

MAY CHANGE POLICIES (Continued From Page One)

...of War Risk Insurance is not at this time insisting that discharged men convert their insurance into permanent insurance now.

The present policies may be converted in any sum from \$1,000 to the maximum \$10,000 in multiples of \$500, and a part of the present policy clause, making them payable at permanent policy and the remainder to another form.

All policies contain a total disability clause, making them payable at any time the insured may become totally and permanently disabled, regardless of his age. No policy in a private company contains a similar clause running beyond the age of sixty-five. Still another advantage in Government policies is that no matter what occupation a service man may engage in after his return to civilian life the insurance will not be affected thereby.

So anxious is every one concerned that the way be made as easy as possible for service men to continue their insurance, that the Treasury Department recently issued a most liberal ruling on the matter of policies lapsed for non-payment of premiums.

Reinstatement of lapsed War Risk Insurance is allowed up to nine months from first date of lapse under the provisions of the exceedingly important and liberal rulings by the Treasury Department extending the reinstatement privileges after separation of the insured from the active military or naval service. The following substantial summary indicates how reinstatement may be made, and when physical examinations are required:

1. Where the insured has paid no premiums since discharged: (a) If not discharged more than three months, the policy may be reinstated by simply sending in past due premiums, provided the insured is still living.

(b) If discharged more than three months and less than nine months, insured must be in as good health as at the date when charge, and so state in his application for reinstatement when sending in premiums past due. No medical examination is required.

(c) If insured was discharged before January 1, 1919, the insurance may be reinstated at any time before September 30, 1919 on the same conditions as in paragraph (b) above; namely, insured must be in as good health as at date of discharge and so state in his application for reinstatement when sending in past due premiums. No medical examination is required.

2. Where the insured has paid the first premium due after he was discharged, but has failed to pay some of the later ones:

(a) If less than three months behind in premium payments and insured is in as good health as when policy lapsed, and so states in his application, he may reinstate without medical examination by sending in premiums past due.

(b) If more than three months behind and less than nine months, insured may reinstate, if in as good health as at the date when the insurance lapsed and so states in his application and submits therewith a satisfactory report to that effect to the Director of War Risk Insurance from a reputable physician, together with premiums past due.

3. Where the insurance has been formally cancelled it may be reinstated on conditions similar to the above:

If the policyholder is unable to keep the full amount of War Risk Insurance he carried while in the service, he may reinstate part of it from \$1,000 up to \$10,000 in multiples of \$500. Reductions may be made in multiples of \$500 to any amount, but not less than \$1,000. Premiums are due on the first month, although payments may be made any time during the calendar month.

The Bureau of War Risk Insurance urges all discharged service men, whenever they write to the Bureau of War Risk Insurance, to be sure to furnish the following information: Full name (including first, middle, and last name) and complete address, rank at the time of applying for insurance; Army or Navy organization at time of applying for insurance; Army serial number, if in the Army, and the number of insurance certificate, if known. If this is done, the handling of the matter will be greatly expedited.

ROADS REFLECT PROGRESS (Continued from Page One)

from less than 30,000 to over 75,000. Teams and wagons are almost a curiosity on the roads and are rapidly becoming unusual on the farms and ranches giving place to the gasoline trucks and tractors. In the hilly sections the draft horse seems to be holding its own and in Sherman, Gilliam and Moro counties the hill sides are farmed and the grain hauled by horses.

Modern Farming The automobile is changing many conditions of farm life but one of the most noticeable adjustments is the establishment of gasoline stations at

the front gate of many ranches along the tourist routes. The pasture lot has been turned into camping-grounds and home into a road house. Instead of milking cows and plowing fields many farmer are straining gasoline, pouring oil, selling water and fire wood while the wife is business manager of a telephone toll station, lunch counter and possibly lodging house.

About Roads

Many things can be observed but the most appropriate window sign we ever read is on the door of a restaurant at Redmond which reads "Painless Filling Our Specialty". On the return trip from Portland to Vale via Pendleton, La Grande and other points a little bit of every kind of roads are encountered. Out of Portland extends the famous Columbia highway, the scenic wonder of American roads. Between Pendleton and LaGrande there is about forty miles of the worst road in the world, bar none. There is a fossilized toll bridge across the Deschutes river where some ambitious benefactor is charging \$1.00 for the privilege of risking your life to cross same. However he agrees that the gink who operates the modern ferry on the John Day is all kinds of hold-up-man for charging \$1.00 to be towed across a creek on a raft by a boy on horse back.

One of the biggest needs of eastern Oregon is some organization, some medium that will foster a consciousness of unity. Separated by miles of distance the various communities are hardly aware of the many problems they have in common. The third article by Mr. and Mrs. Currey on Eastern Oregon conditions will appear next week.

"BABE" BROWN WINS (Continued from Page One)

Brown within an inch of a fall, but the plucky little Boise athletic completely turned the tables on his adversary, and after a number of attempts, sat upon Wilson's back, got his favorite scissors hold, and slowly pinned the Malheur champion to the mat.

