

Auto Section

La Grande Evening Observer

Motoring News

MANY OWN NEW AUTOMOBILES

429 More Cars on Union County Roads Now Than During Month of June.

Four hundred twenty-nine automobile owners have purchased licenses in Union county since July 1, 1925.

Figures for comparison with the corresponding period of last year were not procured, but the current number of the Motor Register of Oregon states that Union county, with 70 sales during August, 1925, records an increase of 75 per cent over the sales of August a year ago.

Chevrolets rank second, with 44 licenses. Twenty-eight owners gave the make of their cars as Dodge Brothers.

Other makes registered took the following rank: Oldsmobile, eight; Chrysler, seven; Reo, six; Oakland, six; Chandler, four; Chalmers, four; Hudson, four; G. M. C., three; Franklin, three; Grant Six, three; Paige, three; Vello, three; Hupmobile, three; Jewett, two; Kings, two; Willys-Knight, two; International, two; Haynes, two; and Marmon, Tompler, Dort, Elcar, Graham Brothers, Cadillac, Henderson, Gray, Moore, Republic, Premier, Nash, Mitchell, Stephens, Interstate and Allen, each one.

For the most part, the heaviest registration resulted among the makes of cars sold by dealers in this county. The following cars represented in the license returns are handled by Union county dealers: Ford, Dodge, Chevrolet, Maxwell, Chrysler, Buick, Studebaker, Essex, Overland, Vello, Jewett, Star, Willys-Knight, Hudson and Graham Brothers (the Dodge Brothers truck).

Don'ts for Motorists Issued by Department of Traffic Officers

Several "don'ts" for motorists are given by the local traffic department of the police, some of which apply to general conditions while others are strictly local warnings.

- 1. Don't fail to park between the white lines. Don't park in the restricted spaces. 2. Don't turn your automobile in the middle of the block unless you can do so without holding up traffic. Take care not to stall the motor. 3. Don't fail to give the proper signal in plenty of time before you intend to make a turn or stop. 4. Don't fail to stop, look and listen whenever you hear a siren, which are only on emergency vehicles. Park when you hear the fire bell. 5. Don't fail to comply with these laws.

PLAYLES TAKE OVER STATION

The Playle Oil company of La Grande has taken over the management of the station located on East Adams avenue. It is announced by Anderson Playle, of the company. The station will be operated under the same name with Golden Geertsen retained as employee. Agent of the Highway Service owned and managed by Robert Carey. The new management took possession Thursday of this week.

Several changes are being made, mostly of a minor nature that will tend to make the best service to patrons at all times. Mr. Playle says. Among other things is the installation of a new receipt printing cash register.

DISTRIBUTORS OF STARS GATHER AT WALLA WALLA, WN.

WALLA WALLA. (Special to The Observer)—Records of increased business this season over the summer of 1924 were told to Star car dealers at a recent meeting presided over by E. T. Tuller, sales manager of the Durant Motor company of California. The meeting was attended by about 40 members of the organization from Baker, La Grande, Pendleton, Kennewick, Pasco, Watsburg and Dayton.

Clinics Needed For Reckless Drivers of Cars, Experts Say

Those Prone to Accidents, due to Mentality, Habits and Attitude Toward Rights of Others May Be Hailed Before Board of Examiners.

WASHINGTON (Special to The Observer)—Official clinics to examine reckless drivers were recommended by the Committee on Causes of Accidents of the National Conference on Street and Highway Safety at a meeting in advance of the Second National Conference which Secretary of Commerce Hoover, as chairman will call this winter. The committee believes there is a group of automobile drivers who are prone to accidents, due to their mentality, their habits, and their attitude toward the rights of others.

