

Highway and Auto Dope

Traffic and Tourist News

AUTOMOBILE NEWS

U.S. BUILDERS LEAD WORLD

Next Good Roads Convention to Be Largest Ever Held with Many Representatives from Foreign Countries Expected.

Prior to the last five years Am-

erican highway engineers were more or less in the habit of going to Europe to observe the latest developments in highway construction. Today the reverse is true. The rapid and so extensive has been the development of road building in America that European highway engineers are now coming to this country for the purpose of studying the materials, methods and machinery employed in building roads.

According to Charles M. Upham, state highway engineer of North Carolina, former secretary, American Road Builders' Association, National Research Council, and convention and exhibition manager, American Road Builders' Association, the annual Good Roads Convention and

Exposition to be held at the Chicago Coliseum, January 11 to 15, next inclusive, will be an international instead of a national affair. It is under the auspices of the American Road Builders' Association that this big dual event is held each year.

"At the last convention," said Mr. Upham, "representatives from twenty foreign countries were present. For the next event invitations will be sent not only to those countries represented last year, but to all the others inviting them to send delegates and arrangements will be worked out for their special entertainment. Invitations will be sent also to the members of the Pan-American Highway Commission and to all those who attend its international convention in Buenos Aires this fall.

"We plan to make the next good roads convention and exposition in Chicago the greatest of its kind ever held in the world. At this early date many applications for exhibition space at the exposition have been received. Many new developments in road-building materials, methods and machinery have been brought out since the last exposition and all of these will be on display. At the last exposition more than 200 carloads of machinery were on exhibition at the Coliseum and in adjacent buildings and 20,000 persons from the United States, Canada, Mexico and other foreign countries were in attendance. We expect from 25,000 to 30,000 visitors at the next event."

W. H. Connell, chief engineering executive, Pennsylvania State Highway Department, who is president of the American Road Builders' Association this year, is making arrangements for the next convention conference to meet in two divisions, one section presenting papers and discussing the engineering phases of road building and the other dealing with construction problems. The two sections will meet simultaneously in adjacent convention halls. By arranging the program in this way those interested only in engineering problems can devote all their time to those sessions while contractors and highway officials interested only in construction subjects can hear those discussions without being compelled to sit through long sessions in which they are not particularly interested.

The annual good roads conventions and expositions of the American Road Builders' Association have established themselves as the two greatest events each year in connection with the development of America's colossal good roads program for which more than one and one-quarter billion dollars are being expended annually. The association was organized more than twenty years ago and is greatly responsible for the establishment of Federal aid in road building and the legislation which created the various state highway departments.

RUBBER IS IN DEMAND

Very Successful year in Industry Being Predicted; Manufacturer's Resourcefulness Expected to Solve Crude Rubber Problem.

Demand for rubber products is the heaviest in recent years, and continues without abatement. W. O. Rutherford, president of the Rubber Association of America and Vice President of the E. F. Goodrich Rubber Company, stated his belief that the rubber industry will have a very successful year in 1925. He predicted that the industry's resourcefulness would solve the crude rubber problem.

"Motor transportation is drawing heavily on the output of rubber manufacturers," said Mr. Rutherford. "New car production has gone up at an unprecedented pace. I am advised that during April and May the automobile industry produced more cars, trucks and buses than in any two previous months of its history."

"Where the automobile was once a means of recreation, it is today transportation. Business men, professional men, tradesmen, artisans and mechanics, go to their daily tasks in motor cars. And in many places where the means permit, two and even three automobiles will be found. My wife's car is rapidly becoming a common expression."

"The motor car has taken this hold on American social life because it permits flexible transportation. One may go anywhere, without restriction to time table or the restricting path of steel rails."

"This same flexibility of movement has captured the economic eye of business men. Competition today is so keen in business circles that quick delivery, such as the motor truck assures, is imperative to get and retain mercantile business."

"The volume of the tire business being done could in itself be taken as indicating generally healthy and prosperous conditions. But this energetic demand for rubber is not restricted to transportation; it is general."

"The scope of the rubber industry's market and the intensity of demand is, in a measure, largely of self-creation. By ingenuity and vision, the industry has developed many new uses for rubber. It has supplanted other basic materials with rubber."

"The only cloud on the rubber industry's horizon at present is the crude rubber situation. That I think will be dispelled before long. The rubber industry demonstrated during the period of depression great resourcefulness. It emerged with broader vision and more scientific methods of distribution and production. It can be depended upon to clarify the present crude rubber problem with equal dexterity. This, in any event, is purely an inter-industrial matter and an exchange of opinion and facts will rectify the balance."

During Mr. Rutherford's trip abroad he will attend the sessions

Automobile Point Of Saturation Declared Far Off

NEW YORK—It is not what the automobile costs that counts, it is what it will earn by money, or convenience, or pleasure," said Earl V. Hennecke, vice-president and general manager of the Moto-Meter Company, Inc., in discussing the present automobile market. Mr. Hennecke was interviewed as he left for the annual Summer Convention of the Automotive Equipment Association at Colorado Springs.