Camp Challenges Brown

Chester Camp, who wrestled Jim Wilson recently, wired a challenge to the winner of this match. He had been defeated by Wilson after only four minutes of wrestling, but wanted an opportunity to make a showing before the Vale audience. It is probable that an event will be scheduled before long.

Wilson did not lose much of his reputation by the match Monday night. He has been working in a hay field, with little time for training, and is beginning to get into condition again. Manager McCabe has other bouts arranged for "Crusher Jim", and has just received a wire from Ferrel Robinson of Canton, who will be here Sunday. Robinson is an athlete with a reputation, and will train Wilson, as well as act as instructor in the gymnasium here.

U. S. PURSUES BANDITS (Continued From Page One)

Rio Grande. Repeal Daylight Saving Repeal of the daylight saving act was accomplished Wednesday, when the Senate voted to sustain the house in passing the repeal measure over President Wilson's veto, the repeal of the law becomes effective after the clocks are turned back October first.

TREADWELL VOICES OPINION (Continued From Page 3)

Wants Quick Action Notwithstanding the violation of the agreement with us, we shall facilitate the trial of the action to fix the value of the ranch and hope it will be fixed and paid before the winter's flood.

The district filed no suit to condemn the ranch until we bought the injunction suit, and they admitted on the hearing that the amount offered by the district was not offered in good faith as being the value of the property, but was offered mainly to get into court.

"We urged the attorneys for the district to file proceedings to condemn the ranch last May, and we feel that it is an outrage that the company should have been compelled to apply

Notice to the Public:



THE KESSLER GARAGE, which has been owned by the Vale Trading Company for the past year, was purchased this week by its former owner, A. J. Kessler, in partnership with C. H. Woodward. Mr. Kessler, a mechanic of many years' practical experience, will assume complete charge of the mechanical end of the garage and will be on the job at all times. Mr. Woodward will act as business manager.

With the purchase of this garage, we offer our expert repair equipment, which is being installed, our efficient battery recharging and repairing equipment, and will continue the prompt service which has been featured since this garage was established.

The famous Chevrolet and Scripps-Booth cars will still be our feature. A carload of Chevrolets are now on the railroad track, all sold, and all future orders for this car must be given in advance. The garage will still be a service station for the Goodyear tires, and all brands of oil.

Our stock of automobile parts and accessories is the largest in eastern Oregon, and we invite a continuance of your patronage, and assure you of our desire to give you the best garage our efforts can make.

Your sincerely,

KESSLER GARAGE

C. H. Woodward, A. J. Kessler

The REX Program

Table with 2 columns: Day/Time and Actor/Program. Includes Dorothy Gish, Pauline Frederick, Wm. Faversham, Jack Pickford, etc.

ROADS REFLECT PROGRESS (Continued from Page One)

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Modern Farming The automobile is changing many conditions of farm life but one of the most noticeable adjustments is the establishment of gasoline stations at

for an injunction on account of the disregard of the agreement. We were ready to try the value two years ago, but the directors dismissed their suit. We believe that the people of the district should understand this matter and that their sense of fairness will disapprove of any attempt to flood this ranch before paying for it."

NOTICE FOR PUBLICATION Department of the Interior U. S. Land Office at Vale, Oregon, July 31, 1919.

NOTICE is hereby given that John W. Elms of Ironside, Oregon, who, on January 10th, 1916, made Homestead Entry No. 64016, for E. 1/4, S. 1/4, Sec. 26, T. 18N., R. 12E., S. 1/4, Sec. 17, NE 1/4, NW 1/4, Section 15, Township 14 South, Range 13 East, Willamette Meridian, has filed notice of intention to make Final Three Year Proof, to establish claim to the land above described, before Chas. H. Morfit, U. S. Commissioner, at Malheur, Oregon, on the 25th day of August, 1919.

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"We urged the attorneys for the district to file proceedings to condemn the ranch last May, and we feel that it is an outrage that the company should have been compelled to apply

NOTICE FOR PUBLICATION Department of the Interior U. S. Land Office at Vale, Oregon, August 19, 1919.

NOTICE is hereby given that Ralph Page of Watson, Oregon, who, on August 11, 1910, made Homestead Entry No. 61682, for SW 1/4, Sec. 26, T. 18N., R. 12E., S. 1/4, Sec. 17, NE 1/4, NW 1/4, Section 15, Township 14 South, Range 13 East, Willamette Meridian, has filed notice of intention to make Final Three Year Proof, to establish claim to the land above described, before The Register and Receiver, U. S. Land Office, at Vale Oregon, on the 25th day of September, 1919.

NOTICE FOR PUBLICATION Department of the Interior U. S. Land Office at Vale, Oregon, August 19, 1919.

NOTICE is hereby given that Harry L. Page of Watson, Oregon, who, on August 11, 1910, made Homestead Entry No. 61681, for SW 1/4, Sec. 26, T. 18N., R. 12E., S. 1/4, Sec. 17, NE 1/4, NW 1/4, Section 15, Township 14 South, Range 13 East, Willamette Meridian, has filed notice of intention to make Final Three-Year Proof, to establish claim to the land above described, before The Register and Receiver, U. S. Land Office, at Vale, Oregon, on the 25th day of September, 1919.

