

AUTOISTS LIKE HEADLIGHT LAW

Consensus of Opinion is Favorable to Results After Adjustment, Says Secretary of State.

SALEM, Ore. (Special to The Observer) — Consensus of opinion among motorists who have had their headlamps adjusted in conformity to the new motor vehicle headlight law which went into effect September 1, 1925, reflects general satisfaction with the results.

The Oregon law is substantially the same as exists in most of the states wherein effort is made to regulate headlamps and control devices on motor vehicles. California has had a similar law in effect for the past four years and Oregon motorists who have traveled in that state and observed conditions are enthusiastic advocates of headlight regulation such as is contemplated under the Oregon law.

The traffic force of the state and peace officers generally are taking steps to enforce compliance with the law and those motorists who have not had the lighting equipment on their motor vehicles adjusted or secured evidence therefrom from an official adjusting station, should do so at once, otherwise they subject themselves to the penalties of the law for failure to conform to its requirements, the secretary of state declares.

To date more than 465 official adjusting stations have been authorized throughout Oregon and more than 1270 mechanics have been examined as to their proficiency and knowledge of the law and have been licensed as adjusters. The secretary says. "Additional adjusting stations are being authorized as rapidly as applications are received and conditions of the law complied with, and other adjusters are being licensed so that facilities for compliance with the law are adequate for all demands. These adjusting stations report that substantially 95,000 cars had been adjusted up to the first of the month, which is about one-third of the licensed cars in the state. These figures indicate a general inclination on the part of automobile owners to conform to the law."

Why Many Women Prefer Car To A Modern Home Explained

Wife Chooses Car Instead of Conveniences Because for Generations She Has Sought to Escape from the Monotony of Housework, Mrs. Sherman Says.

NEW YORK (By the Associated Press) — Escape from the monotony rather than the drudgery of the housewife's lot has caused her to choose luxuries instead of conveniences, concludes the General Federation of Women's Clubs after a canvass on "What women want in their homes."

The average American housewife prefers an automobile and a telephone rather than have modern plumbing arrangements in her home, because "these offer relief from a monotony that has driven many of her predecessors into insane asylums."

The federation's findings were written by Mrs. Mary Sherman, national president in the Woman's Home Companion.

"The housewife does not mind washing stacks of dishes under the glow of an electric globe, but the dark doubles or triples if she must do it by the smoky dim light from a kerosene lamp," said Mrs. Sherman. "She does not mind sweeping the lower floor of the house if she knows that at the end of her task she can sit down and chat with the telephone with a neighbor five miles away, and she will beat rugs for an hour—if the evening brings the relaxation of an automobile drive."

While 5 per cent of a large number of homes investigated were found to have inside sanitary arrangements and 59 per cent of them had bathtubs, 70 per cent of these families had automobiles and 88 per cent of them were equipped with telephones.

The research made by the federation covered 445,987 homes scattered through 237 communities. In 40 per cent of the homes it was found that there were no stationary washbowls, and water had to be carried in and out, and 25 per cent of them were not even equipped with kitchen sinks. But 37 per cent had electric light, and 73 per cent were equipped with electric irons.

Radios were found in 17.4 per cent of the homes, pianos in 46 per cent, phonographs in 50 per cent.

In discussing the high percentage of homes equipped with automobiles and telephones but not

with plumbing, Mrs. Sherman declared: "Sentimentalists will say that the fault lies with the men. But we club women who study conditions from the inside of the home understand the situation better. Women no longer undervalue their services in the home. They run their homes on the budget plan and have personal allowances to spend as they like.

"Then why do they choose luxuries instead of conveniences? Why does the automobile take precedence over the stationary tub, the telephone over the vacuum cleaner and the radio over the power-run sewing machine?"

"Because the housewife for generations has sought escape from the monotony rather than the drudgery of her lot. She can and does endure toil, actual physical labor, patiently and cheerfully; but she breaks physically and nervously under monotony. The automobile, the telephone and the talking machine or radio offer the modern home-maker the escape from that monotony which drove many of her predecessors into insane asylums."

