

Highway and Auto Dope

# AUTOMOBILE NEWS

Traffic and Tourist News

## MUCH WORK FINISHED ON STATE ROADS

### Eastern Oregon Now Has 660 Miles of Paved and Macadam Highway.

## MANY CONTRACTS LET BY COMMISSION

### Highway to Wallowa Lake To be Further Improved This Season By State Highway Department.

An idea of what the state of Oregon is doing to make motor-  
ing safer, more comfortable and  
more economical may be gained by  
an examination of the figures on  
the amount of work done on the  
Eastern Oregon Division of the  
state highway since 1918.

The Eastern Oregon, or the La  
Grande division as it is most com-  
monly called, contains 660 miles  
of state highway. Of the total  
mileage, 46 miles are paved and  
the remainder is macadamized.  
The division includes Baker, Har-  
ney, Malheur, Morrow, Umatilla,  
Walla-walla and Union counties and  
a portion of Gilliam county.

The entire division is under the

supervision of H. H. Baldoek, who  
has been a resident of La Grande  
for several years and has his main  
offices here.

During the past seven years the  
state has expended a total of \$10,-  
207,000 in round numbers, on  
highway work in the La Grande  
division. Approximate totals for  
all eight counties in the district  
are as follows: Baker county, \$1,-  
258,300; Gilliam, \$108,900; Harney  
county, \$515,700; Malheur county,  
\$1,226,100; Morrow county,  
\$1,003,200; Umatilla county, \$2,-  
704,900; Union county, \$2,340,300,  
and Wallowa county, \$1,056,500.

The Gilliam county total given  
here includes but a portion of the  
amount spent in that section, as  
only a part of the county is in-  
cluded in this division.

The program for the summer  
season this year includes a num-  
ber of road improvement projects,  
contracts for many of which  
have already been awarded by the  
state highway commission.

As this is Wallowa Wonderful  
week, the announcement by Mr.  
Baldoek that the road to the lake  
is to be further improved is par-  
ticularly interesting.

The special maintenance work  
by the department this summer  
will include the placing of clay  
blender on the macadam between  
Enterprise and Joseph and in cer-  
tain places between Wallowa and  
Enterprise.

The contract for the construction  
of the Middle Bridge-Love  
Bridge section of the Baker-Cornu-  
cupia highway was awarded this  
spring to H. C. Boyer of Ontario,  
Oregon, for a consideration of  
\$16,150.70. The contract calls for  
3.9 miles of grading.

The Black Bridge - Emigrant  
Creek section of the Baker-Cornu-  
cupia road in Baker county was  
awarded to James Crick at a con-  
tract price of \$104,927. This pro-

## DODGE MOTORS IN NEW HANDS

### Exceptional Increase In Sales Registered by Dodge Brothers During February and March of This Year.

The purchase of Dodge Brothers  
Incorporated, motor car man-  
ufacturers, was announced this  
week by the new owners of the  
firm.

L. C. Smith, local Dodge dealer,  
received the following telegram  
announcing the closing of the  
deal: "Dillon Reid and Company  
have arranged to purchase  
Dodge Brothers Incorporated. The  
new owners have assured the  
management that the business will  
be continued and conducted as an  
independent corporation and that  
any rumors of consolidation with  
other companies are unfounded.  
That the policies, standards, and  
ideals of the present organization  
are approved and that there will  
be no changes in the personnel.  
The present management and or-  
ganization will remain as they  
are." Signed—John A. Nichols,  
general sales manager.

The remarkable increase in  
Dodge Brothers sales this year has  
been one of the topics of discus-  
sion in the motor industry.

Actual retail deliveries by dealers  
during February were within  
a few cars of 15,000 which is an  
increase of 23.1 per cent over de-  
liveries in February 1924.

Every week in February showed  
material increase over preced-  
ing weeks and the first week of  
March likewise exceeded the last  
week of February.

fect includes 19.4 miles of grad-  
ing.

The Sag-Halfway section of the  
Baker-Cornucopia highway, 2.9  
miles long, will also be graded by  
James Crick for the sum of \$19,-  
921.

All of the projects on the Baker-  
Cornucopia highway are fi-  
nanced entirely by Baker county  
and the work is being done un-  
der the supervision of the state  
highway commission.

Contract for the grading of 0.4  
miles of the Baker-Slices Gulch  
section of the Baker-Unity high-  
way was awarded to Greenwood  
and Dunn for a consideration of  
\$95,050.

The Unity-Beam Creek section  
of the Joan Day highway in Baker  
county will be graded by E.  
L. Coulter of Port Angeles, Wash.  
His bid for the work was \$172,-  
891.25, which involves the grad-  
ing of 12.4 miles.

