



AUTOMOBILE NEWS

KEEP ROAD OPEN IS STATES' CRY

now - Driven Middle West Enlists Armies of Men to Fight Winter

CHICAGO, Jan. 8 (AP)—Virtual miles of snow, histories of powerful motor driven plows, and long lines of "snow fences" have been listed in the fight of mid-west states to keep their highways open this year.

Increased bus traffic and the insistent demands of automobile users for clear roads is chiefly responsible.

Miles Of Snow Fence

Minnesota this year will spend nearly \$500,000 in "snow fighting" jobs and "sweeps" along the state's 7,000 miles of trunk highways are guarded by 1,500,000 feet of snow fence, 600 patrolmen, and 50 snow plows. The line of fences is placed a few feet back from the roads and prevents the snow from drifting over the highways.

Sixteen district headquarters direct the operations of the state patrolmen, who work on a part-time basis. Within an hour after a highway is reported in danger of being blocked, equipment for plows can be rushed to the threatened spot.

"Snow fighting" cost Minnesota 200,000 last year and highway officials expect the cost to run close to \$500,000 this year.

Hold Back Drifts

More than 300,000 miles of fence were constructed to hold back the drifts among Nebraska's roads. In the larger cities of the state, giant rotary plows clear sidewalks and pavements.

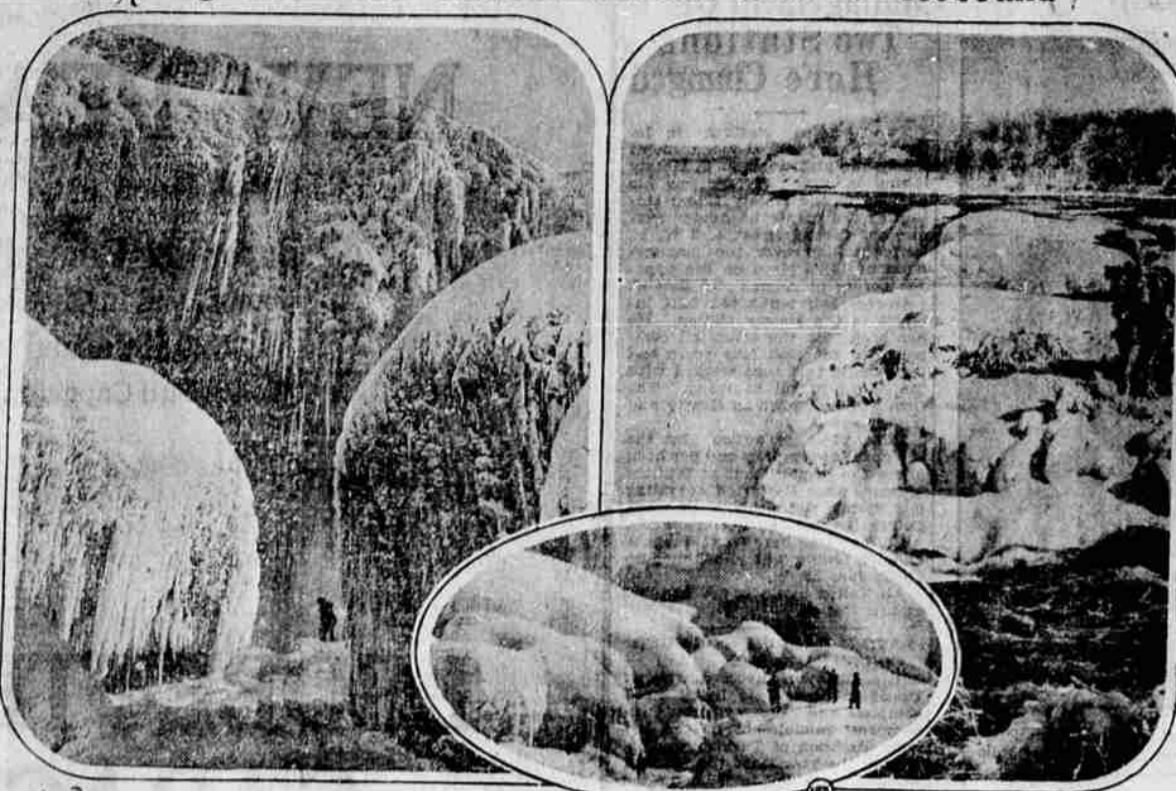
Wisconsin's snow plows work on two principles; one pushes the snow to one side of the road, while the other carries the snow away by centrifugal force. "Grader blade" plows are widely used in the areas where the drifts are not too deep. That type of plow has been successful against 18-inch accumulations.

