

IN AUTO GAME AFTER YEARS ON RAILROAD

Avery Harrison Has
Found Business to His
Liking Since Move

GARAGE IS ONE OF
LARGEST IN CITY

Chevrolet Cars Featured
by Blue Mountain Com-
pany—Sales Have Been
Good.

Avery Harrison has been agent for Chevrolet automobiles in La Grande for the past five years during which time he has been located in the Blue Mountain garage on the corner of Adams avenue and Fourth street opposite the post office building. The garage is located on the Old Oregon Trail, and the building which he occupies is owned by the Grady estate.

It was not until 1919 that Mr. Harrison started into the automobile game. Previous to that time he was employed in the mechanical department for the railroad company for seventeen years. During his service as a mechanic he acquired considerable experience concerning machinery, which has helped him make his automobile business the success it is at the present time.

From Railroad to Cars.

When he left the employ of the railroad company in 1919, he became interested with the Hamilton Motor company, which at that time handled Nash and Oakland automobiles. When the Wallowa Mill and Grain company and the Hamilton Motor company consolidated in 1921 under the name of Island Motor company, Mr. Harrison accepted a position with them. The following year he started an automobile business of his own and accepted the Chevrolet agency and during the five years he has operated has been very successful.

Since Mr. Harrison started selling Chevrolets the car has been improved greatly in both chassis and body design. The first of this year the weight of the pistons was reduced one-half a pound each. By doing this a portion of the vibration was eliminated and the pick-up of the car was greatly increased.

The 1926 model also boasts the new three point motor suspension, which the transmission vibration

A. Harrison



Avery Harrison, agent for Chevrolet automobiles and owner of the Blue Mountain garage here.

through the frame and body of the car. A belt driven generator is another feature of the new car. This is a "V" type engine belt eliminating one of the timing gears, which insures still more quiet operation with a high degree of generator efficiency.

Other new and better features of the Chevrolet is a new type of distributor mounting and oil pump drive, improved motor lubrication and a new type air cleaner, which keeps out dust and dirt and adds to the long life of the engine. An improved cylinder head and new valve cover are also interesting additions.

The springs of the new Chevrolet are especially designed for balloon tires. The car has a new spark and throttle rod, tension springs, improved brake, which gives one-third more braking area, and brake rods.

Landau Sedan Featured.

The type of automobile being featured most by the Chevrolet Motor company is the Landau sedan. Mr. Harrison has sold one of these cars and has one in his show room at present, on which he has received comment concerning its attractive lines. This sedan has oval rear windows and grained leather covered rear quarters with landau trim.

The automobile is equipped with a smoking set in the driver's compartment and pockets in the rear doors. The color of this car is Arizona gray, duo finished, with upholstery in velvet to match.

Mr. Harrison handles eight types of Chevrolets, including the regular sedan, which is duo finished in Algerian blue; the Landau sedan, the coupe, which is a Bloomfield gray; the coupe, which is the same color as the Landau; the touring car and roadster, both finished in gunmetal gray and the commercial chassis and one-ton truck.

Enclosed automobiles are favored by the majority of people, although several open cars are sold, according to Mr. Harrison. He shows both models in his large show room space.

One of Largest.

The Blue Mountain garage is one of the largest in the city. The building extends from Adams avenue to the alley in the center of the block and measures about 250 feet across the back section. Besides the large show room space, there is also room for storage in the building, a shop, including battery service, a parts and tire department and office rooms. The garage also includes a gasoline service station.

In the shop of the Blue Mountain garage all makes of automobiles are repaired. The garage has both day and night services.

In the parts department all Chevrolet parts are carried in stock besides a number of other parts for other makes of automobiles. In addition to the parts the garage handles a full line of automobile accessories. United States tires are handled in the tire department.

One remarkable change in Chevrolets since they were first manufactured is the change in weight. When the first Chevrolets were made in 1912 the car weighed 2700 pounds. Now the shipping weight of a Chevrolet touring car is 1570 pounds.

The main factory of the Chevrolet Motor company is at Flint, Michigan. Besides the factory there are nine others, ten wholesale offices and nine branches, throughout the United States.

If it were not for the ever-present danger of death from poisonous carbon monoxide fumes from the exhaust of the engine, no motorist would be justified in moving his car in cold weather until the engine was thoroughly warmed. As matters stand, however, the average driver cranks as quickly as he can, and then backs out of the garage without delay. This problem can be solved, however, by arranging for the car to run up a slight incline when it is garaged. After releasing the brakes, the car coasts out to the driveway, where the driver can take his time warming up the engine, yet without operating it in the meantime.

