

Highway
and
Auto
Dope

Traffic
and
Tourist
News

SEDAN MAKES LOW GEAR RUN

As part of a national observance of the 25th anniversary of the Franklin Motors, Inc., a series 11 Oxford sedan left here Thursday morning bound for Walla Walla, beginning a run of 100 miles in low gear with 15 miles an hour set as the minimum speed.

Frank E. Rooker drove the car, accompanied by Sherman Mitchell, of Walla Walla. George E. McClure, who has six agencies in Oregon and Washington—La Grande, Baker, Pendleton, Ellensburg, Yakima and Walla Walla—

accompanied the men here and left for home later. Mitchell described the La Grande-Walla Walla run as one of the hardest in the northwest but was confident that the Franklin would experience no difficulty. The transmission was seated in low gear prior to the trip.

Among some 250 similar runs in the United States the same day, was one from Yakima to Prosser and return.

The two runs by the McClure agency touched four of his six territories, missing Baker and Ellensburg. Figures presented yesterday showed that the Franklin arrived at Pendleton at 12:50 p. m., and in Walla Walla at 3:40 p. m. Fifteen and a quarter gallons of gas and two quarts of oil was required. The mileage registered on the speedometer was 19.1. The engine did not stop or miss a stroke

New Stand Is Opened On Oregon Trail Road

GRANGE HALL, July 3. (Special)—Miss Velma McCall and Miss Juanita Spencer have opened a confectionary and ice cream stand on the Old Oregon Trail highway just west of the L. H. Menefee Lumber company's office, building at Lone Tree. The place has been named the "Welcome Inn."

Besides ice cream and confections, farm products, such as fresh eggs, milk, fruit and marjoram, will be sold.

When a road is cleared of all other hazards, there's a speed cop. Always "a fly in the ointment."

SAFE DRIVING POINTER GIVEN

In automobile driving, as in any other operation where the balancing of judgment enters with physical control of highly sensitive mechanical developments, there is a great latitude in the degree of perfection reached by the individual. In explanation of this statement as applied to motorists, George Brandenburg, general manager of the Oregon State Motor association, said, "The difference between a good driver and a poor driver is the matter of how far the individual drives in front of his car."

"A good driver," said Mr. Brandenburg, "is the driver who has acquired the ability of driving far enough in advance of his car to have his auto under control sufficiently to meet any situation that might arise. If driving at a good rate of speed the driver must have a clear vision of his roadway to justify the speed he is maintaining. That is, he should be able to stop in the area allotted him in the traffic should any hazard appear in the nature of someone driving onto the highway from side roads, or the stopping of autos in front of him. That is what I mean in driving ahead of one's car."

Mr. Brandenburg went on to explain that some drivers have acquired this art while others drive to the two extremes. Some driving too far ahead of their car to such an extent that they do not seem to realize the immediate hazard until too late. "These drivers," said Mr. Brandenburg, "are found driving with their attention centered a mile down the highway when the hazard encountered hobs up in front within yards or feet. The other extreme is the fellow who drives with his interest centered so close to his car that he does not seem to be aware of a hazard until he is too close to it when traveling at a speed that will not permit of his stopping before being involved in a serious accident."

These two extremes, according to Mr. Brandenburg, result in a great number of accidents in traffic. The answer is simple. If a driver operates at a speed that will permit of stopping or maneuvering properly in the allotted space given him in the traffic in which he is driving, there will be no accidents resulting from these far sighted or near sighted drivers who have not acquired the art of driving the proper distance ahead of their cars. A good idea is for a motorist to ask himself at frequent intervals: "Can I stop or maneuver my car with an assurance of safety in the space allotted in this traffic at the speed I am traveling?" If this question brings a satisfactory answer whenever asked, then the driver has overcome the hazard of far sighted or short sighted driving. He is driving the proper distance ahead of his car.

put on your car, try beating the train to the railroad crossing.

Old tires have punctuation marks.

The chauffeur of a go-cart pushes a good thing along.

The corner saloon is no more. Instead we have the filling station on the corner.

HILGARD PERSONALS

HILGARD. (Special)—Leonard Ferguson, Carl Saling and Alex Matheson spent Tuesday in La Grande on business.

Alfred Bowles, who has been visiting his daughter, Mrs. Ed Saling, left for his home in Toppensish, Wash., Monday evening.

Mrs. J. G. Hoffman and son and daughter, James and Elizabeth, spent Tuesday afternoon in La Grande.

Mr. and Mrs. Albert Cantrell, of La Grande, visited at the William Cantrell home here Tuesday evening.

Donald Watson, of La Grande, is visiting with his grandfather, William Carroll.

Eugene Seltz, of La Grande, visited at Hilgard recently.

Mrs. Mabel Scott and daughter, Donna, were visitors to La Grande this week.

Mrs. Bert Ables' mother, Mrs. Arnoldus, has been visiting here for several days.

George Fere, of La Grande, was a visitor to Hilgard Wednesday.

Harry Langworthy just returned from a fishing trip up the river. He reports good luck.

Alex Matheson, who has been in La Grande for several days transacting business, has returned home.

Money in circulation in America increased from \$34.36 per capita in 1913 to \$50 in 1920, and now is \$42.

The ancient Egyptians had divorce laws and alimony, and well-to-do brides protected their fortunes by marriage contracts.

Eighty-seven distinct dialects are spoken in the Philippine Islands. English is now the dominant language, having supplanted Spanish.

Graveling of Hillside Road Begins at Cove

COVE, July 3. (Special)—A crew of men began graveling the hillside road Monday morning. The work is being done by the county, but people living along the road are paying \$800 of the expense. A. A. Antles, T. C. Hefty, J. H. Love, L. Peck, J. H. Allen and George Golay are some of the men who contributed to the fund.

