

**SAFETY IGNORED FOR HIGH SPEED**

**Driver Too Often Forgets His Responsibility, T. P. Henry Declares**

WASHINGTON, D. C.—The foot on the accelerator and the brain behind it and not the speed capacity of the car will always continue the fundamental factor in safe and safe driving, according to a bulletin broadcast from the national headquarters of the American Automobile association.

The A. A. A. bulletin was issued under the signature of Thos. P. Henry, its national president. Mr. Henry warned that the current practice of advertising top speed and the agitation around this practice, may well result in a distorted perspective.

"The worst mistake we could make at the present juncture is to lose sight of the importance of insisting on the personal responsibility of each and every driver for every mile of speed and every mile

of travel," Mr. Henry declared. "We cannot educate or penalize the car—we must stress the human and personal equation." While stressing the importance of enforcing individual responsibility, Mr. Henry asserted that in his opinion, the manufacturers would do well to stress not mere "speed" as such, but, if stressed, it should be rather as an indication of an operating margin which might well serve the cause of safety, as well as of utility, in emergencies. Outlining the position of the national motoring body, Mr. Henry continued:

**Too Many Reckless Drivers**  
"The history of transportation has been a history of speeding up and that the automobile and traffic should speed up is inevitable and axiomatic. That is exactly what is happening now. Obsolete speed limits are disappearing; recklessness is being substituted more and more for speed law violations, as the standard of individual conduct and accountability. "We are told that the advertising of high speed tends to encourage fast driving and breeds accidents. This may be true, since we have always with us a minority of reckless people, many of them headstrong youths, who do not need much encouragement to

**FORTUNE COMES FROM ROCK**



Near the California-Nevada line lies the only known deposit of sillimanite in the world. The entire output, according to the Western Auto Supply company is owned by the Champion Spark Plug company and is used in the manufacture of spark plug cores. Dr. D. A. Jeffery, discoverer, and photos of mine are shown here.

**CAR READY FOR 40-MILE SPEED**

**Studebaker Need Not Be Driven at 20 Miles for First Half Thousand**

The tiring and tedious process of "breaking in" new cars at slow speeds, ranging from 20 to 25 miles an hour, has been eliminated by Studebaker, according to an announcement made by M. J. Goss, local Studebaker dealer, today. "All Studebakers may be driven at speeds up to 40 miles an hour the minute they leave the sales-room," said Mr. Goss. "They may be driven 40 miles an hour the first block without any danger of hurting the car or the engine. And after the first 500 miles—which are quickly passed at 40 miles an hour—Studebakers will deliver smooth, comfortable and honest mile-a-minute and higher—even up to 80 miles an hour—speeds, depending upon the model you buy.

"This good news, which should be welcomed by every one who has gone through the unpleasant process of crawling along at 20 miles an hour during the breaking-in period, is made possible by the care and precision with which all Studebakers are built and by a rigid dynamometer run-in which the cars are given as they leave the assembly line. This test is made by experts who give each car a thorough breaking-in test and check every detail on the entire machine before the car goes to the shipping department.

No automobile excels Studebaker in precision of manufacture. Studebaker has just completed a great new research laboratory for the 250 skilled men who make 550,000 laboratory tests annually, literally testing every single material that goes into the cars. "D. G. Toos and W. S. James have assembled at South Bend the most brilliant group of automotive engineers ever retained by one company." Seven hundred inspectors make

19,000 inspections on Studebaker cars during manufacture before they are passed for delivery. Sixteen hundred and ten mechanical operations on Studebaker cars are not allowed to vary more than one one-thousandth of an inch—415 are held to a tolerance of one-half thousandth of an inch. After new models are built they are thoroughly tested on Studebaker's 800-acre proving ground where they are subjected to every known road and driving condition. "That's why it is possible for Studebaker to lift the 'slow driving' ban on new cars and that's why Studebakers live up to their advertising."

**MAIL BOX FOR DRIVER**  
Houston, Texas, has installed a novel mail box for motorists. Erected facing the street, these mail boxes make it easy for the motorist to drive up and deposit his letter without getting out of the car.

