

Highway
and
Auto
Dope

AUTOMOBILE NEWS

Traffic
And
Tourist
NewsHUDSON-ESSEX
DEMAND GREAT

of the biggest buying periods the automobile business has ever known. Dealers say that if this trend continues, the spring of 1926 certainly will go down as the most successful season the local automobile men have ever had.

One example of this is seen in the announcement by E. L. Ledbetter, distributor for Hudson and Essex cars, that business this year is exceeding 1925 considerably.

"This shows," said Mr. Ledbet-

"Liberal" Wins



J. G. Maughn has been elected mayor of the town of Clarence, Mo., after a contest in which the religious views of himself and his opponent, L. P. Poterman, were the chief issue. Maughn was opposed by the fundamentalists of the town because of his liberal interpretation of certain Biblical passages, but he won by 110 votes.

ter, "that Hudson-Exsex cars are holding their rightful position locally, as the world's largest selling six-cylinder cars. Naturally we are gratified that the buyers in this city should show so marked a preference for our cars. It shows consistent recognition that Hudson-Exsex have the quality and basic values which most appeal to those who really know automobiles."

Women may keep their skin soft by making their husbands shave.

GARAGE
GOSSIP

Working in Wallowa County—

Joe Ross, salesman for Overland and Willis-Knight automobiles with Gettings and Hanks here, was working in Wallowa county several days this week.

Star Representative Here—

H. A. Lewis, Star factory representative, of Oakland, Cal., is in La Grande for a few days. Mr. Lewis travels through here regularly to look over the territory and take orders for cars.

New Building Progressing—

The new Nash garage being built by Walter A. Hutchinson is progressing rapidly. The foundation is completed and the first bricks were laid Friday morning.

Mr. Thomas Buys Chrysler—

Garfield Thomas, who makes his home on a farm near Elgin, has purchased a new Chrysler '58' coupe from the Chrysler Motor company here.

Sells Coach to Mr. Miller—

The Chrysler Motor company reports the sale of a new Chrysler '58' coach to Walter H. Miller this week. Mr. Miller lives at Cricket Plat.

Truck Specialist Here—

Roy Camp, Ford truck specialist from the Francis Motor company of Portland, was in the city yesterday and today on business. He called at the Perkins Motor company garage here.

Gone to Wallowa County—

Omer Barnwell has gone to Enterprise where he will spend most of the summer in the interest of the La Grande Nash company. Mr. Barnwell is selling used cars in Wallowa county for the Nash company here.

Received Carload of Ajax Cars—

The La Grande Nash company received a carload of Ajax automobiles yesterday morning. There were four Ajax sedans in the carload.

Radio

SUNDAY, APRIL 18

Mountain Time Stations.

KPXE, Colorado Springs, Colo. (249.9m-1200kc), 11 a. m., First Presbyterian church; 5 p. m., "Our Lord Victorious," cantata; 7:30, First Methodist church.

KOA, Denver, Colo. (322.4m-930kc), 10:30 a. m., Immaculate Conception cathedral; 3 p. m., Malcolm C. Marks, organist; 7:45, Immaculate Conception cathedral.

KUOM, Missoula, Mont. (243.8m-1230kc), 9:15 p. m., religious and classical music.

Pacific Time Stations.

KFI, Los Angeles, Cal. (467m-642kc), 7:30-8 p. m., Grebe Synchro-phase string ensemble; 7:30-8, Jim, Jack and Jean trio; 8-9, Aeolian organ; 9-10, Ray Gill and his orchestra; 10-11, Packard Six dance orchestra.

KPON, Long Beach, Cal. (232.4m-1280kc), 6:30-7:30 p. m., Prest and Dean program; 7:45-9, First Church of Christ, Scientist; 9-10, studio program; 10-11, Burt Pederson's orchestra.

KFWB, Hollywood, Cal. (252m-1190kc), 9-11 p. m., Warner Brothers Sunday movie; 11-12, Jack Smith's dance orchestra, Frances St. George, the jazzman's girl.

KGO, Oakland, Cal. (361.2m-830kc), 11 a. m., First Methodist Episcopal church; Bessie Roland, organist; 3:30 p. m., concert, KGO little symphony orchestra; Merlyn Morse, baritone; 7:30, First Methodist Episcopal church.

KGW, Portland, Ore. (491.5m-610kc), 10:25 a. m., First Presbyterian church; 7:30-9, First Congregational church; 9-10, Chevrolet symphony orchestra.

