

OBSERVE FORD DISPLAY WEEK

Perkins Motor Company Has Special Showing in

In observance of national Ford display week, January 9 to 16, the Perkins Motor company has had on display in their show room this week five Ford cars, with the latest equipment.

sport model, with gypsic curtains and a top boot in drab color and natural wood wheels.

HIGHWAY PLANS DISCUSSED AT CHICAGO MEET

CHICAGO (By the Associated Press)—Plans for the construction of a "three-fingered" national highway to be known as the great south way, were outlined at the 23d annual convention of the American Road Builders' association by Samuel Hill of Seattle, international engineer.

The highway would have sources at Detroit, Minneapolis, and Omaha, passing through Chicago and converging at Terre Haute, Ind., thence through Kentucky, Tennessee, Alabama and Florida to its southern terminus at Key West.

Mr. Hill located the Pacific Coast highway from Seattle to Mexico City. He is attending the convention to obtain sponsors and cooperation for the great south-way.

Enchantment of Wallowa Lake Lures Motorists

Eastern Oregon's Wonderland, Bereft of Summer's Draperies, Presents New and Majestic Splendor When Clothed in Nature's Garment of White.

(By Hazel Scott)

Wallowa lake park, some enthusiasts claim, is at its gorgeous best in the fullness of summer; others prefer it with the more subtle enchantment of spring upon it; still others persist that its charms are most potent when enhanced by the ravishing brocade of autumn color.

Each to his taste. But for the lover of pure classic beauty, there is no time like the dead of winter for a visit to this masterpiece of the Great Architect. Winter strips the place of its sort voluptuousness—the bird songs, the fragrances and the riot of color that in summer lure one into an indulgence of the senses and reveals in nude splendor all the majesty of the plan and the workmanship.

Sudden clouds hid the sky and curtained even the nearby hills from our view as we left La Grande for Wallowa lake shortly after 9:30 o'clock last Sunday morning. Our limited vision accentuated our interest in the roadside scenery as we rolled over the excellent highway across the Grande Ronde valley toward its farther, invisible rim.

Here we remarked at a cluster of farm buildings—so much a part of the landscape, in their unpalated state, that they looked to have grown there—sending up a single spire of Lombardy poplar. Farther on, our car scalloped the edge of a canyon-like ridge that suggested the richness of its volcanic coloring.

Little Snow in Evidence. We found scarcely any snow until we reached the fields toward the foot of Wallowa hill. And there the snow fall could not have been heavy, for the grasses poked undaunted heads through their icy blankets.

Ascending the hill, we entered a glistening fairland. All the willows and cottonwoods bloomed white as a May apple orchard. Telephone wires hung like ropes of tin; weed-stalks waved point lace patterns against the web of the fences, and the pines drooped their jeweled robes.

By soaring circles, we climbed to view after view of breathless grandeur. Once fully into the Minam canyon, we felt with sharp

awe the spell of our surroundings. Even more thrilling was our descent by adventurous curves toward the waters that tumbled and splashed in their rush to join the Wallowa.

Into Wallowa Valley. We passed from the rugged canyon into a valley as peaceful and tranquil as the Grande Ronde. Here and there a town bristled with the smoking stacks of a lumber mill.

The road from there on was narrower and rougher. But we were too much engrossed in the sublimity of the skyline to mind. The fog had lifted, and was floating away in white veils that emphasized the blue of the sky. Mountains loomed in startling nearness.

Suddenly—we were at the lake! Nature's Wonderland. Without sign or warning, the whole matchless picture unfolded before us: Paeid azure, mightily walled with granite; and in the distance, the towering snows of Middle mountain.

Driving into the fir-crowned wilderness, past the inn and lodges that surround it, we parked our car and set off toward the organ-rumble that we knew must be Wallowa falls. A scant half-mile of slippery trail brought us to a rock ledge from which we looked down upon the blue-green cascade. Pouring into a granite basin—flippantly termed "The Devil's Punchbowl"—and spilling over its edge for another dizzy tumble, it had perpetuated its lovely contours in a shell of ice.

At the power plant, where we next visited, the steam had crystallized on the fence and posts and bushes until the electrician seemed to be living in little Kay's palace of ice.

Around the Campfire. We were heartily ready for our lunch by that time, so we built a small campfire. With water from the stream that flows past the power house, we soon had coffee boiling. Little sausages and potatoes sizzled appetizingly in a frying pan while we spread blankets and a tablecloth on the ground.

Trey snow, like pulverized glass, glittered among the rusty trunks of the fir trees. But there was no snow on the cathedral facades of the granite mountains, and only the glacier peaks shone white.

