

Highway and Auto Dope

AUTOMOBILE NEWS

Tourist Traffic and News

GRAHAM BROS. SHOWING GAIN

Graham Brothers production of motor trucks for the single month of September, 1925, according to official figures, was 171 per cent of their production for the entire year of 1924.

With the combined output of their four large factories located at Detroit, Evansville, Stockton, California, and Toronto, Ontario, Graham Brothers, a division of Dodge Brothers, Inc., and now the largest exclusive manufacturer of motor trucks, month by month and week by week are shattering all their previous records.

Graham Brothers production for the first 9 months of this year exceeded that of 1924 by 123 percent and exceeded the 1923 figures by 243 per cent.

"This progress is not surprising to owners of Graham Brothers trucks," says L. C. Smith, local Dodge Brothers dealer, "because they know the satisfactory service these trucks give, and appreciate their unusually low cost of operation."

GOOD OLD DAD
"You say you've had your car three years and yet you can't identify it?"
"It's been three months since I've seen it."
"Ah, in storage, eh?"
"No, my daughter has learned to drive."

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We buy used cars for cash.
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Pershing's Son Now A Motor Mechanic in A Garage in France

PARIS (AP)—General Pershing's son Warren may be in training to follow the footsteps of his illustrious father, but he has shown a fancy for greasy overalls, the steering wheel of a motor car and the repair bench in the garage.

One of the conditions upon which the general permitted Warren to prolong his vacation period in Paris was that he work. He obtained a job in a garage and the motor repair bench at which he labored for six weeks is open to him should he return for another spell during his Switzerland school days. From that it is assumed that Warren was worth his salt as a mechanic.

Because he was General Pershing's son brought him no favors. The first day he got a mild "hawling out" from the foreman, who, seeing the boy looking at a motor, woke him up with "Well, you're not here to look, but to work." Warren was far from work-shy, however, and the 16-year-old lad who arrived at 8:30 each morning was unconquerably covered with dirt and grease less than two hours later.

When it became known that General Pershing's son was working in a motor shop, the premises were soon besieged by reporters and cameramen. It was impossible to get him to pose for his picture and most of the cameramen had to be contented with pictures of Warren's back or his legs sticking out from beneath a car. The worst onslaught came from the women special writers. The repair pit was Warren's refuge.

"Won't you come out and talk to me?" many of them coaxed.
"I'm sorry, Miss, really, but my boss pays me to work and I'm here to work."

Of all tasks at the shop Warren enjoyed none so much as getting the cars into the garage at 5:30 each evening. One other and other he would proudly mount and drive into their parking places—small cars, big ones and lorries.

Warren's boss promised to get him a real French driving license as a souvenir of his experience in a Paris garage.

WELL, ENOUGH
He—"Now I want to show you how to change gears."
She—"Oh, Jack, let's not change them—they are just right as they are."

TRUE ECONOMY IS PRACTICED

"Following every reduction in Hudson and Essex prices, we repeatedly hear the question, 'How does Hudson do it?'" said E. L. Ledbetter, distributor of Hudson and Essex cars for La Grande, in commenting on the recent Hudson-Exssex price reductions.

"This question," continued Mr. Ledbetter, "is of considerable interest to both the buying public and competitive motor car merchants because these reductions come at times when there is the least reason to expect them. The presumption in motor circles is that the reductions are made to make Hudson-Exssex cars available to a still wider field of buyers.

"The fact of the matter is that these reductions are the result, rather than the cause, of a constantly increasing volume of business.

"Buyers are asking what there is about Hudson-Exssex manufacturing and selling methods which makes these cuts possible—what method or stunt can be held responsible. The answers to these questions are most logical.

"Throughout Hudson's manufacturing and selling organization there is the highest degree of cooperation. At the factory the utmost care is taken to eliminate waste in time and materials and to utilize only the best obtainable material and workmanship.

