

Cars More Numerous In U. S. Than 'Phones

CHICAGO. — Which are more numerous, automobiles or telephones, in the United States? Don't stop to look up statistics. What is your guess, right off the reel?

"Nine out of ten persons, if it is safe to say, would guess wrong in answering the question," said T. L. Hausman, president of the newly reorganized Ford Motor Company of Cleveland, in an address here. "Most people would have no hesitation in saying there are more telephones. They probably would be willing to bet on it. And maybe, give odds."

"The reason for thinking so is obvious. Telephones are everywhere, in our homes, in our offices, in the homes and offices of our friends. We are always using them. Life would seem a total loss without them. Business and domestic life would be paralyzed. The telephone bell and the lifting melody of 'Number, please.' But, for all this, there are more automobiles in this country than telephones. Telephones number 14,248,761, according to the United States census department and automobiles 14,500,000, according to the National Automobile Chamber of Commerce. So, there being official figures, that's that."

"There is another question in this connection which perhaps is equally interesting. Between telephones and automobiles, which is the more necessary to the people of the nation. Both are great necessities. Having learned the convenience and utilitarian value of both, the world would find difficulty to get along without either."

"Many people used to look upon the automobile as a luxury. Today it is as necessary in the routine of daily existence as telephones, street cars, railroads or electric lights. It solves the problem of personal transportation and in doing that, it is one of the vital factors in the nation's business today."

NEW CALENDER HELD LIKELY

(By E. H. Hausman)
WOOSTER, O. (INS) — "Proposals are favorable for the adoption of a new calendar by 1925," said Dr. H. F. Yarnes, professor of mathematics and astronomy at College of Wooster, in commenting upon plans just announced for a world congress of scientists to be held the coming fall. Indications from various parts of scientific world, he said, are that favorable action will be taken on a calendar that will divide the year into 12 months of 28 days each, with one extra day in the year and two extra days in leap year.

Discussing the history of the calendar and past revisions which have led up to the present calendar, Dr. Yarnes said:

"In essential features the calendar in general use today is of Roman origin. The year of twelve lunar months, with a biennial intercalation of a thirteenth month had been in use among the Romans several centuries previous to the time of Julius Caesar. What he did was to break away, as the Egyptians had already done, from the lunar month and to arrange the 365 days into twelve months, six having 31 days each, five having 30 days each and one, February, with 29 days. He introduced also the leap-year feature by decreeing that in every fourth year February should have 30 days. For a more recent revision, he changed this arrangement of the days among the months to the arrangement as we have it today."

Week Introduced
The weekly feature was introduced by one of the Christian emperors several centuries later. Church festival days were later also strung along on different dates. With these added features, what had previously been rather simple in plan became somewhat difficult of management and led to much confusion in the sixteenth century."

"Pope Gregory XIII, on the advice of men of science of his day had the rule changed to what it is at present, and to correct the error that had accumulated to ten days, he arranged what would, under the Julian calendar have been October 5th should be regarded as the 15th. This simple reform was not for some years adopted by the Protestant nations and those under the dominion of the Eastern Catholic church. In fact, only last year was the change made by a number of these latter churches."

"The two outstanding calendar reforms, the one inaugurated by Julius Caesar and the other by Pope Gregory, were due largely to well-nigh intolerable conditions into which accumulated errors and inconveniences of the calendar had brought it. With the advance of civilization new forms of irregularities and inconveniences have arisen, so that there has developed a growing demand for a simpler and more efficient style of calendar."

Points Defects
Defects in the present calendar were pointed out by Dr. Yarnes as follows:

1. Fourteen styles of yearly calendars.
2. Eleven varieties of months.
3. Twenty-eight varieties of years, recurring in cycles of two years.

"But this missing up of the calendar," Dr. Yarnes continued, "may be considered from another standpoint. Consider any date of the month — as the 4th, for instance. In the course of a year it may be anything from Sunday to Saturday. So with every other month date, with but one curious exception. In any year the 21st of the month escapes one of the day names. This year—1924—has no 21st falling on a Tuesday."

"Hence, who can tell without looking up the calendar on what day of the week any given date of the month falls? For this reason, it is necessary, if, for example, an election is to be held on a certain day of the week, to ask in a roundabout way if it is to be held on the first Tuesday after the first Monday in November."

"Then there is the very annoying, intricate distribution of weeks and fractions of weeks over the months. Take this year as an example. Seven of its months spread over three full weeks and fractions of two weeks. Two months are each spread over four weeks and a fraction of a week, and three each spread over four full weeks and fractions of two weeks. The 27 weeks and two days are thus spread over the 12 months."