DISTANCES TO BRANCHLINE TOWNS GIVEN

The exact distance between La Grande and Wallawa county points along the state highway from La Grande to Wallawa Lake, is given in recent figures issued by the state highway commission.

Table with 2 columns: Town, Miles from La Grande. Includes Island City (2.7), Imbler (12.5), Elgin (20.7), Wallawa (49.1), Lelant (57.2), Minam (58.6), Enterprise (67.1), Joseph (73.5).

The table shows that Minam is 100.1 miles from La Grande.

Get help from your friends. They need someone to help just as much as you need the help.

ENGINE COLD; DON'T MONKEY

Automobile Expert Gives Out Hints for Drivers; Advises Seeing Local Service Man.

If you have found the engine of your motor car slow to warm up these cool fall mornings, do not start fooling with the carburetor, figuring that it needs a richer mixture, is the advice of a local automobile expert.

It is far more likely, it is said, that something else is wrong and that a general tuning up or check over is advisable. Incidentally, he issues a warning to the man who is too impatient with a cold engine and who has the carburetor set too rich so as to avoid any "coughing" or the possibility of stalling.

"A rich mixture costs the driver or money, wastes the expert. It cuts down his gasoline mileage and tends to hasten the formation of carbon. It increases oil dilution so that oil is apt to get by the pistons and foul the spark plugs. Thin oil also means faster wear on bearings.

Here are some of the many small troubles that may affect engine performance and gasoline mileage:

Spark or valve timing may be too late or too early.

Ignition distributor points may need filing or setting.

Valve lifters may have improper clearance.

There may be leaks in the fuel line, in manifold or in the cylinder head gasket.

Carburetor choke valve may need adjustment.

Carburetor float may be too high.

"Turn your car over to your local service man for a thorough tune-up and you will be well repaid. Don't touch your carburetor at all unless you are experienced, and above all, don't expect your engine to warm up the instant you stop on the starter. Give it a chance—not necessarily more gas."

Car Buyers to Benefit By Repeal of U. S. Tax

NEW YORK (AP) — An average reduction of \$29 on all passenger automobiles and lower priced commercial vehicles are promised by spokesmen for the automobile industry, if the federal war excise taxes on motor products are repealed, according to an announcement by the National Automobile Chamber of Commerce.

Reduced cost to the consumer will be one of the arguments of the automobile authority in hearings on the proposed tax repeal, which will be held before the commission on ways and means of congress in Washington, beginning Saturday.

The National Automobile Chamber of Commerce made public a letter Thursday in response to a question from L. J. Tabor of the national grange with headquarters in Columbus, Ohio, in which the question was raised whether the consumer would benefit from the tax repeal or whether the saving would be pocketed by the manufacturer.

"Every buyer of a motor vehicle will get an immediate price reduction to the full extent of the tax repeal," the letter stated. Assurance to this effect were received from 84 factories making 194 types of vehicles, it was said.

MANUFACTURER DIES

LOS ANGELES (AP) — Elmer Firestone of the Firestone Rubber company, brother of Harvey N. Firestone, head of the corporation, died suddenly at his home here Tuesday night.

Gas Gargles

Salesman: This car has a wonderful pick-up. Dignified banker: Neither my family nor myself are interested in that sort of thing.—California Pelican.

H. Understands. "Smith wrapped up in his auto." "When did the accident happen?" —Carnegie Tech. Poppel.

The New West. Eastern Tourist: "The west is fascinating—and tell me, have you driven any horses?" Old Cowpunch: "No, mons, hain't busted any horses, but I've smashed up three automobiles so far." —Brown Jug.

"I suppose you took good care of my roadster while I was gone." "Oh, yes! In fact, I have it in the garage for you, getting some new fenders and a new radiator." —Kansas Sour Owl.

Dumb Bells. What is a waffle? A waffle is a porridge with cheese. Now, not so good! A waffle is a flapjack that has been run over by a new all-weather balloon tire with knobby treads.

