

Highway
and
Auto
Dope

AUTOMOBILE NEWS

Travel
and
Traffic
News

TIME ERASING OREGON TRAIL

KEMMERER, Wyo., May 1. (AP)—Nature with her marks of time is erasing from southwestern Wyoming the Old Oregon Trail—that road, which meant the building of a western empire, with its many tales of heroism against the redskinned foe, the tragedy of lost

lives of pioneers and the indomitable courage of the early settlers of the West. The Old Oregon Trail extended across southwestern Wyoming for 100 miles from the Big Sandy river at Pacific Springs to Cokeville on the Bear river on the Idaho boundary. But the Old Trail is passing.

Now sagebrush covers the old road which once rumbled with the wheels of the covered wagon. In many places the barbed wire fences of the ranchers have broken across the trail and in the space left unbroken only an occasional sheep rancher's wagon traveling the trail.

MAY LENGTHEN LIFE OF AUTO

"Stretch your automobile," is the startling advice to all motorists given in an editorial in the *Palmer-Jewett Magazine*.

"When raw rubber prices were artificially raised to an exorbitant figure," says the editorial, "American motorists backed up Herbert Hoover in a campaign to 'stretch rubber'—that is, to make their tires last longer. A considerable break in prices resulted.

"Now, let's not stop at rubber. Let's stretch gasoline, oil, brakes, engines, and everything—in short, let's stretch the whole automobile. When we stretched rubber, we prolonged the life of the tire; as the motorists put it, we got more mileage per tire, and postponed replacements by careful use of the tire.

"Careful use of your automobile will have the same beneficial effects on other items.

"Keep your carburetor correctly adjusted, and stretch your gasoline.

"Avoid abuses that cause crankcase dilution, and stretch your oil.

"Use your brakes with discretion, and stretch your brake linings.

"Treat your car with greater consideration, and stretch your automobile.

"Everybody stretch—and get more mileage per dollar!"

While many motorists change the oil in the crankcase of the engine every 500 or 1,000 miles, mechanics say that mileage is merely a makeshift guide, and often a positively dangerous one.

To be on the safe side, it is necessary to know how much dilution of the oil is taking place in the crankcase. Oil should be changed more often in winter than in summer, more often for city driving than for hard driving on trips, more often for an old engine than for a new one, excepting an engine that is so new as to be difficult to start.

GARAGE GOSSIP

New Equipment for Car Washing—

The Jennings and Shumate garage here has installed a new engine and other equipment for the washing of automobiles. With the new equipment cars can be washed much quicker and better. The engine is run by electricity and has 300 pounds pressure. The new outfit is said to be especially good for removing oil from cars without harming the paint. A solution of soap and kerosene is used in washing the cars. A washing job which ordinarily requires from six to eight hours can be finished in about two hours. The new equipment is the first of its kind in the city.

Sold Four Chrysler—

L. W. Weeks, who has the Chrysler agency here, reports the sale of four Chrysler cars this week. A Chrysler "70" coach was sold to Mrs. Flora McDonald, a "70" coach to S. B. Morgan, a "58" coach to George M. Pierce, prohibition officer and a "58" coach to Frank Wade, of Elgin.

To Wallowa Yesterday—

J. P. Morelock, of the Star garage here, went to Wallowa Friday on business. He returned to La Grande today.

Sold Three Stars—

Three Star cars were sold by the local salesman during the past week. They were a six coupler, a four coupe and a four touring. Two of the three were delivered to Maxville.

Discontinuing Baker Garage—

J. L. Ledbetter is discontinuing his garage at Baker. C. H. Pate, who has been in charge of the garage there, will come to La Grande. He will be employed for Mr. Ledbetter here is Hudson-Essex salesman.

Delivered Car up Branch—

J. E. Shumate, of the Jennings and Shumate garage, delivered a two-door Buick sedan up the branch line yesterday.

Three Sales During Week—

A. R. Trachsel of the La Grande Nash company reports the sale of three cars this week, an Ajax to J. A. Baker, of Enterprise, a five-passenger Nash sedan to Fred Hamilton and a five-passenger Nash sedan to Jack McCarthy.

Purchased New Sedan—

C. J. Black is the owner of a new Chevrolet sedan purchased this week from Avery Harrison of the Blue Mountain garage.

Report Price Reduction—

W. C. Perkins reports that the price of the ruckstell axle for Ford cars has been reduced from \$79 installed to about \$60. With the installation of a ruckstell axle a Ford car is given four speeds ahead instead of only two and two reverse. A Ford with a ruckstell will go where others won't, according to Mr. Perkins.

Employed at Ford Garage—

Ray Patten, of Idaho City, has accepted a position at the Perkins garage here as assembly man. His duty is to assemble all new cars. He started work this week.

Accepted Position as Bookkeeper—

L. I. Bussey has returned to La Grande and has accepted a position at the Perkins Motor company here as bookkeeper. Mr. Bussey has been in Western Oregon for the past year traveling for the Hemington Typewriter company.

Unloaded Cars—

Avery Harrison of the Blue Mountain garage unloaded a carload of new Chevrolets this week. There were six automobiles in the carload, both open and enclosed models.

Chevrolet Is High In Commercial Field

Great inroads into the commercial car fields have been made during the past year by the Chevrolet one-ton chassis. Especial favor has been shown this vehicle in the Pacific Northwest lumber district where excessive pulling power is a prize requisite.

