

CONDITION OF ROADS GIVEN

Main State Highways in Eastern Oregon Are in Good Shape; Some Construction Yet Unfinished.

The weekly report on conditions of Oregon state highways, issued today by the state highway commission through its offices in La Grande follows: La Grande-Wallowa Lake Highway... Baker-Cornucopia Highway... Oregon-Washington Highway... Pendleton-Pilot Rock... Vinson-Hopner-Heppner Junction... Macadamized except between Vinson and...

Detroit Struggles To Make Road Way For Its Car Output

Automobile Manufacturing Center Has Many Problems to Contend With; Thoroughfares Choked with Machines; "Master Plan" Calls for \$100,000,000 Expenditure.

DETROIT (AP)—Detroit wasn't so much until the automobile came chugging into the picture. But just too much prosperity frequently proves an expensive thing, so do many officials here suggest that too many automobiles may spoil the municipal broth. Almost everyone in Detroit, it seems, drives. Everyone with a little as \$5 for a first payment is a potential purchaser. Detroit and Lena which is unimproved but passable. Old Oregon Trail—East of The Dalles. Ontario-Huntington-Baker - Union-La Grande-Pendleton-Umatilla-Arlington-The Dalles; Macadamized entire distance and in good condition. Old Oregon Trail—West of The Dalles. The Dalles-Hood River - Portland-Rainier-Astoria-Seaside; Macadamized except between Vinson and...

Quality The Biggest Factor in Economy

- Excessive Transportation CHEVROLET Touring \$525 Roadster \$525 Coupe \$675 Sedan \$775 Commercial Chassis \$425 Express Truck Chassis 550

The Coach \$695 Special Exhibit This Week

Blue Mountain Garage M. A. HARRISON, Mgr. Opposite Postoffice. QUALITY AT LOW COST

Do You Always Get What You Want? There is an absolute certainty about Veltex Petroleum products. They are always refined exactly to specifications. Strict uniformity is maintained by rigid observance of this rule. You will know what you get if you use Veltex FLETCHER OIL COMPANY First Independent in the State

AUTO DRIVERS KEEP OLD CAR

Statistics Show That Many Motorists Use Old Machine for An Auxiliary Vehicle.

NEW YORK (Special)—It is possible to read the final chapters in the careers of many thousands of cars each year from the records of insurance companies and police reports. Many are destroyed by fire, some are demolished by reckless drivers who try to beat trains to cross crossings. In several cities have found that thousands of cars have been wantonly destroyed by running them into water holes in old stone quarries, into lakes, or even the ocean, in order to collect insurance on them. A majority of worn-out machines go into the hands of motor undertakers and by them are scrapped so expertly that almost everything is used in some way. A visit to a motor junk yard discloses some novel sights. In one corner there may be a pile of radiators as high as a house; in another perhaps a heap of axles. Scattered around are large piles of springs, motor blocks, frames, wheels and other parts so cumbersome that they are not easily warehoused in any other way. But there are many cars that have not reached the junk pile stage by a long way. They are the millions of used or second-hand cars. What shall be done with them? Well, the owner of the used car can sell it to some one else. It is assumed, of course, that he would want to sell so as to buy a new car. Naturally, his first impulse is to trade it in as part payment on a new machine, but there are several advantages in selling it himself. There is a popular notion that an automobile dealer will allow much more than you can get in the open market. Sometimes this is true, particularly of the less popular makes. But, generally speaking, the more popular the make of new car the less the dealer will give you for your old one. Dealers Make Small Profit. At the same time, it is true that dealers frequently sell these traded-in cars for more than they allow for them, but this does not indicate that the dealer makes money on the transaction. It simply means that the dealer is charging for the time he has spent in fixing them up. There is a steady increase in the practice of an automobile owner keeping his old car when he buys a new one. This seems to be a sensible thing to do since the old car can be used as an auxiliary vehicle. There are many times when it is almost a crime to take a fine new car out. In any event it can be used so as to last much longer if the car is on hand for service in bad weather and for going over rough roads. Especially does this plan of keeping the old car seem logical since the average selling price of second hand machines is only about \$396. Every used car presents a little different problem to its owner. He can carefully study the various possibilities and then act so as to get for himself the most useful factory motorist experience. His action will doubtless depend on his financial assets and what he needs most to have in an automobile.

Two Garages to Move Into New Quarters

The Buick garage, according to Jennings and Shumate, proprietors, will be moved from its present location just east of The Observer offices, across Adams avenue into the new Roosevelt building. The move will be made Sunday, according to present plans. The Buick garage will observe next Saturday an opening day in its new location. Harris French, distributor of Jewett and Paige, will occupy the rooms which the Buick garage move will vacate. At present, Mr. French's business is located on Mr. Just off Adams. He feels that his future location will be more desirable for his business than the present one.

OPEN HIGHWAY URGES A.A.A.