The reason rear tires puncture more than the front tires is because the front tires, in running over nails, glass, etc., place these articles in exactly the right angle to puncture the rear tires.

The women have taken over the aviation business, it seems. No wonder, with all the men in the cellars.

**FIVE UNUSUAL VALUES**

Every car we deliver is exactly as we represent it.

Right now we are offering 5 unusual values that will please particular buyers.

Studebaker Sedan	\$300
Dodge Sedan	\$500
Olds Touring	\$150
Ford Sedan	\$300
Buick Touring	\$ 50

Here are five cars priced for a quick sale.

**L. C. SMITH**  
5th and Depot

A USED CAR IS ONLY AS DEPENDABLE AS THE DEALER WHO SELLS IT

**Far East Expansion Is Foreseen In Merger of Rubber Companies**

SYDNEY Australia (AP)—Business men see in the combination of the Dunlop Rubber Companies of England and Australia, through the purchase of 500,000 shares of stock in the Australian firm, a union of the Occident's financial and research resources with the market possibilities of the Orient for increased business. The position of the Australian company is believed to be strengthened by the closer technical and

commercial alliance with the British firm and the company also will be positioned upon molds by electrolysis, benefit by the trade secrets and research work. The combination also will permit establishment of a separate New Zealand company to develop trade in that dominion. The sale of the shares at 25 shillings each will provide necessary working capital for the Australian company, which has been expanding its plant.

throw discretion to the winds. It is perhaps part of the price we pay, and the phenomenon is not confined to motoring but in common to other fields of endeavor. But the great majority of our people have nevertheless benefited from the faster cars of today, which are at the same time, safer cars.

"It was inevitable that in a highly competitive industry like the automotive industry, speed and stamina, stability and safety, style and smoothness, beauty and balance, should become part of the vernacular of sales promotion.

**Speed With Safety Vital**  
"But it is an unquestioned fact that the American manufacturers, in the construction of our modern cars, have not sacrificed safety for speed or for any of the other qualities they exploit in their appeals to the public. I do not believe they would willingly or knowingly sacrifice safety for sales. "It is thoroughly proper that the buyer of a car should know of its power, its speed and its stamina. But he should also know that between maximum power and maximum speed at his disposal and the ordinary demands and use of that speed and power is a reserve which he will not have to use and should not use unless in emergencies, and which is also a measure of the safety margin between the normal demand which the driver makes on a car and the top capacity of that car.

"This margin, rather than mere speed itself, is what matters and no harm could accrue if the sales force and the copy writers of the manufacturers would take this angle of the situation to heart. American car manufacturers are a public spirited body and I don't believe they stand in need of homilies from any group or groups."

**Motor Vehicles In U. S. June 30 Total 20,991,333**

WASHINGTON (AP)—Motor vehicles registered in the United States in the first six months of this year totaled 20,991,333, an increase of 1,374,578, or 7 per cent over the same period last year. Revenue from registrations and licenses was fixed by the public roads at \$27,113,344, of which \$18,825,679 was allocated for state highways, \$47,957,641 for local roads and \$21,795,329 for road bonds. Tennessee, South Carolina, North Carolina, Illinois, West Virginia, New Jersey and Massachusetts showed the largest percentage of increase in the number of vehicles. The registrations and percentage of increase were announced as follows: Idaho, 89,606, and 5.8; California, 1,584,723, and 8.6; Montana, 21,701, and (decrease 0.7); Oregon, 204,895, and 4.7; Utah, 84,450, and 3.2; Washington, 248,628 and 6.8; Wyoming 46,198, and 4.7.

**MOST CARS AMERICAN**  
Of the 24,589,249 automobiles registered in the world census of automobiles taken by the department of commerce, 95 per cent of them were American made or constructed by foreign branches of American concerns.