"Then, too, Hudson-Exssex has basic advantages in being the largest manufacturer of six-cylinder cars in the world and also the world's greatest specialist in enclosed cars. 95 per cent of its volume being in this type of business. This assures the buyer the benefit of the skill of highly specialized workmen and the economies possible where production is concentrated on a single design.

"When this high degree of specialization is added to great volume you can accomplish extraordinary results—and Hudson has done that.

"This is true economy of the kind which benefits the buyer, and it is the policy of Hudson-Exssex to pass along to the public these benefits in the form of lower first cost whenever the volume of its constantly increasing business warrants a price reduction."

RACING ENGINES FORECAST TREND OF FUTURE AUTO

Adaptation and perfection of cooling and lubricating systems used thus far only in the finest types of racing engines will be one of the urgent requirements of the motor car of the future which the Chrysler corporation, president of the Chrysler corporation, forecasts will be capable of developing 100 horsepower and speeds up to 90 miles an hour, according to Leo French, local dealer.

A large measure of the success of the motor car racers who have astounded the world by their tremendous speeds during the past summer, has been made possible by development of cooling and lubricating systems which permitted motors to operate efficiently at the excessive speeds demanded.

Mr. Chrysler, in a recent conversation, asserted that these results would undoubtedly be the basis of even greater and finer development of cooling and oiling systems for engines in everyday use, inasmuch as the life of a motor depended so vitally on the proper functioning of these two units.

Ford Company Issues New 'Ford Service' Text

DETROIT, Mich. (Special)—The first move by an automobile manufacturer to establish complete standardization of methods employed in repair service has been made by the Ford Motor company in a text entitled "Ford Service" which is for distribution to authorized Ford dealers and service stations. The book, which includes about 300 pages is the culmination of several years of research by Ford engineers. It covers in minute detail, with numerous illustrations, every operation in assembling and repairing Ford cars.

Automobile engineers all over the country have long urged that a system of repair methods, standardized by the manufacturer, be worked out in the interest of car owners. Practically no two mechanics follow the same method even on the same operation, they assert. Efficiency may also vary. It is pointed out, and it is an assurance of the highest type of service if in every shop the methods conducive to highest efficiency are employed.

For years the company has maintained a direct and close service supervision over its dealers and service stations, and with the new text this is strengthened by giving mechanics in simple form the approved methods for servicing Ford cars. Publication of the book, a statement says, is "in line with the company policy of improving service to Ford owners in every way proven practical."

Malheur County Wants Central Oregon Road

VALE, Ore. (Special)—Malheur county is very much in favor of the completion of the Central Oregon highway, as soon as finances can be appropriated for the road. However, the first step is to have the highway designated when the state highway commission meets the first of the year.

Early in October the county court from Harney county met with the county court here and the matter was discussed at length. As was stated in the Malheur Enterprise about that time, the beginning of a highway campaign for the completion of the Central Oregon road was considered advisable, for the reason that the proposed road is important to both Malheur and Harney counties. Its importance is also fully realized by Malheur county officials, but the necessary finances must be had before any very definite action can be taken by this county.

Gas Gargles

SWING LOW, SWEET CHARIOT
A junk shop near a railroad crossing in New Jersey bears this admonition to motorists: "Go Ahead, Take a Chance, We'll Buy Your Car!"

Teacher—"If a farmer sold 1476 bushels of wheat at \$1.89 per bushel, what would he get?"
Scholar—"A new automobile."

Young Lady—"I'm having trouble with my car. Have you a spare plug?"
Farmer—"Sorry, miss. I don't chew, but I got an old cigar ye kin have."

OUCH!
"Are you fond of autos?"
"Am I? You should see the truck I ate for lunch."

"Tis better to have loved—than walked, and never to have loved at all.

Soph—"Did he die a natural death?"
Fresh—"Yes, he was run over in the street."

TRUE FACT
The traffic policeman had made a mistake. He had ordered a car to stop when there was really no reason. The driver, a middle-aged woman, was justly indignant. "Pardon me, madam," said the officer, "but I thought at first you were too young to drive."

