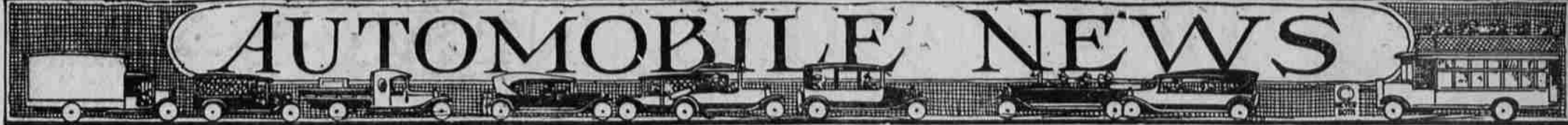


Highway and Auto Dope

Traffic and Tourist News

AUTOMOBILE NEWS



COUPE DELUXE SHOWN HERE

Specially Designed Coupe Body Gives Car a Very Distinctive Appearance.

Manufacturers after manufacturer has brought out auxiliary body designs for the Ford car to fit the Model T chassis. The public has been treated to creations ranging from canoe-like bugs to imitations of higher priced cars.

Hai De Wade of Portland has originated a special type, enclosed body for the Ford coupe. This specially designed model was first introduced to La Grande last week when Thomas Tuckman bought one through the Perkins Motor company and since that time two more have been sold and will be delivered the first of next week.

The Ford coupe, with this type of body presents a very attractive and distinctive appearance. One of the features of the design is that the entire machine is lowered. The top is lowered several inches, a one piece windshield put in and the fenders are underslung both front and rear.

The Coupe De-Luxe as the car is called is built from the regular Ford coupe body. The top of the ordinary body is simply sliced off several inches and the necessary adjustments in the steering column, the driver's seat and other parts of the car to take care of the lower top are made.

The lowered top is leather covered and side windows are made smaller and oval shaped and the rear half of the top on each side is equipped with ornamental braces.

With the seat lowered it was necessary to make some special arrangement for the gasoline tank so the designers of the car make it optional with the purchaser to have the tank either in the rear compartment or hung below the spare tire and equipped with a vacuum tank.

The Coupe De-Luxe is sold by the Perkins Motor company. Its price is just \$100 higher than the regular Ford coupe.

DUAL FINISH OVERLAND SEDAN IS SHOWN HERE

Gettings and Hanks, Overland and Willys-Knight representatives in La Grande are showing a two-door Overland six sedan with a special dual finish.

The car has a duc, industrial-like finish. The lower part of the body, commencing with the first curve in the hood and about half way down the sides of the doors, has been finished in a light gray and the upper half in a darker shade of the same color. The wheels and under parts of the chassis are in the standard black.

This finish, combined with balloon tires, the nickelized radiator and lamps, the one piece windshield and other refinements make the car unusually attractive in appearance.

WOMEN START LONG TRIP

Eight women in two cars, with a man in the party, left Enterprise Sunday morning at 4 o'clock on a trip to Yellowstone park. They will be away about two weeks and carry a complete outfit for camping along the road.

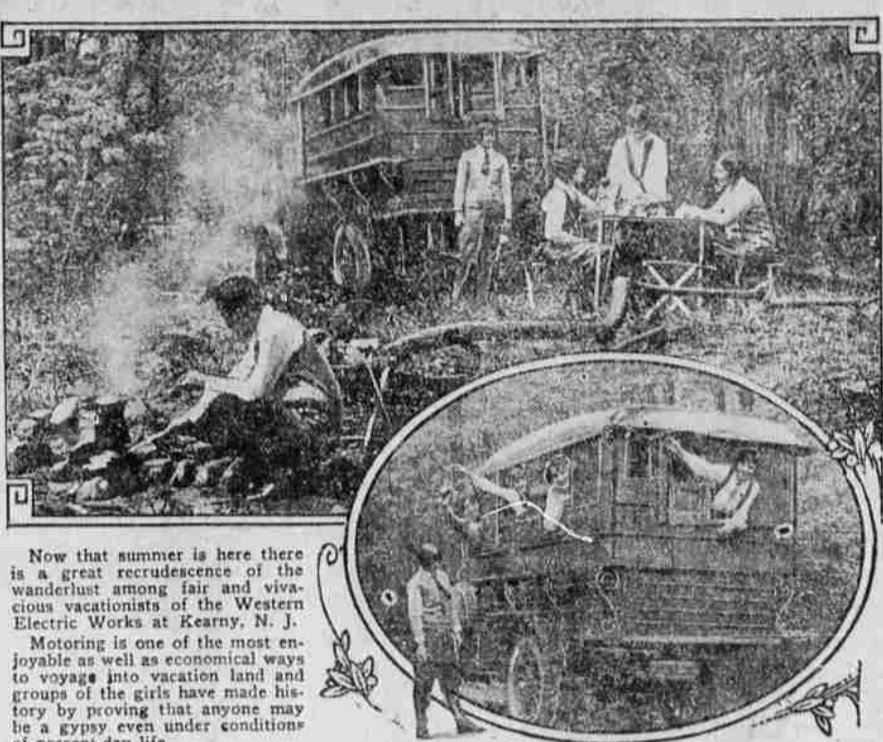
Annie Millard is driver of her car, a Durant sedan, and her passengers are her mother, Mrs. Bertha Millard, and Mrs. J. P. Sanders and Nellie Zuecher. Florence McParlane is chauffeur of the other car, a Star sedan, and she is accompanied by her mother, Mrs. E. W. McParlane, Eva Patten and Evelyn Palmer.