The Emigrant Trail section of  
the Old Oregon Trail in Umatilla  
county will be widened for a  
distance of 12.6 miles. The con-  
tract was awarded to Swartley  
Brothers of Corvallis, at a con-  
tract price of \$35,845.

Grading of the approaches to  
the Umatilla Bridge will be done  
this spring by O. S. Brown of  
Prosser, Wash. His bid for the  
contract for a consideration of  
\$5,320.

The Umatilla bridge spans the  
Umatilla river at its confluence  
with the Columbia just west of  
the town of Umatilla. It is one  
of the most graceful bridges in  
the state with three 110-foot re-  
inforced concrete arched spans  
on each end.

Contract for the erection of a  
45-foot concrete span across the  
Powder river on the Baker-Unity  
highway was let to George P.  
Reeves of Portland for \$8,260.

All of the projects listed above  
are to be completed this year.

At the next meeting of the  
state highway commission, April  
23rd, bids will be received for the  
resurfacing with macadam, of  
the Old Oregon Trail in Union  
and Baker counties between Tel-  
ocasset and the west city limits of  
Baker.

Bids will also be received at  
this time for the grading of the  
Enterprise-to-Fiora highway from  
the north city limits of Enterprise  
to the end of the graded and ma-  
cadam section completed last year,  
2.6 miles north of Enterprise.

Special maintenance work now  
under way includes 70 miles of  
the highway west of Pendleton,  
which is to be oiled at an esti-  
mated cost of \$40,000.

Seven miles of the highway  
west of Pendleton was oiled two  
years ago as an experiment and  
has proved very satisfactory, both  
in service and cost.

The oiled highway affords a  
smooth, dustless surface and when  
properly maintained remains in  
the best of condition. The sur-  
face is sealed so that water can-  
not penetrate, eliminating mud and  
slush.

The highway between Ontario  
and Enterprise in the upper part  
of this summer by the addition of  
clay binder to the macadam. Sim-  
ilar work is now being completed  
between Lexington and Heppner,  
Oregon.

At Ford Garage—  
G. A. Johnson, formerly with the  
state high office here, has taken  
over the wash rack at the Perkins  
Motor Company garage.

Congress reminds us of an  
alarm clock. It always gets caused  
for doing the best it can.

## COACH BUILT LIKE PULLMAN

### Sometimes automobile manufacturers build even better than they anticipated, and such has proven the case with the Oldsmobile entirely unintentional on the part of the body designers, it has developed that the coach quickly and easily can be transformed into a perfect Pullman sleeping compartment.

The discovery of the possibilities  
in this direction was made by  
Oldsmobile dealers on the Pacific  
coast where a 1,000 mile drive is  
considered just a little jaunt. The  
sleeping compartment was tested  
out in a drive from Seattle, Wash.,  
to San Francisco and return.

Changing the seating arrange-  
ments of the Oldsmobile coach  
into a bed is somewhat similar to  
the familiar procedure of mak-  
ing up the lower berth in a Pull-  
man sleeper. The rear seat cush-  
ion is first removed. This dis-  
closes two wood screws that hold  
the back upholstery in place. Re-  
moving these screws, this back  
section can be raised off the re-  
taining hooks and lifted out of  
place. The rear seat cushion then  
is replaced, with the front of the  
cushion placed to the rear to give  
the proper slope to a pillow. The  
back section then is placed be-  
tween the front and rear seats,  
the front portion resting on the  
foot rail which has been raised to  
a perpendicular position.

It is necessary to remove the  
bolts from the hinges of the front  
seat backs and replace them with  
bolts and wing nuts so that they  
can be easily removed. These  
bolts removed, the backs of the  
front seats are laid on top of the  
seat proper, bringing up the front  
seat to the level of the remainder  
of the bed. This arrangement  
makes a comfortable full length  
bed approximately 70 inches long.

The first test of the arrange-  
ment was made several days ago  
by A. H. Tyson, President of the  
Oldsmobile Motor Company of Se-  
attle, and Norman P. Storm, auto-  
mobile editor of the Seattle Post-  
Intelligencer. Each driving alter-  
nately while the other slept, they  
made the 924 mile trip to San  
Francisco in exactly 34 hours, stop-  
ped time, and without at any  
time breaking the speed laws of  
the states or municipalities  
through which they passed. The  
return, over another route 924  
miles long was made in 32 1/2  
hours. The run beat the best  
train time between the two cities  
and was made at a cost of seven-  
tenths of a cent per mile person.

During the trip the driver's seat  
was not utilized as a bed, so that  
one man could drive while the  
other slept. This arrangement  
gave ample room for one to rest.  
Storm wrote a descriptive story of  
the drive from which the follow-  
ing excerpts were taken:

"While the writer drove, Tyson  
acted as Pullman porter and in a  
few minutes had transformed the  
rear seat cushions and the right  
front seat into a wonderful bed.  
A sleeping bag and robes were  
brought out and Tyson went to  
bed to be called out of his sleep  
at 10 P. M. He then took the  
wheel and invited me to try the  
bed which I found to be excellent.  
In a few minutes I was sleeping  
soundly and did not awaken until  
two hours later for my turn at the  
wheel.

