



AUTOMOBILE NEWS



TO BUILD NEW STAGE DEPOT

Work started this week on the construction of a new stage terminal on the vacant lot adjoining the building where the stage depot is now located at 1114 Jefferson avenue. The new building will be of brick and will measure 50 feet by 110 feet, including the rooms now used by the stage company as its depot, which will be remodeled to meet present needs. The new terminal will include a comfortable, modern waiting room, a repair shop for repairing all stages, a service station, where stages will be supplied with gasoline, oil and other necessities, and room for storing stages when not in use. A driveway will run from the after back of the building through to Jefferson avenue, where passengers and baggage will be loaded and unloaded under cover. The building will be steam heated.

Present plans are to have the new terminal completed and ready for use within 60 days, according

to Herman Moser, of the Motor Transit company, which is responsible for the new building.

A new stage line started operating this week from Boise to Pendleton, through La Grande and Baker, and will stop at the stage depot here for passengers and servicing. This is probably the forerunner of a line which will reach from Portland to Salt Lake City and be connected with a transcontinental system of motor stages. The line is operated by the Oregon Trail stage company, the principal owner of which is W. L. Coldiron.

Mr. Coldiron has purchased the rights and equipment of all local stage lines between Boise and Pendleton.

Four of the new stages, parlor car type, are now in operation between the two points making two trips each way daily, besides a round trip stage between Baker and Pendleton. The Boise-Pendleton stages will stop in La Grande five minutes each day. The stages from Pendleton arrive here at 9:30 a. m. and 1:30 p. m., and those from Boise arrive at 3:25 a. m. and 7:30 a. m.

An order has been placed for four more new 24-passenger parlor car buses to be in use on the Boise-Pendleton stage line within

Nash Company Filling Station Opens Today

The new service station of the La Grande Nash company, located at the corner of Adams avenue and Third street, was opened to the public for the first time today. For the present time Omar Barnwell and Otis M. Huff are in charge of the station. Two kinds of gasoline are being handled, General and Union.

The new station has the very best of equipment in gasoline

Plans are now to start operating the Pendleton-Portland line next week. Thirty passenger stages of the most elaborate construction will be used on this run. This stage line will connect with the Pickwick stages running the length of the Pacific coast in Portland. Connections may also be made by way of Pendleton with stages running to Walla Walla, Washington; Lewiston, Idaho; Yakima, Washington; Wenatchee and as far as Lake Chelan.

Two new parlor type buses have also been ordered for the La Grande-Walla Lake stage line, the only local now operating out of La Grande. These stages will accommodate about 20 passengers.

At various times other equipment will be added in any line necessary to give proper service to car owners, Mr. Trachsel says.

best of equipment in gasoline pumps and oil containers. Bowser electrical pumps being used. It also has one of the most modern oil service pits, besides a flexible stand for air and water making it much more convenient for the autoist. In a short time the station will also be equipped for servicing tires.

The shop of the new Nash garage, at Third street and Adams avenue, will also be in operation sometime next week. That with the sales department and service stations will form a well equipped plant for automobile work.

Special Nash tools have been added to the shop equipment and for general work a precision valve seating tool and lift valve facer have also been added. With this equipment it will be possible to do an absolutely accurate job of grinding valves, according to A. R. Trachsel, manager of the garage.

Kenneth Keeney, well known mechanic, will have charge of the shop. A special effort will be made to take care of Nash and Packard cars in this territory. Mr. Trachsel relates, although some other repair work will be handled also.

While the new bodies are radically different in construction from anything known up to the present, they retain generally the characteristic Essex lines; how-

All-Steel Body Featured In New Essex Coach, Just Out

A new all-steel body of radically improved design is the feature of the Essex coach, announced and placed on display here by E. L. Ledbetter, Hudson-Exess dealer. The real story of this new car is said to be the story of a \$10,000,000 plant which the Hudson Motor Car company directed especially for the building of these bodies. High spots of this new plant are:

1. In its body building has become for the first time in the industry primarily a steel-stamping process.

2. For the first time, also, bodies are manufactured on the 100 per cent progressive-assembly system, which has previously effected such remarkable savings in motors, chassis and other automobile units.