"Saturation point?" said Mr. Hennecke. "How can there possibly be a saturation point with such great invention and development of the car for economizing time? Automobiles are bought because they are needed and because their services will pay the purchaser a dividend on his investment."

"To say that the automobile has revolutionized the whole American mode of living is putting it mildly. Today the man who used to get all dressed up in his best clothes now puts on his old overalls, steps into his car and is for fishing, hunting or camping with his kids. The money he used to spend on clothes goes into tires and gas and health and happiness."

"In a nutshell, the passenger car or motor truck is a necessity, not a luxury, and it takes a long while to reach the saturation point with a necessity. There may be a saturation point somewhere, but it will never be reached until every place where the automobile can be used profitably is full."

SPECIAL OLDS CHASSIS OUT

"We can do anything any automobile can do, and we show you how we do it," is the slogan for the fleet of Oldsmobile demonstration chassis that are being operated throughout the country. The demonstrators are working out of the larger cities, being routed so that virtually all sections of the country will be visited.

The chassis are fitted with two comfortable seats so that anyone can accompany the drivers and closely watch the performance. The absence of bodies and floor boards permits a good view of the power transmission units while in action.

At the rear of each chassis, over the axle, is a box containing a complete assortment of parts, including crank shaft, cam shaft, clutch jaws, etc. These permit close-up views of the vital parts of the car and assist in the drivers' explanations of the functions of each and every part of the Oldsmobile.

These parts boards enable even a novice in things automotive to quickly grasp the function of each part of the engine. This same ability of the International Chamber of Commerce in Brussels and consult will forewarn rubber authorities in France, Great Britain and Germany.

CAUSES OF MOTOR HEAT

Little Known Reason for Motor Overheating Explained by Motor Expert and Means of Prevention Given.

Out of sixteen reasons for motor heating, perhaps one of the most obscure and least thought of is the small pin that holds the paddle wheel on the water pump to the shaft. This is a frequent reason for engine overheating, and because of its very obscurity, is one of the reasons for this series of articles.

As everyone knows, the water pump is attached to the water pump shaft. Within this pump is a paddle wheel that assists in circulating the water from the radiator entirely through the water passage system. A small steel pin holds this paddle wheel fast to the pump, and many times, after some months of usage, this pin becomes worn or rusted, and shears off as smoothly as if cut by a knife. The pump at once becomes inoperative, the water does not circulate and the terrific heat of the engine soon boils away the water that remains in the radiator. Here again the heat indicator on your car immediately tells the story, as the vapor temperature of the boiling water in the radiator will warn the motorist, through this instrument, that he must investigate at once, or suffer the penalty, a large garage bill.

A western newspaper, checking up expenditures, finds that the average American spends \$5.02 a year for jewelry and 15 cents for art; he spends \$27 for joy riding and \$125 for the work of the church. He is blowing in \$3 for ice cream and 98 cents for books. He spends \$45 for fancy foods and 8 cents for the salaries of professors. He gives up \$4.15 for soda water and 6 cents for ink.

He isn't entirely wild, he spends 11 cents for health service and 65 cents for coffins without turning a hair.

And yet—there still are some who buy automobiles without investigating the values of the Studebaker line.

We had rather have friends than look like a collar advertisement.

Conversation makes some people think, but its chief use is to keep most of us from thinking.

plies to the clutch and other power transmission units. In fact the demonstration chassis provide a "first reader" course in automobile engineering, giving a fundamental knowledge of "what makes the wheels go around" that is valuable to all motor car owners or prospective owners.

Besides giving this instruction to those not fully informed and unfamiliar with automotive mechanics, the demonstrators also are showing the capabilities of the Oldsmobile in every possible way. This includes hill climbing, idling, making runs in high gear and other tests calculated to prove the power and stamina of an automobile.

Many Important International Conferences Staged in London

LONDON (AP).—London has been the leading center of the world for international conferences this year. Nearly 700 American and Canadian doctors attended the recent convention. After that the next important gathering was the world railway conference, brought to London at the invitation of the Institute of Civil Engineers. Their sessions will end July 2.

An international conference of bankers will be held in August and will be attended by bankers from the principal cities of the world. In addition to these conventions

the year's schedule includes several important sporting events, including international tennis and polo matches.

Men are the most rooled when they are laughing at women.

The auto has become the great American holiday horse.

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Swear Off Before Hand-- Afterwards It's Too Late!

Some car owners are born "unlucky"—others are simply careful and wise. The unfortunate ones labor under the impression that they can get expert mechanical work and real machinists any place where there is a shop, a few tools, and a sign out in front.

The careful variety have sworn off that sort of thing long ago. They treat their cars as valuable investments deserving the best of care and protection.

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HARRIS FRENCH

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