

DIM LIGHTS ON WET ROAD

Motorists Warned That Arrest Will Follow the Failure to Comply with New Provisions.

A warning to dim the lights on motor vehicles when driving on wet pavement is sounded today by the city traffic officer, Harold Howard.

The new state law, providing for adjustment of lights so that the glare will not be thrown into the eyes of an approaching motorist, is emphatic in its provisions that lights be dimmed on wet pavement and a penalty is provided for violation of this ruling.

The adjusted lights throw the glare on the pavement, and in any weather this is deflected so that it proves as great a hazard to dimmed lights under the old law.

It is reported that approximately 90 per cent of the motorists have their lights adjusted and that remaining will be checked up as quickly as possible.

Officer Howard also announced that the ruling against the automobiles so that a portion of the car will extend more than 12 feet from the curb will be given special emphasis, especially at times when traffic is congested. This ruling applies to trucks, it is said, that project more than 12 feet from the curb.

ONE WAY TO BUILD 'EM Rural Justice (passing sentence on college boy caught speeding)—"Now, in fixing the penalty in your case, this court will take into consideration that, as you say, the roads out your way are very poor."

College Boy (gratefully)—"Thank you, Judge."

Rural Justice—"No, instead of the customary \$50, this court will fine you just \$15 and sentence you to work on them there roads for 30 days."—Oklahoma Whirlwind.

Used Parts For all makes of cars. We buy used cars for cash.

La Grande Wrecking Co. Cor. Jeff. and Hemlock

Motor Vehicle License Fee Apportionments Are Given

Union County Receives Total of \$17,953.63 of \$71,815.52 Collected—Remainder Goes to State Highway Fund; Statistics on Fees Made Public.

SALEM, Ore. (Special to The Observer)—The net receipts from motor vehicle, motorcycle, dealer, chauffeur and operator registration fees collected by the department of secretary of state for the annual period, September 16, 1924, to September 15, 1925, inclusive, amounted to \$6,051,377.49. Of this amount \$1,285,844.40 was apportioned among the several counties of the state, being, in accordance with the law, one-fourth of the net receipts apportioned upon the basis of the number of registrations within such counties on March 15 and September 15, and \$3,788,533.19 was credited to the state highway fund.

The total net receipts for the September 15, 1923 to September 15, 1924, period was \$4,559,744.72, of which the counties' share, upon the one-fourth basis, was \$1,139,938.18 and that apportioned to the highway fund was \$3,419,806.54. The net receipts is the residue of the fees collected for the registration of motor vehicles, motorcycles, dealers, chauffeurs and operators within the state after deducting the amount of refunds for duplications, etc., and the cost of administering the law.

The following statement shows the net receipts from motor vehicle, motorcycle, dealer, chauffeur and operator registrations from September 15, 1924, to September 15, 1925, inclusive, and the apportionment of same by the secretary of state between Eastern Oregon counties and the state highway fund, to be expended for the construction and maintenance of the public highways:

Baker county—Net receipts for year, \$76,287.63. Total of apportionment to county March 15 and September 15, 1925, \$19,071.90. Total of apportionment to state highway fund March 15 and September 15, 1925, \$57,215.73. Union county—Net receipts, \$71,814.52. Total apportionment to county, \$17,953.63. Apportionment to state highway fund, \$53,860.89.

Wallowa county—Net receipts, \$24,338.56. Total apportionment to county, \$5,996.44. Apportionment to state highway fund, \$18,342.12.

Umatilla county—Net receipts, \$147,741.05. Total apportionment to county, \$36,936.27. Apportionment to state highway fund, \$110,804.78.

Oregon total net receipts, \$5,051,377.49. Total apportionments to various counties, \$1,285,844.40.

Total apportionment to state highway fund, \$3,788,533.19.

The following statement shows the amount of motor vehicle, motorcycle, motor vehicle dealer, chauffeur and motor vehicle operator registration fees and fees received from transfer of ownership, duplicate licenses, etc., by the department of the secretary of state from January 1 to September 15, 1925, inclusive:

Passenger cars and motor vehicles under one ton capacity—Union county, \$74,584.25; Baker county, \$62,429.01; Umatilla county, \$132,400; Wallowa county, \$21,036.50; state of Oregon, \$4,363,666.21.

Trucks and trailers—Union county, \$7658.35; Baker county, \$8667.62; Umatilla county, \$17,056.75; Wallowa county, \$3945; state of Oregon, \$72,636.21.

Motorcycles—Union county, \$217.50; Baker county, \$284.50; Umatilla county, \$156; Wallowa county, \$75; state of Oregon, \$14,460.

Dealers, chauffeurs, operators, transfers, etc.—Union county, \$1872.95; Baker county, \$2057.50; Umatilla county, \$2955.05; Wallowa county, \$535.30; state of Oregon, \$36,497.80.