Overhead, the sky leered toward us in warm blue friendliness. Although the day was January, and the sun, at 1:30 o'clock, had already dropped out of sight, we ate lunch in perfect enjoyment, and pitted all those who wait for summer to visit Wallowa lake.

New Highway Proposed To Connect Interstate Bridge and State Road

HOOD RIVER, Ore. (Special)—J. B. VanDuser, chairman of the Oregon state highway commission, has noted E. C. Blancart, chairman of the committee of the chamber of commerce, county granges and other organizations engaged in promoting a new road to connect the interstate bridge across the Columbia here with the Columbia highway, that a proposed route to pass under the O.-W. R. & N. tracks, had been approved by the commission and State Highway Engineer Scott.

The bridge road, along with laterals to the Mount Hood loop highway, will be constructed as market road projects.

CLOSED MODEL MOST POPULAR

New York Automobile Show Crowds Favor Lighter Cars—Enthusiasm Is Pronounced.

NEW YORK (Special)—Motor-dom's interest in the New York auto show and the 1926 automobile is outstripping all former marks, high officials in the industry declare, after intermingling with the enthusiastic crowds in attendance at Grand Central palace.

The outstanding thing seems to be the popularity of the closed cars. Seventy per cent of the show cars are closed models; 15 per cent roadsters and 15 per cent touring models. The smaller closed car leads in popularity and is increasing in demand as travel on highways continues to increase and city traffic thickens.

The popularity of the seven-passenger closed car and the snappy roadster models is an additional indication of prosperity for the industry, the leaders declare.

They feel that this evidences a trend toward the use of two cars by the upper middle class. The roadster would serve knockabout, sport and errand duties, with the limousine in reserve for evening and social affairs.

Cost Considered. It is really surprising the attention displayed by visitors here to the matter of first cost and general operation economy.

Price and upkeep, coupled with light car favoritism, has boosted several lighter models to the limelight at the show.

Lines sticking to one type of chassis lead in big value offerings. This, of course, is due to economies brought about through volume production and standardization of operation.

Artistic finishes in good, durable paint is the most apparent thing at the palace. Duco jobs blossom in great profusion on all display floors. This type of finish is especially acceptable on the Pacific coast, where various elements are tend to old-fashioned finishes.

Equipped for Emergency. Dorothy, daughter of a fire salesman, had seen a set of trip-lights for the first time in her short life.

"Oh, Mother," she said, on returning home, "what do you guess I saw today?"—A lady that had some twins with a spare!—Life

Ho Believes in 'Em Teacher (to tardy student)—Why are you late? Hobbie—Well, a sign down here—Teacher—Well, what has a sign got to do with it? Hobbie—The sign said: "School ahead; go slow."

Parts -- Storage LA GRANDE WRECKING CO. Adams Ave.

This Is National Ford Display Week SEE THE IMPROVED MODELS AT OUR SHOW ROOMS. Perkins Motor Co. Phone M-500. Cor. 4th and Adams

New Low Prices On Chevrolets. Roadster \$633.00, Touring \$668.00, Sedan \$903.00, Coupe \$813.00, Coach \$813.00, Landau Sedan \$945.00, Light Delivery Chassis \$515.00, Express Truck Chassis \$650.00

Blue Mountain Garage M. A. HARRISON, Mgr. Opposite Postoff.

Travel by Motor Stage. Safety, Swiftly, Comfortably. Travel by Motor Stage—Safety—Comfortably, MOTOR TRANSIT COMPANY. The Grey Stages. Come to our Stage Depot at 1114 Jefferson Ave. All Modern and Heated Stages. LEAVE LA GRANDE FOR Joseph—9 A. M. - 1 P. M. - 4 P. M. Sunday, 9 A. M. - 4 P. M. Pendleton—11 A. M. - 4 P. M. Daily. Connects to Walla Walla

Continuation of the Wallowa Lake article, describing the scenery and the experience of the motorist.

AUTO OUTLOOK OF ROSY HUE

(By H. M. Jewett) I am confident that 1926 will see new high records for production and sales in the automobile industry. In fact, I believe that, so long as business in general is good, each year will bring an increase in the number of automobiles, roads and roads.

There are several factors affecting the industry that lead me to this belief. The steady increase of wealth in the United States.

The constant growth of the good roads system. The continued extension of the automobile's usefulness.

The tendency among the well-to-do to own two cars. The trend in automobile design and construction to meet present day conditions.

In addition, the export business is increasing at a promising rate. Europe especially showing that it has at last awakened to the inherent value of the American motor car.

Our own plans for 1926 are evidence that we count on its being an excellent business year. Our production vehicles have been made up and our prices have been fixed on the expectation of our selling as many Dollars and at least fifty per cent more Jewetts than in 1925—and 1925 was a good year, our earnings in the first nine months exceeding the figures for any previous twelve months, with the exception of one year.

