



AUTOMOBILE NEWS



PARKING WASTES HALF OF STREET

NEW YORK, Oct. 15.—The volume of traffic in many New York streets could be increased from 30 to 200 per cent, it is asserted, by a more intelligent control of vehicles.

CTC'S FOR WET WEATHER

[You can trade in your smooth tires, regardless of make at any CTC dealer's for a good allowance—and equip with safe CTC's, getting the non-skid tread that lasts.]

Drive into wet weather on safe CTC's. Veteran rubber engineers took plenty of time to work out the practical skid-prevention CTC tread! Every owner praises his safe CTC's!

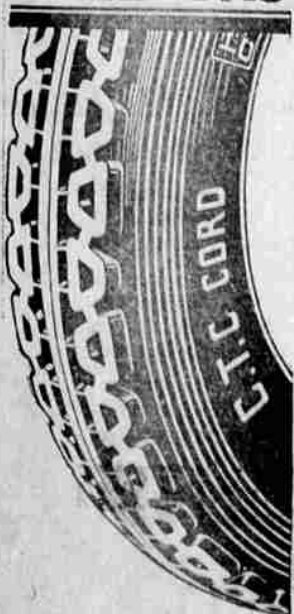
'A CTC Tube Adds Miles To Almost Any Tire'

CTC Speedometer Mileage Contest offers \$2000 in prizes—1st prize, alone, \$1000 cash. See CTC dealer now.

"Gaining New Friends Through Extra Mileage"

Columbia Tire Corporation (CTC)

CTC CORDS & BALLOONS



LAGRANDE TIRE
SHOP
Cor. Adams & Hemlock

YEP—IT'S A GREAT LITTLE CAR



hicles. A survey has recently been made, which reveals lack of efficiency in regulation. A more intensive use of thoroughfares as they are suggested by John A. Miller Jr., associate editor of The Electric Railway Journal, who has made studies of the subject in several cities.

For example, the elimination of parking on New York's north and south thoroughfares during the recent subway strike called attention to the extensive loss of space that was due to parking. Our streets, Mr. Miller finds, are in many cases reduced fully 50 per cent in width by cars standing at curbs. In many streets having a width of sixty feet between the building lines there is a roadway of but thirty-six feet between curb lines and if a strip eight feet wide be used at either curb for parking there remains only a twenty-foot passageway for moving vehicles.

Thus only half the street is available for traffic. Trucks and delivery wagons often back to the curb at an angle, leaving only space enough for one line of moving vehicles. In such cases two-thirds of the street width is blocked.

The survey discloses that the presence of a single automobile standing at the curb line service to narrow the street for an entire block. The regular traffic will swerve from the center of the street as a rule toward the curb line if there is even one vehicle parked at the side. This narrows the street for all practical purposes, eight feet. It has been found that in Washington 29 per cent of the roadway is congested districts was thus reserved for automobile parking. In cities with narrower streets an even larger proportion is taken up in this way. It is generally acknowledged

that the plan of Manhattan Island is not well suited for handling the great north and south traffic. The avenues are placed unusually far apart, while the cross streets have been laid out twenty to the mile. Yet if it were possible to turn Manhattan about so that the side streets became north and south thoroughfares, the situation would remain much the same.

The slowing up of traffic, due to parking of cars, would be the same as it is today.

This survey contradicts the impression that our system of parking is of value to retail stores. A count made in thirteen of the leading stores showed that during a busy shopping hour 25,252 customers entered the buildings, of which number only 813 came by private automobile or taxi cab. The majority of customers reached the stores on foot or by street car, subway or bus. The lines of parked

cars tend to hinder the arrival and departure of most of the customers. In Pittsburgh, where rigid parking rules have been carried out, retail stores and banks have benefited by the new conditions.

Dobbin Annoyance In Modern Street

By NEA Service
NEW YORK, Oct. 15.—The reappearance of horses in large numbers on streets of larger cities is creating a new traffic problem.

Old Dobbin is getting into more accidents than he ever did before, he has more annoyances and greater difficulty while making his way through congested streets.

The reasons for his reappearance is that when a horse-drawn vehicle gets into an accident the repair bill is smaller, insurance is lower, and horse thieves have been graduated to auto thieves.

Voice on phone: Hello! Hello! Is this the insurance office? Well, I want a theft insurance policy on my car at once.

"What kind of a car is it?"
"It was a Buick."

World Record For Continuous Running Is Set

A new world's record of 130 hours continuous driving was recently established by "Chick" Murray in a Whippet under the auspices of the Keystone Automobile club, of Camden, New Jersey, according to Gettings and Hanks, local distributors.

The previous record was 128 hours. The Whippet record was made with Murray handcranked to the steering wheel where he sat for just 16 hours less than a full six days and nights during which time the motor was never stopped and the wheels never quit turning.

