

TRY OUT OILING IN WEST OREGON

Small Section of Highway Near Astoria Will Be Treated This Year

ASTORIA, Ore., Apr. 23.—A careful study of the Roosevelt highway from Seaside south to the Clatsop county line is being made by highway engineers preliminary to the road oiling which will probably be undertaken this summer.

Clarke, division highway engineer, who was in Astoria today.

The portion of the Roosevelt highway from the Cannon Beach junction to the Hamlet junction receive a light dust-laying oil treatment. It is practically decided that this surfacing is too new for general oiling.

Experience in Tillamook county under somewhat similar conditions have shown that general road oiling is practical in the coast region where the rock surfacing is in good condition. Failures have occurred uniformly in places where the road was not in the best condition when it was oiled. This has led to the decision to defer general oiling south of the Cannon Beach junction for this year.

The rock now being crushed for use in maintenance of the Roosevelt Highway in Clatsop county is all being washed as it comes from the crushers. This is being done because of the necessity of having the rock entirely free from dirt when it is used in connection with the oil treatment.

Purchasing Value of Dollar Greater Now When Used Buying Automobile

The analysis of the purchasing value of the dollar as measured by the trend of wholesale and retail commodity prices this year in comparison to previous years has placed the automobile industry, indirectly at least, in a most favorable light, according to Henry Krohn, vice president of the Paige-Detroit Motor Car company.

As a basis for comparison, the Detroit executive cites the latest report of the National Industrial Conference board. The board found that the dollar has fluctuated less than five cents either way in its purchasing value of commodities since 1921 and may be considered as having become stabilized at this level. The average weekly wage earnings have more than held their own over the same years. At the same time very substantial reductions in the prices of automobiles have been made almost annually.

Autos Reduce Prices

"In view of the board's findings, the sharp reductions in the prices of automobiles over this period, bringing them within the reach of virtually every wage earner, are doubly remarkable," Mr. Krohn said. "The savings effected at the factory by massed production and improved processes have been passed on to the public regularly in lower prices until today an extended probe would be required to find an industry giving the dollar value offered in automobiles. While the purchasing value of the dollar measured by living cost for the wage earner has remained unchanged since 1921, the value of the same dollar in the purchase of an automobile has steadily reached new high levels.

"These reductions, in spite of a vastly improved automobile! The car of today offers greater comfort, safety, beauty and durability and is innumerable ways the superior product. We have the four-wheel hydraulic brakes for greater safety; a roomier, better finished interior and larger, stronger springs for comfort; improved design and appointments, more attractive color combinations and equipment for greater beauty, and material throughout which assure longer life to the product. The four-speed transmission in the Paige '37' permits of sustained high speed and relieves the strain of long distance motoring. There are also balloon tires, full pressure oiling, silent chain drive, balanced clutch, air cleaner, positively driven water pump, counter-balanced crankshaft, thermostat, dash gasoline gauge, automatic locks, superior interior and lacquered exterior finish, one-piece windshield, and other improvements too numerous to mention.

Efficiency is Secret

"How does the automobile manufacturer sell this superior automobile at so greatly reduced prices? The answer is efficiency.

S. P. Goes Into The Bus Business

SAN FRANCISCO, Apr. 23 (AP)—The Southern Pacific company entered the highway motor transport field when it filed with the secretary of state at Sacramento articles of incorporation of the Southern Pacific motor transport company, a California corporation to operate as auxiliary to the railroad activities.

The articles named San Francisco as the business center of the proposed new corporation and the purpose as being "to own, hold, control, lease, purchase, sell, operate and manage motor stages and motor trucks on streets and highways public or private, within and without the state of California."

Lock washers can be a help or a hindrance, depending upon how tightly the nut is drawn up. In one instance a very heavy washer was used to hold a nut that could not be drawn up very tight because of the difficulty of applying wrenches. Thus the split ends of the washer were free to scrape against the side of the nut and the frame on the car, causing a noise that was difficult to locate. The remedy was to use a lighter washer.

TAXES INCREASE ON AUTOMOBILES

Up 16 Per Cent While Registrations Rise Only 10 Per Cent

WASHINGTON, Apr. 23.—While the total increase of motor vehicle registrations for the United States in 1926 was 10 per cent, the increase in the total amount of special taxes (exclusive of the personal property tax) collected from motor vehicle owners by the forty-eight states and the District of Columbia was 16 per cent.

