

Highway and Auto Dope

Tourist Traffic and News

AUTOMOBILE NEWS

AUTO DEATH CHECK TAKEN

WASHINGTON, D. C. (Special)—The department of commerce announces that returns show that during the year 1924, 15,525 deaths resulted from accidents caused by automobiles and other motor vehicles (excluding motorcycles) which in collision with automobiles occurred within the death registration area of the United States (exclusive of Hawaii), which area contains 85.4 per cent of the total population. This number represents

a death rate of 15.7 per cent per 100,000 population as against 14.3 in 1923, 12.5 in 1922, 11.5 in 1921 and 10.4 in 1920.

In the 34 states for which data for 1924 are available, the actual number of these deaths increased from 3825 in that year to 13,468 in 1924 and 14,437 in 1924, the corresponding rates for these three years being 19.1, 15.1 and 16.

The bureau of the census analyzing the cause of death from collisions between two vehicles in the heavier vehicles, therefore, these totals do not include collisions between automobiles and electric cars and railroad trains.

The interstate commerce commission reports 1488 deaths resulting from collisions between automobiles and railroad trains. Of this total 1532 occurred in registration states. However, in estimating the automobile

UNIFORMITY OF TRAFFIC SEEN

WASHINGTON, D. C. (Special)—The department of commerce announces that reports of automobile fatalities in 1925 have been received from 73 cities of 100,000 population or more. Forty of these cities show more automobile fatalities in the four-week period ending November 7 than in the previous four week period. The following four cities show no fatalities for the last four weeks: ten deaths so far for 1925 Springfield, Mass. Somerville with ten deaths so far for 1925 has the smallest number, but New Bedford with twelve deaths, has the lowest rate (10.2) per 100,000 population.

For 53 cities with an aggregate population of 28 million, there were 4511 automobile fatalities reported in the period January 1 to November 7, 1925, as contrasted with 4225 such fatalities in the period January 1 to October 31, 1924. Of these 4511 deaths, 531, or 12 per cent, were reported in the four-week period ending November 7, 1925.

Of the 45 cities for which comparisons for 1924 and 1925 are possible so far more than half (23) show more automobile fatalities reported in the period January 1 to November 7, 1925, than occurred in ten months of 1924.

So far this year New York City has reported 521 automobile fatalities, Chicago 429, Philadelphia 261, Detroit 229, Los Angeles 190, Cleveland 134, while for the last four-week period the figures are New York City 101, Chicago 46, Philadelphia 35, Detroit 29, Los Angeles 17, and Cleveland 11.

GARAGE GOSSIP

Drives 4000 Miles—J. W. Rush, after driving 4000 miles in an Essex coach, has returned to La Grande, reporting an excellent trip. The entire trip was made at a cost of \$57 as far as car expenses were concerned. The car, carrying four passengers, was driven at an average of 35 miles an hour and stood the trip in fine shape. While hitting the high places Mr. Rush and his party dropped off at Tia Juana, Mexico for a short stay.

Wet Streets and Lights—Wet streets are hard to illuminate and lights should not only be properly focused but lenses should be cleaned for winter driving. For cleaning lenses and reflectors use a solution of lamp black and alcohol. Apply it with the best grade of absorbent cotton, removing the dust and grit before the solution is applied, working from the center to the rim, and never rubbing in circles as the silver surface of the reflector will scratch and become dull.

Dairy Buys Truck—The Mt. Emily dairy, owned by Verne Bean, has purchased a new Chevrolet light delivery truck.

Change Oil—With winter months approaching gear shifting cars frequently be made easier by changing to a lighter oil in the transmission. This practice will also eliminate the tendency of the lubricant to follow the shaft into the clutch housing.

Display Room Increased—The office at the Studebaker garage and the partition between the show room and service department have been moved back, adding several feet to the size of the show room. This was done in order to provide more room as display space. M. J. Goss, Studebaker distributor here, says, "The show room is being repapered and repainted today."

Draining Brakes—Draining brakes are usually the result of insufficient strength of the releasing mechanism, such as the pull back springs. They may be caused by connections that are adjusted too tightly or by insufficient clearance at the bands.

Buys Coach—Charles A. Hamm, who recently came to La Grande from Spokane, has purchased a new Chevrolet coach.

Use the Ammeter—The ammeter will indicate any short circuit except one which occurs between the battery and the switch has bar or in the starting motor circuit.

Sells Two Jewetts—Harris French, local distributor, reports the sale of a Jewett De Luxe sedan to Dr. A. L. Richardson and a Jewett coach to Mark Patton, of Pendleton.

Buick Man Here—Mr. Sanders, chief road man of the Buick company, with headquarters in Portland, was in La Grande Tuesday, visiting Jennings and Shumate, local distributors.

Buys Hudson Brougham—Mrs. Hanna Webster has purchased a new Hudson brougham.

Fill it Frequently—When the charging rate is raised above 19 amperes the battery should be filled frequently with water as considerable water may boil out due to increased electronic action.

