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News

BUICK HISTORY IS SET FORTH

(By E. T. Strong)

The history of the Buick Motor company is the history of constant expansion in order to keep pace with the demand for Buick cars. Since the first Buick was built over 20 years ago, the factory has been forced to meet an ever-increasing production schedule. The public has made this necessary by turning to Buick for its motoring needs in greater numbers each year.

This public preference has accumulated steadily. It took only two years and nine months to build the last half million Buicks, which were finished December 15, 1925. The first million Buicks were finished March 22, 1926, in approximately eighteen years. The last hundred thousand Buicks were built in the last five months. An-

der present production, it will take only a fifth over two years more to reach the two million mark. Second Million Soon Realized. While the first million Buicks took eighteen years to build, the second million, according to present production, will take only four years and ten months, and half of them are already in service. The plant is being operated at capacity throughout the winter months. Looking to the future, the company is spending two million dollars in an expansion program to increase production to twelve hundred thousand cars a year. Three hundred thousand cars a year. The new models introduced in August met such an enthusiastic reception that a new production record was set in October, when 23,000 cars were shipped from the factory. All average production of 26,000 cars a month has been maintained since July.

Every indication points to the need of greater plant capacity to keep Buick enthusiasts supplied with cars. The self-starting car was a triumph, but nothing to what a self-starter would be.

ENCLOSED-CAR MOTOR NEWEST

An exhibit that is attracting pronounced local interest is the new Nash "enclosed car" motor being shown to the public for the first time. It was initially introduced at the New York Motor Show and proved to be an outstanding attraction. The reason for the discussion centering around this "enclosed car" motor is the fact that Nash has here developed and solved the problem of providing power, speed, acceleration, quietness, and long life in a passenger car engine from a standpoint entirely new to the industry. States Mr. Truesdell, local distributor.

Since the beginning of the industry it has been general practice for automobile engineers to develop their motors upon the basis of the requirements for turning car motion. Once they had achieved satisfactory performance, they employed the same motor in the production of their enclosed models. The result was that the standard of performance established in open cars was never reached with the heavier enclosed models. Nash has neither accepted this standard, nor engine, and a motor especially for the requirements of enclosed models. In fact, instead of building the performance abilities of the motor up to the lightest car of the line, Nash has created a motor to power the heaviest model and to give that model the kind and caliber of power, speed, acceleration, and performance that has hitherto been linked only with the open car.

ELK DEMOLISH FENCES
ELK GENE, Ore.—Elk are breaking down fences and causing considerable damage to farm property along Pendleton creek and tributaries not far from the Lake Creek valley and the Willamette valley. Florence highway, according to Lee Lewis, a farmer of that locality.

Mr. Lewis said that a small herd of elk has been in that district for a number of years and that it has increased to considerable proportions. As the law protects them from hunters, the animals are tame.

The Motorist's Lament
Of all sad words
The saddest are these:
"It's flat again."

Auto Rudely Breaks Baby's Sleep



It was a rather rude awakening for George M. Peck Jr., son of 5, of San Diego, when his father's automobile plowed into the rear of a house. The car's drive shaft broke as Mr. and Mrs. Peck reached the top of a hill nearby. The machine, after tearing out a corner timber of the house, stopped astraddle of the top of the hill. But George Jr. was unhurt.

PRICE CUT ON SEVEN MODELS

SOUTH BEND, Ind. (Special).—Maximizing the interest in the New York Automobile show recently in session, Studebaker announced important price reductions, effective January 14. Reductions amounted to \$100 each on seven models. The models affected are: the standard six sedan (wool trimmed); the standard six sedan (cable trimmed); the big six five-passenger sedan; the big six seven-passenger sedan; the big six four-door; the big six coupe; and the big six club coupe. The new prices are made possible only by the fact that Studebaker has net assets exceeding \$100,000,000, concentrated on the volume production of "one-profit" cars, and result from savings effected through the vast Studebaker plants which have been kept going at capacity during the past year. Studebaker sales in 1925 exceeded 126,000 cars, an increase of 25 per cent over 1924.

According to the autoist looking for a place to park, this country is certainly enjoying a bumper crop of free hydrants.

Step On The Starter

—and away goes your motor if you use VELTEX WINTER GASOLINE.

Just try it once—you'll come back for more.

La Grande Filling Station
Kuhn & Zweifel

Travel by Motor Stage

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.
Cheap Rates
On Special Trips
Depot Phone Main 799
We Carry Express
And Trunks

NOTICE

Change of Time Leaving Joseph

	Trip No. 2	Trip No. 4	Trip No. 6
Leave	8:30 A. M.	11:00 A. M.	2:00 P. M.
Joseph	7:50	10:20	2:00
Interprise	7:50	10:20	2:00
Lastine	8:10	11:35	2:55
Wallowa	8:25	11:55	3:15
Minam	8:30	12:00	3:30
Idaho	10:00	1:30	4:30
Imbler	10:20	1:50	4:50
La Grande	10:50	2:20	5:20

Trip No. 4 Off on Sunday.
Effective Sunday, January 17, 1926.

