

Highway and Auto Dope

AUTOMOBILE NEWS

Traffic And Tourist News

DEALERS MEET IN OAKLAND

OAKLAND, Cal. (Special)—The greatest sales convention ever held by the Durant Motor company of California recently came to a successful conclusion here, with widespread enthusiasm expressed by upwards of two hundred direct dealers, representing four hundred other dealers, over the plans and possibilities for expansion under the Durant company's 1926 program.

Every phase of selling and servicing new and used cars, including finance and advertising, came in for discussion before the dealers by heads of the various factory departments, and the dealers as a whole expressed gratification over the convention results. Dealers were present from six western states, including Idaho, Washington, Oregon, California, Arizona, and Nevada, and the Territory of Hawaii. Among those present was Jim Morelock, of La Grands.

The big sales and advertising program behind the Star came in for wide discussion among the

FEDERAL CUT IS OPPOSED

WASHINGTON, D. C.—To prevent national loss through delayed construction of the federal aid highway system on which state and federal governments are now working jointly, an authorization for the appropriation of \$30,000,000 to cover the fiscal year of 1925 is urged upon the congress which has just convened by the American association of state highway officials.

A resolution to this effect was passed at the annual meeting of highway officials held in Detroit recently. It will, if necessary, these officials declare, to have an authorization made by the present congress in order that highway departments may so plan their construction as to best utilize appropriations when they shall become available.

A resolution also was adopted opposing any reduction in the federal aid system as being unfair to many communities in the various states.

The appropriations now authorized by congress for the purpose of carrying out the provisions of the federal aid act do not extend beyond the fiscal year ending June 30, 1927, and it is to prevent a stoppage in road building after that period that forwarded action is urged upon the present congress. To do otherwise, highway officials declare, will result in postponing the completion of a nation-wide system of modern highways, at the same time preventing the people from enjoying the full benefits of stretches of road already built because of uncompleted sections in the system.

A recent House report stated: "In connection with the \$30,000,000 authorization desired for use in 1925, state highway officials also ask for \$30,000,000 for the construction of first roads. In support of these requirements, facts are being gathered for use at senate and house committee hearings on proposed road legislation.

Facts are also being gathered for the information of congress on the impracticability, from an economic point of view, of reducing the system of federal aid highways which have been selected and designated by the highway departments of the several states and approved by the secretary of agriculture of the United States. This system as it now stands, highway officials claim, was selected after careful study with the aim of providing a properly constructed and connected system of roads that would best accommodate local and thru to market traffic as well as traffic of a state and interstate character.

Highway Officials Have Answer.

In the resolution which will be laid out before house and senate committees, highway officials have agreed that any reduction in the federal aid system "as now selected and approved would tend to break the continuity of said system and might be regarded as a step that many communities served by highways now rightfully included therein, would be deprived of such service."

In opposition to any attempt that may be made to reduce the system, state highway departments as represented in the American association of state highway officials, are ready with their answer to congress as being "opposed to any plan which has for its purpose a reduction in the system of federal aid highways as now provided for in section 5 of the federal highway act."

The United States department of public roads, department of agriculture, was commended by resolution for its "policy of friendly helpfulness" in its work with states during the first decade of cooperative road construction.

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SLOW DRIVER IS A MENACE ON THE HIGHWAYS, CLAIM

PHILADELPHIA (INRA Special)—"A slow car on the highway is the greatest menace there is," says Robbins H. Stuebel, commissioner of motor vehicles for Connecticut.

Stuebel advocates a minimum speed regulation to keep all slow cars off the highway. The greatest danger from slow driving automobiles is that those who drive behind are forced to pass around the side and in congested districts this practice is dangerous and often results in accidents.

Stuebel's plan is to divide the main traveled streets into routes and each street have a minimum speed limit and an anti-passing restriction.

This will prevent the accidents which are caused by one car passing around another and will also speed up traffic.

Manufacturers of commercial automobiles will be forced to build speedier cars in order to get the best service from the highways. For all of the slow-moving, bulky trucks now built would be assigned to the slow thoroughfares, according to Stuebel's routing plan.

Ajax Demand Growing; 10,000 Cars Put Out

The ten-thousandth Ajax six has been produced. It came off the line at the factory in Hart's, W. Va. recently, just one week less than six months from the day the first production Ajax was built. There was great interest among the workers throughout the Ajax plant in the 10,000th car. The motor, as it proceeded down the final assembly line, was decorated with a bouquet of American beauty roses and a hearty cheer greeted the finished car as it was run off the assembly line and out onto the company's test track for final inspection before shipment.