KHJ, Los Angeles, Cal. (405.2m-740kc), 4-5 p. m., Masonic service; 7-8, First Methodist Episcopal church service; 8-10, program Artland club, Orpheus Four, Burkman Brothers' Hawaiians.

KJR, Seattle, Wash. (384.4m-780kc), 11-12:30 p. m., First M. E. church; 7:15-7:30, organ recital, Mrs. Montgomery Lynch; 7:30-9, First M. E. Church; 9-10:30, Puget Sound Savings and Loan association orchestra.

RNX, Hollywood, Cal. (336.9m-890kc), 6:30-7 p. m., Unitarian church service; 8-9 p. m., First Presbyterian Church of Hollywood; 9-10:30 p. m., Beverly Hills Nursery.

KPO, San Francisco Cal. (428.3m-700kc), 9:45-10:45 a. m., Unitarian church; 5-6 p. m., organ recital, Marshall Gisselman; 6-6:30, States Restaurant orchestra; 6:35-8:35, Palace hotel concert orchestra; 8:35-10, Rudy Seiger's Fairmont hotel orchestra.

KPSN, Pasadena, Cal. (315.6m-950kc), 8:45-9:45 p. m., concert, Maryland artists' ensemble.

KTAB, Oakland, Cal. (239.9m-1250kc), 9:45 a. m., Bible lecture, Prof. E. G. Linsley; 11, service; 7:45 p. m., service; 9:30, concert.

MONDAY, APRIL 19

Mountain Time Stations.

KOA, Denver, Colo. (322.4m-930kc), 6:30 p. m., Brown Palace string orchestra; 8, sacred cantata, "Ruth, the Moabitess," choir.

Christ Methodist Episcopal church; KOA, orchestra; P. G. Zieschang, pianist; Mrs. E. F. Loessel, soprano; Helen Doughty, pianist; Esther Uhlmann, pianist; 9:40, "A Step on the Stairs."

KUOM, Missoula, Mont. (243.8m-1230kc), 8 p. m., vocal, instrumental and ensemble music.

Pacific Time Stations.

KFI, Los Angeles, Cal. (467m-642kc), 6:45 p. m., Radiototal period; 7-8, Owen Fallon's Californians; 8-9, studio program; 9-10, Walter M. Murphy Motors company; Mischa Gogna, orchestra; Olga Steffani, contralto; Virginia Plohr, soprano; 10-11, Meiklejohn Brothers.

KPON, Long Beach, Cal. (232.4m-1280kc), 7-8 p. m., Prisma hour with Lake's club orchestra; 8-9, Press-Telegram studio; 9-11, KPON artists' frolic; 11-12, State theater organ.

KFWA, Ogden, Utah. (260.7m-1150kc), 9-10 p. m., Synopsers orchestra.

KFWB, Hollywood, Cal. (252m-1190kc), 6:30-7:30 p. m., Pontiac Six dinner hour; 7:30-8, program, Dr. Ralph Mitchell and associated dentists; 8-9, program, Corduroy Tire company; 9-10, program, Star Motor Car company; 10-11, Warner

Brothers frolic, direction Charlie Wellman.

KPXE, Colorado Springs, Colo. (249.9m-1200kc), 5:30 p. m., Dorothy Ehler Phillips, soprano; Lucinda Shutt, contralto; Evelyn Hissell, pianist.

KGO, Oakland, Cal. (361.2m-830kc), 6:35 p. m., dinner concert, Knickerbocker trio; 8, Arion trio.

KGW, Portland, Ore. (491.5m-610kc), 6-7 p. m., Olds, Wertman and King company; 8-9, music; 9-10, instrumental music.

KJR, Seattle, Wash. (384.4m-780kc), 7:30 p. m., Sears, Roebuck and company program; Mendelssohn trio; 8:30-10, Post-Intelligencer studio program.

KLX, Oakland, Cal. (568.2m-530kc), 6:30-7 p. m., Athens Athletic club orchestra; 8-9, Martinez night; 9-10:30, Lake Merritt Ducks.

KMTB, Hollywood, Cal. (238m-1260kc), 7:30-8 p. m., Y. M. C. A. musical program; 8-10, KMTB concert orchestra; 10-11, Starr Piano company studio.