"Our trip proved to our satis-  
faction that the Oldsmobile coach  
can be transformed into a sleep-  
ing compartment without inter-  
fering with the driver's seat, and  
with two experienced drivers, a  
party can travel almost contin-  
uously for an indefinite period  
without discomfort to the occu-  
pants."

"That this can be done comfort-  
ably was demonstrated by this  
pair of travelers who arrived back  
home at 8:30 in the morning, and  
at 8:30 were at their respective  
desks prepared for a day of regu-  
lar work.

"The holes burned in shirts by  
cigaretts would feed quite a few  
moths for quite a while.

## BUYERS MAY HAVE TROUBLE GETTING CARS THIS YEAR

### NEW YORK (Special).—Many thousands of motorists will be disappointed in getting the particular car they want unless they place their orders for spring and summer delivery at once," said Alfred Reeves, general manager of the National Automobile Chamber of Commerce, who returned today from a trip to the various automobile factories.

"The leading car makers," said Mr. Reeves, "are now having all they can do to keep pace with orders which are coming in and many are already behind the retail sales demands."

"Production schedules this winter have been much lighter than last, with the result that there were very few vehicles in dealers' hands in anticipation of the spring trade. Furthermore, the early spring weather in most parts of the country has brought buyers into the field more quickly than last year."

## STAR MAKES STIFF CLIMB IN HIGH GEAR

### Another well known western hill, the "Alps" hill, in the outskirts of Salem, Ore., has been climbed in high gear by a new Star touring car, by Julius Dusevoir, factory testing engineer.

To motor enthusiasts heretofore the Alps hill has been considered an "impossible" high gear test, and prior to Dusevoir's successful venture up its steep slopes, and over a road that, according to him, is in terrible condition, no high gear test, has ever been successful.

An interesting sidelight on the stunt is that a newspaper man, who acted in the capacity of official observer of the test, came into Salem and immediately signed an order for a new Star car. Dusevoir has gained quite a reputation for his work with the Durant Motor company and in testing the Star car's new "million dollar motor" on famous hills in the west since it has been brought out, and, as a result of his strenuous efforts, many famous grades have been conquered.

The holes burned in shirts by cigarettes would feed quite a few moths for quite a while.

## EFFICIENT GAS DISTRIBUTION IS DEVELOPED

### Charles McCrary, local Velie dealer, has on hand several of the Velie cars with the new manifold recently developed by the engineers of the Velie company.

This new device guarantees the even distribution of gases to all six cylinders and the quick heating of an engine to operating temperature has been adopted by the Velie Motors corporation, Muncie, Ind.

H. C. Snow, chief engineer of the company, reports that this new type of manifold, carrying the gases from the carburetor to the six cylinders, is one of the outstanding inventions of the year. Mr. Snow says that engineers have known for years that one cause of vibration in automobile engines was the uneven distribution of gas charges. He explains this by saying that very often one cylinder gets a heavier charge of gas than another. This naturally results in a heavier explosion in one cylinder, causing a jar or vibration. The new manifold does away with the possibility of this and thus eliminates vibration.

He also says that due to the novel way in which the heat of the engine is used to warm the gas charges that the engine heats up, operating temperature is reached much quicker than is usual. This does away with gasoline passing pistons and diluting the oil, as it is bound to do when an engine is driven for any distance when cold.

Another feature of this new device, Mr. Snow says, is to be found in the fact that even in the coldest weather the engine will start much quicker than is usual with the conventional type of manifold.

## VALUABLES SAVED.

When the whole Kansas City automobile show exhibit burned to the ground, only two cars were rescued. They were the new Studebakers. Whereupon the enterprising publicity man advised

## Oldsmobile Prepares Chart of Growth

### A graphic growth chart has just been prepared by the Oldsmobile Works, Lansing, Mich., showing the increase in sales and sales force during the past three years. Automobiles in graded sizes picture the increase in business, the one representing 1924 being two and a half times larger than that of 1922. In 1923 sales in- creased 64 per cent over those of 1922, while total sales for 1924 amounted to 126 per cent more than the total for 1922.

Meats at All Hours.  
First, a round of wheels, then a side order of running boards. Side curtains in season. Baked toby stuffed with upholstery. Fenders a La Mude. Top dressing and windshield wings. Axle tips dipped in grease. Battery with starter sauce or current jelly.

Radiators in the shell. One's plate of license numbers. Serve T. O. B. Pay Cashier as he drives out.

