

WILL ESTABLISH FREIGHT DEPOT

Terminal for Auto Truck
Lines Being Arranged
by F. L. Shepherd

La Grande's first automobile freight depot, a terminal for all freight lines coming into the city, was opened for business for the first time today. Although the place, which is located on Fir street next to the O. W. R. & N. railway tracks in the building which formerly housed the Pease creamery, is not yet com-

pleted, most of the major work has been finished and it is now ready for business. Creamery equipment has been moved from the building, which has been leased by F. L. Shepherd, owner of the White Freight line, from R. P. Tyler, of the Blue Mountain Creamery company, and the rooms are now being remodeled and repainted both on the inside and out.

The office is on one side at the front of the building. Large double sliding doors on the other side make it possible for both large trucks owned by the White Freight line to be backed into the building at the same time. A loading platform will be installed at the back of the room for convenience in loading heavy freight.

The Baker freight line, the Union freight line, owned by Charles Coons, and the Cove line, owned by the Weiner brothers, will all load and unload at the terminal. Other freight lines coming into the city will also have the use of the depot.

The building is about 130 by 30 feet, with half basement, allowing plenty of room for storage purposes in addition to the freight line terminal. Household goods of all kinds may be stored there. Furniture or other goods will be packed for long distance hauls or shipping at the depot also.

Enter Wallawa County. The White Freight line, owned by Mr. Shepherd which has been operating here for the past year and a half will house their two large trucks at the depot. This

NEW MOTOR CARS EASY TO OPERATE EXPERT DECLARES

By FREDERICK C. RUSSELL
(In New York Times)

At a time when the average motorist is in a position to buy luxuries and when the prices of cars are attractively low it has come as an agreeable surprise to discover that the 1927 car is the most economical in automotive history. Never before have automobiles been cheaper to operate.

It has been roughly estimated that if all America could go on a 1927-car basis at once millions would be saved in gasoline, oil, tires and repairs. This is directly the result of the high degree of efficiency incorporated in the new cars, much of which does not appear on the surface or even in the specifications of the new products.

For the first time in the history of automobiles there are now available cars which need only reasonable change of oil cars which travel thirty miles on the gallon of gasoline and which require little attention to the brakes.

If 10,000,000 people were driving one make of car which makes a claim of 30 miles to the gallon for long trips it has been estimated that more than a half a billion dollars would be saved annually in gasoline expenses alone.

In spring, summer, fall and winter owners are advised to change the oil in one of the new versions of a standard make. Just four times a year for the job which millions of owners have been doing every 500 or 1,000 miles. The writer has examined a car that has run 1,600 miles, under a variety of weather and road conditions, without needing the addition of an extra quart of oil. The engine of the car is equipped with an oil recycler, obviating oil dilution, which in the past has often been mistaken for oil economy.

Operating Economy
The facts about the economy of the new cars are coming to light at an astonishing rate. It is nothing for owners to travel 20,000 miles on a set of balloon tires, not merely because the low pressure air principle is favorable to tire economy, but also because cars are better balanced and they stop without locking wheels and wearing off rubber. Even that peculiar uneven tread wear which developed in balloons has been eliminated through better design, as well as through the policy of driving with a little more air in the front tires, particularly the right front one, which is subject to the greatest tread wear.

A few years ago it was customary for conscientious car owners

freight line has a regular schedule to Wallawa county every day in the week. Three days out of the week they go as far as Estacada and the other days to Estacada and back. Mr. Shepherd started operating a year ago last May and at that time had only one large truck. Last spring another one was added, and the coming spring plans are to add another large truck to the line.

Mr. Shepherd also hopes to start an every-day run to Pendleton and back, beginning very soon.

Occasional Long Trips.
Several long trips have been made by the freight line within the past few weeks. For the last four weeks one of the trucks has made one trip each week to Portland and back, taking a load down and bringing one back. It usually takes about three days for the trip to Portland, according to Mr. Shepherd, allowing 15 hours for driving each way and time to load for the trip home. The last long distance haul was from Halfway to Salem. Mr. Shepherd returned from that trip only a few days ago. The next long run scheduled is to Vancouver, Wash., which will be in a few days.

to have their brakes adjusted at regular intervals. Some of the more particular drivers found the early models in four-wheel brakes a bit troublesome, but the average driver enjoyed excellent deceleration even if the braking systems were not 100 per cent efficient. Now, with the latest improvements the braking systems keep the majority of owners of the newer cars away from the repair shop.