Claimant names as witnesses: George H. Eddy, L. E. Palmer, Ralph Page, Carl Feagly all of Watson, Oregon. THOS. JONES, Register. 23 Aug-20 Sept.

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Ontario Pressary for some time, and L. Hirsch, who has been employed by Boyer Bros. since his coming to Ontario last spring, will compose the new firm.

They have secured the building formerly occupied by Walt & Dick's Garage near the Carter Hotel on main street as their new location. The width and length of the building is about 60 by 120 feet or having a floor space of 7,200 square feet. Approximately four thousand dollars worth of machinery will be installed

and this will consist of the most modern and up-to-date equipment on the market. The new shop will be prepared to do every kind of cleaning of rugs and carpets of every size and dimension and other articles that can not be cared for under present conditions. Large steam presses will also enable the new firm to care for the most extraordinary kind of work.

ENDORSE OWYHEE PROJECT (Concluded on Page Four)

said Chamber favor the early construction of said Owyhee Project. And be it further RESOLVED that a copy of this resolution be spread upon the minutes of this meeting and another copy be forwarded to the Oregon Department in Congress.

TENTH ANNUAL MALHEUR COUNTY FAIR ONTARIO, OREGON SEPTEMBER 9, 10, 11 and 12, 1919 THE BEST YET Expense has not been considered in booking attractions or securing exhibits..... 4--Days of Real Thrills--4 RUNNING RACES BY THE BEST HORSES OBTAINABLE HARNESS RACES BY THE FASTEST HORSES BRED ROPING AND BULLDOGGING THAT WILL MAKE OTHER FAIRS AND ROUNDUPS SICK A REAL CURTISS FLYING MACHINE PILOTED BY AN AMERICAN ACE (CONTRACT ALREADY SIGNED AND CASH BOND PUT UP) BUCKAROO STUFF THAT WILL MAKE YOUR HAIR STAND ON END MOTOR CYCLE RACES IN THE BARNEY OLDFIELD CLASS THE FAIR OF FAIRS F - Fastest Racing Ever Witnessed A - Aeroplane Stunt Flying I - Innovations New and Startling R - Remember the Dates, Sept. 9, 10, 11, 12. Something doing all the time; no delays. Come and stay the week. H. H. TUNNY, President F. LESLIE BODY, Secretary

THE WAR IS OVER BUT—Tires will not be Cheap again very soon—Because of the great international demand for Cotton and Crude Rubber—but you will not worry longer, if you will try MAXOTIRES. You can wear your Tires down to the last thread. Common Tires with Maxotires will give as much Mileage as Oversize without and the chance of Tire Trouble is practically eliminated—A big Saving. Often Maxotires make weak casings, or seconds or cheap Tires last as long as "Firsta." The Rubber Treaded Maxotire Is so designed that it strengthens the fabric, holds the strain off the casing, prevents stone bruises, breaks, and tube pinches. It eliminates tack punctures and turns aside almost all spikes, etc. They are not "Reliners." They do not reline the casing but encircle the tube completely—holding the pressure within themselves—GET THE DIFFERENCE. Few people who have automobiles know how tires are constructed and the strength necessary to be built in a casing in order to withstand the enormous strain put on it. Do you know that the average automobile weighs one ton which is distributed almost equally on 4 wheels. Do you know that a speed of 20 miles per hour has the same impact force as a solid object dropping a distance of 12 feet. Do you know that a solid ball weighing 550 lbs. and dropping a distance of 12 ft. (the same as 20 miles per hour) strikes with a force of 95,000 lbs. Can you imagine a tire which bears a weight of approximately 550 lbs. and running at a speed of 20 miles per hour striking a stone 3 inches high, what this impact on the tire? Is it any wonder that tires blow out—or rather is it not marvellous that they give the service they do? These facts led the manufacturer to design and patent a very tough device which encircles the tube and holds the pressure within itself, relieving the fabric so it can withstand the tremendous strain of these blows. Did you ever think that some day some one would invent a device that would solve the tire Problem? The Maxotire is the answer. They are so successful that dealers handle them year after year, —some are re-ordering Maxotires—get it—re-ordering in car-load shipments. A large new MAXOTIRE FACTORY has just been erected to meet the demand. ENDLESS STEEL HOOP TUBE PROTECTION MAXOTIRE INNER TUBE Thousands are using MAXOTIRES. Some, of course, with the first casing but many with the second, third and even the fourth. Surely MAXOTIRES must be saving owners considerable money, time and eliminating grief, or there would not be such a great MAXOTIRE demand. No difference how much they save others, they will do you no good unless you—try them. STORES AT RIVERSIDE CRANE JUNTURA Vale Trading Company VALE OREGON Gossard Corsets, McCall Patterns, Queen Quality SHOES