Before attempting to do any motor repair work, such as removing the cylinder head or dropping the crankcase, it is a good plan to get the engine thoroughly warmed up first. All the nuts, bolts and screws turn with less effort when warm.

Squeaks that grow worse on a cold day are an indication of insufficient lubrication between surfaces that are supposed to be in tight contact. Parts that rub and squeak but which do not usually require lubrication, will contract on a very cold day, thereby drawing away from each other, and make more noise.

To warm up the engine quickly place a piece of paper over the front of the radiator and run over the engine at a speed slightly over idling. This cuts off the air circulation through the radiator, but the paper should not be left there when the car is pulling, as it may overheat the engine.

REDUCE PISTON DISPLACEMENT

(Continued from Page Nine.)

cubic inches but figures not far above these are likely to prevail.

Sees Radical Change

The adoption of such a motor, with its power and speed possibilities will entail radical changes in the general construction of the small, light car.

Among these will be the necessity for a higher developed lubrication system than has been common in our light cars, pump circulatory cooling system, and four wheel brakes will be essential for any light car, powered with a high speed motor of the European type, will be fast on the road and snappy in pickup, two desirable features but two which require ample control facilities when it is desirable to stop the car quickly. It is only a natural deduction that light car with such a motor will also require that the weight be carried closer to the ground than is the practice at the present time and this would lead to lower bodies.

Many interesting surmises are possible along the lines of what the light, small car of the future will look like if we adopt the European type of engine construction. It is safe to assume that it will be considerably different from any of the light cars which are now being built.

A backfire or slight popping back through the carburetor may usually be accepted as a sign of insufficient intake valve clearance. When the intake does not close, the burning charge escapes through the valve and ignites the coming charge in the manifold. Loss of compression causes a loss of power and the gas blown back damages the carburetor momentarily.

Spring shackles are many times the cause of chassis squeaks. These noises are believed to come from the spring bolts, but when oil is applied the shackles themselves are neglected. A mixture of kerosene and light oil at such points will prove beneficial, even if the shackles or spring bolts are packed with grease.

Pollution is like a pneumatic tire, there's not much in it, but it causes many a jolt in the journey of life.

McKenzie Pass May Be Opened Sunday, May 2

EUGENE, Ore. May 1. (AP)—

The McKenzie pass may be open Sunday, May 2, according to C. N. Sorenson, of Seters, who declares that only two snow drifts now block the highway. A few weeks ago there were several of the drifts. The two remaining drifts have been plowed to allow

the sun to melt the snow more rapidly.

If the road should be passable tomorrow, it will be a month earlier than last year, and the earliest opening in the history of the pass.

Father: "I see by the gasoline tank that you didn't get far last night." Son: "Well, father, I'm not complaining any."

Franklin Pays Regular

Quarterly Dividend
SYRACUSE, N. Y.—Director of H. H. Franklin Manufacturing company, manufacturers of the Franklin car, declared the regular quarterly dividend of 1% per cent on Franklin preferred payable on May first to stockholders of record on April 30.

It takes more than four-wheel brakes to make some motorists stop bragging about their cars.

It Is A Cinch!

You are going to lose every time if you keep spending money on your last year's tires that are getting worn and causing you trouble.

The thrifty tire user always trades his old tires in before he has to spend money on them. Are you doing this?

There is no excuse for taking the risk when you can get very liberal allowances for your tires and get such REAL TIRE QUALITY at such money-saving prices as you do in C. T. C. TIRES

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Ford cars are built throughout of the finest materials that can be produced. The very best steels available are used in Ford manufacture. The plate glass for windshields and windows is as perfect as can be made. Upholstery material contains a larger percentage of wool than is ordinarily specified—even for much higher priced cars. The basic features of Ford design have never been improved upon by any manufacturer.

No other car offers greater dependability. The Ford car has won the favor of millions of users, under every conceivable motoring condition. Its convenience is known and appreciated the world over; its performance is taken for granted.

Such quality is possible at Ford prices because every operation, from mining of ore to final as-

sembly, is under direct control of the Ford Motor Company.

Iron is taken from Ford mines in Michigan; coal from the Company's mines in Kentucky and West Virginia. Glass comes from Ford glass plants; wood from the Ford timber tracts in the North. Raw materials and finished products are carried over the Company's own transportation routes; coke ovens, blast furnaces, a steel mill, foundries and saw mills—all are part of this complete organization. There are even salvage plants, paper mill, cement plant, etc., to transform waste materials into useful by-products.

In this way every possible economy is effected. Under no other circumstances could Ford quality be had at Ford prices.

Features That Maintain Ford Leadership

All-Steel Bodies
Planetary Transmission
Torque Tube Drive
Dual Ignition System

Thermo-Syphon Cooling
Simple, Dependable Lubrication
Three-Point Motor Suspension
Multiple Disc-in-Oil Clutch

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NEW PRICES

TUDOR SEDAN \$520 RUNABOUT \$290 TOURING \$310 COUPE \$500 FORDOR SEDAN \$565

Closed car prices include starter and demountable rims. All prices F. O. B. Detroit

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Sunset Inn

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34 Miles West of La Grande

Now Serving Chicken Dinner

Menu for Sunday

Old Southern Style Fried Spring Chicken

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Boston Cream Gravy

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Ice Cream and Cake

Cherry Pie

Coffee, Tea and Milk