LA GRANDE HAS NEW REPAIR SHOP

Edwards & Brandt Open Auto Repair Shop in Bohnenkamp Building

A general auto repair shop has been opened in the Bohnenkamp building, at the corner of Jefferson avenue and Elm street, by Ed Edwards and Jack Brandt, both expert mechanics.

Edwards and Brandt are especially equipped for this kind of work having followed the automobile repair trade for about ten years.

Edwards was for several years employed as mechanic by R. W. Leighton, in his welding and machine shop here, and Brandt was formerly employed as mechanic at the L. C. Smith garage.

The new shop has been modernly equipped to handle all kinds of general automobile repair work.

As time goes on a line of parts necessary to conduct a business of this kind will be stock by the owners of the shop.

FIRE ALARM TURNS DOYLE TO BASEBALL

The shout of "fire" blasted a possible thespian career of Jack Doyle, veteran scout of the Chicago Cubs. Jack set out in his home town of Holyoke, Mass., to become an actor and was portraying the village cobbler in a play called "Handy Andy." But Jack was also a volunteer fireman, and he had just taken the stage when an alarm sounded and he had to join the bucket brigade. He never had another chance before the footlights, but turned to baseball and was graduated to the post of a major league scout.

He who hesitates isn't a hit-and-run driver.

FRED BURGESS' SHOP

Here is the Fred T. Burgess shop, at 1308 Jefferson avenue. The proprietor is a battery and electrical expert, and local Exide distributor.

HIGHWAY BRIDGE OUT

Flood waters swept away part of this highway bridge near Glendale.

GASOLINE SUPPLY DECLARED AMPLE FOR MANY YEARS

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tion of coal tar benzol to form benzol blends with ordinary gasoline increases the anti-knock value of the fuel to an extent depending upon the amount of benzol added.

Many fuels of these two kinds are on the market, but the consumers find that there is little uniformity in the materials marketed even under a single brand. The difficulty encountered by the manufacturer in producing a satisfactory, uniform anti-knock fuel by cracking his gasoline has prevented the striking of a balance between anti-knock value and the well known tendency of cracked fuel to form undesirable carbon deposits. Motorists have used such fuels with satisfactory results on some occasions but have found it difficult to secure the necessary uniformity for continuous good results.

Ethyl Gasoline

The use of tetraethyl lead as an anti-knock in gasoline (under the trade name ethyl gasoline) is not subject to this drawback. By adding a predetermined amount of the compound to a high grade gasoline to bring it to a standard anti-knock value the refiners are able to assure a uniform fuel of relatively high anti-knock value.

The general use of anti-knock fuels will be of unquestionable value in helping to solve the problem of future fuel supply. Any increase in the amount of use obtained from a given amount of fuel is equivalent to the production of just that much more fuel. If, as is easily possible without other change, the efficiency of our automobiles can be increased by an average of even one per cent of its present value, the result will be equivalent to the production of nearly one hundred million gallons of gasoline per year in addition to that already produced. This apparently trifling saving of one per cent of gasoline would be equivalent to an addition to the product of our oil wells of some seven million barrels of oil per year. One cannot avoid the conclusion that such a voluntary saving by motorists would go a long way toward postponing possible oil famine.

The importance of even so slight a saving in conserving oil supplies is of far more than mere national importance. The fact that many nations have no supply of natural liquid fuel has been emphasized as one of the possible causes of future international frictions. While it is admitted that the world must ultimately look to other fuels than petroleum, the fact cannot be ignored that our present civilization is very largely built upon it. So eminent an authority as Professor H. T. Hasdan of the Massachusetts Institute of Technology, after pointing out the importance of oil international affairs, stated: "The solution of the problem of converting coal to oil will have more influence on world peace then any disarmament conference yet held." The possibilities from a motor fuel standpoint of this utilization of coal deserve consideration. As yet it is a problem principally for Europe to solve, but one cannot foresee how soon it will become pressing in the United States.

Looking Ahead to Coal

Three methods now being studied offer promise. The low temperature carbonization of soft coal has been developed both here and abroad. The Bergius process for the liquefaction of coal by hydrogenation and the Fischer process have reached a semi-commercial stage of development in Germany. These three processes while aimed at the same ultimate result are essentially different.