The Causes of Accidents Committee, of which Doctor Walter V. Bingham of New York is chairman, believes that in large centers of population there should be an accident investigation bureau whose official staff shall include a medical examiner with psychiatric experience, a traffic engineer, and a statistician. Persistent violators of reckless driving regulations and drivers who figure in repeated accidents might well be referred to such a clinic by the traffic court magistrate for examination. Such examinations, the committee declares, would aid the court in handling such offenders, would be useful to officials in charge of revocation or suspension of license, and would reveal to the driver himself remediable defects and handicaps. Dr. Bingham reported that such an investigation clinic is actually being tried out in Boston and that the examinations have already revealed cases of drivers suffering from afflictions which sooner or later would cause them to lose control of their cars.

While discussing the need of uniform record cards, the committee brought out the fact that in one state the use of such cards showed that in 1924 more than 90 per cent of the accidents were directly traced to recklessness, carelessness or incompetence of pedestrians or drivers involved. The discussions stressed the need for specially trained police or traffic officers to carry through a detailed inquiry as to conditions concerning an accident.

Accident Causes Many. Few accidents can be attributed to a single cause, it was pointed out, for despite the fact of single outstanding circumstances being present frequently in accidents, there are nearly always several at once, equally vital circumstances which must be considered to secure a complete understanding of the causes. In order to get a complete picture, facts must deal with: Just what happened and what conditions prevailed at the time of the accident.

Other conditions, such as the driver's fatigue or other mental preoccupations, his experience, his habits of attending to brakes and lights, his familiarity with the particular car he was driving.

Facts about the persons involved as revealed by medical, psychological and psychiatric examination; as well as information as to the attitude of the community, whose standards influence the behavior of the individuals involved. As yet, the committee has found, only a start has been made in getting such information, although valuable beginnings have been made by Connecticut, Massachusetts, New York and Wisconsin, as well as a number of cities.

The committee is also making studies of information gathered about accidents in mechanical pursuits. It having been pointed out that most accidents happen to a small group. Tests for prospective drivers, the discussions showed, should be divided into four classes. By such a division it would be easy with the re-testing of the ordinary driver, which, it was declared by Dr. A. McKen Cattell of New York, would cost the country at large \$100,000,000 a year.

Simple Tests Planned. For the 20,000,000 or more drivers of non-commercial cars, the committee indicated, there should be simple tests which would reveal a knowledge of the traffic law, psychological tests which could be given to a number of persons at the same time, and limited driving tests.

For drivers who made low ratings in such a test for those who were physically handicapped, and for persistent law violators, there should be a re-test, the committee felt, which should involve all the care outlined in the clinic plan, and which should give weight to the skill, mentality and other conditions as balanced against the handicaps. Periodical re-examinations should be provided, and the expense of such special safeguards should be borne by the driver.

For drivers of commercial and public service vehicles there should be a drastic examination, which should include physical examination, the committee believes. Many public service and commercial concerns are now spending much time and effort in educating their drivers in safe driving, and in discovering a natural aptitude for work. Special attention, the committee feels, should be paid to drivers of school buses; and the plan used in some localities of having school buses operated under competitive bids was deplored. It was pointed out, in contrast that Connecticut not only makes rigid tests of school bus drivers, but also makes careful inspection of the vehicle and its safety equipment. Another safeguard which must be set up in the near future, Dr. Cattell declared, was a provision for the examination of the aged

A. A. A. President Hits At Road "Propaganda"

SEATTLE, Wash. (Special).—Propaganda issued in the west that federal aid for good roads could only be continued by the eleven western states forming a close organization to force its continuation was denounced here as harmful, unnecessary and not in the national interest by Thos. P. Henry of Detroit, trustee elected president of the American Automobile association, who with Ernest N. Smith, general manager, is making a month's tour of the western states.

"Federal aid for roads is a national not a sectional matter," declared Mr. Henry, who as head of the largest motor federation in the world is committed unalterably to federal aid for highways. "The road problems of the west in principle do not differ one iota from the road problems of the east," said Mr. Henry, "and I deplore the tendency to set up sectional prejudices and sectional jealousies. If any one thing would be harmful to the cause it would be for eastern legislators to be able to point to a sectional organization in the west which in reality would be seeking to get roads from eastern taxpayers to build western roads."