36 TAKE PART

Highway officials in 36 "snow states" report a program of open roads for the snow season of 1926-7 aggregating 92,756 miles. In the winter of 1925-26, the road mileage cleared of snow in these states was about the same, compared with 92,165 miles in the winter of 1924-25. Their expenses for snow removal work last winter were in the neighborhood of four million dollars. Enthusiasm for keeping roads open for winter traffic is so keen in some states that tax payers insist on snow removal even if the funds required for that purpose curtail and construction work.

In a study of snow removal problems, the department discusses the economic importance of snow removal. Formerly the movement of farm products to the cities was discontinued during the winter months and necessary commodities were procured for consumption by

Niagara as the Tourist Seldom Sees It—Icebound



Hundreds of thousands of people see Niagara Falls every year—but not many of them see the famous cataract in its beautiful winter garb. These pictures were taken after winter had finally put its grip on Niagara. At the left is the "Cave of the Winds," now clothed with the longest icicles south of the Arctic circle. At the right is a scene from Luna Island, looking toward the American shore. The inset shows the ice mountains at the base of the American falls.

country people in the fall.

It soon came to be realized that improved roads did not yield anything like the maximum possible return on the investments made in them unless they were open to traffic during the entire year. It was also felt that costly motor vehicles, without roads to carry them, tied up much capital unprofitably.

The 36 snow states in 1926 had 375,774 miles of surfaced rural roads, and 16,139,862 registered motor vehicles. From 1921 to 1925, inclusive, they expended about three and one-quarter billion dollars on highway improvement and maintenance.

In the heavy snowfall areas, where snow removal is not done, the advantages of paved roads and motor vehicles may be interrupted for three or four months each winter. Progressive rural populations with a large investment in good roads and motor vehicles are becoming less and less inclined to tolerate this condition.

So strong is the demand for tax payers for more extensive snow removal programs, that the department of agriculture believes it will not be many years before all paved roads and their connecting sections in the United States will be kept open for year-

round traffic. Accordingly, the department is studying snow removal expense in various states to ascertain the best and cheapest methods.

Few Drivers Nabbed In Spooning Cases

DETROIT, Jan. 8 (AP)—It may be the weather or it may be the law. Whatever it is, there have been few arrests for violating the clause in Detroit's new traffic ordinance that prohibits driving an automobile with more than two persons in the same seat with the driver or "spooning" in the front seat.

The law specifies that a motorist "cannot drive with one arm around another person or while the other person has his or her arm around the driver."

The clause against amorous activities, sponsors say, will work its greatest good when the spring and summer months bring the youth of the city out into the highways that are main arteries for motor travel. Many of these highways are within the city limits and the ordinance will apply with full force.

Spent \$2,000,000 On "Air Castle" And Is Now Too Poor To Live in It

TORONTO, Ont., Jan. 5. (NEA)

A palace more gorgeous and palatial than any eastern potentate ever built stands on a high hill at mid-point in the center of Toronto. It is lofty, spacious, beautiful—and empty.

For years it has been on the market—to no avail. No one has yet come along rich enough to buy and maintain such an elaborate mansion.

So the people of Toronto, when they look up and see its gray stone walls and tiled roof, shrug and remark, "Pellatt's Folly."

"Pellatt's Folly"—it was Pellatt's dream, for years. A dream that he finally made come true—and that brought him financial disaster. Sir Henry Pellatt, who became a broker at 15 and rose to become a wealthy power magnate, a financial giant with a finger in many a pie, longed for years for a castle of his own—a castle like the old medieval towers of Europe, only modernized and made more home-like.

Shortly before the war he began to build it.

Free Rein to His Fancy No expense was spared. Sir Henry gave free rein to his fancy. Everything that he had always wanted in his house was built.

Fifty rooms the big mansion contains. There are 25 open fireplaces, 15 bathrooms, a library wherein 500 people could sit at one time, three bowling alleys, a gymnasium, a 200-foot rifle range, a swimming pool, a monster conservatory with a stained glass roof, a main hallway through which an automobile could be driven.

