

PRICE REDUCTION
IN STUDEBAKERS

Cuts Ranging Up to \$260
Announced—Every Car
in Line Is Included

SOUTH BEND, July 30.—Sweep-
ing price reductions ranging up to
\$260 have been announced by the
Studebaker Corporation of Amer-
ica on the most beautiful, power-
ful and durable line of Studebakers
yet produced.

The new prices, which go into
effect immediately, are the result
of years of preparation and are
possible because the Studebaker
Corporation has consistently re-
invested millions of earnings in
economic expansion. Coupled with
this production accomplishment,
brilliant engineering has played an
important part in the development
of what are properly considered
the finest Studebakers ever offer-
ed to the motoring public.

The radical reductions announ-
ced affect every car in the line and
bring it to a new low level of value.
It was emphasized particularly that
in establishing these new low
prices there has been no curtail-
ment in the accessories which ac-
company standard Studebaker production.
The Studebaker policy is to sell its
cars ready for the road with more

than 1100 worth of extras with-
out extra cost. All models, it was
stated, will continue to be equipped
with front and rear bumpers, shock
absorbers, theft-proof, collateral
lock to ignition, steering wheel and
spare tire lock, engine thermomet-
er and hydrostatic gasoline gauge
on the dash; rear vision mirror;
automatic windshield cleaner; rear
traffic signal light; two-beam beam
headlights and other equally im-
portant accessories.

The most generous reduction of
all affects the President Sedan,
which has acquired marked favor
with American executives in whose
honor it was named.

This announcement of reduced
prices on Studebaker models fol-
lows closely upon the recent sched-
ule of new prices for the 1928
Studebakers' Little Aristocrat.

Old Batteries Go
On New Purchases

The Western Auto Supply com-
pany has this week, announced
through its local manager, Mr.
Wheeler, that old batteries will be
taken in as part payment on new
Western Auto storage batteries.

"When storage batteries have
been sold by the Western Auto
Supply, they are built accord-
ing to our own specifications and
of the finest materials

Indian Marathon
Runners Buy New
Chrysler Models

Is the Noble Red Man a better
specimen of physical prowess than
the Caucasian who ousted him
from his hunting grounds in the
forest primeval?

The question has been warmly
discussed on the Pacific coast since
eleven picked Indian runners
staged the Redwood Highway
marathon of 480 miles from San
Francisco to Grants Pass, Oregon,
in the latter part of June. The
endurance they displayed and the
time they made have been com-
pared closely with results of sim-
ilar contests among white men and
many a heated argument has re-
sulted over the comparative
stamina of the two races.

Mad Bull, a Karok Indian, one
of the Oregon Cavemen entries,
reached the goal first in the Red-
wood highway race, his elapsed
time being a little more than seven
and a half days. Flying Cloud,
a fellow tribesman, was second, with
Molli, a Zuni, third. Swock, Ka-
con, and Big White, later trailed
in behind the leaders, while other
picturesquely named Indians,
Rushing Water, Thunder Cloud
and their companions, were forced
out of the running by the hot pace
and the long grind.

By way of comparison, coast
sport experts recall that Edward
Payson Weston, who crossed the
continent at the age of 29 and
covered 3700 miles in a fraction
under 74 days, holds a record of
5000 miles in 106 days, an average
of 50 miles a day. Mad Bull's
average was 64 miles a day but it
was made in about a week while
Weston's feat covered a period of
nearly 15 times as long.

However, the races may agree
or differ in physical characteris-
tics, one striking similarity between
Red and White men of today was
revealed by the actions of the two
Indian winners immediately after
the finish of the Marathon. Their
first proceeding—the many who
step into public prominence now-
adays—was to pose for the movies
and to sign up for theatrical en-
gagements, then, with their win-
ning smiles and their advanced
money from the impresarios, they
hurried to the nearest Chrysler
showrooms and invested in the
cars that appealed most to their
taste. Mad Bull drove away in a
Chrysler "50" sedan, and
Flying Cloud in a sport roadster
of the same model.

"They wanted cars with qualities
they could appreciate," said the
dealer who reported the sale to
the Chrysler Sales Corporation in
Detroit. "These Indians know
what speed and endurance mean
and they set on having Chryslers
and nothing else."

A London shaft manufacturer
says that 85 per cent of the shaft
now sold is bought by women of
all classes.

HOW VENTILATION
AFFECTS THE OIL

New Feature Lets Crank-
case Breathe—Com-
pany Tells of Tests

A number of automobiles which
have appeared within the last
year have announced the feature of
vacuum ventilation for the crank-
case. This is not generally under-
stood by the motoring public and
has been interpreted in many ways.
The engineers of the Tide Water
Oil company, refiners of Veedel
motor oils and greases have made
extensive tests to determine how
this feature affects lubrication.
They report that vacuum ventila-
tion is a step in the right direction
that has been advocated by many
of the oil refiners and marketers
for years. It will tend, they say,
to overcome a condition which in
the past has been understood by
manufacturers and service organi-
zations, but which has been very
difficult to explain to the individual
motorist.

