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FIVE BIG BUSES FOR LOCAL RUN ORDERED

Elmer Roberts, of Grays Harbor, is the new manager of the Blue Star Stage line between Pendleton and Walla Walla. Mr. Roberts states that five big 18 passenger buses have been ordered for the route and will be put on as soon as the bodies, which are being built to order, arrive.

Mr. Roberts, in speaking of the stage business, remarks that the popularity of automobile travel between Pendleton and Walla Walla is constantly growing.

"With the good roads," he states, "the automobile is replacing the train. A considerable portion of our trade is from commercial travelers, who prefer to make the trip by auto stage than by train."

MANY OREGON ROADS (Continued from Page 7.)

Central Oregon Highway

Bend-Burns—On account of uncertain weather, passengers are advised not to attempt this trip without first having secured information locally.

Burns-Grande—Macadamized and in good condition.

Grande-Vale—Rough and slippery; use chains. Very poor road this time of year. Secure information locally before starting.

Vale-Ontario—Very muddy; use chains.

Ontario-Calro—Very muddy; use chains.

Calro-Nyssen—Macadamized; open.

Sherman Highway

Columbia River Highway-Shaniko, via Fulton Canyon—Closed on account of thaw. Follow detour signs to avoid new construction between Wasco and Moro.

Shaniko-Madras—Impassable; thawing with frost going out.

McKenzie Highway

McKenzie Pass—Closed until spring. Sisters-Redmond—Graveled road; open.

John Day River Highway

Arlington-Condor—Frost going out; impassable.

Condor-Fossil—Macadamized and in good condition. Some snow.

Fossil-Butte Creek Summit—Graveled and in good condition. Some snow.

Summit-Tilley's (mouth of Service Creek)—Dirt road, in fair condition during freezing weather. Thawing, very difficult to travel.

Tilley's-Spray—New road, fair condition. Muddy when not frozen.

Spray-Dayville—In fair condition during freezing weather. Muddy and difficult to travel when not frozen.

Dayville-Cole's Bridge—In fair condition during freezing weather.

Cole's Bridge-Prairie City—Graveled road in good condition.

Prairie City-Baker—Road closed to auto traffic on account of snow in mountains.

Vale-Jamison—Macadamized.

Jamison-Broxton—Fair.

Ochoco Highway

Redmond-Prineville—Graveled road good condition.

Prineville-Mitchell—Passable only during freezing weather.

Baker-Cornucopia Highway

Baker-Halfway—Closed; snow on Sparta mountain.

La Grande-Enterprise Highway

La Grande-Enterprise—Paved.

Enterprise-Elgin—County road; snow and mud; practically impassable.

Elgin-Minnam-Joseph—Macadamized with exception of eight mile stretch between Lostine and Enterprise. This stretch very rough, use chains; take river road.

Crater Lake Highway

Medford-Prospect—Open.

Shaniko-Mitchell Highway—Closed to auto traffic on account of mud and snow.

MIKE KLIGMAN IS NOW WALLA WALLAN

Mike Kligman, for the past five years with the Auto Clearing House of this city and who still retains an interest in that company, is now head of the K-S Automotive Parts Company in Walla Walla. In the Lenton building.

ANCIENT PUG AMAZED AT MIGHTY PURSES

LONDON, March 4.—(U. P.)—Britain's prizefighters of the eighties watch the purses announced for the battles of the twenties and ask how they get that way.

The fight ring forty years ago—they used bare fists in those days—was hardly the place for a man to earn a living. One of the best of them then, "Gentleman Jack" Massey, sits by today and compares his own career with a Demisey or Carpenter with just a little envy.

Fighting was just a side-line to him and the illegality of most of the contests necessitated great inconvenience to get a scrap. "Gentleman Jack" almost got to America for a try with the champion, John J. Sullivan. He was picked as a heavy favorite in a "sorting out" competition, but unluckily lost in the semifinals, Charlie Mitchell winning the honor.

A memorable fight of Massey's was one with Jack Burke, his winner's end of the purse being a \$200 cup.

Later he attempted what no fighter had done in years. He made three matches at the same time for \$250 a side each. One of the bouts was secretly arranged in Sussex. Massey broke his wrist in the twenty-second round, but fought another 20 rounds before retiring.

Then came the second bout of the series at Epsom. The police got wind of the affair and, to avoid notice, the contestants and supporters journeyed down at night disguised at furniture movers. The police, however, raided the ring and arrested all present. Heavy fines followed. The third affair came off without mishap, Massey winning easily, and returning to his work at Smithfield Market.

"Gentleman Jack" is extremely proud of his career, but he can't quite see why fighters should be rewarded with diamonds and automobiles.

GOAT ISLAND MAY BE RAILROAD TERMINAL

SAN FRANCISCO, March 4.—(U. P.)—The possibility that Goat Island, the famous landmark for ferries in the center of San Francisco's harbor, may serve not only as the terminal for an extension of Key Route interurban trains, thus cutting down the time between Berkeley, Oakland and San Francisco ten minutes, but may also become a great transcontinental rail terminal, is envisaged in plans of civic bodies on both sides of the bay.

Various organizations of business men are heartily indorsing the proposed solution of the "bridge the bay" question. According to present plans, a fast line of ferries would be run from the end of Goat Island, which is now occupied by various government stations, to the ferry building. A large number of auto-ferries would also be run. The proposed terminal would be open to all railroads.

Oakland organizations recently refused to indorse the Modjeski-Davies plan for a tunnel-bridge system further up the bay. The principal objection was that the time between the two sides of the bay would not

be cut down, and principally that this plan would envisage the moving of the railroad terminals from Oakland to San Francisco. The Oakland factions refused to consider any plan where railroad tracks were carried directly into San Francisco.

Greet Squirrels With Poison

Warm weather of spring is bringing out the squirrels and field mice and they are beginning to damage young orchard trees already. These rodents should be poisoned without delay as every one killed now is equivalent to a dozen or more later in the season. If necessary the State law should be invoked to compel neighbors to help rid the community of these pests.—O. A. C. Experiment station.

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MOTOR—Special Haynes design and manufacture, unit power plant, three-point suspension.
HORSEPOWER—28.4 horsepower, S. A. E. rating; 50 horsepower at 2,000 R. P. M. actually developed.
CYLINDERS—L-head type, 3 1/2-inch bore, 5-inch stroke.
PISTONS—Light-weight cast iron, equipped with three rings above piston pin.
CRANKSHAFT—Three bearings. Statically and dynamically balanced.
VALVES—Located on right side of cylinder block. Easily accessible, enclosed in dust-proof, oil-tight housing.
CAMSHAFT—One-piece forging, heat treated and ground. Driven by helical gears.
CRANK CASE—Upper half, cast aluminum; lower half, pressed steel.
BEARINGS—Die cast babbit.
GASOLINE SYSTEM—Gasoline tank is located at rear of car and is protected by rear cross member and heavy steel covering. Capacity is 18 gallons. Vacuum tank is in engine compartment.
CARBURETOR—Rayfield; attached directly to cylinder block, eliminating manifold, and affording proper carburetion and maximum mileage.
LUBRICATION—Circulating splash system, in connection with piston oil pump.

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