Seven-Mile Unit of Wallawa-Promise, Ore. Highway Is Completed

WALLOWA, Ore. (Special) — The first unit of the Wallawa-Promise road, which is about seven miles in length and which branches off the main highway in the lower valley and connects with the old Promises road, is nearly finished. The first three and one-fourth miles on this end of the road is 18 feet wide and surfaced, the remainder of the road is of dirt construction and about 16 feet in width, being a great improvement over the old road. The cost of the road has been about \$10,200 which, according to J. D. Walker, engineer, has not been sufficient to bring the road up to highway standard.

About \$1100 of the county road fund has been spent in the Grosseman section on a connection which is being built. All of the road is completed except about one-half mile of rock road, which is very slow. A crew of 14 men is now employed at this work, part of whom are county prisoners. A part of the right of way was donated by the Bowman-Hicks Lumber company and various farmers through whose farms the road is to run. This has materially lessened the expense.

TUDOR SEDAN IS DISPLAYED

The Perkins Motor company, distributor of Ford and Lincoln here, has received another carload of the improved Ford this week. The shipment, made up of seven cars, includes two tudor sedans, three roadsters with pickup body, one coupe and one touring car.

The tudor sedans, now on display, are one of the most attractive of the new models.

The sedan is finished in a deep channel green. The new upholstery of a gray tone with a fine green stripe to harmonize with the exterior color of the car, is especially strong and durable. The headlining is a fabric of gray mixture and the floor carpet is gray with suggestion of green. The back curtain is of gray silk.

Driver's Seat Hits

The driver's seat, in addition to the other front seat, is of the full bucket type, tilting forward with much deeper cushioning, giving added comfort. When tilted forward the rear seat passengers may enter or leave the car without disturbing the occupant of the other front seat, which is also deeper cushioned and with a higher back. The rear seat is lowered and deeper cushioned. "All occupants of the car have greater riding comfort, being seated nearer the road and having more leg room," Mr. Perkins says. "Visibility for the driver has been materially increased by a new design front pillars on either side of the one-piece windshield. They are narrower, thus giving the driver better vision in every direction.

"Another marked contribution to driving comfort," he concluded, "is the redesigned leather cloth sun visor which is closed completely at both ends. It is of a much better appearance."

Mr. Perkins reports that the demand for the new models continues unabated.

TRAFFIC COUNT MADE ON ROADS NEAR ENTERPRISE

ENTERPRISE, Ore. (Special) — A count of traffic on the valley highway and on the Flora highway, taken recently, showed much driving on both. On the valley highway the monthly count was taken at the J. A. Eggleston corner, midway between Enterprise and Joseph and showed 258 Oregon cars, 27 foreign cars, 23 trucks and 5 horse-drawn vehicles, a total of 413.

This may be compared with the figures of June 17 when 515 cars and vehicles were counted. But that was not a fair estimate of the normal travel, for the free chautauque was in session in Enterprise that day, and this brought out many cars. On that June day, 99 cars passed between 7 and 8 p. m., and 54 were counted between 9 and 10. So it is safe to conclude that the normal travel of June was not materially heavier than that of last Sunday.

Count on North Highway

The Sunday count of traffic on the Flora highway was the first of which the public has taken notice. It was made up at Camp 1 and showed 86 Oregon cars, 16 trucks, and 12 horse-drawn vehicles, or a total of 114. Considering that the lower seven miles of the highway is not surfaced and that the road goes nowhere but just quits in the heat at Red Fir, the figures indicate a great present value of the road, and the assurance of increasing utility.

Roundel — of Tourists

Give me a home by the side of the road. Where I'll be a friend to man, He'll eat his lunch upon my lawn; And I'll find a sardine can In my panny bed in lieu thereof. My flowers and garden spade, You give me a home by the side of the road. —And a barbed-wire barricade. —Stanford Chaparral.

HORSES, AUTOS IN CLOSE RACE

Competition Between Dobbin and Trucks in Cities Becomes More Intensified.

CHICAGO (AP) — The increasing use of passenger automobiles has intensified the competition between motor trucks and horses in congested districts of cities, with horses gaining favor. In Chicago, for example, there are 25,086 horses in commercial use and 44,381 motor trucks, says a survey of the horse association of America.