LINCOLN AIDED BY RESOURCES

Ford Motor Company's
Relation to the Lincoln
Automobile Explained.

Ford resources are significant to the Lincoln and to the Lincoln owner in two ways, says W. C. Perkins, of the Perkins Motor Company, who is displaying the Lincoln at the American Legion auto show.

The creative resources are definitely devoted to bettering this car in every possible way. They free the hand for progress. They make it possible to go further in seeking refinements of engineering and completeness of appointments than is possible where limited resources set a bound to laboratory experiments or manufacturing changes.

The service resources, covering the country with a closely-knit system, maintain the Lincoln constantly at the peak of its efficiency without taking it from its owner for protracted periods of time.

The Lincoln is built and maintained today by an organization accustomed to working on a big scale. It is the pride of that organization and is unswervingly studied by expert engineers. It is built by skilled and conscientious men, equipped with the latest machinery and tools, and every part is made to contribute to facilities expenses totaled \$71,525.

work. It is marketed and serviced by a dealer organization, the largest in the automotive world, which provides in every locality in America adequate service facilities for systematic inspections and adjustments.

Chassis Is Praised.

The Lincoln chassis is today the finest modern engineering design and modern manufacturing can build, according to Mr. Perkins. It runs perfectly with a smoothness and ease that charms at first, and it continues year after year to do its full duty with a readiness and ease that reveals convincingly the high standards which guided every step of its building.

Lincoln bodies are no less excellent. Designed with constant attention to the comfort of passengers, they enhance the superior riding qualities of the Lincoln chassis.

"You buy in your Lincoln a supremely fine piece of mechanism," it is stated, "It responds to your control instantly, completely, keeping ahead with its inherent surge of power, stopping short at the positive grip of its brakes. Whether threading traffic, speeding along open stretches, or mounting staidly grades, it runs smoothly and quietly."

PHONE PROFIT IS SHOWN

MARKET, O.—The Home Independent Telephone company, with headquarters at La Grande, had net operating revenues of \$28,312.35, during 1923, according to the annual report of the company filed with the public service commission. Operating revenues, exclusive of equipment, aggregated every add these figures, and the operating fund to contribute to facilities expenses totaled \$71,525.

Springs In Spring

Now the longed-for Spring is here.
Quite the best time of all the year
All is bright and gay and busy
All the autos and the lizzy
Gayly spin from place to place
As if joining in a race.
Tourists come, and then are gone,
In and out of Oregon;
To the South, West, East and North
Do they seamy back and forth.

But to detract from the lure
Is the dreaded sign—"detour,"
Or the bumps and everything
And then, Presto! a busted spring.
Now, Mr. Tourist, do not stew
But take the advice we give to you,
There's a good place to take your biz,
Why, bring it straightway here to us,
We can fix it all up spiffy
Install DETROIT SPRINGS in just a jiffy.

Your old liz or your sedan
We fix it faster than others can
Nice new springs we have for you
Courtesy and good service, too.
So take our good wishes and pass them along
And come to see us again in Oregon,
And while you're sight-seeing and everything
Remember us and our springs in Spring.
—F. K. W.

Leighton Welding & Machine Works

Automotive Parts.

La Grande Filling Station

1526 Jefferson—Corner Hemlock and Jefferson

J. F. Heasty, Proprietor

Is the old, original home of autoists, where Diamond and Firestone Tires, Auto Accessories and the best Oil and Gas are handled.

Our Service
is legend to La Grande auto owners. You
are always welcome.

The World's Greatest Automobile Ford

The Ford Car stands undisputed the greatest automobile ever placed upon the market. Over Nine Million have been manufactured and today are giving their owners that wonderful service that has made them so popular. Innumerable private owners, well able to pay many times the price of a Ford, are driving Fords from day to day in preference to much higher-priced cars. The Reason—Easy to Operate, Comfortable Gifted, with Ample Power and Inexpensive.

See Them at the Auto Show

Perkins Motor Company

LINCOLN

The Lincoln has invariably entrenched itself most strongly in the good opinion of those people who demand the most in their automobiles.

Those who require not only luxurious and dependable transportation but also dignified and exclusive expression of their personal tastes and ideals find in the Lincoln a car measuring fully up to their highest standards. We are proud of this personality of the Lincoln. It is the settled policy of this entire organization that no limitation of it is to be allowed. Rather the sum of our energies is bent upon keeping the Lincoln better than even its most exacting buyer would expect.

• SEE THEM AT THE SHOW.

PERKINS MOTOR COMPANY