3. The plant is said by Hudson officials to be the largest single body building unit in the world.

4. It has the largest battery of steel-stamping presses and the largest enamel-baking ovens in the world, by far.

"The Hudson organization, a year ago, completed the design of this new body and laid out a program for a building to construct it," said Mr. Ledbetter. "In this general expansion program, \$10,000,000 has been invested in the body plant, and \$5,000,000 additional in other manufacturing departments to bring them up to the capacity which it is expected this new car will call for. On the very day determined on a year ago, the plant was complete and a schedule of 180 all-steel bodies was put through, as against a task of 100 bodies which had been originally laid out."

"While the new bodies are radically different in construction from anything known up to the present, they retain generally the characteristic Essex lines; how-

ever, the rear quarters have been somewhat curved and the whole body is two inches lower. The finish is a lustrous black enamel, baked on in the 600 foot ovens at high temperatures which assure a long life and a glossy appearance for the life of the car. A bit of color is added by a nicked radiator, and by a double striping around the belt line.

"Possibly the most striking feature of the new body is its unusual rigidity of construction. By the use of steel strips, all lines of weakness between the chassis and the body have been eliminated; in fact, the body and chassis are really one. The steel sill is 50 per cent stronger than the wooden member it displaced."

MOTOR BUSES OUST SWEDISH RAILWAYS

Motor bus transportation has become so popular in Sweden that the length of regular passenger routes has been increased from 6,000 kilometers to 35,000 kilometers, it is estimated.

Compared with the bus lines, there are 16,000 kilometers of railway. Bus operating companies number 1300, and so well linked are the lines that it is possible to travel throughout the entire country using only motor buses.

Chauffeur (to slightly deaf farmer): "Can you tell me where I can get some gas?"

Farmer: "Hey?"

Chauffeur: "No, gas! This ain't a horse. It's an automobile."

Closed cars are popular on rainy days, but closed mouths are popular the year around.

A dumbbell is a person who uses his auto horn for a doorbell.

To Protect Arms From Grease The sleeve of an old coat or wornout pair of overalls is handy as a means of protecting the arm when doing a small job on the car that requires reaching into a greasy locality. It takes but a minute to slip on such a sleeve right over the regular shirt and coat sleeve—and it saves a lot of laundering and cleaning.

This Motor Age—"Wanted, four

men to board in nice family garage. Phone 4102."—Montgomery (Ala.) Journal.

Mechanic—"This car will climb anything—"

"Yes, the last one you sold me climbed a telegraph pole!"

That "time is money" was probably first discovered by the man in the taxi which was caught in a traffic tie-up.

A DODGE BROTHERS SEDAN

\$895

F. O. B. Detroit

People are surprised to learn that this beautiful and sturdy car now sells for \$895.

They have heard so much about its exceptional value that they are under the impression it sells for a higher price.

Moreover, the Sedan possesses all the roominess and character of closed cars that call for a much greater investment.

It is substantial in appearance because it is substantial in fact. And serves its owners far beyond the period usually expected of a car at any price.

The body is all steel—safe, sturdy, fireproof, and smartly finished below the belt line in coolie blue lacquer, with cartouche yellow stripe—upper body in black lacquer—shields and fenders in black, oven-baked enamel.

Blue Spanish genuine leather upholstery, removable rear seat-back, and optional wood or steel wheels are included among many other features that commend themselves forcefully to the buyer.

Many who expected to buy a cheaper car, now find that Dodge Brothers product is well within their means. Many who had expected to buy something more expensive, now find everything they could possibly desire in these smart and dependable vehicles.

See the cars for yourself—and investigate our attractive time-payment plan.

