



AUTOMOBILE NEWS



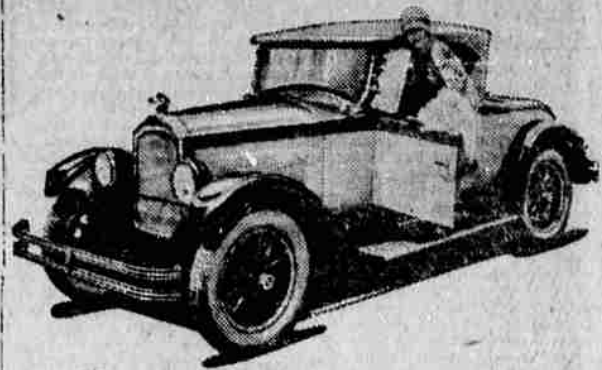
GOVERNOR GIVES HIGHWAY FACTS

Total Cost Since 1917 Is
\$100,000,000 — Bond
Share \$37,700,000

(Albany Democrat-Herald)
Men and women who think that they favor the proposal to establish a uniform automobile license rate of \$3 a year in Oregon will do well to learn the facts about the status of our public roads. Governor Patterson presented these facts to the members of the Salem chamber of commerce yesterday. These facts prove that the only result that can come from adopting the proposal will be the end of highway development in Oregon.
Here are some of the salient facts presented by Governor Patterson:
Oregon has invested since 1917 in state roads from its own funds and funds obtained from the federal government and the counties of the state to the tremendous sum of \$100,000,000.
To provide funds for this share of this tremendous investment the

state has issued bonds to the amount of \$37,700,000.
Bonds Being Paid
By October 1 of this year, the state will have retired \$4,233,250 of these bonds, which will leave a remainder of \$33,466,750 in force. This sum takes into account an annual payment on October 1 of this year of \$1,600,000 in principal and \$1,633,199.75 in interest, a total payment for 1927 of \$3,233,199.75. Future payments on this bonded indebtedness will increase until 1930, when the peak will be reached with an annual payment for that year of \$1,925,000 in principal and \$1,413,314.75 in interest, making a total payment of \$3,338,314.75. After 1930 the annual payments will gradually decrease until the bonds' retirement is completed.
The sources from which the state highway department draws its revenue for the retirement of bonds, construction of new road, maintenance of roads already built and for miscellaneous activities and the quotas contributed by each source are as follows:
Gas Tax 32 Per Cent
Motor vehicle license fees, 42 per cent.
Gasoline tax receipts, 32 per cent.
Federal aid, 13 3-4 per cent.
County cooperation, 11 per cent.
Miscellaneous, 2 3-4 per cent.
It will be observed that nearly

USES WILLYS-KNIGHT CAR



For her own use, Miss Marion Nixon, of Universal Pictures, finds the "70" Willys-Knight roadster fills every requirement. The two make a snappy combination.

one half of the commission's income is derived from the present motor vehicle license fees. Will it be wise to cut this revenue to the peak of the bond retirement has been reached?
Here are the percentages of the expenditures of the commission:
Interest and maturities on highway bonds, 27 per cent.
Paving, 1 3-4 per cent.
Rock surfacing, 9 per cent.
Grading, 20 3-4 per cent.
Bridges, 7 per cent.
Maintenance, 21 3-4 per cent.
Betterment, 4 1-4 per cent.
Forest roads, 4 per cent.
Administrative and engineering expense, 5 per cent.
Miscellaneous, 2 per cent.
Bond Retirement Big Cost
The greatest expenditure is for bond retirement charges. The biggest source of income is the motor vehicle license fee.
Now, supposing that the \$3 fee carries the effect on the state's highway revenues the governor shows, will be as follows:
In 1926 the net income from motor vehicle licenses was \$5,576,883, more than enough to meet interest and bond retirement obligations and leave something over for new construction.
Under the \$2 license fee plan, the net income would be reduced to \$1,466,173. The state highways would lose \$3,162,632 and the counties, which receive a prorate of the license fees, would lose \$1,054,177. But the danger in the \$2 plan is that the receipts from motor vehicle licenses will be more than \$2,000,000 short of present bond obligations and nearly \$2,500,000 short of bond obligations when the retirement charges will reach their peak in 1930.
The inevitable conclusion must be that the \$3 motor vehicle license fee plan will stop all highway development in Oregon. The state's bonds must be retired and