## Meats at All Hours.

A foot seeks the pot of gold at the end of the rainbow while the wise brothers seek the rainbow.

## Four Doors Or Two ?

—A Four door Coach—easy access to rear seat—ample room for five persons—full width front seat—Or—Two doors and a cramped interior—  
—Which will you choose, price and quality being equal?

## THE FOUR DOOR COACH IS A VELIE CREATION

It is new—It is luxurious—It offers the greatest on the market today.  
Lockheed hydraulic four wheel brakes—Full size balloon tires—The Wonderful Velie-built airplane type engine—50 horsepower.  
THE VELIE FOUR DOOR COACH  
The Smartest Car on the Highway  
\$1745 delivered at La Grande  
Four other new and distinctive models.

## C. A. McCrary

1505 Jefferson St. Bargains in Used Cars

### Prices Delivered in La Grande

STANDARD 6 COUPE	\$1610
STANDARD 6 SEDAN	\$1950
STANDARD 6 TOURING	\$1945
STANDARD 6 COACH	\$1545
MASTER 6 COACH	\$1775
MASTER 6 SEDAN	\$2575

## BUICK GARAGE

JENNINGS & SHUMATE, Props.  
Successors to Southard & Shinn

## Perkins Motor Co.

MAKE A SPECIALTY OF  
**Car Washing**  
AN EXPERT NOW IN CHARGE

## LA GRANDE IRON WORKS

MACHINE SHOP AND FOUNDRY  
All kinds of Machinery, Automobiles and Tractors Repaired  
Overhauled and Rebuilt  
Acetylene Welding of All Kinds  
Cylinder Boring and Over-size Pistons  
Crackshafts, Pistons and Piston Pins Reground  
GIVE US A TRIAL  
**D. FITZGERALD Prop.**

## Let Us Show You!

Why HUDSON-ESSEX is the largest builder of six-cylinder closed cars in the world today.  
To the man who has chosen former cars chiefly on first low cost  
We can in a very few minutes show with actual figures how it will cost you but a few cents more a day to have all the pleasure and comfort of a six-cylinder ESSEX than you would pay for ANY closed car.

## Special Terms

Wanted: a special agent to get more of these ESSEX cars in the hands of owners. You are under no obligation in asking for a demonstration. Phone or call.

## Ledbetter's Garage

Prices delivered at La Grande

Hudson Coach	\$1585
5-passenger Sedan	\$2050
7-passenger Sedan	\$2150
Essex Coach	\$1970

## TIRES

### NEW IN THE TIRE BUSINESS, BUT--

We are old at the job of giving service and these Viking Tires and Tubes conform strictly with our established business policy—they give service. And the prices are interesting. Ask us about Vikings today.

Of course you know we repair and recover auto tops. We are specialists at the game, and we also fit side curtains. Canvas covers for any purpose.

## Snyder & McKennon Harness Co.

Leather Goods—Harness and Saddles

## To Prove To The World! A CHALLENGE

To prove for all time that the 1925 Star Car with the new Million Dollar Motor is the greatest dollar for dollar value in its class, we make this challenge:—

## \$500 In Cash

Will be deposited by The Durant Motor Company of California with any local bank or banker to guarantee the entry of a 1925—stock model—Star Car in a public test to decide the superiority among competitors on the following points:—

- 1 Actual delivered horsepower to be tested for superiority in (a) Hill climbing, (b) Maximum speed, (c) Minimum speed, (d) Acceleration.
- 2 Efficiency and economy of motor operation from the standpoints of (a) Cooling, (b) Lubrication, (c) Gasoline consumption.
- 3 Stability and endurance of the chassis in rough usage, to be determined by tests under conditions of (a) Sustained high speed, (b) Pulling through soft sand.
- 4 Braking facilities, safety, and roadability in unusual stunts like (a) Emergency stops in traffic, (b) Turning sharp corners at high speed, (c) Quick stops on wet streets.

## Star's Great Challenge

Any dealer representing a car in the Star Car low cost class is invited publicly to accept this Star Car challenge, both parties to post \$500 in cash with a local bank or banker.

The losers will donate the posted money to some local charity, such as Community Chest, and the winner will be acclaimed publicly The World's Greatest Buy.

The 1925 Star Car—built right mechanically, and built with your safety and comfort as the dominant consideration—offers more dollar for dollar value than any other class. We are certain of that.

—The Star Car's challenge will prove it in an official manner.

You, as a prospective purchaser, must consider this open challenge seriously. The 1925 Star Car invites public comparison—its in-built value features will stand the most rigid tests. Come see this new Million Dollar Motor in the 1925 Star Car sales room now.

## 1925 STAR "With Million Dollar Motor"

### J. P. MORELOCK, Dealer

Elm and Jefferson St., La Grande