They went east over the Oregon Trail and reached Baker in the forenoon, and proceeded thence on their way. Their plan, when they left, was to return home by the Yellowstone Trail, through North Idaho and Spokane. However details of the route were left for further decision.

Both the drivers are experienced and know a good deal about automobiles. They are competent to make any ordinary changes or repairs to tires and on engine work are as skillful as the average man, and they are not looking for trouble, anyway.

During Mrs. Millard's absence her position as city librarian is filled by her daughter-in-law, Mrs. Orval Millard, and Marvin Conroy is taking Mrs. Millard's place in the postoffice.

Working Girls A-Gypsying Go



Now that summer is here there is a great recrudescence of the wanderlust among fair and vivacious vacationists of the Western Electric Works at Kearny, N. J.

Motoring is one of the most enjoyable as well as economical ways to voyage into vacation land and groups of the girls have made history by proving that anyone may be a gypsy even under conditions of present-day life.

BUICK KEEPS PROGRESSING

(By H. H. Bassett)
(President, Buick Motor Co.)

Progress obtained by work of the hardest kind has brought the automotive industry within a quarter of a century from virtually nothing to the commanding place in the industrial life of our country. Now that first place has been attained, there should be no tendency to sit back satisfied. This attitude must not be assumed if the industry is to retain its leadership.

The commercial history of this country is replete with instances of manufacturers who felt that they had arrived and could rest content only later to be rudely awakened by some young, vigorous rival who recognized the principle that to succeed you must progress. Every year for two decades the leading automobile manufacturers have brought out what they honestly believed was the best car in its price class, and felt that it could not be excelled. Yet within twelve months their own engineers have proved that the product could be improved. And so it has gone on, each year seeing better automobiles and so it will continue as long as it is possible to make improvements.

Years ago the Buick Motor Co. took for its slogan, "When Better Automobiles are Built, Buick will Build Them." This was not accepted as a vainglorious boast, but was predicated on the well defined policy that Buick intends bettering its product by the adoption of such improvements as continuous experience may develop.

Maybe the perfect automobile is yet to be built. No one can say how close or how far we are from that coveted result. Extensive research will reveal this, and this fact is recognized by the more progressive manufacturers who are constantly striving to make a better car.

This has been the policy of the Buick Motor Company and it will continue as such. The large engineering and research staffs of the Buick are constantly working to create better Buicks, and as they progress better Buicks will be built.

It is a good thing for the industry as a whole that there is a tendency to discard the habit of making changes merely for the sake of having a change. But this extended to the curtailment of real improvements from year to year would mean but one thing ultimately—that the automotive in-

AIR LIFT PUMP DELIVERS GAS AT HIGH SPEED

What is thought to be the first air lift pump of its type in the city was installed by Robert Carey at the Highway Filling station, this week.

The new pump is a Boyle Dayton make which works by compressed air. The pump is in appearance not unlike the ordinary gasoline distributor but is vastly different in operation.

A large piston at the top of the pump is forced up by compressed air thus drawing the gasoline out of the underground storage tanks into the car. The pump is entirely automatic in action. By simply turning a knob to the required number of gallons and operating a valve handle the operator places as much gasoline as desired in a car in the shortest space of time. In action the air lift pump works faster than any other type of gasoline vender and had the added advantage of pumping the gasoline

from the underground storage tanks, thus the gasoline is delivered in its natural state and is not expanded by the heat.

The air lift pump is also entirely accurate in measurement. It was sealed by the government inspectors before it left the factory.

The Highway Filling Station is selling Texaco and Red Crown gasoline exclusively.

Buyers Lucky to Get the Chevrolet In Some Body Types

From many angles Ralph Winters of La Grande was lucky, this week for he succeeded in buying a Chevrolet Coach. Chevrolets in the coach and coupe models have become increasingly difficult to get according to H. G. Avery, local dealer. Mr. Winters took delivery the first of the week.

SYRACUSE.—Each month since the introduction of the new Series 11 style car, Franklin business has represented an increase ranging from 7 to 100 per cent over the corresponding periods in 1924.

During the first sixteen days of June, the firm's shipment exceeded the total 1924 June business by 73 per cent.

LARGE FUND DERIVED FROM CAR LICENSES

SALEM, Ore. (Special).—A total of \$26,815,350.66 has accrued to the state of Oregon from the year 1907 to July 1, 1925, says a summary of this business prepared by Secretary of State Sam A. Kozor. Of this revenue, \$141,256 was turned into the state's general fund up to and including the year 1912, but all the rest, or \$26,841,937.16, has gone into the state highway fund, and has been used in the construction, improvement and repair of state and county highways.

The summary continues: "From 1912 to 1918, inclusive, \$474,012.50 of the fund collected from motor vehicle licenses was turned back to the counties for use in building and upkeep of the public roads, but this amount is included in the greater amount above quoted. Of the \$25,341,937.16 expended on all roads throughout the state, \$15,835,121.20 has been expended through the medium of the state highway commission and \$9,456,815.96 has been expended by the counties, directly and indirectly.

"The total amount expended in the construction, improvement and upkeep of the state highways in the state, however, since the 1913 law went into effect creating the state highway commission and authorizing the issuance and sale of bonds for road construction, through the medium of the highway commission has been \$32,487,265.19, including aid received from the federal government, the counties and railroads."

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Ride easy, and a Goodyear Tire will stand by you month after month.

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Goodyear gives you the best service under every condition, all the time. They cost no more and often less than you are asked to pay for many inferior tires.

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So trim and businesslike in appearance that frequently it pays a substantial part of its own way in advertising value alone.

Panel Commercial Car, \$995, f. o. b. Detroit; \$1140 delivered

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