Automobiles of Autumn Verify 1926 Forecast

By J. W. Frazer
Sales Manager
The Chrysler Sales Corporation
Just a year ago the Chrysler Corporation made public a forecast of impending developments in the automobile industry which attracted wide attention.
"People are no longer satisfied with transportation at a price," we said. "They are insisting on the same things they find in higher priced cars—in due proportion to the investment, of course—and they are going to have these demands satisfied."
"They are most insistent on full sized bodies which will give all of the occupants ample room. They insist on ease of riding as well as real comfort. And with this they want the best of performance with real economy of operation."
It is remarkable how completely events of the last twelve months have realized this forward-looking scrutiny made in September, 1926. The vision of a year ago is today's reality. The popular-priced cars introduced by automobile manu-

facturers during the present season present a long array of quality features that could have been found only in automobiles of the highest cost, the luxury class, even as recently as a very few years ago.
The trend of events in the automotive world is the same as in the greater world about us. It is a trend toward distributing among the many the prized prerogatives of the few—trend toward broader and deeper democracy.
Throughout the entire automobile industry this trend is evident in the car offerings of the present season. In our own products we have an epitome of it.
As is well known, we manufacture four models, each filling its class for four great markets.

Each of the models we have introduced this year—the New "52", the Great New "62", and the illustrious New "72"—embodies improvements in style, in riding and driving comfort, and in luxury equipment, which have been reserved in the past for the relatively smaller class of purchasers who could buy more expensive cars.
In the industry as a whole the broadening out process has been yielding results similar to those thus evident in our own production. The automobiles that through our streets this fall—graceful, nimble, speedy and controlled by a

touch of the fingers—are vastly different from the clumsy, oversized cars of only a few years ago. And they are amazingly cheaper to buy. It is a little remark of historians that the American working man of the Twentieth Century dwells in comfortable home surroundings and enjoys every day luxuries that were unknown to kings of the Middle Ages. But it is a veritable fact that even the poor man of 1927 has within his reach automobile values that as recently as three or even two years ago were the envied possessions of the wealthy.
October 10, last day to pay your water rent without a penalty.

Over the Roads with VELTEX—

Into your car and out through the countryside—over hills and straight-a-ways—smooth running, swift pickup, power, and added mileage to the gallon—that's what Veltex Gasoline will do.

Gasoline Veltex Motor Oil
RACINE and MILLER TIRES

LA GRANDE FILLING STATION

KUHN & ZWEIFEL
Corner Jefferson and Hemlock
on Wallowa Highway

Did You Drive in the Rain?

If so, the chassis of your car is no doubt in need of a thorough greasing. Wet weather driving causes grit and dirt to collect on many moving parts causing squeaks and rattles. Better drive up today. We can do a good quick job of greasing—and if you want a change of crankcase oil—we suggest