An exchange advertises "sedan used for sale. An appropriate heading would be "Raise Your Own Autos."

AUTO COMPANY RECORD GIVEN

WASHINGTON, D. C. (Special)—The department of commerce announces that reports of automobile fatalities in 1925 have been received from 78 cities of 100,000 population or more. Thirty-seven of these cities show more automobile fatalities in the four-week period ending October 10 than in the previous four-week period. The following four cities show no fatalities for the last four weeks: Grand Rapids, Kansas City, Kan., Washington, D. C. and Wilmington, Del. Somerville with seven deaths so far for 1925 has the smallest number, but New Bedford with nine deaths, has the lowest rate (8.4) per 100,000 population.

For 59 cities with an aggregate population of 28 million, there were 3973 automobile fatalities reported in the period January 1 to October 10, 1925 as contrasted with 4345 such fatalities in the period January 1 to October 31, 1924. Of these 3973 deaths, 455, or 11 per cent, were reported in the four-week period ending October 10, 1925.

Of the 65 cities for which comparisons are possible so far for 1924 and 1925, only 16 show more automobile fatalities reported in the period January 1 to October 10, 1925, than occurred in the first ten months of 1924.

So far this year New York City has reported 730 automobile fatalities, Chicago 453, Philadelphia 226, Detroit 209, Cleveland and Los Angeles each 173, while for the last four-week period the figures are New York City 92, Chicago 43, Philadelphia 35, Detroit 17, Cleveland and Los Angeles each 19.

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Motor car owners are learning that the famous golden color of Texaco Motor Oil is worth money to them. Texaco Oil has the refined qualities which gives the correct lubrication that ordinary cheap oil cannot give.

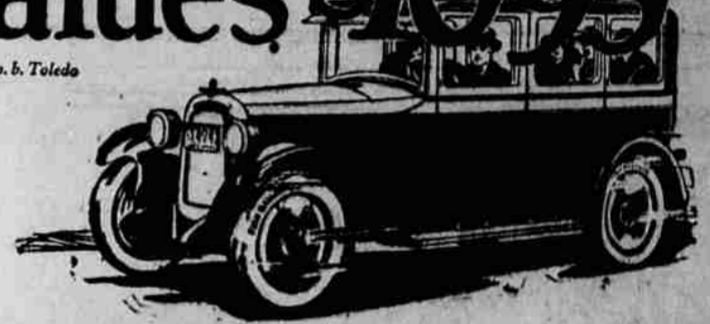
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Distinctive beauty
About either of the two Overland Six Sedans there is an unmistakable air of distinction and beauty—these are no ordinary cars built in quantity to sell at a price. They are the summing up of the best that motor car building can give ... they look it in every line ... in the charming and distinctive colors ... in the rich trimmings ... in the low graceful lines ... in the upholstery. Critical buyers have only words of praise.

Delightful roominess
There are 16 1/2 cubic feet more room in these sedan models than you find in the ordinary six. That's room enough for 1 1/2 people. But in the Overland Six it is the extra room which means comfort and enjoyment on long trips. No one is crowded ... there is room to move around ... no one is cramped ... the driver has all the leg room he will ever need.

Surprising convenience
Women know what Baker velour is. That is what is used in the de luxe model ... dust proof ... moth proof. And there are handy pockets, generous

in dimensions, to carry bundles. The upholstery in the standard sedan is a practical, hard wearing fabric that will stand the roughest usage ... just the kind of cloth where there are kiddies or when you want to store your camping outfits inside and hike for the long trail.

Superior engineering
An internationally famous engineer calls it "an engineering masterpiece" ... lightning getaway ... tremendous power ... stamina you cannot break down ... and an economy you can find in no other six-cylinder motor. Drilled crankshaft ... engine, clutch and transmission in one unit ... straight line drive ... low center of gravity.

Come—see this master car
Learn by inspection ... by demonstration ... just what remarkable values are offered in the two Overland Six sedans. Come prepared to compare with other cars. But see it ... whatever else you do.

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