Milk delivery, cartage, ice and coal trade, and bakery delivery rank in that order in the number of horses used in Chicago ranging from over 90 per cent in milk delivery to 81 per cent of horses in short-haul bakery delivery, the survey shows.

More than 90 per cent of the 25,000 horses in Chicago are used by owners who have but one or two animals. One dairy company has 1600 horses, and there are 4657 milk wagon horses in Chicago.

In a special investigation of bakery deliveries, the horse association says that horse delivery costs 18 per cent of sales; electric truck delivery, 18.2 per cent of sales, and gasoline trucks, 19.6 per cent.

Well paved streets which now prevail in most cities have troubled the efficiency of horses used in hauling and delivery. The greater the congestion of city traffic, the more economically the horse can be operated as compared with the truck, as cartage men in New York and Chicago, for instance, estimate that their teams are not in motion more than three or four hours a day.

This idle time on a horse outfit costing only one-third of the motor truck of the same capacity, represents a great difference in loss of interest on investment and, in addition, the horse has three times the length of life of a truck in city service, the association's survey says.

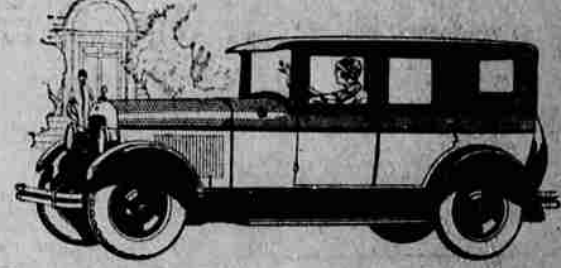
During the world war the cost of feed and the scarcity of horses for commercial purposes, due to the big demand for the armies, caused a tremendous reduction in the number of horses in the larger cities. In New York, the horse population fell from 208,938 in 1917 to 75,746 in 1919. Since the decrease has averaged around 6000 a year, but some of the large

trucking companies in New York are returning to horses because of economy in short hauls. Major J. E. Church of the port of New York authority, estimates the cost of operating a motor truck in his city at 6 cents a minute with horse operation cost far less. As the greater part of the day's work in congested city districts is taken up with waiting, loading, unloading and waiting for the traffic

signal, the idle time loss on a horse outfit is far less than on a truck. The horse association survey points out by comparative figures that a two-horse outfit costing up to \$1500 will move as big a load as a \$5000 five-ton truck, and a \$2000 team and wagon will move as big a useful load as a seven-ton truck costing \$5000. Different

(Continued on Page Four.)

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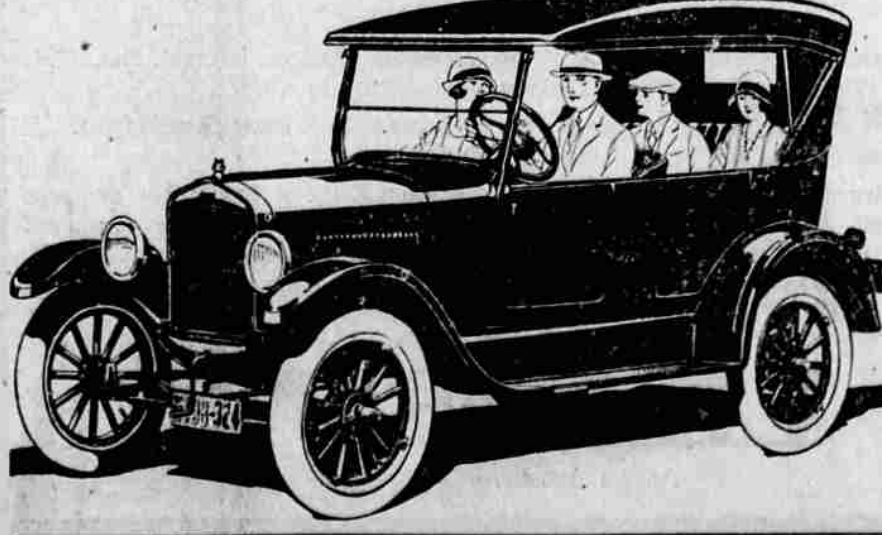
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