AUTO FATALITIES INCREASE DURING LAST 12 MONTHS

WASHINGTON, D. C. (Special).—The Department of Commerce announces that reports of automobile fatalities in 1925 have been received from 79 large cities in the United States. In these cities the total number of such fatalities reported in the 53 weeks ending January 2, 1926, was 6276, and the daily average was 117. The numbers in nine periods of four weeks were as follows:

Four Weeks Ending:	Fatalities
January 2, 1926	559
December 5, 1925	622
November 7, 1925	614
October 10, 1925	528
September 12, 1925	521
August 15, 1925	468
July 18, 1925	492
June 20, 1925	495
May 23, 1925	424

There are 70 cities for which comparable figures are available for 1924. The total number of automobile fatalities in these 70 cities was 5837 in the period from December 28, 1924 to January 2, 1926 and 5589 in the year 1924, the

daily average being 117 in 1924 and 127 in 1925. Of these 70 cities, 42 reported a larger number of fatalities up to January 2, 1926, than in the year 1924.

New York City has reported 1001 automobile fatalities, Chicago 598, Philadelphia 204, Detroit 257, Los Angeles 232, and Cleveland 223, while for the last four week period the figures are New York City 62, Chicago 41, Detroit 22, Los Angeles 19, and Philadelphia, Cleveland and St. Louis each 18.

Deschutes Power Property Viewed.
BEND, Ore.—Inspection of the Deschutes Power company property recently purchased—subject to approval by stockholders—began by officers of the Pacific Power & Light company, L. R. Shoenberger, manager of the Bend Water, Light & Power company, and H. H. Luper, state engineer, are with the party composed of Lewis A. McArthur, general manager; George C. Sawyer, sales manager; J. H. Shier, superintendent of power, and R. J. Davidson, assistant engineer.

Pedestrians have the right of way only when aboard an ambulance enroute to a hospital.

NASH

Leads the World in Motor Car Value



25%
Greater Power
and New
Smoothness
Quietness
Responsiveness

On View Here!

"Enclosed Car" Motor

Introduced at New York Show

Our showrooms are now devoted to a Special Nash Exhibit that practically duplicates the great New York Show display.

Here you may view personally the important new Nash developments—particularly the great new Nash "Enclosed Car" Motor.

In creating this new motor Nash deliberately disregarded general precedent which was accustomed to shape the capabilities of a motor to open car requirements.

On the contrary, Nash especially engineered this motor to provide the finest calibre of performance for the enclosed car.

In utter smoothness, in quietness and in phenomenal acceleration, this new "Enclosed Car" Motor clearly outdistances all that has gone before.

It creates an absolutely new standard of enclosed car performance that will prove a revelation to you—for it is surpassingly superior in every phase of operation.

There's a full 25% greater volume of symmetrically smooth power—power without a single "rough spot" thruout the entire range.

And the speed with which you accelerate is lightning-like—23% faster than formerly in going from any given rate to a higher rate.

Yet your travel-cost per gallon of fuel is held down to the old low level.

And so expertly is the motor designed and constructed that under average driving conditions you may drive it to a mileage high in the five-figure class without further thought except to change oil at the usual periods.

La Grande Nash Co.
A. R. Trashel
1302 Jefferson Ave.

Tractor Thrift



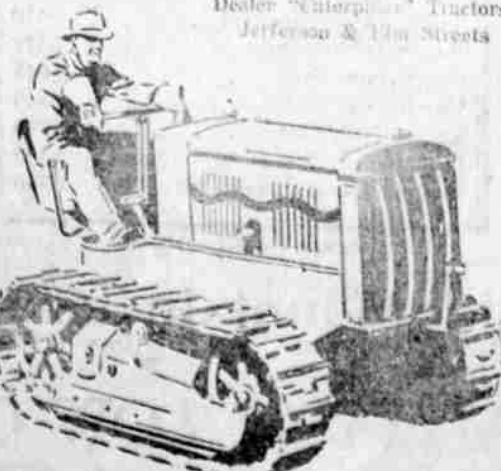
Through plentiful power "Caterpillar"

Tractors earn many a bonus. Sometimes it's in hard cash. Sometimes it's in the time saved—time made available for the next job.

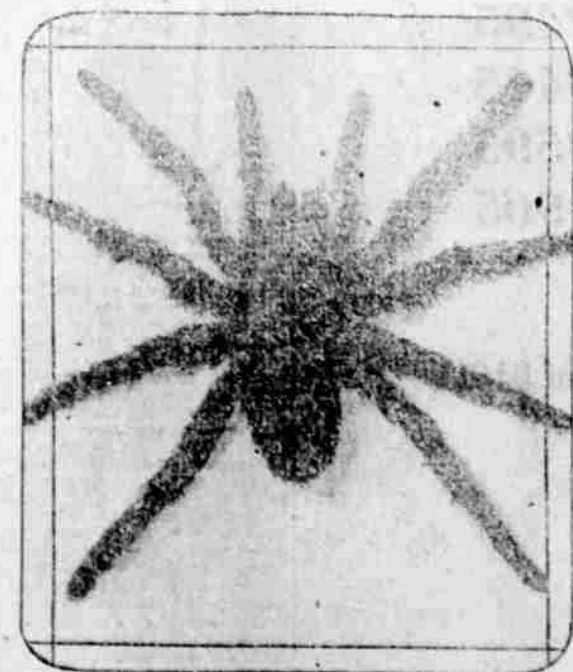
Ask us for literature.

Bunting Tractor Company

Dealer "Caterpillar" Tractors
Jefferson & 14th Streets



THIRTY YEARS OLD BUT STILL on the bottle. Merry chimpanzee of a Los Angeles zoo, tips one up for fun.



NO, THIS IS NOT A BED BUG, children, but a tarantula that Henry Wolf brought back from the Amazon. L. at the Los Angeles Museum.