Total fees—Union county, \$84,532.15; Baker county, \$89,407.44; Umatilla county, \$165,225.60; Wallowa county, \$36,497.80; state of Oregon, \$5,234,034.87.

NO SET RULE FOR LIFE OF BATTERY; USE, CARE, COUNT

"How long will a battery last?" is one of the most frequent questions battery men are asked.

To ask such a question is like asking your doctor, how long the boy playing ball in the lot across the street will live. He would tell you that if the boy lived according to such and such rules and conditions he would live a long time barring accidents. In other words this specialist on the human body, this expert whose job it is to make and keep people well and healthy could not answer such a question definitely.

So, even battery specialists can not tell with any reasonable assurance of accuracy just how long a battery will last. In fact, there are instances of batteries lasting for ten years, some for only a few months. According to word received by Dale Cox from officials of the Willard Storage Battery company of Cleveland, Ohio, the life of a battery is determined by four conditions: use, time, care and quality of the battery itself.

A motorist making unusual demands upon the battery will probably reduce its life by a few months but all other things being equal, he will attain a very satisfactory mileage. Consequently cost per mile in such a case is as fair a basis for comparison as cost per month. If you bought a pair of shoes and wore them day in and day out, you would not consider yourself cheated when they wore out after a few months, whereas your other shoes of same quality and price last for a year because you only wear them on Sundays and holidays. In either case it is the use you get from an article that determines your degree of satisfaction.

Keep Up Resale Value, Advice Given Autoists

After about two years' service the average motor car is traded in for a later model. The allowance received on the old car will depend a great deal on the condition of the body and the mechanical condition of the engine and the chassis.

The condition of the body is one of the most important factors in settling trade-in value. The engine and chassis may be in perfect condition, yet if the body finish is bad the amount received will be comparatively low to what you would have received if a little care had been taken to keep the finish in better condition.

When entering or leaving close the door firmly, but do not allow it to be closed with a bang, for this practice will sooner or later cause trouble, straining the hinges and causing the door to rattle and fit badly.

The condition of the upholstery is another factor given careful consideration by a prospective buyer. If the car is an open one keep the side curtains in a separate compartment, do not keep them where the tools are placed. Very often they are bundled under a seat; then, when the time comes to use them, you will find the celluloid windows broken or badly scratched.

ADJUSTING SPRING CONTROLS ESSENTIAL

In adjusting spring control devices too little attention is given to the territory over which the car will be driven ordinarily. The tendency is to adjust according to average specifications, which, for a particular driver who rides over a particular kind of road day in and day out, may be very unsatisfactory. One driver who makes a daily trip along a rough road along the edge has found it practical to have the control devices on the right side of the car adjusted for greater tension than on the left side. The adjustment should fit the case.

SMITH PIONEER AUTO DEALER

Dodge Brothers Car Distributor Will Have Been in Business Here 20 Years Next Month.

Twenty years ago the 12th day of next month, L. C. Smith established himself in the automobile business in La Grande.

There are no men in Eastern Oregon older in the business than Mr. Smith. There is in the entire state just one dealer whose agency dates back farther than his, and that is Howard Covey of Portland.

It was while he worked for two years as a mechanic in the shop of J. Van Buren that Mr. Smith's interests began to rivet on the new industry. Automobiles were few and far between in the northwest 22 years ago, but enough of them found their way into the Van Buren place for repairs to convince the young mechanic that he had found his job.

So he started a garage of his own on November 12, 1905, in a building that stood where George H. Curry now has his real estate office.

He Spelled "Garage" "It wasn't known as a 'garage' at that time, however," Mr. Smith recalls. "That word didn't come into use until a few years later. And then when I had it painted over my door I had to look in a magazine to see how to spell it."

In 1906 Mr. Smith took over the agency of the Ford car, which he continued for the next 10 years. Howard Covey was selling cars in Portland, but the rest of the state was still open territory.

The first car he sold was to Will Stoddard at Perry. Some of the original six-cylinder Fords were available then, but Mr. Smith never brought any of them into La Grande.

The one- and two-lungers of that period caused plenty of worries for their owners, and Mr. Smith often used to answer trouble calls from as far away as Baker and Pendleton.

Took on New Agencies Cars were hard to get after the war broke out. The demand continued to grow, and so, in an effort to fill his orders, Mr. Smith added the agencies of Dodge, Buick and Cadillac cars. The Dodge pleased him so much better than the others that in a couple of years he had them over the counter.

The main part of his present garage at 9 Depot street he built in 1912, augmenting it in 1917 with an addition to house some departmentalized service. He has nine employees in the mechanical department. His salesmen work both Union and Wallowa counties.

