

Highway
and
Auto
Dope

AUTOMOBILE NEWS

PLAYLES ADD IMPROVEMENT

The Playle Oil company, a La Grande concern which has been expanding its service considerably in the last six months, earlier this week announced two improvements which are now being installed.

The first is a new car-washing machine, which, Mr. Playle says, "will remove all dirt, grease, oil, grit and any foreign matter on the body, under the car and on top. It permits a thorough cleaning down to the finish of the car, yet preserves that finish's original lustre."

By means of an air compressor throwing 30 cubic feet of air a minute through the solvent tanks, the soaps and cleaning materials are atomized and strike the car as a soft spray in such a way that a complete cleaning is possible. The

ROAD BEST IN SPRING TIME

Probably at no time of the year is the La Grande-Portland drive, over the Old Oregon Trail and Columbia River highway, more attractive than at present.

Rich green foliage, still smelling of the arrival of spring, greets the tourist at both ends of the trip, and in between, with the Columbia on one side and prairie land on the other, the drive is not without its pleasures.

The road throughout, with the exception of freshly oiled stretches near Arlington, is as near perfect as the state highway commission could wish.

The oiling work was first started this side of Arlington and thence on through the little city. Other stretches are due to be treated shortly but by slow driving, most of the flying dirt that set-

ROAD BEST IN SPRING TIME

tle on the machine, can be avoided.

Several improvements, especially in accommodations, are being made along the highway, especially at Arlington, where a new hotel, the most modern between Union and Portland, has been erected which caters largely to the traveler.

The Arlington hotel will be formally opened about May 1, though most of its 48 rooms are now in use. The grill will be ready in the near future. C. L. Darnell is proprietor.

Two weeks ago, the hotel was enjoying capacity patronage, and Mr. Darnell declares that he has no worries in reference to business at least during spring, summer and fall.

Another improvement is the Sunset camp, this side of Cabbage hill between La Grande and Pendleton. The new camp provides chicken dinners, camping sites, and the like.

A business without a plan is like a flivver with a busted steering gear.

HIGHWAY HEAD VIEWS CANYON

ENTERPRISE, Ore., Apr. 24. (Special)—Judge William Duby, of Baker, chairman of the Oregon state highway commission, paid a visit to the county Monday to confer with Judge L. E. Jordan over Walla Walla county's road work for the year. The two went to the extreme north end of the county, in fact beyond the borders of county and state and into Washington.

Going to the home of D. W. Kuhn, they picked him up as a guide and he took them over the line, which runs thru his farm, and out to the point of a ridge from where they had a panoramic view of the Grande Ronde valley. They saw Deer Creek canyon beside them and the river below, with the bridge and the gulches and ridges on the north side of the Grande Ronde. Judge Duby wanted to get an idea of the country to be crossed by the interstate highway in which he is much interested.

The commissioner expressed his satisfaction with the relations between state and county and praised the county court for its cooperation in road work. The state's funds for use in 1926 are running low and it is not certain that the new section of the north highway, graded last year, will be surfaced this summer. This delay has been caused primarily by the low state of the county's road fund, which has shown a large deficit more than a year. Each market road has cost more than first planned and the difference has been taken out of the general road fund, and then no levy was made for that fund. So the present court told the state commission that the county should wait a year, until it could get its funds replenished before incurring new obligations to the state.

This frankness appealed to the state board, which sought a way to go ahead with the surfacing at once permitting the county to pay later. The outcome of this figuring was not known even to Judge Duby when he was here.

He also was interested in the extension of the forest road, which the county hopes to have graded nearly to Appleton this year. A hitch is to be straightened out there and Mr. Jordan hopes Judge Duby will be able to manage this.

Mr. Duby was accompanied by his wife and three Baker school teachers, Mary O'Farrell, Wilhelmina Roach and Helen Burfield. They drove to the lake for an outing Monday while Mr. Duby and Judge Jordan went out over the roads.

Franklin's Balance Sheet Shows Firm's Position as Strong

SYRACUSE, N. Y., April 24.—The consolidated balance sheet of the H. H. Franklin Manufacturing company and subsidiary companies as of December 31, shows 1925 was the best year in the history of the firm.