Some of the factors I have enumerated in the foregoing may not be so obvious as the others. Everybody, of course, will recognize that the demand for automobiles will increase as the per capita wealth of the country's inhabitants increases.

More Roads, More Automobiles. It is equally clear that good roads open up the fields for automobiles. At first, the good roads followed the automobiles; now conditions are reversed. The motor car has become so important an element in the economy of the country that no district can afford to neglect its highways.

People who live in a district of bad roads, cannot meet the competition of those who live in a section of paved highways, for the latter can get their product to the market places and shipping points economically, and in better condition that brings better prices. Every good road built, therefore, leads to demands for more good roads—and the more extended the network of roads becomes, the more persons there are who will need automobiles.

In the cities, more and more people are realizing that an automobile is a paying investment. Take the skilled worker as an instance. Were he dependent upon the ordinary forms of transportation, his field would be limited to reach readily from his home. With an automobile, on hand, he can work at any point in the city. The worker with his car, therefore, is the worker with the biggest income, because he can take a job wherever the pay is highest.

Indispensable. I love automobiles. For getting a fellow to within three miles of his office they cannot be equalled. They enable a family to reduce the time spent at home to the minimum. They get all the children home and in bed by three a. m. They let a fellow into the conversation.

A Dirty Dig. An opulent appearing man drove up to the curb in a car that was not so opulent and was accosted by a small boy. "Watch your car for a nick, mister."

In A Hurry. "Jenks was punched for speeding yesterday." "Why?" "His wife wanted to go home to her mother."

"He was taking her there."

"One man is knocked down by an automobile every twenty minutes in Los Angeles." News Item. You would think he would wear him out.—Motorist.

SAVE MONEY EVERY MILE

SEDAN \$595 F.O.S. FACTORY. Image of a Buick sedan.

The known efficiency of the sturdy, powerful Overland L-head motor, with polished cylinder walls, highly developed ignition, superior carburetion, give you extra miles from every gallon of gas. The sturdy wearing qualities of the big-car chassis—the everlasting Molybdenum and Chrome Vanadium steel construction keep you out of the repair shop. Lowest first cost—lowest cost per mile! Step in. Examine it.

The New WILLYS FINANCE PLAN offers easy time-payment terms at the lowest cost at which it is possible to purchase an automobile. Why pay more?

OVERLAND with SLIDING GEAR TRANSMISSION Gettings & Hanks

Gas Gargles

On wet highways and streets it is more difficult to make an emergency stop when passing another car going in your own direction. When pavements are slippery you should allow more clearance when passing as the front wheels may not respond readily to the steering gear and a skid of a few inches may cause a collision. If it is necessary to make an emergency stop, apply the brakes with the clutch engaged until the car has almost stopped and then release the clutch to prevent stalling the engine. This practice will help eliminate skidding or slide away on wet pavements.

When the side curtains of your touring car are taken out of their summer storage space you may find the celluloid cracked or chafed so that the transparency is impaired. As a protection to yourself as well as others you should have new celluloid installed in the front curtains. If your vision is obscured you will be unable to see other cars and pedestrians on a rainy night.

When starting a cold engine let it run for a minute or two at a speed slightly above its idling speed and with the spark retarded. If it always injurious to race an engine and particularly so when it is cold. The oil being thick does not circulate freely and the gasoline is not thoroughly vaporized. Warming up the engine slowly will repay you for the extra time and effort.

Transmission lubricant is hard to handle in cold weather. If the regular pump that is made to handle this material is not available warm the oil. It can then be poured into the transmission or differential with ease.

Motorists who drive in mountain districts should use an anti-freezing solution in the radiator. Keep the pump packed and the radiator connections in good condition as a slight leak will make it necessary to add new water which weakens the solution.

If you install new non-skid tires on the rear of your car for winter driving, move the best one of the old tires to the left front wheel. This will make the car easier and safer to handle on wet streets.

Never allow the engine in your car to run for any length of time with the air regulator turned to " choke" as this results in the use of an abnormal amount of gasoline and gives an excessively rich mixture, which may result in thinning the oil in the crankcase.

Added Comfort

People who look for and appreciate comfort in a motor car are invited to try the added comfort in the Better Buick. deep and yielding and tilted to a restful angle. Rear springs are Buick cantilevers, which smooth out road inequalities far better than any other type. Special size low-pressure tires are standard equipment on all models. Your first long ride in the Better Buick will show you how restful miles can be.

The Better Buick is big enough and balanced correctly to carry itself well on any road, but not too big to be ungainly or hard to handle. Seating space is generous. Leg room is ample enough for tall people to relax. Cushions are

Jennings & Shumate

The Better BUICK