GOLDEN TEXACO

Heasty & George

Corner Adams and Second



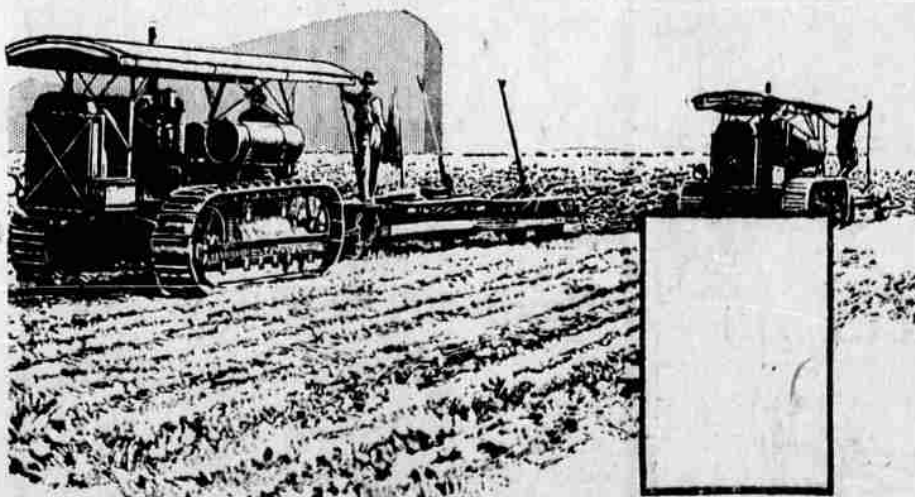
An Investment

in a "CATERPILLAR" track type tractor will pay dividends in comfort and convenience to the farmer . . . it will pay in insurance against bad seasons . . . it will pay the profits that come from doing farm work—

BETTER
QUICKER
CHEAPER

BUNTING TRACTOR COMPANY

La Grande, Oregon
Branch offices in
Boise, Idaho Pocatello, Idaho



First Building In Olds Program Near Completion

The first building in the \$3,000,000 Oldsmobile expansion program will be completed before the end of October, according to advisers from factory officials at Lansing, Mich. It is expected that work of installing machinery and re-arranging production lines will be nearing completion before the first of the year.
This large expansion of plant and manufacturing facilities is striking evidence of the steady growth of Oldsmobile business. Hardly more than four years ago the Oldsmobile factories were thoroughly revamped, additional space taken and hundreds of thousands of dollars worth of new equipment installed for the manufacture of the Oldsmobile Six, which was introduced four years ago this month. At that time the facilities were believed adequate to take care of normal growth over a considerable period.
Since that time the demand for Oldsmobile has increased at a rate that made the earlier plant revision and expansion inadequate. Now new buildings and equipment are being installed at an expenditure of more than \$3,000,000.
To make room for the new buildings now in course of construction, the Original Seager Engine Company's plant has been razed. This company was one of the pioneer marine gasoline engine builders and was acquired by Oldsmobile when this veteran automobile company began its first expansion more than a quarter of a century ago.
A new motor plant, duplicating the present one, is being erected on the site of the Old Seager engine factory. This is being built of faced brick and reinforced concrete and, when completed, will double the capacity of Oldsmobile Motor Manufacturing facilities. Other departments are being expanded similarly.

Falls kill more people than battles, according to the National Safety Council.

IRISH GEAR



This comes from Knits Rock-ns and it is called a "snuggle rug." Chirley Flanagan is showing how it can keep you much warmer than a blanket thrown over the shoulder can.

OAKLAND

Announces the Appointment of

Jennings & Shumate

As La Grande Dealer

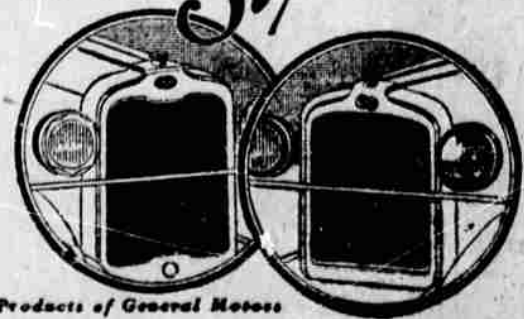
We are pleased to announce the appointment of this new local dealer—a connection which admirably reflects the high standards Oakland has set for selling and servicing its motor cars.

A cordial invitation is extended to you to call on our new dealer and examine the new OAKLAND All American SIX, the car that is everywhere winning and holding increasing good will. See also its companion car—the New and Finer PONTIAC SIX, the outstanding six cylinder sales sensation of the year.

OAKLAND MOTOR CAR COMPANY, Pontiac, Michigan

OAKLAND Sixes PONTIAC

6 Models
\$1045 to \$1265
F. O. B. Detroit



Products of General Motors

6 Models
\$745 to \$925
F. O. B. Detroit