RNX, Hollywood, Cal. (336.9m-890kc), 6:30-7 p. m., States Restaurant orchestra; 7-7:30, Rudy Seiger's Fairmont hotel orchestra; 8-10:30, Palace hotel dance orchestra; 9-10, KFI program; 10-11, Ch-

hina cafe dance orchestra.

KTAB, Oakland, Cal. (239.9m-1250kc), 8-10 p. m., program.

KWSC, Pullman, Wash. (348.4m-860kc), 7:30-9 p. m., Edith Johnson, pianist; Dorothy Kaza, violinist; Olive Price, vocalist.

ESCAPED INJURY

MODESTO, Cal.—Although their plane did a nose dive from an altitude of 200 feet when the motor died, two passengers and a pilot escaped injury. The plane was attached to a flying circus.

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Safety Swiftly Comfortably

Travel by Motor Stage—Safety—Comfortably.
MOTOR TRANSIT COMPANY.
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PASSENGER AND EXPRESS SERVICE
Come to our Stage Depot at 1114 Jefferson Ave.
All Modern and Heated Stages.
LEAVE LA GRANDE FOR
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One trial will convince you of its superior merits.

Drive in—Free Crankcase Service.

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A Record Made
a Verdict
Rendered

Here is a record to make you pause:

70,599 Dodge Brothers Motor Cars and Graham Brothers Trucks sold in the United States from January 2nd to April 3rd, 1926!

The greatest quarter in the company's history.

37 per cent greater than the same period last year, when 51,318 units were sold.

This record was a foregone conclusion. Since the first of the year demand increased week by week. Each period showed greater sales than the one preceding and greater than the same period of 1925.

During the last week recorded, ending April 3rd, 9104 units were sold, against 6530 for the best week last year—a gain of 39 per cent.

Sales figures are an index to the buyer's preference.

Buyer's preference, these days, springs from clean-cut convictions on quality and comparative worth, penny for penny.

Although the peak of the selling season has not yet been reached, the verdict has already been rendered.

Touring Car	\$963
Roadster	\$958
Coupe	\$1015
Sedan	\$1077

See the Dodge Steel Body on Display in Our Showroom

L. C. SMITH
La Grande

DODGE BROTHERS
MOTOR CARS

For \$1295

f. o. b. factory

Studebaker offers this Unit-Built
Standard Six Sedan with many
refinements made possible by
One-Profits manufacture

More power at less cost—According to the rating of the Society of Automotive Engineers, the Standard Six Sedan is the world's most powerful car of its size and weight. 23 sedans have less rated horsepower yet sell for \$100 to \$180 more.

Four wide doors—a real sedan in every sense of the word with surprising interior roominess and luxury.

Full-size balloon tires—with specially designed steering gear. Steering and driving qualities unsurpassed.

Finer body construction—first grade northern white ash and hard maple are used in the body frames. Body joints are mortised, tenoned, glued or screwed.

Costly alloy steels—we pay a premium to secure steels of extra quality. This insures greater dependability with longer life and lower upkeep costs. In 1925, sales of repair parts for all Studebaker cars averaged only \$10 per car in operation.

Completely machined crankshaft—a feature of the most expensive cars. This insures perfect engine balance and reduces vibration to a minimum.

Safety lighting control—conveniently located on the steering wheel, instead of obsolete spark lever.

Automatic spark—regulated by speed of engine. Longer engine life, smoother operation are the results.

Coincidental lock—to ignition and steering gear. A single key operates this lock as well as the locks on the door and the spare-tire carrier.

Gasoline gauge on dash—speedometer, oil-pressure gauge and ammeter in oval group. Instrument board backed by wood to eliminate rattles.

Complete equipment—includes automatic windshield cleaner, rear-view mirror, dome light, attractive cowl-lights, stop light, natural wood wheels.

Form-fit upholstery—utmost riding comfort provided by an advanced feature of seat back and cushion design, found elsewhere only in high-priced cars.

Durable finish—a rich Studebaker finish, with ivory striping, assures permanent beauty and lasting lustre.

Oil filter, gas strainer and air cleaner seal the engine against foreign matter, thus assuring longer life.

Water-proof ignition—even the spark plugs are protected from moisture by rubber shields.

Oil drain valve is conveniently located under the hood. Oil may be drained without getting under the car.

