo, Ind., has been named as a member of the executive committee of the Roosevelt Memorial association, according to a recent announcement of the personnel of the Indiana state organization. The committee, according to William Boyce Thompson, president of the national organization, is nonpartisan, including representatives of all political parties.

A campaign will be conducted during the week of October 20-27 for funds for the memorial.

The goal set for the campaign is \$5,000,000, with which it is proposed to erect a monument in Washington and also to establish a national playground for children at Oyster Bay. Included in this playground will be Colonel Roosevelt's house, Sagamore Hill, with the great American's trophies and mementoes. Former President William H. Taft and former Chief Justice Charles E. Hughes are honorary presidents of the Memorial association.

In speaking of the appointment of Mr. Haynes on the committee, one of his friends stated that the selection was a most fitting one.



Exclusive Agent For Vogan's High Grade Candies

Everyone knows what Vogan's High Grade Candies means—the best that human hand can make. We take pleasure in calling your attention to the fact that we have been made exclusive agents for the high grade candy line for La Grande. In addition to this, we carry the largest candy line in the city and our confections are the best in every instance. Our increasing trade shows that the public appreciates the best, and we are serving nothing but that kind of goods. Our candy line is the very choicest and it is kept in proper condition—being no time overlooked. A lot in every line, we carry, you will note the price is right—no profiteering in this store.

EARL DOANE, Prop.

If It's Not One, It's the Other

"Theodore Roosevelt was a plain of odda, Elwood Haynes," who is 100 per cent American," he said, "and he liked men who went out mobile, in such a man. He produced and accomplished things in the face of odds, real diffic-

ties, but he wasn't discouraged. The laughter of his neighbors served merely as a spur to greater effort. Theodore Roosevelt fought against odds in politics. He fought for the square deal and against corruption and wrong-doing and for this reason it is a happy circumstance that links the names of these two pioneer Americans."

Cadillacs Receive Prize Awards at Coblenz Auto Show

Cars Which Went Through War Come to Front for High Awards

One of the features of the A. E. F. days in Coblenz, Germany, was the automobile show held by the Motor Transport Corps of the Third Army; and the feature of the show, in the award of prizes, was the Cadillac. Including the preliminary shows held by each of the eight divisions and four corps in the Army of Occupation, about 10,000 cars participated, and the Cadillac was awarded both first and second prizes in the passenger vehicle exhibit.

Cars competing must have had at least 1,500 miles of operation, and winners were chosen chiefly on the basis of mileage, chassis preservation, and condition of body. The Cadillac which won first prize was U. S. No. 19875, belonging to the Third Army Corps, while U. S. No. 16733, belonging to the First Division, was awarded second prize.

In the field events, the slow speed race, open only to Generals' cars, was won by Cadillac limousine U. S. No. 129, assigned to General Neville, Headquarters Fourth Brigade, Second Division. This car has three gold service chevrons, two wound stripes, a Croix de Guerre,

Franklin Car Makes Triple Victory in the Recent Economy Race

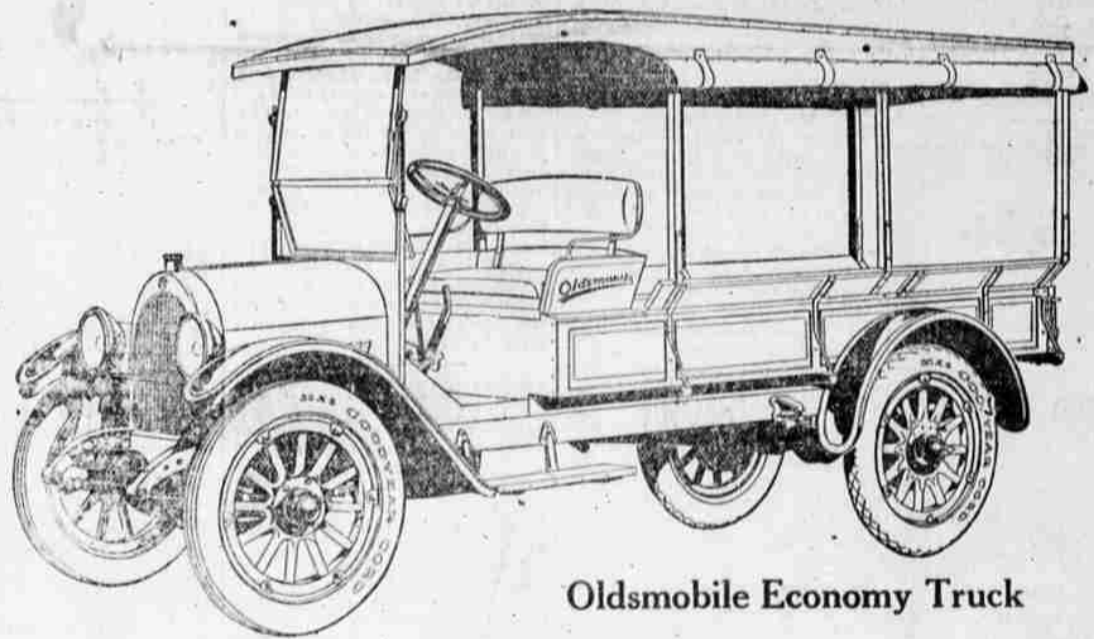
When Stanley S. Turner drove a Franklin stock touring car to a triple victory in the third annual renewal of the Los Angeles-Yosemite economy road race, he not only made a clean sweep of the prize list but again proved that the Franklin is economically superior to other makes, either heavier or lighter in weight than the Franklin.

The run always starts at Los Angeles and the cars proceed by state highway to Madera, 277 feet above sea level, where they take to the road. There is a steady upgrade to the Fresno river at 1175 feet elevation. A sudden drop again and then another upgrade to Happy Camp at 5000 feet elevation. At 4096 feet and then a terrific pull up to Chinquapin at 6,256 feet elevation. The trail then drops to Camp Curry in the Yosemite valley, 374.5 miles from the start, where the run ends.

The Franklin used only 13 gallons of gasoline. Not once did the Franklin experience the slightest trouble of any sort from the start at practically sea level to the mountain top more than a mile higher.

Hilton Garage Distributor. Butter Wrappers printed at the Observer office.

SAVING vs. WASTE



Oldsmobile Economy Truck

An Oldsmobile Economy Truck, loaded to capacity, pays a profit every inch of the way. It saves money by reason of its speed, light weight and dependable power. The dead weight of any big truck is out of proportion to the average load carried. A big truck, half-loaded, is a useless expense. The big investment, the excess power, the high up-keep cost—all these are unneeded for

The Oldsmobile Economy Truck is adaptable to any business, city or country. It is the unquestioned leader of the light haulage field. It is built and powered to the average load with its four-cylinder, valve-in-head motor; internal gear drive, complete electrical system, deep channel frame, 35x5 Goodyear Pneumatic Cord Tires all round, extra long, flexible, semi-elliptic springs.

Complete in every detail with express body and cab—

\$1675.00

W. H. Bohnenkamp Company

Phone B241.

Oldsmobile Economy Truck