Mr. Smith does not know how many thousands of cars he has sold since he went into the automobile business 20 years ago, but he remembers that it was on Dr. Miller's car that he fitted the first set of new tires ever sold in La Grande.

Make a wish when you see the first star and it will come true, if you wish it hard enough. All wishes do that.

UNAVOIDABLE Mary—"I hear that the shy Mr. Ruddy was in an automobile accident."

Jane—"Yes, Betty Cuddle crowded him off a country road."

Mary—"I didn't know she drove a car."

Jane—"She doesn't. She went for a ride with him."—Life.

THAT'S DIFFERENT Wife (in back seat)—"Henry, dear? You mustn't drive so fast!"

Husband—"Why not?"

Wife—"The motor policeman who has been following us won't like it."—Judge.

Quality is the biggest factor in economy; Quality determines the pride you take in your car; Quality determines whether the price you pay is economical or uneconomical.

Quality, the finest you can buy in a low priced car, is provided by Chevrolet.

The quality built into a Chevrolet assures economy from the time of your purchase through the entire life of the car.

Come to the Special Exhibit this week! It shows how quality is built into Chevrolet. Come in—find out for yourself how remarkable a value you obtain in a Chevrolet because of its "Quality at Low Cost."

Touring - \$525 Sedan - 775 Roadster - 525 Commercial - 425 Coupe - 675 Truck - 550

All prices f. o. b. Flint, Michigan

The Coach '695

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Closed Cars Show Gain; Women Important Factor

To women is due the rise in popularity of the closed car. The fair half of motordom many years ago discovered that the closed body protected its light dresses and afforded it more comfort in bad weather than the open model. In 1915 the proportion of the total output of American automobile factories that went into closed models was 24 per cent. In 1924 the percentage of closed models was 57. Much of this progress was achieved during a period when closed models cost from \$300 to \$500 more than the corresponding open model.

Today coach type closed models are being sold below the touring car price. Very soon there are going to be more closed models produced in this country than open ones.

CAR SALES IN OREGON MANY

PORTLAND, Ore. (Special to The Observer)—During the first seven months of 1925 car sales in Oregon reached a high figure. New car registrations for the first seven months were 17,584.

According to the Motor Register of Oregon the figures for car sales, compared with 1924, include the following:

1925 1924 7 mos. 7 mos.

Ford 5,662 8,120 Chevrolet 2,486 3,492

Studebaker 1,650 2,451 Dodge Brothers 1,121 1,258

Overland 875 1,086 Buick 771 948

Essex 590 204 Studebaker 584 660

Willys-Knight 351 256 Hudson 345 126

Nash 270 159 Chrysler 238 83

Jewett 207 219

NEW PROCESS CHANGES CONSERVATION IDEAS

Government experts in Washington are studying the new "linton process" of the conservation of oil for fuel and lubricants. The inventions behind this process abandon all the theories of the production of motor fuel by what is known as the "cracking" method, principally identified by high temperatures and the use of great pressure, applied to the oil. In the "conversion" method, only low temperatures are used and no pressure is needed.