**WILLYS-KNIGHT CALLED IDEAL TYPE FOR H. C.**

TOLEDO, O., Oct. 29—The successful performance of the high compression engine employed in the Willys-Knight motor car is attributed by automotive experts to the distinctive design of the Knight sleeve-valve engine, which is claimed to be unusually well adapted to high efficiency work. Reliable tests have disclosed a distinct margin in favor of the sleeve valve engine as compared with power plants of other designs. Since 1915 the Willys-Overland company in its production of the Willys-Knight sleeve valve engine, has paid special attention to high compression to obtain an increased power development, faster acceleration and greater vitality without making a sacrifice of any nature in the matter of fuel economy or efficiency. In the language of the layman, high compression merely means that the gasoline mixture is more highly compressed in the combustion chamber, thus imparting greater force to the piston on the downward stroke after the explosion. This produces a high degree of power that is obtainable in engines of low or medium compression. The increased power in the Willys-Knight is obtained according to experts, without increasing the amount of fuel.

**Tax on Bicycles Builds Dutch Roads**

ROTTERDAM, Holland (AP)—The Netherlands is becoming a land of bicycles. Nearly every other person has one and the number is increasing as roadways are improved. Popularity of the two wheeled machine is due chiefly to its cheapness and the levelness of the country. Men go to work on their

bikes, the housewife has her wheel for shopping and to make calls, and the children ride to school.

In Rotterdam, Amsterdam, The Hague and other population centers one of the sights is that of thousands of cyclists pedalling their way to work, home for lunch and back to work again.

Cycling paths have been built nearly everywhere, many of these paralleling the main highways. The bicycles are taxed about a dollar each, this fund, for road improvement, amounting to about \$2,500,000 annually.

Replacement Parts for All Cars

**Factory Distributors of**

- Timken Roller Bearings
- New Departure Ball Bearings
- Emsco Brake Lining
- Champion Spark Plugs
- American Hammered Rings
- Federal Tires and Tubes
- Cylinder Head Gaskets
- Clutch Facings
- Hyatt Roller Bearings
- Thompson Silchrome Valves
- Spicer Universal Joints
- A. C. Spark Plugs and Oil Filters
- Quality Piston Rings
- Kelly-Springfield Solid Tires
- Ring Gears and Pinions
- Universal Joint Discs

**Jack Allen Supply Co.**  
R. A. FARNAM, Mgr.  
PENDLETON LA GRANDE  
La Grande Branch cor. Adams & Elm

**YOUR AUTO**

You never can tell when you will have a broken sedan window or a windshield. Bring your car here—we can replace glass in jiffy-time

Picture Framing  
Cabinets  
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**La Grande Construction & Supply Co.**  
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for Economical Transportation

**CHEVROLET**

**Two Trucks**

that lead the world in popularity

The number of Ton and 1/2-Ton trucks in use today is far greater than that of any other capacities—for these are the units used by thousands upon thousands of retail merchants to meet the requirements of modern delivery service.

And because Chevrolet offers the greatest value available in each of these two sizes, both the Chevrolet Ton and 1/2-Ton trucks are leading the world in popularity.

Come in—and see for yourself what Chevrolet offers you in comparison with other trucks. Note the advanced, modern design in every unit—the sturdy, oversize construction—the wide variety of body types. Go for a trial load demonstration, and test the certainty of Chevrolet's power—its handling ease—its flexibility in traffic.

Then look over the economy records established by Chevrolet trucks in every line of business—records which definitely establish Chevrolet as the world's most economical haulage unit with the world's lowest ton-mile cost.

Then you'll know why Chevrolet is the world's largest builder of gearshift trucks—with undisputed leadership in both the Ton and 1/2-Ton fields!

**Blue Mountain Garage**  
M. A. HARRISON, Mgr. Opposite Postoffice

**1/2 Ton Chassis Only \$395**  
f. o. b. Flint, Mich.

**1-Ton Chassis Only \$495**  
1-Ton Truck Chassis with Cab \$610  
All prices f. o. b. Flint, Mich.

**THE WORLD'S LARGEST BUILDER OF GEAR-SHIFT TRUCKS**