The low temperature of carbonization of coal differs from the ordinary processes for the manufacture of coke and gas as now practiced principally in the temperature at which the operation is carried out. Coal is fed into a closed container and is there heated to drive off the volatile constituents. In ordinary practice coke and gas are the desired products and the coal tar produced along with them is merely incidental. By operating the retorts at a considerably lower temperature (not hotter than a dull red heat) the quantity of tar produced can be approximately doubled and this tar is similar in many respects to crude oil.

The coke that is produced by the process is quite different from the ordinary coke of commerce, but it offers valuable possibilities as a smokeless domestic fuel. The process cannot be applied solely for the production of tar, but a market must be found for the coke as well. The tar produced by low temperature distillation may be refined for light motor fuels such as gasoline by a process very similar to that now used for refining petroleum.

A Process of Value

The Bergius process consists in treating pulverized coal with hydrogen under pressure. Its product is petroleum-like tar with very little coke, and the fact that it can be practical on very low grade coals makes it particularly valuable. Unlike low temperature carbonisation, it does not produce the by-product of coke which must be sold. The oil obtained is very similar to petroleum and may be refined to yield gasoline and other liquid fuels by similar processes to those used for petroleum.

The Fischer process uses as its raw material some form of coke such as that which may be gotten from low temperature distillation of coal and from this prepares water gas. This water gas, a mixture of hydrogen and carbon monoxide, is passed over a hot catalyst under pressure and yields a volatile motor fuel resembling gasoline direct. There is no coke left by this process, and because the coal may be first distilled to yield low temperature tar and the remaining coke converted into a volatile motor fuel, this process appears very promising.

These possibilities of additional sources of motor fuel serve to offset to a large extent the fear of exorbitant prices or actual exhaustion of petroleum. From the motorist's standpoint, they offer a solution of this problem if he will do his part to prevent present waste in use. By insisting upon increasing efficient motors in his cars, the automobilist can postpone any possible oil famine beyond the time required for developing efficient substitutes. Clearly it is his duty to do so.—New York Times.

HOME OF THE DODGE—L. C. SMITH GARAGE

L. C. Smith, pioneer automobile dealer of Eastern Oregon, has a large amount of floor space available in this building. He recently built an addition and has a new show room. His garage is located athe corner of Fifth and Depot streets.

Automobiles Are Bright in Colors

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able in three color schemes, royal maroon with stripings of red, fawn gray with straw-colored stripings, and highland green with stripings of straw color. Wire wheels may be had to match these different stripings in color. The new Ford runabout comes in two finishes, phoenix brown and gun-metal blue.

Kingston Forbes, the Buick engineer, has been questing abroad in search of color schemes for the new Buick models. He returned with many choice color samples.

Automobile colors have been chosen by Mr. Forbes to match exclusive new shades of the Paris designers. These are officially known as courier cream, Paul Revere green, Colonial blue, Deleware green and Patrol cream. The Colonial blue striped with ivory has been used as the finish for the new five-passenger coupe. The wheel-spokes are painted orange. Then there is a Delaware green brougham striped with cerise. The new five-passenger sport touring car has a two-tone finish in sand and olive, with red striping on the sand-colored body.

The longer chassis of the new Paige sedan is heralded as more satisfactory because of a substantial increase in engine size and the use of lightweight pistons. The Paige five-passenger sedan has a light gray finish on its lower body and green on its upper. The top is black. The smaller Paige model has a gray lower body and top, and its upper body is finished in Delft blue. The phaeton has a gray finish with cherry-colored stripings and wheels.

Makers of Dodge, Jordan, Chevrolet, Reo, Chrysler, Nash, Hudson, Packard, Willys-Knight and various other cars have been devoting careful study to the subject of motor car decoration, with gratifying results.

The advantage of telling the truth is that you needn't add to it each time you tell it to make it impressive.

Palace Is Likely 1927 Show Place

NEW YORK Feb. 26—Despite sale of the Grand Central Palace to Spanish-American interests to be their headquarters in New York, it appears certain that next year's show will be held in the palace. It is the understanding of the show management that the four floors used for exhibition will be still available.

BARS AUTOMOBILE

PRINCETON, N. J.—Beginning with the next college year no Princeton student may own or operate automobiles in the vicinity of Princeton. The reason for the ruling is that motorists' records are below the general student average and seven persons, including five students, have been killed in motor accidents in a year.