There are three bronze doors that cost \$14,000 apiece! There are bedrooms of every shape—square, circular, octagonal; there are 31,500 mantle pieces, and a kitchen, as Sir Henry himself expressed it, "big enough to feed a regiment."

That remark provides a clue, incidentally. Sir Henry for years was commander of the Queen's Own Rifles, crack Canadian infantry regiment. He commanded the Canadian contingent at the coronation of King Edward and has been aide de camp to various Canadian governors-general.

There is a regimental barracks in one of the basements of the castle, a fine shooting range 200 feet long, three bowling alleys, a gymnasium and swimming pool especially for soldier guests.

The Gorgeous Stables Perhaps the lord's fancy played more freely in the stables than even elsewhere. Over the entrance is a vaulted dome. The stables cost \$200,000.

Even the water buckets are of solid brass. The stable roof is of a rare tile which has the sheen of fine jewels.

A writer of mystery tales could write a hundred plots from the strange secret passageways, paneled walls, and hidden rooms that Sir Henry built. Through one 500-foot underground tunnel an auto could be driven.

Case Loma—that's the name Sir Henry gave it—has had parties at which 200 were served in the great conservatory.

But what will become of the great mansion—a veritable Arabian Nights structure?

Who can afford to revel in its magnificence?

Not Sir Henry, he has found. His castle cost him about all he had.

Suggestions that it be turned into a museum or an apartment hotel have been made. But none has materialized.

So the glorified house with its 800 windows shattered against the sunlight with vainly for a tenant—mute symbol of a great and rich man's dream of home gone awry.

Kittie Jarvis of Camberwell might be called the "pled piperess" of Camberwell as she helps her father to catch rats for a living and assisted him in taking 200 live rats for the film "Tied Piper of Hamelin."

Scarred—But Victorious



The last ship to escape from the grip of the Ice King on the Great Lakes, the steamer Fitzgerald, makes port after being imprisoned in the St. Mary's river, between Lakes Huron and Superior, for two weeks. Note how the upper works are sheathed in ice.

Duco Paint Shop Is Established By Portland Man

A Duco auto paint shop has been established in the Bohlenkamp building by A. J. Beel, who recently arrived here from Portland. Beel has had several years experience with Duco, and is said to be very good in his line of work.

The shop, which is the authorized Duco refinishing station, is under the supervision of the Du Pont company and is inspected every few months by someone sent out from that company.

Beel also has the exclusive agency for Du Pont Duco here.

Johann and Heinrich Meinhart, 87 year old twin brothers, are the oldest twins in Germany.

Travel by Motor Stage

Safety Comfortably

TRAVEL BY MOTOR STAGE

Leave		9:00 A. M. - 4:00 P. M.
La Grande for Joseph		9:25 A. M. - 1:25 P. M.
" " Baker and Boise		5:30 P. M.
" " Baker only		5:30 P. M.
" " Pendleton	11:00 A. M. - 3:30 P. M.	6:15 P. M.

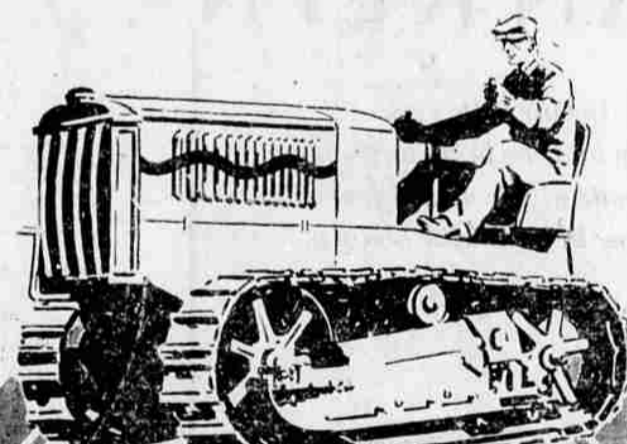
Connection at Pendleton for Walla Walla, Pasco and Portland; at Portland all points South and North.

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All Modern Chair Car Stages.

Announcement

Bill's Place is now under the active management of W. H. Coffey from Heppner. He is ready to serve all the old satisfied customers as well as the new patrons with All Veltex Oils and Grease.

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