A Guide to New York.

The avenues run south and north. The streets run east and west. The pedestrians run to and fro, and then run home to rest.

—Clipped.

Ordinances Lag Behind As Conditions Change

"The main trouble we experience in enforcing the city ordinances governing motor vehicle traffic is not because of general unwillingness to comply with the rulings but rather because of the fact that many of these measures, passed and adopted several years ago, are now unworkable," remarked Harold Howard, city traffic officer, a day or so ago, as he was discussing conditions in La Grande.

"There is no blame to place, however, on the commissioners who drew up the ordinances," he added, "because at the time of passage they covered the case but later changes in local conditions caused the unworkable features to develop and become apparent."

Parking Law N. G. Now

He cited as one example, the 30-minute parking law which applies to Adams avenue between the hours of 8 a. m. and 6 p. m. Six years ago, when this ordinance became effective, it relieved a condition that then existed.

Now, with more and more businesses located on side streets, the ruling is proving unfair. Cars are being parked just off Adams and while the business men on the main street have little to worry about, their competitors on Elm, Fir and Depot feel the heat of the law in the district.

First Ordinance 11 Years Old.

The first ordinance passed, about 11 years ago, has practically no value today as a vehicle of the law, and its provisions fail to apply to present day problems.

The 1926 ordinance, aside from the 30-minute parking ruling, has one feature that the traffic officer praises—the one making it unlawful to park on Fir from Madison to Jefferson (near the railroad) and to drive nearer a passing train than 50 feet until the flashing gives the "Go" signal.

Drawing New Ordinance.

At present, the city officials are working on an ordinance, which may be adopted within a week or so, which will do much to right matters.

Among its probable rulings will be one doing away with the 30-minute parking law except in front of the post office.

Other provisions will include a law making drivers park at a 45-degree angle on streets where white parking lines are painted, and parallel to the curb on all other streets. The 45-degree parking district will probably include Adams from Fourth to Hemlock and all streets in this district between Jefferson and Washington avenues.

A third law will prevent drivers from turning their cars except at intersections, thus doing away with

the possibility of collisions from this cause.

A fourth ruling will provide that no cars shall extend more than 15 feet from the curb when parked. The present law sets the limit at 12 feet but larger cars now being manufactured make an extension necessary.

A fifth law will make it unlawful to park cars on Fourth from K to M and on M from Fourth to Third during school hours. At present parking is allowed on M and on the off side of Fourth in front of the school house.

Speed Ordinance Still O. K.

Mr. Howard states that the only ordinance passed that has proven its right to remain intact is the one regulating the speed of motor vehicles. This provides a speed of not more than 20 miles an hour except at intersections and in passing school houses, where the limit is 12 miles an hour.

"Ordinances, like other things that enter the automobile world, must be amended frequently to keep up with changing conditions," he said.

Turning to the motorists of this city, he said that they have been causing very little trouble this year, especially in reference to procuring 1926 licenses. "Practically every man we stop who is driving with a 1925 license has his receipt showing that he applied for his license during the time prescribed by law," he concluded.

Cold, Stone Cold.

I coaxed, I begged, I pled. Sweet were the things I said: To all my words so nice She was as cold as ice.

I argued then, and swore. My heart and hair I tore: Her heart would not unfold. She stood stone cold, stone cold.

Oh, 'tis vain to plead or beg! When your engine goes "stone cold."—George B. Duren.

The Air Is Free, Too.

Welfare Worker: Ah, my poor man, what was your trouble? Prisoner: I killed a man while driving an automobile.

Welfare Worker: Well, well, that was unfortunate. But what are you in here for?—Life.

Tough Luck.

"So you hiked from 'Prisco to New York in eight days?" "Yes. I should have made it in seven, but I had to walk ten miles."—Life.

Statistics reveal that for every girl who leaps from a speeding car at midnight, fifteen others ought to, but don't.

The Fred Burgess Company



Above is pictured the business location of Fred T. Burgess, who is an important factor in the automobilist's life here. He handles Exide, Stromberg, Delco and Remy service.

HOW HIGHWAY IS MAINTAINED

In 1917 when the Oregon state highway commission was appointed by the governor and the construction of the highway system was authorized by the enactment of a law by the people of Oregon, the matter of maintenance of highways after they were constructed was given thought. Few people realized the problems which would encounter and no one foresaw the tremendous increase in traffic which would take place in a few years. The efforts of the highway commission and its engineers were centered upon construction and it was not until 1918 and 1919, after several of the construction jobs which had been placed under contract in 1917 and completed in the early part of 1918, that maintenance was undertaken in the Eastern Oregon division.