Essex Sale—E. L. Ledbetter, automobile distributor, reports the following sales: an Essex coach to Edward Fields, an Essex coach to Mrs. Bennett, of Maxwell; and an Essex coach to H. E. Johnson, of Perry.

Visit in Pendleton—Mr. and Mrs. Avery Harrison and daughter Ruth drove to Pendleton Sunday. They report the roads in excellent condition.

Quick acceleration and to obviate frequent gear changes, in combination with a body that attains compactness without reducing the passenger space. The necessity for utilizing small parking spaces and the ability to thread one's way through crowded highways were prime considerations in the design.

This is the first authentic note of 1926 which has yet been struck by any of the major manufacturers of motor cars, and coming from Willy-Overland, Inc., the third largest manufacturer in the motor car industry, it is significant of the development which the new year is likely to see.

It proves definitely that the light yet roomy car, low in price,

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Mrs. Hazel—"What dreadful language your parrot used!"
Mrs. Knutt—"Yes. My husband bought the bird in town and brought it home in his car. And I understand he had three blow-outs and engine trouble on the way."

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Hudson-Essex Year Is Best in Firm's History

Hudson-Essex is drawing to a close the most successful year in its history. The quarter million mark in production has been passed, which is set by Hudson officials to be the largest volume of six-cylinder cars ever made in a year by any manufacturer. Final figures will run considerably over this total, as business is going along much faster than is usual at this season of the year.

Not only have Hudson-Essex sales been sensationally good in the United States, but the demand for them in foreign countries is reported as largely increased, according to information received here by the Leabetter garage, dealers in Hudson and Essex cars.

Nash Special Six Coupe Now on Market

The latest word in Nash construction, the Special Six coupe, an entirely complete new model, is now the subject of conversation at the H. C. Hamilton garage.

It is believed that this new model will fill the needs of a large group of car users, who want a two-seated closed model with leather upholstery. This desire is particularly true of traveling salesmen, who frequently prefer the leather to cloth upholstery.

The new coupe is marked by long tacy line; the sloping rear deck provides ample luggage space, two passengers find themselves with plenty of leg room and unusual comfort.

All features included in other Special Six models are found on the new model.

The honeymoon is over when the force is to drive with one hand.

Club Plays Leading Role

"It is not only in Michigan," declared Mr. Henry, "that the organized motorists are making headway toward the uniform traffic code needed by the country. In the state of Washington the Automobile club of Washington played a leading role in getting the various official, trade and civic bodies to agree on a uniform state motor vehicle law which stands a splendid chance of being adopted by the state legislature when it meets in a few weeks."

"The Cleveland Automobile club performed a similar service in solving the traffic problem of that city, while many other A. A. A. clubs throughout the country are engaged in similar work, thus eliminating local differences and paving the way for national uniformity. "It is to be expected that the Hoover conference will find the work that has been done by the clubs a splendid basis on which to work."

Car Owner's Welfare Involved

"The A. A. A. clubs have the national viewpoint on traffic regulations because they represent the national car owner and must consider his safety and welfare. Sectionalism is rapidly vanishing as a consequence. What the Michigan A. A. A. clubs have done can be done in California, in Florida or in Maine."

"This new plan of safety through abolition of confusion is merely the process of building in starting with the foundations. Hereafter there has been too much effort directed toward the impossible. Nationwide abolition of confusing motor laws is not possible until an automobilist can drive through his own state without finding it necessary to conduct himself differently in each city and town. Uniform codes in any state serve to convert the people of that state to the great need for standardization. It should be only a short step between that and nation-wide uniformity. State codes will be compromise and our experience has been that such compromises are universal. The people of Maine will find that they prefer, on the average, the same regulations as the people of California, and vice versa."

New-Day Jewett Model Announced by French

A distinctive new automobile, the New-Day Jewett, designed to meet the changed conditions of motoring in America, is being presented to the public by the Paige-Detroit Motor Car Company, represented here by Harris French.

The New-Day Jewett, which enters the field of automobiles in the thousand-dollar class, is a six-cylinder car embodying many special features to help solve the problems of the modern owner and driver.

In designing the car, both chassis and body, the Paige-Detroit company says it was the aim of engineers to produce a car perfectly adapted to present day conditions in the United States, where traffic congestion demands easy handling, positive braking, quick starting, and high power to give

Light, Roomy Car May Become More Popular

Word has come to all Overland and Willys-Knight dealers according to Gettings and Hanks that factory plans for 1926 contemplate a greatly increased production of the Overland Standard Sedan, the four-cylinder model on which the recently announced price has set the slogan of "the lowest priced enclosed car of standard design to the world."

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Laugh In the Face of Old Man Winter



LET this old man with his frosty breath and telebe beard blow his chilling drafts in your direction. However low he pushes the mercury in the thermometer, you can drive your car without a care or worry if you are using Veltex Winter Gasoline.

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