

HEADLIGHT EVIL UP TO MOTORIST

Periodic Inspection Only
Feasible Control, In-
vestigators Find

WASHINGTON, D. C., Sept. 2.—Motorists must pay the same attention to the condition of their car's headlights that is given to the gasoline tank and the oil in the crankcase, if the glaring headlight evil is not to add considerably to the list of highway casualties during the night-driving season now at its zenith in all parts of the country.

This is the warning issued today by national headquarters of the American Automobile association, which points out that the full co-operation of every motor car owner is imperatively needed to avert this serious evil.

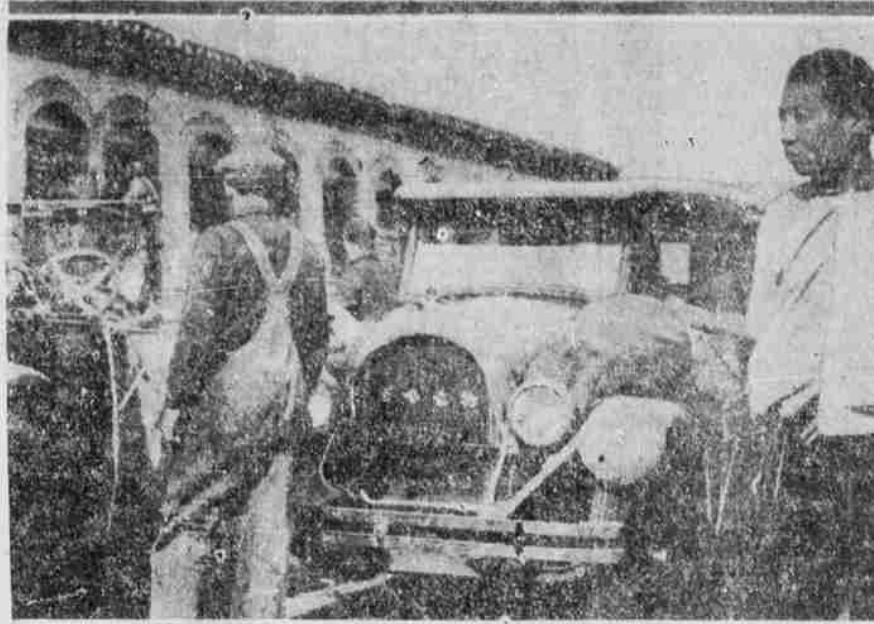
Agencies of all kinds, particularly motor clubs, are giving their utmost attention to the solution of the headlight problem, says the statement but, in final analysis, the

issue is up to the 22,000,000 car-owners of the nation.

Motorist Must Help
"Headlight equipment can be improved, motor clubs may provide free headlight clinics and develop standards, cities and towns may provide official stations where headlights can be adjusted without cost to the car owner, laws may be adopted requiring headlights to meet certain non-glare specifications, police departments may wage intensive campaigns against careless motorists, but all of these steps will fall short of the desired end unless the individual is made conscious of his tremendous responsibility," says Thomas P. Henry, president of the national motoring organization. "It is difficult to understand the attitude of thousands of motorists on this question," he adds. "Every user of the streets and highways of the country is conscious of the evil but many go on for years unconscious of their own dangerous contribution to it. The individual objectifies the condition. He denounces the other man's lights and does not see the menace of his own."

Inspect Regularly
Every car owner should have a regular time for inspecting the car's lighting equipment, the A. A. A. points out. This period will

STAR CAR MODERN CHINESE "PACK HORSE"



Star cars shipped from the Pacific Coast Star factory at Oakland are winning fame in the freight service between Tientsin, China and Urgan, the capital of Mongolia. The hoods and bodies are covered with cotton padding as a protection against dents and scratches from bales and boxes carried. In addition to heavy loads of freight, passengers are also carried long distances where roads are few and those rough. Freight and passenger rates are so high that the operator of a Star car can pay for his automobile on three trips over the 480-mile route from Tientsin to Urgan.

vary of course, with the kind, condition and quality of the lighting devices on the car. Even the best of equipment will get out of adjustment if the car is driven at high speeds. This being true, it follows that many headlights almost constantly are in need of attention, the statement declares.

"The careful, considerate motorist inspects his gasoline gauge regularly," Mr. Henry says. "He keeps constant note of whether the supply of oil in the crankcase is adequate as to quality and condition. He checks the water in the battery cells. But judging by the blinding, perilous glare that is to be noted on almost any street or highway in any part of the country, entirely too few pay regular attention to the condition of the automobile headlights."

"There is the crux of the present problem. Headlight adjustment must be made a weekly, monthly or semi-monthly habit, depending upon the car and the service it is called upon to render."

Adjustment Easy
Even where the municipality or the motor club has not provided a station where headlights are tested and adjusted free, the car owner will find this form of proper car-care relatively inexpensive, the statement declares. If the motorist undertakes to do the work himself he will find full directions for its accomplishment in the instruction book that accompanied his car. It is pointed out. Commenting on this, Mr. Henry says: "Almost every car manufacturer in the country recognizes the importance of correct headlight adjustment. The instructions thus given are clear, concise and effective. If they were followed up in the case of each car sold the headlight problem would disappear almost overnight."

"Headlight glare is a universal problem but its solution is definitely up to the individual car-owner," the statement concludes.