Stop Thief. An excited man ran out of a bank.

"Bandits! A hold-up! Police!" he shouted—but not a single policeman was in sight.

A pedestrian ran north to find a policeman.

A messenger boy on a bicycle dashed south to find a policeman. A driver of a delivery truck sped east to find a policeman.

A lady in a touring car went west to find a policeman.

"Fools! I'll get a half dozen policemen!"—and he parked his car beside a hydrant.

While he explained, the bandits got away.—Ziffa.

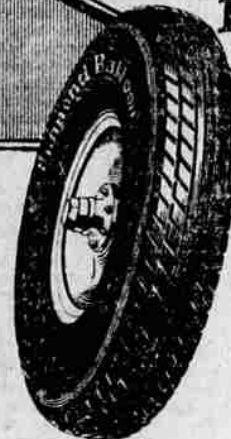
The habit of slipping the clutch causes wear on the lining which so changes their frictional effect that the clutch is likely to take hold suddenly or to fail to hold properly. The more slipping is permitted, the sooner clutch engagement becomes unsatisfactory and the sooner the facings wear thin and require replacement.

Next Case. "Has anyone commented on the way you drive your new car?"

"Yes, one man made a brief remark. 'Twenty dollars and costs.'"

—Ohio Motorist.

Diamonds
give you the longest ride
for your money



Depend on Diamonds for distance—they keep going long after an ordinary tire has gone to the graveyard.

That's the whole story on Diamonds—they're built to stand the gaff. Hot or cold—wet or dry—rough or smooth—they travel all the roads with sturdy service for every cent you pay for them.

We have Diamonds for every type of car.

Oregon Hardware & Implement Co.
La Grande, Oregon



60% JUNE Sales Gain
over greatest previous Nash June

Rounding into the last month of the half year period Nash sales and production raced thru June to pile up a 60% lead OVER the greatest previous volume of June business in all Nash history.

And this record-breaking total also made June 1926, the 22nd consecutive month—with one exception—to surpass the mark set by the same month of the previous year.

The reason Nash is getting the business is simply because people are buying where they get the MOST for the money—in greater VALUE, in greater QUALITY, and in finer PERFORMANCE.

La Grande Nash Co.

A. R. Trachsel

1302 Jefferson Ave.

Used Car Bargains

1923 Ford Coupe

This Coupe is in excellent condition and ready to go.

1923 Ford Roadster

Newly painted, good tires; has box for delivery purposes.

1920 Oakland Six Roadster

This is an excellent buy—come look it over.

1920 Buick Six Touring

Good tires, license and in first-class mechanical condition.

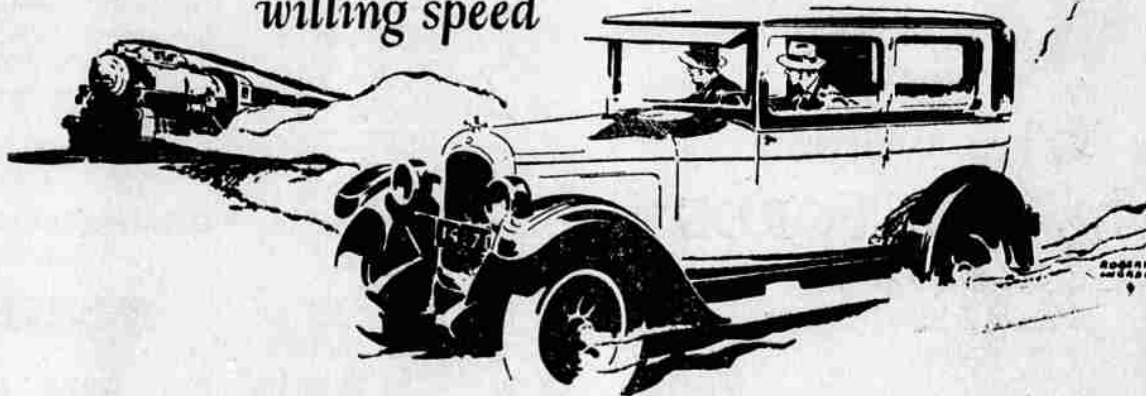
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who is Geared to
go on "High"**

Here is a companion
ready to serve you
with lusty power and
willing speed



NAME four great, popular trains—
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"The Overland Limited"—
"The Olympian"—
"The Oriental Limited"—
why—because they are modern trains—designed to go fast and with comfort.

Name the great popular favorite among the light sixes—instinctively you think—"Overland Six"—why—because it is a modern car—built to go fast and with comfort.

Nothing like the great ability of the modern type, six-cylinder motor in this car can be found in any other car of near its price or size class.

This is proved in every day performance, for the Overland Six will out-run, out-pull, out-perform, any other car of its type—and service records from better than 70,000 owners are proving every day that it will outlast any other car in any way competitive with it.

Modern engineering is the reason—a motor built to maintain an average of better than 40 miles an hour—designed to deliver its full power in a straight line direct to the rear axle—mechanically right for the kind of driving that the modern man or woman insist on—the composite best of eighteen of the finest European and American motor cars.

Low swung weight—the result of the proper designing of the body, the proper suspension of the power plant—give this Overland Six remarkable road stability—you ride curves like a limited train—all four wheels securely on the road.

And Pullman-like luxury is secured from generous body dimensions—long, scientifically suspended springs and balanced weight.

Ride in this remarkable car—try it out—test it on a favorite hill—you have a new experience in store.

\$935

Touring \$895 Coupe \$895
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Smaller down payments
and smaller
monthly payments
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cost in the industry.

OVERLAND SIX

Gettings & Hanks

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