The first section to be placed under maintenance in what is now the Eastern Oregon division of the state highway department was a section of the Oregon-Washington highway. This was a ten mile section of bituminous pavement. The maintenance work on this for the first year was performed by the Warren Construction company, the contractor who had constructed the pavement. In 1919 this strip was maintained by county forces hired from Umatilla county under the supervision of engineers of the state highway commission.

First Maintenance Started.

The major construction program

of the highway commission commenced in the spring of 1919. As soon as the sections were completed in the various counties of the Eastern Oregon division, arrangements were made to place them under maintenance. Many plans were tried on different classes of construction such as pavement, macadam and graded roads. On the graded roads, which were usually short not exceeding fifteen miles in length, trucks were placed and graders, usually rented from the counties, and from two to three men were employed to grade and drag the roads in order to keep them smooth. On the bituminous pavement the first plan tried was to place the material in charge of from twelve to fifteen miles in order to keep the shoulders in condition, cut weeds, and the pavement and keep culverts open.

One of the first sections to be placed under maintenance was on the Columbia River highway from Hapner Junction to Irrigon in Morrow county. The Eldin-Top of Minam hill section of the La Grande-Wallawa Lake highway and the Union-Telocast section of the Old Oregon Trail were first in Union county. Among the first sections in Baker county were the Baker-Middle bridge section on the Baker-Carmonia highway and the Nelson-Huntington section of the Old Oregon Trail.

Traffic Increase Rapid.

As the various highways in Eastern Oregon were completed traffic increased very rapidly and in the years 1922, 1923 and 1924 an in-

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FEATURE TIRES, CAR HARDWARE

The store of the Oregon Hardware and Implement company here was departmentalized this month so that the company's stock could be displayed to a better advantage. To the interest of motorists the store has an auto accessory department separate from the other compartments, where automobile hardware is displayed. In this section tools, repair kits and other equipment in the line of hardware for automobiles is handled.

In addition to these accessories the company for the past four years has carried Diamond brand tires, which it sells both retail and wholesale in Union and Wallawa counties. Union motor oil is also sold by this company.

The Oregon Hardware and Implement company has been operating in La Grande for the past seven years with H. K. O'Brien as president and manager. For the past three years it has been in its present location on Depot street.

During the year 1919 the present company bought the stock of the M. and M. company, the Bolton-Hodmer company and the Wallowa Hardware and Implement company. The M. and M. was one of the oldest concerns of that kind in this part of the state. The company originated at Island City and operated there and in this city for about 25 years. The Bolton-Hodmer company was one of the oldest hardware houses in the state of Oregon.

Had Case Agency.

The M. and M. carried case automobiles and Republic trucks here for several years. When the business changed hands these lines were continued by the present concern until a year ago, when these were closed out.

Since that time the company has been confined to tires and accessories for automobiles.

The first of this month Warren Gilbert became a member of the company. He will have charge of the store and Mr. O'Brien will devote more of his time to the wholesale business in the warehouse next to the railroad tracks, formerly owned by the Bolton-Hodmer company.

A loose battery connection is frequently the cause of burned-out headlight globes, especially when this occurs consistently. Very often the jar of the car will shake loose the battery connection, allowing the current to flow from the generator direct to the lamps, which produces a higher voltage than they will carry.

"STRAIGHT LINE SELLING"

Saves You
Money On

DIAMOND TIRES

Bought From The Factory --- Sold To You

The Tire Situation

This year you will find a hundred and one different brands—more types and sizes than there are in the Chinese alphabet—and unless you are a tire expert you may get badly stung.

Our advice to you is to come here where we have sound values—established quality—Diamond Tires—and the experience to select wisely and well for you.

The Diamond Tires you get here are sold at "Straight Line" prices. Straight from the factory on a line to us.

You get the economy of our purchase plan--you get the savings we can make by quantity selling of quality tires.

And you get a tire that any motorist can be proud to put on his car. Rugged tread--fine reputation-- sturdy build-- with all the long service that Diamond Rubber has given for 32 years.

To Fit The Taste Of Motorists

Right from the start Diamonds are different. They start as "Owner's Choice"—they never come as original equipment on new cars.

That's why Diamonds must be good. They must win their way by merit in themselves—and hold their place by performance.

Get Our New Low Prices Before You Buy One Tire Or A Set

Oregon Hardware & Imp. Co.