# WEEK'S AUTO BUSINESS SETS NEW RECORD

Five carloads of automobiles and five individual shipments of single cars making a total of some 41 or 42 arrived in La Grande in two days this week, establishing a week's automobible business that shatters all records. Furthermore, the general average price for these cars is above the usual, for this county as several of the types shipped run well up to the $2000 mark. Comparatively few bring less than $800 laid down here. Just what the shipments represent in dollars and cents is rather difficult to determine but at a very conservative basis, all the cars in the lot will average more than $1000. Not only has this remarkable shipment of cars already been unloaded but further consignments are rolling hithenward, and when the week's actual business is totaled about 50 cars will be the correct aggregate hauled into the city in a period of six days.

The pace this week has been a record, but for the past two months the atmosphere has been pregnant with auto sales news, and carload after car load has been hauled in, and thousands after thousands in dollars and cents have gone out, as a natural sequence of the tremendous demand for more cars.

The general trend is for a higher grade of cars, too. Another item not generally recalled in computing sales for the county is the fact that Elgin, Union, Island City, Imbler and North Powder are brisk centers for auto sales.

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The workmen in factories on night shifts are 40 per cent less efficient than those working on day shifts is the conclusion of George D. Babcock, production manager of a well known automobile. Mr. Babcock, after studying the efficiency of night factory forces, concludes that even with greatly increased supervision per man and with special incentives for night work such as 10 cents extra per hour to the night men, it is impossible to get from the night forces more than 75 per cent of the efficiency obtained from the day shift. Mr. Babcock has further discovered that while the output efficiency of night work is much lower the regularity of workmen is reduced and the amount of rejected work is much greater at night than in the day. This situation is not entirely due to artifical lighting or to less satisfactory shop conditions, but principally to the lack of willingness of first-class workmen to work nights, and to an increased fatigue on account of carelessness in the hours of rest and sleep. The daily hours of sleep are not so regular with a person on night work as with one on day work. Mr. Babcock believes that sleeping during the day develops nervousness which tends toward restlessness.

* * *

[illegible] are falling [illegible] the [illegible] Maxwell [illegible] up a new [illegible] 22,022 [illegible] California highways [illegible] of the motor. The car was piloted by Charlie Miller of the Maxwell Motor Sales Company [illegible] visiting Maxwell dealers throughout Arizona.

Miller took the [illegible] immediately after it had been stopped by Mayor Rolfe of Los Angeles on the conclusion of the speedway run. Without [illegible] or changing a tire he struck [illegible] starting his first stop at San Diego.

From the Southern Exposition City [illegible] to the Imperial Valley and [illegible] Niland the real [illegible] was handed a [illegible] records for touring cars between the [illegible] points, and decided to send the Maxwell after a few of them.

The first mark to fall was that between Niland and Yuma, over the hardest stretch of road in the West. 'Cactus Kate', the desert roving Packard, had hung up a previous mark of 6 hours, 45 minutes; Miller and the No-stops Maxwell reduced this a full hour, reaching the Colorado River ahead of two machines which had two hours start on them.

Regular touring time between Yuma and Phoenix is fourteen hours, but Miller 'stopped out' and reached the Arizona capital in eleven hours, and ran a dead heat with Charlie Fuller and his 120 horsepower Isitta roadster.

From Phoenix to Winkelman Miller cut the time from ten to seven hours. Winkelman to Tucson is a five and a half hour's drive, but the Maxwell was sent over the route in an even four hours.

Miller reports that his only trouble stop along the road was for a blowout, which came on a tire which had seen 17,000 miles of service.

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"What used to be a week or month camping trip during the spring and summer months, is being modified to a noticeable extent by the automobile, says C. A. McCrary distributor for the Haynes "Light Six."

"Instead of pitching camp at one particular spot, many outdoor men bundle their tents and camp kit into the motor cars and go on a progressive camping tour. This lasts as long as they see fit to make it. The plan has found especial grace in the eyes of confirmed fishermen. If they strike bad luck at one place, they can move on to livelier waters and stay as long as their lure catches fish.

"There are few trails to the Maine woods, the Michigan pine forests, the Minnesota lakes, or the Rocky Mountain streams that the "Light Six" cars will not follow. Rugged motors have made it possible for automobiles to rough it with their owners.

"The contrivances which the motor car fishermen have put together are ingenious to say the least. The wiring to the storage battery has been extended to furnish light for the evening meal and illuminate the tent after supper. The powerful search lights fill the thousand uses around a camp that have waited advent of a moveable high-candle-power light.

"A number of campers have rigged up comfortable air matresses, which can be pumped up every evening by the motor driven tire pump. In traveling these can be deflated, rolled up and stored into a minimum amount of space in the car. With a little effort a small but ever-ready refrigerator can be installed on the running board.

"With all the advantages these trips offer they can be taken at a moderate expense. A Haynes car recently ran nine thousand three hundred miles over the wildest parts of the Rocky Mountain fishing districts at a complete repair and maintenance cost of fourteen dollars and eighty cents—a small sum for such an enjoyable outing."

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In the opinion of H. H. Franklin, president of a well known automobile concern, a general reform leading to free public highways in this country is bound to take place.

Mr. Franklin, who is understood to have given considerable study to the question, insists that it is radically wrong in principle to tax motor cars for the maintenance of roads and at the same time exempt horse-drawn and other vehicles. "Is is not unfair to tax one man for traveling over a highway while another man is permitted to use the same highway without charge?" he asks.

"I am convinced that just as sure as the ancient toll roads are disappearing, and improved highways are rapidly becoming more numerous in all sections of the United States, so, in the course of time, we will have free public highways.

"Automobiles will not be taxed for highway maintenance while carriages and other vehicles are permitted to be used without being subject to a similar burden. The roads will be free to all. This was the original and, in my opinion, correct conception of public highways. They were built for the use of all the people.

"The way the new condition is to be brought about probably will vary in different sections of the country. In some states highways are free today.

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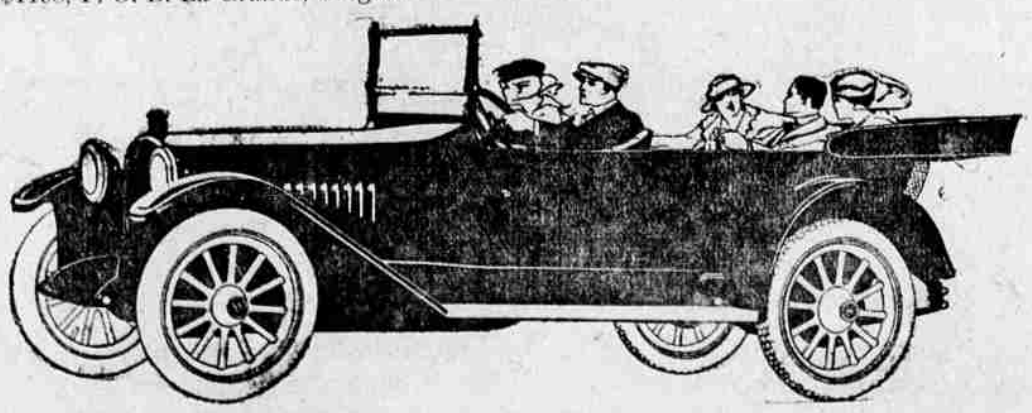

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