Canada Nets Big Return From American Tourists. OTTAWA, Ont. (AP)—Tourists from the United States brought \$150,000,000 in revenue to Canada in 1925, according to estimates of government officials. This sum is equal to a quarter of the value of the Dominion's wheat crop and approximately the value of the annual mining output of Ontario, Quebec and British Columbia combined.

More than 2,000,000 American automobiles, it is estimated, have crossed into Canada already this year. They carried approximately 9,000,000 tourists, or one tourist for every man, woman and child in the Dominion. Every province shared in the tourist business. Ontario received the larger traffic. Last year 1,374,988 cars from the United States entered Ontario, 13,875 of which stayed from two to 30 days, 1045 from one to six months and the remainder shorter periods.

FLIVVER HOBO BIG PROBLEM

Automobile "Weary Willies" Present New Social Question in Country; No Cure Found.

LITTLE ROCK, Ark. (AP)—The "Weary Willie," a unique figure in American life a decade or more ago, is rapidly vanishing from the landscape and is being replaced by a product of the age of the automobile—the "flivver hobo" — or rather hoboes, for the new type seldom travels alone according to officials of Little Rock social agencies.

The "flivver hoboes" are always without money and in most instances accompanied by large families. They enter a city from unknown places and with unknown destinations and apply to communal funds and social agencies for aid, sickness being the most common plea. The usual requests are for money, gasoline and oil or for repairs to their automobiles, officials say. They usually claim that they left home because of labor conditions and are going to some distant place to seek employment, asking aid in getting to their destinations.

Proposals to aid them by selling the automobile are always rejected by the "tourists," records of Little Rock agencies show. Out of a large number of "stranded tourists" who have applied for aid here not one would consider parting with the automobile. Tickets to their homes or to the stated destinations are also not desired.

"Most of the 'flivver tourists' that apply for aid are frauds and we do not propose to give them money or gasoline so as to pass them on to some other city," says C. H. Wickard, of the Little Rock Social Service Exchange. Exchange will aid distressed tourists and will furnish them food and buy medicines when there is sickness, but will not encourage fraud by purchasing gasoline or paying for repairs.

"The 'flivver hobo' is a serious problem that is nation-wide in its scope. These nomads, who are modern tramps, wander aimlessly about the country applying for charity and with no destination or purpose. They are perpetrating fraud on social agencies and community funds in many cities. Correspondence of this office shows that these nomads are applying at many cities in the middle west and that most of them are 'headed west.'"

"The greatest tragedy in connection with the modern hobo is the neglected and under-nourished children who are compelled to follow. They have no opportunity

for schooling and their health is in most instances impaired by unnecessary exposure and lack of wholesome food. The compulsory school law does not affect the 'flivver hobo' because they are never

stationary and are not registered in any city. Nothing makes a girl madder than telling her you kissed her because she expected it.

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NO INCREASE IN PRICES

BUSINESS

if we may be allowed to speak, we desire to state that we hold these truths to be self-evident

- that honesty is not only the best, but the most profitable policy. -that a business succeeds only as it serves. -that no business can long exist unless it performs some service either better or more cheaply than any other agent. -that retaining the business of an old customer is more important than getting the business of a new customer. -that courtesy pays dividends regularly and promptly. -that a business which is operating without knowledge of its costs is riding to ruin. -that the best salesman a business can have is its customers. -that the greatest asset of a man or a business is the reputation for fair dealing. -that the good will of the employed is just as desirable as the good will of the trade. -that all the advertising in the world will not create a permanent demand for an inferior product. -that success in business is more often won by men who are steady, conscientious pluggers than by brilliant on-again-off-again boys. -that common sense is the rarest commodity on the market. -that all of us know more than any of us; therefore, let us not fight our competitors but rather co-operate with them. -that the prizes in this world go to those who are orderly, industrious, fair and temperate.

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