One-Profits savings give you
these fine-car features in
Studebaker's lowest priced
Sedan—\$1295

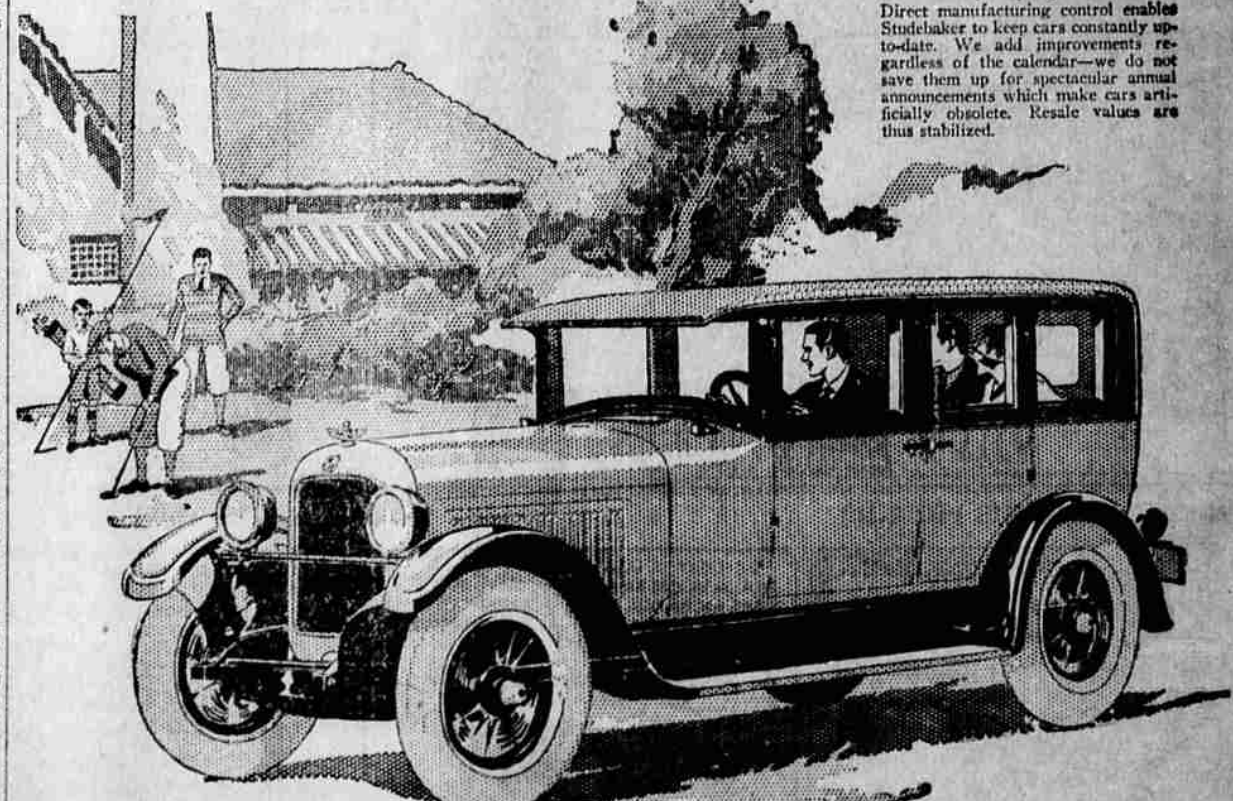
YOU will find it necessary to look above the Studebaker price class to find a car of Studebaker quality with features like those listed at left. No other quality car manufacturer can equal Studebaker prices—for Studebaker is the only manufacturer in the quality field with the enormous facilities necessary to produce a One-Profits car.

Studebaker's unique facilities
Few motor car "manufacturers" have foundries, forges, etc., to make their own engines—yet one-fifth of an automobile's cost is in the engine. Even fewer build their own bodies—yet one-third of the car's cost is in the body.

Studebaker builds all its own bodies, oil engines, oil matches, gear sets, springs, differentials, steering gears, brakes, axles, gray-iron castings and drop forgings. Only Ford in the low-price field and Studebaker in the fine-car field have such complete manufacturing facilities.

One-Profits value
These facilities enable Studebaker to manufacture quality cars on a One-Profits basis—eliminating outside profits. The savings thus effected are passed on to Studebaker owners in the form of higher quality and lower price.

Always kept up-to-date
Direct manufacturing control enables Studebaker to keep cars constantly up-to-date. We add improvements regardless of the calendar—we do not save them up for spectacular annual announcements which make cars artificially obsolete. Resale values are thus stabilized.



M. J. GOSS