Replenishing of fuel was made while the car was still moving and oil was replenished under the same conditions. During the trip three records were made in addition to the time record. The oil consumption was at the rate of 1600 miles to the gallon, gasoline consumption was at the rate of 32.8 miles to the gallon and a total of 1590 miles was covered without a single car stop. None of these supplement-

ary records have ever been equalled in an endurance run of this nature.

A feature of the run was that the car was throttled down to a gait of three miles an hour for at least two hours of each day of the test.

The nuts and threads of the rim

lug bolts should be oiled every time a tire is changed, so that they will tighten up readily. If they become too dry it may be thought that the nuts are too tight when they are not, with the result that the driving lug, which holds the rim in position, may pull out, allowing the rim to shift and cut off the valve stem.

Travel by Motor Stage

Safety Comfortably

TRAVEL BY MOTOR STAGE

Leave	La Grande for Joseph	9:00 A. M. - 4:00 P. M.
" Baker and Boise	9:25 A. M. - 1:25 P. M.	
" Baker only	5:30 P. M.	
" Pendleton	11:00 A. M. - 3:30 P. M. - 6:15 P. M.	

Connection at Pendleton for Walla Walla, Pasco and Portland; at Portland all points South and North.

La Grande Depot Phone 799
All Modern Chair Car Stages.

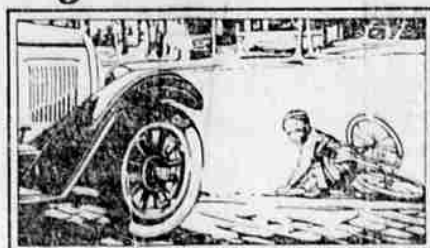
NEW VALUE — NEW BEAUTY

Studebaker Standard Six Custom Sedan \$1385

F.O.B. Factory

4 WHEEL BRAKES

*make the Whippet America's
safest Light Car.*



Safety Plus! Think twice before buying any light car without four-wheel brakes as standard equipment. Think twice before buying any light car without the modern low gravity center. This protection is a necessity today. Only the Whippet affords it—plus power, smoothness and economy no other light car can offer.

New reduced Whippet prices are Sedan \$695; Coupe \$685; Touring \$645; f. o. b. factory; prices and specifications subject to change without notice. The Willis Finance Plan offers unusually attractive credit terms. Willis-Overland, Inc., Toledo, O.

Now only \$695
OVERLAND
Whippet
GETTINGS & HANKS
Cor. Fir and Jefferson

IN the Studebaker Standard Six Custom Sedan, One-Prop facilities achieve a new victory over custom car costs—set a new standard of value in the moderately priced field.

Outside: a low-slung steel body, full-ventilated for extra safety, with the distinctive contour of a smart custom creation and a lustrous duotone-lacquered finish.

Inside: the custom richness of Chase mohair upholstery, exquisite broad-lace trim and Butler finish hardware in a pleasing harmony of tasteful color tones.

According to the power rating of the Society of Automotive Engineers, the Studebaker Standard Six Custom Sedan is the most powerful car of its size and weight in the world. Its quiet L-head motor—the type pioneered by Studebaker and

adopted by over 70% of motor car makers—has a big, fully-machined, dynamically balanced crankshaft to reduce vibration to a minimum.

This is a feature shared by Studebaker with only a few of America's costliest cars. It costs Studebaker \$600,000 extra every year to provide it. Only One-Prop manufacture makes it available in a car at this price.

Over \$100 worth of extra equipment is included in Studebaker Custom Cars without extra cost. A new feature, found in no other car, is the Studebaker no-draft ventilating windshield, which admits plenty of fresh air and excludes moisture, even in the heaviest rains.

This is the car that invites comparison with cars costing two to five hundred dollars more. See it today.

Standard Six Models	Other
Duplex Roadster	\$1160
Duplex Phaeton	1170
Coupe	1210
Sport Roadster	1230
Country Club Coupe	1235
Sedan (wool trim)	1310
Custom Victoria	1315

Prices f. o. b. factory, including wheel brakes and disc wheels.

Check These Features Against Those of Any Other Car Selling at Anything Like Its Price!

1. Quiet Studebaker L-head engine, officially rated the most powerful in any car of its size and weight. 2. No-draft ventilating windshield, exclusively Studebaker; insures fresh air without drafts or moisture. 3. Disc wheels, four-wheel brakes, nickel-plated bumpers, front and rear. 4. Full-size balloon tires. 5. Wide, form-fitting seat, upholstered in the Chase mohair with broad-lace trim. 6. Instrument board in two-tone lacquer with

instruments grouped under glass and indirectly lighted. 7. Two beam acorn headlights, controlled from the steering wheel. 8. Full-ventilator steel body, with wide doors and wide plain glass windows. Other Equipment as incidental lock; oil filter and air purifier; automatic windshield cleaner; rear-visor mirror; rear traffic signal light; spare tire carrier; and cowl lights.

M. J. Goss
Corner Adams and Fir

STUDEBAKER