

Highway and Auto Dope

Traffic and Tourist News

# AUTOMOBILE NEWS

## OUTPUT TO BE KEPT AT PEAK

The prediction that 1925 would be a banner year for industry, business and agriculture is now being fulfilled, in the opinion of Harry H. Bassett, president of the Buick Motor company, who recently announced capacity production during the winter months in a letter to Jennings and Shumate, local distributors.

Bassett attributes the universal demand for Buicks in normally slack times to prosperity all over the country as well as to the excellence of the cars themselves. Sales reports recently received from branches all over the world have shown so many orders that

the annual December shutdown for inventory has been postponed. Peak production will have to be maintained through the winter.

Several days ago the distributors were asked to carefully survey their territories and estimate the number of cars needed to take care of the demand. The response amazed factory executives.

"It looks as though the country has attained the stable condition of prosperity so generally predicted last year," said Bassett. "Never before have we enjoyed so great a response from the public to a new model. I attribute it to the excellence of the cars themselves, with due credit to general business conditions which make it possible for people to buy quality automobiles."

Drunken lawwalkers have been discovered. We thought it was only the simple, contortionist kind that lived long enough for discovery.

## SHIPPING CARS SAID BIG JOB

While much is said these days about foreign trade and about America's effort to maintain its high position in the export field, little, apparently, is known generally about the actual mechanics of getting shipments abroad, according to information received by M. J. Goss, local automobile dealer.

"Every European traveler has been confronted by the ship requirements for trunks and baggage of certain dimensions, and of giving both the cubic contents and weight in kilograms and pounds of each piece shipped."

"Packing such baggage snugly to withstand rough handling, has also become a matter of general knowledge. A few persons stop to consider that in exporting American merchandise to face world trade competition, every single piece so shipped must be prepared in the same manner," the letter continues.

"An automobile, for instance, is disassembled and packed in a space little larger than the body itself."

"Visitors to the plants of Studebaker, largest exporter of high powered cars in the world, are instructed and instructed by observing the compactness with which a completed car is tucked away within its yellow pine box, steel-bound, for export."

"Take a Duplex-Phaeton, for instance. First the wheels are taken off and bolted to the inside of the box side pieces, which are built of 2x4 timbers and yellow pine planking. Then the springs are compressed to the smallest compass."

"Front fenders are removed and tucked as far back under the running board as they will go and bolted and nailed to the floor boards are taken out and braced to the box bottom. Seat cushions are tied down with wide strips of webbing. The steering wheel is released from the dash and tied down onto the front cushion by the same webbing that ties doors shut."

"The windshield is removed, bolted to a timber, turned upside down into the rear seat compartment, and nailed to the packing box at each side. The upper body section is reversed, the back window over the radiator and its front end resting on the rear seat top. This section is bolted to two timber bolts and by metal pockets nailed to the packing box. Thus the whole car is packed into a space little larger than the body, and not one part can move the fraction of an inch."

"The entire interior of the packing box is lined with tarred paper, making it moisture and dust proof. In fact it is so nearly air-tight that metal-capped breather holes are placed in each end to prevent sweating."

"The packing box top is spiked on, and around the whole go five strips of strap steel. Stencils paint on the box dimensions in feet and meters; the gross, tare and net weight in pounds and kilograms, and the destinations."

"These destinations are a lesson in geography themselves. Rarely can a visitor locate more than 65 per cent of the cities to which the boxes are to travel in the holds of freight steamers plying to all parts of the world."

"For instance, where are Port-au-Prince, Trichinopoly, Bucaramanga, Chielayo, Las Palmas, Los Mochis, Loanda?"

"Without looking them up in an atlas, how many would know they were, respectively, in Brazil, South India, Colombia, Peru, Canary Islands, Mexico and Portuguese West Africa."

"Yet they are a part of daily usage in the export department of Studebaker where men actually are at work in pushing American commerce to the uttermost parts of the earth."

## USE CAUTION AT CROSSINGS. AUTO DRIVERS WARNED

That 4417 persons were killed and 12,825 persons injured in automobile accidents at railroad crossings during 1922 and 1924 is shown in a report of the interstate commerce commission.

One railroad reported that 92 out of 199 (47 per cent) automobile accidents at railroad crossings in six months resulted from automobiles trying to cross directly in front of an approaching train. Of the remainder, 54 (27 per cent) resulted from automobiles running into trains (not trains running into automobiles).