"What pleased us most," said George C. Hubbs, general sales manager of Ajax Motors company, "is that the thousands of cars in the hands of owners since last spring have given a splendid record of themselves. It is an interesting fact that as no time since the introduction of the Ajax has there been any effort on the part of the factory to increase production beyond a point of sound manufacturing in spite of pressure from dealers for more cars. As a matter of fact, during the first four or five weeks, production was deliberately held down to ten or twelve cars a day.

"Increasing work made, from time to time, on a careful basis, until production finally reached a desirable volume. Meanwhile, Ajax performance in the hands of owners throughout the country and abroad, made necessary plans for additional factory equipment so that production might be increased 100 per cent to meet the demand of the buying public.

"This increased production will become operative with the installation of the necessary machinery and equipment which probably will have been completed about February 1."

Missed "Chance" Led To Forming Company

The automobile industry abounds with stories of huge sums made during the past several decades. One automobile magnate, Harry M. Jewett, president of the Paige-Detroit Motor Car company, once returned a block of stock in the Paige-Detroit Car company which Mr. Jewett subsequently bought and paid a price said to be \$250,000.

Several years after refusing the chance to buy this stock for some ten or twelve thousand dollars, Jewett saw the mistake he had made.

That was seventeen years ago.

Speaking of mistakes in business, Mark bicycles, unnumbered Ford's by 50 to 1.

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The result was the founding of the Paige-Detroit Motor Car company. Less than \$100,000 was invested in the enterprise. The factory was an old plant formerly used for the manufacture of drugs. Three hundred and two cars were built that first year.

Today, the assets of the company have grown to \$17,500,000. The stockholders have been paid a fair return on their money and many have made small fortunes through the saving of the many extra shares of stocks gained through stock dividends.

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Season's Best Wishes To You and Yours

We have enjoyed a splendid business in your city the past year.

The Star line, with its New Six is sure to double our business for '26.

Our up-to-the-minute shop and service for the New Year will be second to none in your city.


Watch our ads — we will have many things of interest for you soon.

Morelock Auto Co.

Not Like The March of Time

The electrical equipment on your car cannot go on and on without attention. The Battery, Starter and Generator require a reasonable amount of regular and expert attention if you expect to receive the best results at the least possible expense.

Let us go over your electrical equipment before 1926. Then your car will start the new year right.



BATTERY & ELECTRIC SERVICE CO.

Oregon Trail Is 2,264 Miles from End to End

DENVER (AP)—Professor Archer B. Hulbert, director of the Stewart commission on western history, a foundation at Colorado college, of Colorado Springs, has announced the completion of mapping the original Oregon trail from Independence, Mo., to The Dalles, Ore.

Professor Hulbert said this mapping survey disclosed that the trail was 2,264 miles in length and was founded in 308 townships in Kansas, Nebraska, Wyoming, Idaho and Oregon. The old trail, he said, was 150 miles longer than the modern trail.

MAGNETS GATHER NAILS.

FOLDFOLK.—The state highway department of Ohio is prevailing trucks fitted with electro magnets to pick up nails and other bits of iron on public highways in order to minimize fire-puncture dangers.

In a five-mile trip one of the trucks picked up 150 pounds of nails. The truck collected 600 pounds in the course of a day.

Motor starts quicker when the ignition switch is turned on.

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Nevada-Oregon Road Is Being Considered

HENO, Nev. (AP)—Consideration is being given to the building of a highway connecting Nevada and Oregon, and to Oregon's participation in the Nevada transcontinental highway exposition and

You Will Want A Chrysler In 1926

Good looks with unexcelled performance has placed the Chrysler where it is today.

Leo J. French

Holmes Bldg. on Jefferson

One Filling of Lowtemp--

---Lasts All Season!

Will not evaporate—always liquid. Keeps your radiator from freezing. Fill up today and be safe.

TIRE CHAINS IN ALL SIZES
VELTEX GAS AND OILS

La Grande Filling Station

Kuhn & Zweifel



VERSATILITY

"Caterpillar" Tractors are mobile, versatile power units. They build roads — or maintain them. They pull heavy plows — or light harrows. They haul wagons — or pull the elevating grader that filled those wagons. So long as you have an outdoor task that requires power, "Caterpillars" will supply that power. Ask for catalogs.

Bunting Tractor Company

Dealer Northeastern Oregon and Southern Idaho
Jefferson and Elm Streets
Phone Main 534