Touring Car	\$795
Roadster	795
Coupe	845

f. o. b. Detroit

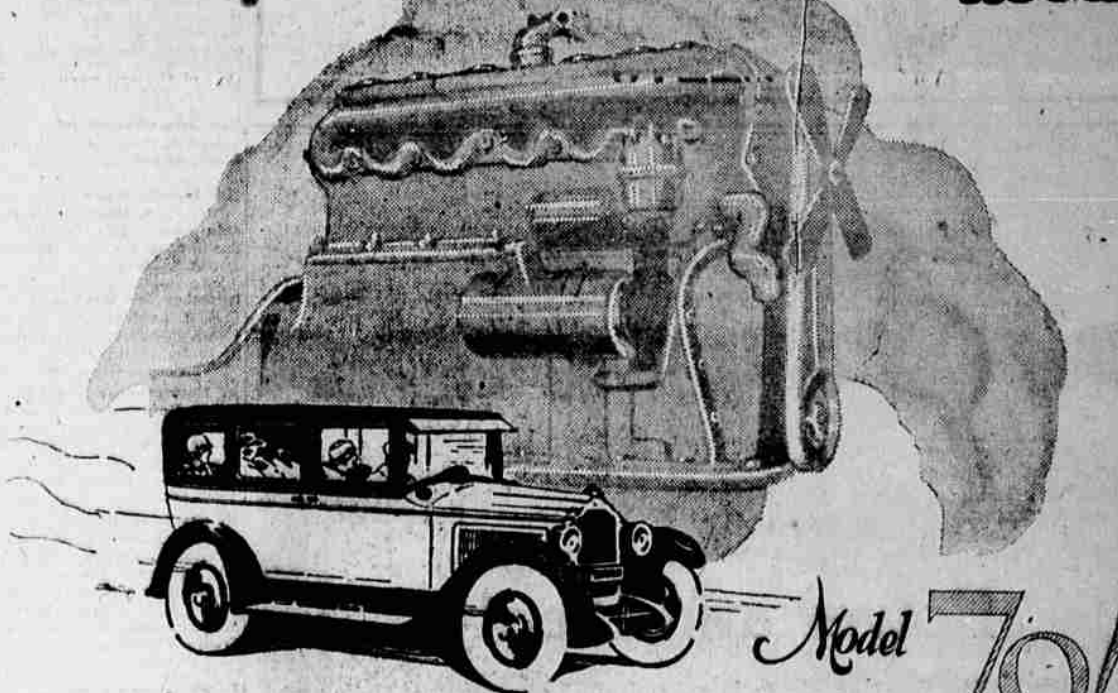
Touring Car	\$963	Roadster	\$958
Coupe	\$1015	DeLux Sedan	\$1269

Delivered

See the Dodge Steel Body on Display in Our Showroom

L. C. SMITH

For Super-power under the hood



THE GREATEST power, per cubic inch of piston displacement throughout its entire range, ever developed in any American built, stock production motor...

The greatest range of performance, without strain on the power plant, ever achieved in any stock, American built motor of its size...

An acceleration ability entirely unmatched by any other power plant of anywhere near the same rated capacity...

The highest motor torque, giving unequalled hill climbing powers, ever attained in an American built motor of its size...

These are the super-power features of the patented Willys-Knight sleeve valve engine in the new Willys-Knight Six—Seventy—a motor car which will out-perform any other automobile anywhere near its price or size class.

In road speed it surpasses any other car of competitive dimensions. For sustained high speeds, hour in and hour out, nothing like its performance has ever been offered before.

And for smoothness of running, the Willys-Knight sleeve valve motor has established an international reputation as the most silent, most flexible, most responsive of all power plants.

Steadily wearing in while other motors are wearing out, it is "the engine that improves with use."

663,000 miles of steady service without interruption for repairs—this is the record of one Knight sleeve valve engine—hundreds have been made that show better than 300,000 miles.

See the power plant in the Willys-Knight—the highest development in modern engineering has to offer.

The New Willys-Knight

6 Sedan \$1495

TOURING \$1295 COUPE \$1395 STANDARD SEDAN \$1395 Prices f.o.b. factory

The New Willys Finance Plan allows: Smaller down payments and smaller monthly payments—the lowest credit cost in the industry.

WILLYS-KNIGHT SIX

Gettings & Hanks

Corner Fir and Jefferson Avenue