This is one of the significant facts brought out in connection with the issuance from the national headquarters of the American Automobile association today of its motor vehicle registration and taxation map for the year 1926. Among other things the map shows:

Average for Country 521.63 First. The average per vehicle tax levy \$21.60 in 1926 as compared with \$20 in 1925, an increase of 8 per cent in a period of twelve months. The per vehicle tax has increased 153 per cent since 1919 when it stood at \$8.55. Second. Special taxes collected from car owners by the states

reached a new high peak last year, with a total of \$475,885,583 as compared with \$468,877,708 in 1925, an increase of \$7,007,875. Third. The states' revenue from the gasoline tax increased 27 per cent in 1926, the total being \$187,692,231 as compared with \$148,258,087 the previous year.

Proper Inflation Means More Miles

"The mileage, life and service depend on several factors," according to W. C. Perkins, Firestone dealer. "These factors include the tire, driver, car, roads and last but not least, on using tires large enough for the heaviest load placed on them at any time and keeping them inflated to the correct pressure.

"Nearly every day some one will say to us, 'Why do some people get 25,000 miles from their tires when the best I ever got is around 10,000 miles? How do you account for that?'"

"The trouble is not with the tires, but with the way they are overloaded or underinflated. Nothing—man, beast or mechanical device—can stand up under great abuse. The remedy is to provide tires large enough for the maximum load that may be placed on them and to keep them properly inflated.

"Reasonable care and regular inspection of tires for minor injuries and checking of the air pressure will enable the motorist to get the most in mileage and useful service."

Experiments have shown that slow milking may reduce the percentage of butterfat in the milk.

Try to Trade a car with 2-wheel brakes next year

See what you get!

Today's motor car has 4-wheel brakes. Speed dictates it. It's safer to be up-to-date—and it's good business.

In addition, the Whippet offers these features:

55 miles an hour; Unequaled economy; Oversize tires; Snubbers; Adjustable steering wheel; Force-feed lubrication; Silent timing chain; More leg room; Narrow body posts for greater vision.

OVERLAND Whippet

GETTINGS & HANKS Cor. Fir and Jefferson

Use Ford Truck To Haul Giant Logs To Mills

The Ford truck is put to strenuous service in the woods of Washington, where the fir trees grow to a size rivaling that of the sequoia of the same region.

William Zanke, of Olympia, Wash., operates a fleet of fourteen Ford units, most of them trucks. Using the trucks with trailers, he and his associates daily haul logs scaling fifteen hundred board feet from the woods to the mill, often a distance of miles over a dirt road. The fir block on the truck in the accompanying photograph measures about two inches less than seven feet in length, and has a diameter of six and a half feet. Five other blocks were taken from the same tree; the smallest was of the same length and but five inches less in diameter.

"We wouldn't have anything but a Ford," declares Mr. Zanke.

Ford and Fordson haulage units find wide application in Washington, which has become the greatest lumbering state in the union. Five hundred mills cut more than four and a half billion board feet yearly, and three hundred mills manufacture seven billion shingles. There are three hundred established logging camps and numbers of planing mills and woodware plants. The camps employ a total of nearly seventy thousand men.

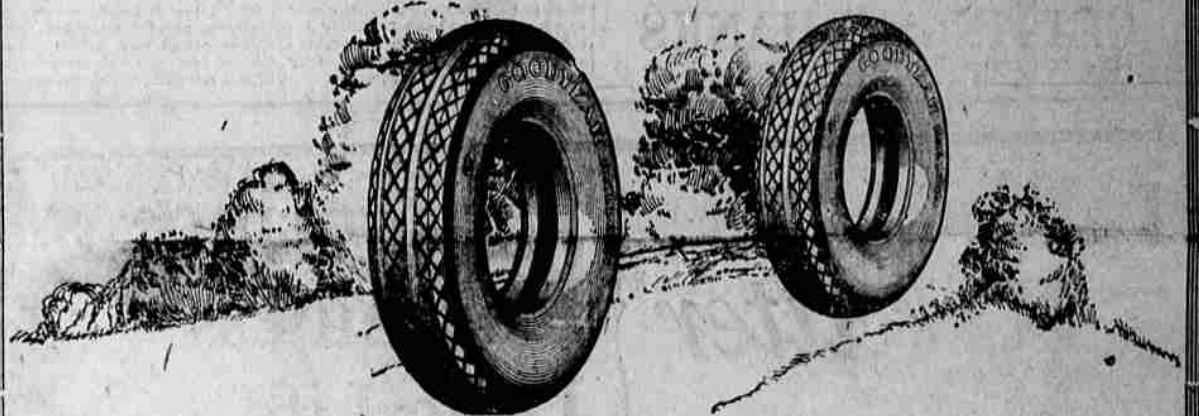
Balloon tires are sufficiently different in construction to require different repair treatment, even when making roadside repairs. For instance, a close-woven fabric patch should not be used in balloon tires even though it is very satisfactory when used in regular tires. A close-woven fabric patch is usually heavy and stiff and does not flex easily enough to become an integral part of the balloon tire unit and as a result may cause serious injury. Special balloon tire patches may be purchased which are light and thin, yet possess great strength with suppleness and flexibility. A plaster cord patch has been designed for balloon tires which serves the same purpose as a blowout patch in regular tires.