WASHINGTON (Special)—With winter not so far away and with winter touring and bus and truck transportation on the main traveled highways increasing, the American Automobile association broadcast a bulletin today urging all states and cities in the snow belt to adopt a definite program of snow removal. According to the A. A. A. statement, a majority of the 26 states in the snow belt do not make it obligatory on the state highway departments to remove snow, with the result that the effort to keep the highways clear is in many instances disorganized and leads to millions of dollars of business losses to the various communities because of transportation tie-ups. The experience of the states that have their snow removal programs on a snow removal basis has proven that hundreds of miles of roads could be constructed every year with the saving in maintenance costs that would be effected by preventing deterioration of the road bed in the winter by heavy snow and ice which causes excessive heaving and rutting. Stressing the commercial aspect of the problem, the national touring board of the A. A. A. points out that winter touring is growing in popularity and that bus and truck transportation is growing by leaps and bounds. There are 60,000 buses and 2,312,322 trucks operating over the country's main highways on what are practically regular schedules, and their operations entirely hinge on the condition of the roads. By far the greater part of this type of transportation is in the states that come within the snow belt. Many Roadways on Schedule. According to a recent survey, there will probably be 50,000 miles of improved roads on a regular snow removal schedule this coming winter. This is, however, little more than 50 per cent of the main highways in these states. Sixty-two per cent of the total number of motor vehicles in the United States are registered in the snow area. The bureau of public roads, which is urging snow removal as a regular part of its road maintenance work, estimates that 55 per cent of the improved roads of the country lie within these sections where the snow becomes deep enough to interfere with motor traffic. "Our investigation shows," said the A. A. A. statement, "that far too many states and cities are still lagging behind in preparedness for snow removal. The result is transportation tie-ups, interference with winter touring, unnecessary damage to the city streets and state highways and larger expenditures for maintenance. "Last year Washington, D. C., suffered a loss of \$1,000,000 or more as the result of being unprepared for a snow fall, although Washington is not in the extreme snow belt. Tourists from all over the country complained of the bad condition of the streets of the capital city this season and this was all due to the rutting and excessive heaving during the snow storm. New York city alone suffered a loss of \$50,000,000 during one snow storm in 1920. What happened in New York and Washington happens every winter in many cities of the snow belt where there is no preparedness program. Should Be Definite Program. "With the increasing importance of highway transportation, snow removal during the winter months should be made as much a definite part of state, county and city road departments as road maintenance and repair is in the spring, summer and fall periods. "Experience has proven that for effective snow removal, there must be: First, an appropriation for a definite program; second, an efficient organization with assignment of every man connected with the work to a specific task; third, sufficient suitable snow-removal equipment kept in warm storage and ready for instant action; and fourth, fighting the storm by commencing the work as soon as the storm begins and continuing the removal throughout the storm. "Considerable saving in preparatory expenses can be made by preventative measures such as the erection of snow fences and the removal of hedges and tall weeds which are located too close to the roadway."

DISTANCES TO EAST OREGON POINTS GIVEN

Table with 2 columns: City, Distance in miles. Adams 62.5, Athens 74.7, Baker 50.3, Durkee 74.9, Echo 80.8, Cornucopia 126.5, Elgin 29.7, Presawater 89.6, Haines 28.7, Halfway 114.5, Helix 74.3, Hepner 118.9, Hermiston 20.3, Hot Lake 9.9, Hlgard 7.5, Huntington 58.4, Jubbler 12.5, Kamela 19.7, Meacham 25.4, Milton 82.2, North Powder 20.6, Pilot Rock 71.2, Pendleton 56.0, Stanfield 84.3, Telocast 21.5, Union 14.3, Umatilla 97.9, Weston 78.4

TOURING CAR BEST SELLER

DETROIT, Mich. (Special)—Despite the growing general tendency toward the closed type of car, the touring car is the biggest selling automobile in America. Severe weather gives closed cars great sales impetus and in the north sections of the country where the climate is rigorous, the closed types are favorites. In "fair weather" districts, however, the preference for open cars of family size is sufficiently pronounced to turn the balance for the entire nation. In this connection reports of the Ford Motor company show a demand for touring cars which is unusual for this season of the year and which called for a production of 100,000 of these cars during October. The touring car has always been the most popular in the Ford line. The exceptional demand at the present time, however, may be accounted for by the new features of comfort and convenience which have been incorporated in the improved type. Addition of a door at the driver's left, storm curtains which afford complete protection and open with the door, greater leg room and a more attractive appearance in the general lines of the car have all contributed to bringing increased popularity to the five-passenger open type car. The British House of Commons has enacted a law to protect trained jumping fleas. Why doesn't America look out for the rights of pedestrians, too?

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"The highest resale value" still further enhanced by tremendously reduced prices

The used-car columns of your daily newspaper tell the story. You will find there but few Willys-Knights for sale. And such as are, command, always, an almost incredible premium. When a car goes to the graveyard for automobiles, it goes there for one major reason, one only—wears, transmission, differential, wheels, frame, usually are in reasonably good condition. It is the engine that sends a car "across the river." It is the engine that makes or breaks a car...

The Willys-Knight engine never wears out. Unlike any other motor-mechanism in existence, it does not deteriorate. It actually improves with use... After 50,000 miles, on up to 100,000 and over, it is a smoother and quieter, more powerful and more completely efficient engine than it was on the day you bought it! Used-car experts (than whom there are no keener judges of car-values) consider a Willys-Knight at 50,000 or 60,000 miles a first-class selling proposition. Can the same be said of any other car in, or under, or considerably above its price-class, with that distance chalked up against it? An experienced used-car owner will buy a Willys-Knight, registering 75,000 miles and more, with absolute confidence. The used-car trader will tell you he can scarcely give away other cars after they have been run but 25,000 or 30,000 miles! The patented Knight sleeve-valve motor—that is the leading reason for the phenomenally long life, and, consequently, the gratifyingly greater resale-rating of the Willys-Knight... So—when you buy your Willys-Knight, particularly at these SUBSTANTIALLY REDUCED PRICES, you are not merely buying an automobile. You are making an investment in sustained motor-car satisfaction. And the dividends that investment brings to you—in service, in freedom from expense and annoyance, in pride of ownership—are matched only by its strength as a gilt-edged security, its high cash redemption value if, in any emergency, you are obliged to dispose of your car.

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