A condition more usual in win-
ter, but common to all seasons of
the year, exists in the crankcases
of many cars. It is known by
many headings, such as condensa-
tion, water accumulation, sludging,
etc. The process which takes place
is as follows: In the combustion
of the gasoline and air mixture,
water vapor is formed, and if this
vapor were to be condensed, it
would be found that great quan-
tities of water would result.

If the crankcase is not prop-
erly vented, these waterladen gases
stay in the engine. If proper vents
are supplied, the gases pass off.
To facilitate this, the crankcase
breather is standard on every auto-
mobile engine. Its location on the
engine, however, is of vital impor-
tance. Obviously, if this breather
is placed at a very low level, it
cannot vent the gases which are
trapped in the engine at a higher
level. A number of manufacturers
have placed these vents at the top-
most part. Two examples of this
are the Nash and Marmon.

The front end of the engine
housing, the camshaft and access-
ory shaft drive are usually built
as a separate chamber. Gases are
consequently trapped in this section
and a number of manufacturers
have provided a vent at this point.
Sometimes, the usual crankcase
vent and at other times an addi-
tional opening.

The Hudson engine uses a small
piece of 1/2" tubing which is suffi-
cient for this purpose, and Cadillac,
Willys and Peerless have pro-
vided a main breather at this
point. The Buick engine now has
facilities for venting these gases
by a series of louvers which are
cut in the cover to the valve me-
chanism on the top of the engine.
The vacuum ventilators advertised
by a number of manufacturers
help this condition considerably.

The ventilation system provided
by this hook-up ceases to function,
however, when the engine is stop-
ped, and it is after the engine is
stopped that this condensation
takes place. Therefore, care
should be taken to inspect the
condition of the lubricating oil,
particularly in the winter time,
whether your engine is provided
with a vacuum crankcase venti-
lator system or not. Oil should be
changed often in cars not pro-
vided with these new engine
features.

GARAGE
GOSSIP

In Wallows—
J. P. Morelock, of the Morelock-
Service Motor company, spent sev-
eral days in Wallows this week.

Bulcks on Display—
Jennings and Shumate, local
Buick dealers, are displaying seven
new 1928 Buick models which
have been received during the past
week.

In Wallows Thursday—
W. R. Buchanan and L. W.
Weeks, local Chrysler dealers, spent
Thursday in Wallows county on
business.

Hudson Man Here—
J. D. Kuttman, of Portland, ter-
ritory man for the Hudson-Essex
company, arrived in La Grande to-
day, bringing with him a 1928 Hud-
son which he will display at the
Hudson-Essex garage.

New Salesman—
P. H. Case, of Portland, has ac-
cepted a position as salesman for
E. R. Ledbetter, Hudson-Essex
dealer. Mr. Case began work this
week.

Boys Oldsmobile—
George Perce, of this city, is
driving a new Oldsmobile which he
purchased from the Oldsmobile
Sales company.

R. Poisoned—
Frank Arling was confined to his
bed several days this week because
of poisoning. He is some-
what improved.

Here on Business—
Ed. Gettings, of the firm Get-
tings & Hanks, spent Wednesday
in La Grande transacting business
with W. D. Hanks. Mr. Gettings
home is at Elgin.

On Business Trip—
Joe Ross, salesman for the Get-
tings & Hanks garage, spent a day
this week in Interpines and other
Wallows towns transacting busi-
ness.

In Wallows—
Vernon Jennings, of the partner-
ship, Jennings & Shumate, Buick
dealers, spent three days in Wal-
lows county this week, returning
home today.

New Mechanic—
Morlon Pierce began work this
week at the Hudson-Essex garage.
Mr. Pierce has charge of the shops.

The careful detail in which it is
carried into other parts of the car
and body construction," he stated.
"Heretofore found only in the
class of very high priced cars,
the new coloring is used to finish
the garish rails and instrument
boards to match the body color,
and this same body color is also
used to finish head and cowl lights
on De Luxe models and the sport
roadster. Ducco is used through-
out."

THE FASTEST FOUR IN AMERICA
MILE-A-MINUTE PERFORMANCE

\$875

FULLY EQUIPPED 4-DOOR SEDAN (NOT A COACH)

A New Car at a Lower Price

The fastest Four in America—also the smartest
and sturdiest. Powered by the famous "124"
motor. Lowest priced Dodge Sedan ever sold—
and the best. Longest springbase of any car
under \$1000. Turns in 38 foot street. Twenty-
five miles per gallon at 25 miles per hour.