Cattle Governor



Colorado has hired a pilot 11 years older than the state—Governor William H. Adams, known to Colorado people as Governor Billy. The new executive has divided most of his 65 years between the ranch saddle and a Senate seat. He was first elected to the legislature in '85. He has more than 4000 cattle on his ranches.

Tempus sure fugit ---I'll say she does!



It seems to us this ad is a good place to air a few remarks on the increasing value of time.

A fellow who dropped in here the other day to buy a tire summed it all up about as well as anybody could.

"In the old days," he remarked, "when we traveled by stagecoach, things were different. It didn't bother a man much if he missed one coach, even if it would be two or three days before the next one came along.

"Today, you'll hear the same sort of citizen bawl like a bee-stung bear if he misses the first compartment in a revolving door."

Quality That Saves Time

What has all this to do with Good-year Tires? Well, quite a good deal.

A good part of our retail tire business is with men whose time is worth something. They can't be fooling around with unreliable equipment. They want to be free of annoyances and delays caused by tire trouble.

So they buy Goodyear Tires. They know by experience that Goodyear quality and Goodyear serviceability

are about the best safeguards against tire trouble in this world.

They know, too, that when all is said and done, they're buying mileage at about the lowest quotation on the market. Men whose time is valuable usually buy well.

Value That Builds Volume

So these men buy tires as they buy other things—from a responsible merchant who handles nationally known goods of established reputation and value.

That's the basis on which our business here in La Grande has been built.

We carry now the largest stock of tires in town. Our prices are frank and fair and based accurately on cost. We know nobody can beat the values we offer

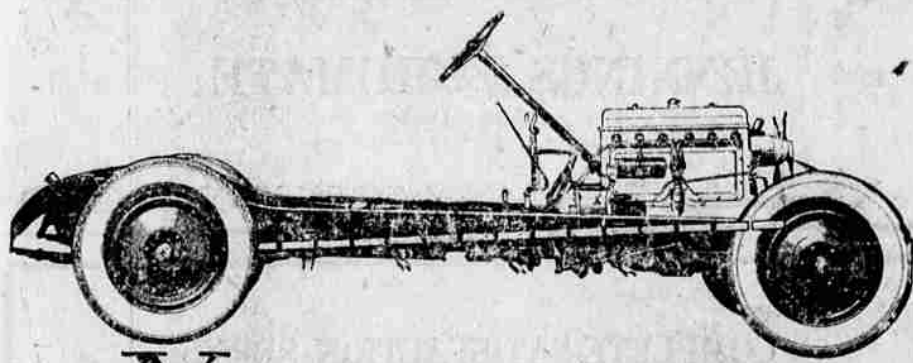
Don't you think our lineup affords advantages that you can profit by? Don't you think it better to buy good tires this way than to try to dicker and outsmart the other fellow at his own game?

Sure you do. And in the end you'll find it'll save you money, as well as time.

W. H. Bohnenkamp Co.

NASH

Leads the World in Motor Car Value



You can see why Nash has extra power

The extra power that makes Nash a more capable car to drive, particularly on the hills or in dense traffic, is directly due to extra-efficient design.

The Nash Straight Line Drive, for instance, is diaphragmed above.

Nash power flows directly from the engine to the rear axle in a straight line. There are no angles along the route to waste energy, as there would be if the motor were mounted parallel to the frame, as the ordinary motor is.

The Straight Line Drive accounts in part for Nash aggressiveness—for the powerful

pick-up at low speeds (where you need it most). You will always notice it is the Nash that gets away soonest when the traffic starts.

The Straight Line Drive also avoids wear on the universal joints, and thereby prevents noise and looseness.

Of course, it takes a little longer and costs more to build Nash this better way—

—But any Nash owner will tell you it makes a lot of difference in the results he gets.

Buy a Nash, before you decide which car to buy!

[26 Different Nash Models at from \$1032 to \$2370 Delivered]

TRACHSEL AND TREKELL

806 Adams Ave.

Phone Main 650

EXTRA HOURS OF EXTRA CARE IN EVERY NASH