The owner of one of the cars with the latest appliance in braking systems has had one brake adjustment in 19,000 miles of driving. The car could pass the strictest brake test at any time. What adjustment was made simply covered a slight tightening of bands to compensate for normal brake lining wear. Even better results should be had with the 1927 cars, as most of the four-wheel braking systems are now shielded against water splash or are enclosed altogether. On one high grade car using the hydraulic system the master cylinder automatically refills itself as needed. This device is now obtainable for any of the many makes of cars using that system.

Saving in Oil Use
The oil economy of the new cars is due to a number of detailed engine improvements, chief of which is the elimination of a large percentage of crankcase dilution. The effectiveness of such devices or arrangements varies widely. Merely sucking the air from the crankcase does not separate gasoline from lubricating oil, but it does catch much of the excess gas vapor before it has a chance to contaminate the oil. It should be remembered, however, that most of the dilution occurs during the chocking process and the fuel which gets by the rings to dilute the crankcase lubricant under such conditions is raw gasoline. It takes an oil recycler to remove this gasoline.

Even though many of the dilution minimizing devices are as inefficient as some of the air cleaning arrangements the whole situation with respect to oil economy is vastly improved. With the poorest of the devices it should be possible for the owner of the new car this year to drive twice as far as usual on the one change of oil. The ideal arrangement would be an engine equipped with oil recycler, crankcase ventilator, air cleaner, carburetor heat control from dash, thermostat in the water-circulating system, gasoline cleaner, oil filter and thermostat-controlled radiator front. All of these can be added to any car. For greatest engine economy the man who is buying a car now will try to select the car which offers the greatest number of them, other things being equal.

This condition is emphasized because some of the economy features of great importance are other than under the hood. A chassis lubricating system is a money-saver. Spring bolts with the coiled spring automatic tightener save rattles and make it unnecessary to replace bushings over normal car life. Rubber spring shackles are another important economy. Speaking of rubber, another car—and a low-priced one—is offering a rubber carrier for the battery, an arrangement that saves this vital unit of the car from road shock and the elements. Because many of the cars are designed for straighter drive from engine to rear axle there is less strain on universals. In one make the universal joint (only one is used in this make) is lubricated automatically from the transmission case. There are now being marketed tapered universals which can be adjusted to compensate for wear. They can be attached to many makes of cars and are just additional evidence of the big strides that have been made to make cars truly economical by

keeping them running without much repair work.

Universals and Vibration
Elimination of vibration is serving to cut repairs. Engines are now being set in a base of rubber. Crankshafts are so large and heavy they have difficulty in whipping even at top speed, and, in addition, vibration dampers guard against the stray movements of that important member of the engine. One of those works on the same principle which one uses when swinging arms opposite to the movement of the legs in walking. The man who walks with a smooth, comfortable gait outwakes the man who labors. These new engines are going to go many thousands of miles further without requiring new rings, reboring or taking up on the bearings, adjustable wrist pins, another current feature, are cutting down another conventional expense in servicing cars.

Just another example of the savings to be effected through ownership of the 1927 cars is a feature on one of the popular makes. If the master leaf of either front spring should break the second leaf is so designed that it will

(Continued on Page 8.)

State Highway Builds Garage At Meacham

A new five-room modern dwelling house and garage is being constructed by the state highway commission at Meacham for the highway patrolman there, H. Olson, and his family. The garage, which is 26 by 80 feet is large enough to house the snow plows and other equipment used to keep the highway clear of snow during the winter months.

Besides the dwelling house and garage a smaller two-room house is being built where mechanics and workmen will stay while working the snowplows and keeping the Old Oregon Trail across the Blue Mountains open to traffic. Sleeping quarters will be in one room and the other will be equipped as a living room, where wet clothes can be dried when the workers come in out of the storm.

The buildings are located just the other side of the Meacham school house. The property was purchased by the state highway commission from Earl Gillanders,

of Pendleton. The roof was being put on the house yesterday. Plans are to have all three buildings completed in a month's time.

Motor Vehicles In Idaho on Increase

BOISE, Ida., Oct. 2.—Idaho on September 1 had 91,011 registered motor vehicles, it was announced Thursday at the office of the secretary of state, as compared with 81,506 for the entire year of 1925. Collections for eight months of 1926 totaled \$1,327,802, as compared with \$1,183,963 for the entire year of 1925. The total registration included 82,515 pleasure cars and 4495 trucks.

Registrations during August included 3106 passenger cars and 653 trucks. This compares with 1703 autos and 285 trucks in July. August collections were \$26,406, as compared with collections of \$24,555.50 in July.

He looked into her eyes in the moon light and it wasn't a cow, dog, horse, chipmunk or rat. No it was his good old Ford.



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