It was reported by one large railroad company that in one year more than 500 crossing gates lowered to protect the public were run into and broken down by automobiles.

Another railroad company reports on actual observations of 218 automobile drivers at railroad crossings:

- 2967 (81 per cent) looked neither way before crossing.
- 602 (17 per cent) looked in only one way before crossing.
- 89 (2 per cent) yooked both ways.

**Railroads Do Part.**

The railroads are doing their part to prevent accidents at railroad crossings. They have spent, and will continue to spend immense sums of money for track elevation, grade separation, watchmen, crossing gates, and signals. Already the railroads have spent more than \$100,000,000 for track elevations in the state of Illinois alone, but with 177,100 crossings still in existence, and because the average cost of eliminating crossings is at least \$50,000 each, railroad crossing accidents will continue to occur unless the public, too, does its share toward preventing them.

It is advisable never to cross a railroad track in high gear. Many accidents happen because cars become stalled while on the track. It is safer to shift into intermediate or low gear a reasonable distance before crossing a track.

## RECORD TIME MADE BY AJAX

PORTLAND, Ore. (Special) — What is said to be record time over the route was hung up recently by a stock Ajax six touring car, when it covered the trail from Portland to Bend via The Dalles and Tygh valley, in 5 hours 53 minutes. It returned in 5 hours 55 minutes, actual running time, just two minutes slower than for the outbound trip.

The query, "What will the Ajax do?" received ample reply, boosters declare. With four passengers, the Nash-built Ajax was hammered over the road, always in high gear at between 50 and 60 miles an hour, a terrific strain on any machine. Despite the heart-breaking grades and the hair-raising curves; despite the constant battering at high speed; despite the fact that more than half the road was of loose gravel; despite these severe factors the Ajax came through with flying colors, and at the end of the day was running as sweetly as at the start.

Two expert drivers shared the work of piloting the machine over the road—Roy McAyval and Guy Jameson. McAyval drove from Portland to Dufur; Jameson then took the wheel and drove to Bend; thence back to Dufur; McAyval then resumed the driving to Portland. One feature of the trip was the extreme cold; beyond The Dalles small ponds were covered with ice, and the drivers suffered extremely from exposure.

Not one throughout the trip did the Ajax falter, not one drop of water was added to the store in the radiator; not a tire was changed. This although the round trip, some 475 miles, was made in but 13 hours 32 minutes elapsed time.

# CHRYSLER FOUR

## Performance and Beauty That Appeal to Those Who Know

The nation-wide popularity of this new quality Four is due to the enthusiasm of men and women who say they have never seen its equal for comfort, beauty, ease of handling and performance.

Women who like fine things are captivated by the Chrysler Four beauty of line and coloring, by its restful riding and handling—the result of Chrysler-designed spring suspension and pivotal steering, together with balloon tires.

These characteristics, so uniquely Chrysler, are the result of the application, for the first time, of the proved scientific engineering of its famous companion car, the Chrysler Six, to four-cylinder practice. Linked to this is a degree of manufacturing skill and accuracy found only in Chrysler products.

They appreciate in particular the greater safety of Chrysler hydraulic four-wheel brakes, furnished on this new Four at slight extra cost for the first time on any car of like price.

Test these distinctive Chrysler Four advantages yourself. We welcome the opportunity of a demonstration.

**CHRYSLER FOUR**—Touring Car, \$625; Club Coupe, \$675; Coach, \$725; Sedan, \$775; Hydraulic four-wheel brakes at slight extra cost.

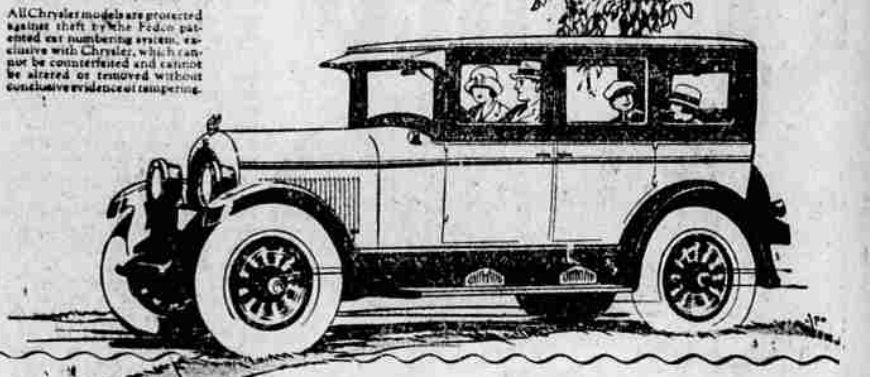
**CHRYSLER SIX**—Phaeton, \$1295; Coach, \$1345; Roadster, \$1395; Sedan, \$1445; Road Coupe, \$1495; Brougham, \$1545; Imperial, \$1595; Crown-Imperial, \$2000.