American Made Cars Are Used In South Africa

Approximately nine-tenths of all motor cars and taxicabs in the Union of South Africa are made for American manufacturers, according to statistics prepared from a special report of the office of census and statistics of the union. At the end of 1926 total registrations of motor cars and taxis amounted to 78,420 and of this number more than 5,000 were made in countries other than the United States.

In the gray shift car field Dodge Brothers now lead all other makes with registrations totaling 9,387 at the end of 1926. This is 15 per cent of the total number of American made cars in the Union.

Dodge Brothers' products also lead all other gear shift vehicles in the combined bus and truck field with 19 per cent of the registrations.

Wheat Harvest At Huntington Ending

HUNTINGTON — Harvesting is about completed in this vicinity. The yield has been above the average and the quality extra good. Thomas Grady, eight miles west of Huntington completed threshing 240 acres of wheat Monday and averaged 20 bushels to the acre. Grain growers in the district south of Huntington report the average yield is about 23 bushels.

NEVER LAUGHS
LONDON — The really happy man never or seldom laughs in the opinion of Prof. Aveling, of the University of London, teacher of psychology. Though the really happy man may smile, the professor reasons, he does not need to laugh for laughter, like weeping, is a relief of mental tension and the happy are not over-tiring.

EXPLOSIONS OF PAINT STUDIED

Auto Industry Striving
To Prevent Any More
Disastrous Blazes

The automotive industry is using controlled air and ventilating equipment on a scale never before attempted, to prevent serious fires and explosions in their paint shops and body plants, according to production engineers of the leading companies.

The widespread use of pyroxylin enamels has greatly increased the danger of fires and explosions in automobile and furniture plants where finish is applied. These enamels or lacquers are inflammable and being applied usually in the form of a spray, there is added to the fire risk a further danger of explosion, due to the vapor forming an explosive mixture when air is not supplied in sufficient volume.

General Motors, Willys-Overland, Ford, Hudson-Excess, Studebaker, Franklin and others, all of which have joined a movement to reduce the danger of carbon monoxide by urging their dealers to use exhaust fans and other ventilating apparatus in their service stations, have also checked up on the extent of their ventilation for the positive removal of paint fumes and gases, these engineers stated. Insurance companies are showing a particular interest in this work and are recommending and requiring careful ventilation wherever they are concerned in the risks.

The serious explosion followed by fire in the Briggs body factory in Detroit last winter was only one of the fires resulting from the use of pyroxylin lacquer in spray booths. The official statement said that although exhaust fans were provided, no provision had been made for supplying fresh air for ventilation. The fact that the explosion occurred indicates that at some points at least, ventilation was not sufficient to prevent the formation of an explosive mixture, the engineers point out.

In large plants where there are a number of spray booths in continuous use, mechanical ventilation is always used, usually in the form of a centrifugal exhaust fan or a special air nozzle, the advantage of which lies in the fact that the vapors do not pass through the fan and the possibility of ignition as the result of spark is thus eliminated. Since

GLASS!

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1920 Studebaker Crosses U. S. At 39 Miles An Hour

Running at an average speed of 39 miles per hour, a 1920 Studebaker, with 128,000 miles of service behind it, recently completed a record-breaking dash across the continent from San Diego to Atlantic City in the actual running time of 91 hours and 25 minutes, according to world received by M. J. Goss, local Studebaker-Erskine distributor.

The distance between San Diego and Atlantic City is 2542 miles. The veteran Studebaker was driven by John A. Wogan and Curtis Esig, both of York, Pennsylvania.

"We encountered everything from severe electrical storms to the blindest of weather," said Mr. Wogan. "We ran over concrete active service

roads, dirt ditches, macadam highways, and under paths. On one occasion we were within 200 feet of a bridge when flood waters swept it down the river. At another time we were held up 7 1/2 hours by rain and floods.

At no time during the entire trip was the Studebaker given any assistance by the police, nor were there any guides to pilot the car through the heavy traffic of the larger cities. The two drivers left San Diego at nine o'clock on Monday morning and arrived, after driving day and night, in Atlantic City at one o'clock the following Saturday noon. Motor trouble of any nature was completely absent.

Mr. Wogan and his record-smashing car are members of Studebaker's famous 100,000 Mile club—a unique organization which boasts a membership of 1099 Studebaker owners whose cars have been driven better than 100,000 miles and which are still in

use. There are actually nine different types of Nash springs in all. These types were developed for cars in nine different classifications of weight, center of gravity, etc.

Design Springs To Give Better Riding Comfort

Exceptional riding comfort, a characteristic of each of the 21 new models recently introduced by Nash, is attributed to the new, secret process alloy steel springs developed by Nash engineers.

These springs are a departure from the usual in that they are individually designed to the weight and size of each model, offering scientific resistance to road shocks and eliminating guesswork as to their effectiveness on all types of roads.

There are actually nine different types of Nash springs in all. These types were developed for cars in nine different classifications of weight, center of gravity, etc.

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\$7.60	30x3 1/2	\$9.95
	(Oversize)	
\$12.50	32x4	\$16.75
\$17.75	33x4 1/2	\$23.70
\$20.25	30x5	\$27.25
	BALLOONS	
\$ 8.25	29x4.40	\$11.15
\$12.10	30x4.95	\$16.40
\$13.80	31x5.25	\$18.90
\$17.55	33x6.00	\$23.25

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