LA GRANDE Filling Co. —GAS, OILS AND GREASE

Mrs. E. S. Norris —GAS, OILS AND GREASE

Auto Electric Service Co. —GAS - OILS

Ed. Ledbetter —GAS, OILS AND GREASE

Oregon Tire & Battery Co. —GAS, OILS AND GREASE

Gibson's Service Co. —GAS, OILS AND GREASE

Orchard Camps —GAS, OILS AND GREASE

"Red" Williams —OILS AND GREASE

Jennings & Shumate —OILS

M. J. Goss —OILS

Perkins Motor Co. —OILS

Parley Price —OILS

NORTH POWDER Walker Garage —OILS

PERRY Grande Ronde Lbr. Co. —GAS AND OILS

IMBLER A. Page & Son —GAS AND OILS

Andrews Garage —OILS

CAR DECLARED NO NUISANCE

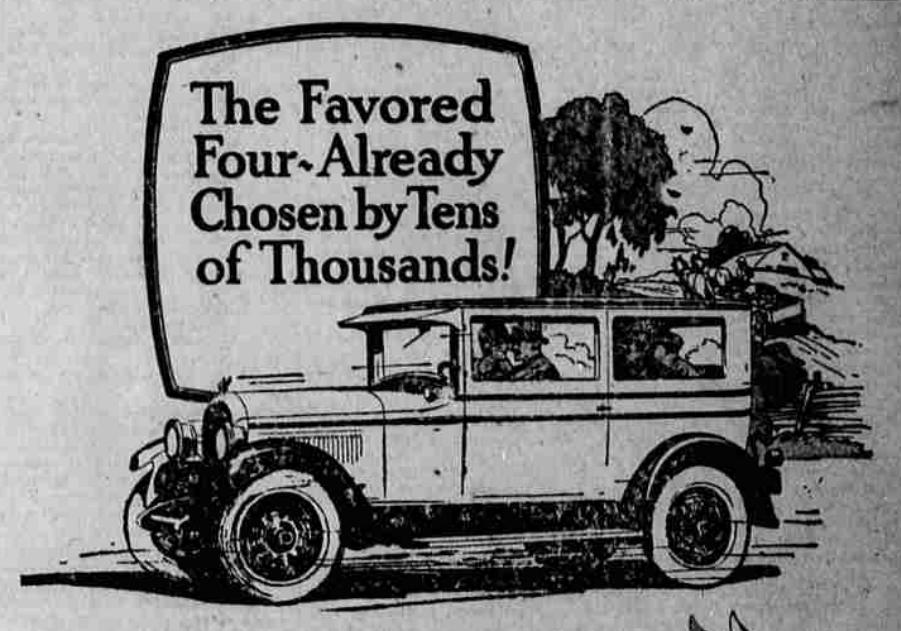
U. S. Circuit Court Reverses Decree Because of Words of Seattle Judge.

SAN FRANCISCO (By the Associated Press)—An automobile is not a public nuisance, even though

it be used to transport liquor, the United States circuit court of appeals held in reversing a portion of a decree handed down in the federal court at Seattle.

One James McLean appealed from a judgment convicting him of violating the liquor laws and branding his small coupe as a "public nuisance" that should be "abated." The circuit court concurred in McLean's conviction but balked on the public nuisance count order. The higher court conceded that an automobile used for transporting liquor is subject to seizure and subsequent forfeiture, but was unwilling to admit that such an automobile is a public nuisance, so the Seattle case was remanded for a new trial.

ROAD LAWS PRINTED. The revised edition of the road, highway, bridge and ferry laws of the state of Oregon for the year 1925, as compiled and edited by the secretary of state, has been printed and distributed in accordance with the provisions of the law. The compilation embraces the constitution and statutes of the state relating to roads, highways, bridges and ferries, including the new enactments and amendments of the 1925 session of the legislature. There were 250 copies of the compilation printed and a sufficient number have been forwarded to the county clerks of the respective counties for distribution among the county courts, roadmasters and road supervisors.



The Favored Four—Already Chosen by Tens of Thousands!

Bearing the same standards of surpassing value which characterize its companion car, the famous Chrysler Six; built by the same skilled Chrysler craftsmanshp and of the same high quality of alloy steels; of the same distinctive beauty of color and line—little wonder that the new Chrysler Four is sweeping the country.

Literally sweeping the country, for Chrysler production has been forced by public demand to the great total of more than 800 cars per day.

Tens of thousands of new owners have chosen the Chrysler Four in the four months since its announcement in comparison with both fours and sixes of equal or greater price.

So velvety smooth is its power flow even at the lower speeds, so lightning-like its effortless acceleration, so free from resonance and any sense of vibration, that the Chrysler Four is acclaimed as the ultimate development of the four-cylinder principle.

To ride in this car is to want it. We are eager to have you see it—ride in it—drive it! Let your own eyes tell you of its beauty. Test its supreme performance and its inviting comfort.

LEO J. FRENCH, Cor Jefferson & Elm, Phone 499-W

CHRYSLER FOUR

- ELGIN Elgin Service Station —GAS AND OILS Hills Hardware Co. —OILS E. F. Hug & Co. —OILS ALICEL Bryant & Bryant —GAS AND OILS Jay Rossen —OILS ISLAND CITY John M. Lindsay —GAS, OILS AND GREASE Clyde Kiddle —KEROSENE - OILS COVE Breshears' Store —KEROSENE - GAS Cove Service Station —GAS AND OILS PALMER JUNCTION Frank L. Baker —GAS AND OILS MINAM Golf & Fleecer —GAS AND OILS STARKEY John Wells —GAS AND OILS

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Real Economy in Transportation CHEVROLET Quality is the biggest factor in economy; Quality determines the pride you take in your car; Quality determines whether the price you pay is economical or uneconomical. Quality, the finest you can buy in a low priced car, is provided by Chevrolet. The quality built into a Chevrolet assures economy from the time of your purchase through the entire life of the car. Come to the Special Exhibit this week! It shows how quality is built into Chevrolet. Come in—find out for yourself how remarkable a value you obtain in a Chevrolet because of its "Quality at Low Cost." Touring - \$525 Sedan - 775 Roadster - 525 Commercial - 425 Coupe - 675 Truck - 550 All prices f. o. b. Flint, Michigan The Coach '695 o. b. Flint Michigan Blue Mountain Garage M. A. HARRISON, Mgr. Opposite Postoffice. QUALITY AT LOW COST