You can not buy greater value
than Dodge Brothers offer in
this new car.

Speed—more, no doubt,
than you will ever care to use.
Acceleration—the flashing
sort that gets you away on
top when the signal light
turns green.

Power—that sends you
soaring over hills, and pulls
you through gravel and
gumbo.

Comfort—complete, rest-
ful—for all speeds and dis-
tances.

Beauty—hand-fashioned
by a master designer. Body
colors in soft pastel lac-
quers—fashionable—su-
perbly handsome.

Economy—low first cost
—low operating cost.

This is your car! See it—and
learn what a small payment
it takes to secure delivery.

L. C. SMITH
5th and Depot Phone 175-J

DODGE BROTHERS, INC.

LOOK OVER OUR WANT ADS FOR BARGAINS

The World
has never known
such Value!

All former standards of motor car value fell when Buick
for 1928 swept into view.

Here are listed all 16 Buick models for 1928, with their
prices, so that you may see for yourself how little Buick
costs, when you consider how much Buick gives.

Five-passenger 2-door Sedan, Series 115 . . . \$1195	Five-passenger 4-door Sedan, Series 120 . . . \$1495
Four-passenger Sport Roadster, Series 115 . . . \$1195	Five-passenger Town Brougham, Series 120 . . . \$1575
Two-passenger Coupe, Series 115 . . . \$1195	Four-passenger Sport Roadster, Series 128 . . . \$1495
Five-passenger Sport Touring, Series 115 . . . \$1225	Five-passenger Sport Touring, Series 128 . . . \$1525
Four-passenger Country Club Coupe, Series 115 . . . \$1275	Four-passenger Country Club Coupe, Series 128 . . . \$1765
Five-passenger 4-door Sedan, Series 115 . . . \$1295	Five-passenger Coupe, Series 128 . . . \$1850
Five-passenger Town Brougham, Series 115 . . . \$1375	Five-passenger Brougham, Series 128 . . . \$1925
Four-passenger Coupe, Series 120 . . . \$1465	Seven-passenger Sedan, Series 128 . . . \$1995

All prices f.o.b. Flint, Mich., Government Tax to be added.

BUICK for 1928

JENNINGS & SHUMATE
Adams Avenue

For the 24th year Buick has again fulfilled this promise: . . .
WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM.

Pontiac Scores
With New Model
And Low Prices

With a reduction in prices, af-
fecting all models, to lend further
emphasis to its announcement,
Pontiac has scored an instant suc-
cess with its new combinations of
coloring on all models of the line,
and throughout the past week in-
quiry about the new colors and
lower prices have been directed
toward Charles McCrary, local
Pontiac distributor.

For the first time, it has been
possible to develop many popular
Indian colors and color combina-
tions that are reproduced with in-
teresting effects on the cars, ac-
cording to an announcement from
Mr. McCrary. A quick summary
of the color changes in the Pon-
tiac line shows that blue, maroon,
green and brown are the predom-
inating colors.

A feature of the new coloring is

For One Reason and
One Reason Only

LINDBERGH
MAITLAND
BYRD
SMITH

flew with Red Crown Gasoline—and the
reason is—Quality!

Drive in and fill up with Red Crown.
Expert Vulcanizing and Tire Repair Work

JOHNS BROS.
Tire Shop and Filling Station
1917 Adams

Smash!

"There goes my
windshield—lucky I
can get it replaced at
the La Grande Con-
struction Co."

We can replace broken
Sedan Windows.

GLASS
Automobile
Mirror
Plate
Window
Prism
Picture

La Grande
Construction &
Supply Co.
1501 Madison

FEDERAL
Tires

SPECIAL
FOR 10 DAYS ONLY

Here is a bargain unequalled in the history of tires.
Federal Tires, a tire of world-known reputation—a
tire that is guaranteed and adjusted on a 10,000-mile
basis. We guarantee a satisfied customer—if he has
a conscience.

NOW

Add one dollar to prices listed below which is our
profit and handling charge . . . and you have pur-
chased the best tire on the market for the money—
DEFENDER TIRES . . .

30x3 Cl. Regular . . . \$5.60	29x4.40 . . . \$ 7.55
30x3 1/2 Cl. Regular . . . 6.60	29x4.75 . . . 9.45
30x3 1/2 Cl. Giant Oversize . . . 7.40	30x4.75 . . . 9.85
30x3 1/2 S.S. . . . 8.40	29x4.95 . . . 10.60
32x3 1/2 S.S. . . . 9.40	30x5.25 . . . 12.30

Jack Allen Supply
Company

La Grande Branch
R. A. FARNAM, Mgr.