All prices f. o. b. Detroit, subject to current Federal excise tax.

Built by Chrysler in all Chrysler enclosed models. All models equipped with full balloon tires.

We are pleased to extend the convenience of this exposure. Ask about Chrysler's attractive plan. Chrysler dealers and superior Chrysler service everywhere.

All Chrysler models are protected against theft by White Motor patented car numbering system, exclusive with Chrysler, which cannot be counterfeited and cannot be altered or removed without conclusive evidence of tampering.



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

## Travel by Motor Stage

Safely Swiftly Comfortably

Come to Our Stage Depot at 1114 1/2 Jefferson Ave. All Stages Leave from There Daily.

LEAVES LA GRANDE FOR

Joseph—9 A.M. - 1 P.M. - 4:00 P.M.; Sunday, 9 A.M. - 4:00 P.M.

Haker—7 A.M. - 10:50 A.M. - 1:30 P.M. - 4 P.M.

Sunday—10 A.M. - 4 P.M.

Pendleton—Daily—11 A.M. - 4:00 P.M.

Depot Phone Main 799

## A Good Start

Yes, we feel that our business is starting off in fine shape. Our sales of Gas and Oil to old customers and to many new ones convince us of the superiority of

### Veltex Gas and Oil

### La Grande Filling Station

Kuhn & Zweifel

## Easy to Buy

One of These New

# STUDEBAKERS

## Now

You have always wanted to enjoy the satisfaction of Studebaker ownership. Now you can do it this winter without serious inconvenience.

The new Studebaker is easy to buy because of low first cost—a one-profit car and unit-built construction give you this unusual car at such a low figure.

And it's easy to buy because of the convenient terms that you can arrange—a down payment and the balance distributed so that you can buy it from your income, not with your capital.

Let us tell you more about these terms—and let us give you a ride in the new closed Studebakers.

# M. J. Goss

Studebaker Sales and Service.

"This Is A Studebaker Year"

## JEWETT LIKED, DEALER SAYS

"Almost everyone who comes in to look at a Jewett coach asks hopefully if it has two features they have found lacking in other two-door enclosed cars," says Harry French, local automobile distributor.

"They wish to know if it is possible to drive a Jewett coach with the auxiliary seat folded down, also if it is possible for passengers to enter or leave the rear seat with both front seats occupied."

"It is certainly gratifying to be able to say that the Jewett answers these requirements. When the auxiliary seat is folded it does not interfere in any way with the gear shift rod. In most coach-type cars seat cannot shift gears with this seat down. As for easy entrance, the Jewett door is so wide that there is plenty of clearance for persons to step in or out of either door while front seat passengers remain seated."

"Another way in which the Jewett is distinctive among coaches is in the clear passageway for front seat occupants. Rear shift and parking brake are well forward so that the driver does not entangle his feet with them in using the right-hand door."

One thing about a fiver, it rattle before it strikes.

## 8 HOUR BATTERY CHARGING

Is good only when properly done. We have an experienced attendant in charge at all times. We specialize in battery recharging and repairing.

Exide Distributor.

**Fred T. Burgess**  
Main 125 1308 Jefferson

## Looking Ahead

It might pay us—for a season—to sell a tire of less distinction and quality than RACINE.

But it would pay us only for a season, and we expect to be in business a great deal longer than that.

# RACINE MULTI MILE TIRES

La Grande Filling Station  
Kuhn & Zweifel

## Again Hudson-Essex Reduce Prices

Effective October 20

<b>ESSEX COACH</b>	<b>HUDSON COACH</b>
Now \$765	Now \$1165
Hudson Brougham Now \$1450	
Hudson (Seven Pass.) Sedan Now \$1650	

All Prices Freight and Tax Extra

And for those who desire these cars may be purchased for a low first payment. The remaining payments conveniently arranged.

## Ledbetter's Garage

ADAMS AVENUE