Earnings were the largest, the financial structure was improved and working capital increased \$1,558,000. Success of the new style Franklin car is credited with being a major factor in the firm's extraordinary showing in 1925, according to President H. H. Franklin's annual report, dated April 4.

The profit from operations for the year, after providing for depreciation of \$618,997.16; plus miscellaneous income of \$38,067.45 applicable to prior years, amounts to \$2,019,170.65. Preferred dividends paid during the year amounted to \$448,829.92. No dividend was paid on common stock.

The Franklin company's 1926 business to date as gauged by retail delivery reports is more than double that of the corresponding period in 1925.

Vaccination Held Placed over Teachers

MONMOUTH, O., Apr. 24. (AP)—Vaccination of students in the Oregon Normal school has been held in the indefinite postponement of both the 25th and 26th classes and the Junior class and will be placed under quarantine for three weeks.

It used to be that cows were scarce at an automobile. Now the scarce at a horse.

Studebaker Big Six Brougham

THE most beautiful Studebaker ever built—a car that offers luxuries in style, finish and interior appointments considered impossible in a car at this price until Studebaker achieved it through One-Profit manufacture.

No car has finer type of body construction—nor more luxurious inner and outer appearance—than the Studebaker Big Six Brougham. There are only seven American cars of equal rated horsepower, and they cost from two to four times more to buy.

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There is no finer car built

From its black-enamelled steel travel trunk on the rear, attractively set off by ornamental brackets, to the distinctive curve of its bright nickel radiator

Studebaker Big Six Brougham

—the Big Six Brougham is the highest example of the coach-builders' art. Leather rear-quarter and landau arms complete its custom beauty.

Inside—it's a study in luxury. Wide, deep seats accommodate five in easy-chair comfort. Upholstery is of finest broadcloth, tailored to a form-fitting design. Interior hardware is tastefully arranged and finished in rich Butler silver.

The richness of its interior and exterior finish is indicative of the fine quality body construction you cannot see. Body pillars are of selected northern white ash; cross members of hard maple. Studebaker standards—the highest in the industry—zealously guard every part and operation in its manufacture.

Distinctive Beauty at a One-Profit Price

Studebaker Big Six Brougham

\$2095
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Studebaker Big Six
world's fastest-selling high-powered car

The Big Six Brougham is powered with the identical engine that carries hundreds of Studebaker busses at high speed hour after hour over some of the most mountainous and difficult-to-travel routes in America—hence we urge you to compare its thrilling performance with that of the finest "eights" and "sixes."

Because of volume production on a One-Profit basis, Studebaker is able to offer a value in the Big Six Brougham that no manufacturer can equal within hundreds of dollars of its present low price.

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 a car's cost is in the body.

Studebaker builds all its own bodies, all engines, all clutches, 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-Profit value

These facilities enable Studebaker to manufacture quality cars on a One-Profit 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.

The Most Beautiful Studebaker Ever Built



The Big Six Brougham and Big Six 4-Pass. Coupe
Now On Display

M. J. GOSS

priced to be the one outstanding VALUE

And this new Star Six has quickly—almost instantly—won the confidence of the public. Not only that, but competitors have been forced to admit that in the field of Sixes, the Star Six offers a value far beyond its low price of \$895 here.

Consider the facts—let them prove the truth for all time. Here is a car built on a new engineering principle: new, ground-hugging lines; a Continental Red Seal 6 cylinder motor, cradled in multiple chassis; 90 inches of spring suspension; Fisk Balloon Tires; heavy, natural wood, artillery wheels; Bendix Four Wheel Brakes; Hayes-Hunt bodies; a special exclusive Japanese Blue lacquer finish; genuine gray Spanish leather upholstery; the famous, easy, disc clutch.

But these are only a few of the features that have set this new

Star Six in a commanding position among all cars. A hundred other reasons spring at you, starting you with the car and vision with which this new Six was conceived.

And the final argument is the price—\$895 here, including famous Bendix Four Wheel Brakes. No F.O.B., no more! "Here" means here—\$895 delivered at your door.

There are 560 Star dealers on the Pacific Coast. There's one near you, where you can make up your mind to drive a Star Six with Bendix Four Wheel Brakes.

A LIGHT WEIGHT SIX AT A LIGHT WEIGHT PRICE

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