

W STARS WILL BE SHOWN SOON

Best Model Is Sturdier and Larger Than Predecessors, Report

on the new Star, which was sensation of the country will be shown here for the first time on sales floor of Service Motor Durant-Star dealer organization.

When the new Star was first exhibited at the New York auto show, it was acclaimed the greatest triumph of the motor car industry.

Interest in the new Star was kindled by the announcement of its low price to meet the demand for the most economical automobile in the line.

At reception accorded the Star at the New York auto show, it was duplicated at the first coast automobile show held in Francisco and at shows in Los Angeles, Kansas City, and other centers of population.

Sturdier and Larger—The new Star is sturdier and larger than its predecessors. It has a 107 inch wheelbase, three inches longer than before. The engine is heavier and better braced, insuring greater comfort and safety. For this longer wheelbase, the car is roomy.

Hayes-Hunt bodies have been designed. Star now offers, in the two-door sedan, the largest closed car for the world's lowest price. This is claimed to be the greatest value ever offered by any manufacturer of motor cars.

The power plant of the new Star is the improved, high-compression Red Seal Continental motor. The Star has established many records for power, endurance, low fuel consumption and hill-climbing with the Red Seal Continental motor, it is said.

The motor of the new Star is completely suspended in rubber by use of the Massey patented rubber motor mounting. This eliminates vibration. The use of this rubber motor mounting has won for Star the reputation of being the smoothest four cylinder car in the world, officials say.

Bendix four-wheel brakes are standard equipment and this brake assures Star owners of the utmost safety in modern traffic conditions. The four-wheel brakes of the Star were recently declared legal in all states, and it is interesting to note that Bendix four-wheel brakes are also standard equipment on many of the most costly motor cars built in America.

Dealers in those cities where the Star appeared at auto shows report unusually large sales. Dealers in other cities have taken many orders for early delivery by the use of photos of the different Star models. The Service Motor Co., Star and Durant dealers here, anticipate large sales after the display and they promise early delivery.

Finds Woman Is In Less Wrecks Than Man Driver

Information on traffic accidents received by the Oregon State Motor association indicates that women drivers have fewer accidents than do men drivers.

From a study of the traffic accidents in the District of Columbia it was found that of all the persons licensed to operate automobiles 82 per cent were men and 18 per cent women. Of the 53 fatal accidents in the District of Columbia in 1927, 91.6 per cent involved men drivers and 8.4 per cent women drivers. The drivers in 6 per cent of the fatal accidents were unidentified.

In California a study of 1,000 fatal motor vehicle accidents showed that men drivers were involved in 910 cases and women in 46. Forty-four of the cases studied were hit-and-run cases so that the driver was not identified.

The California traffic authorities estimate that 20 per cent of those holding drivers' licenses are women. On this basis, women numbering only one-fifth of the automobile drivers of the state were involved in less than 5 per cent of the fatal accidents.

When an Oklahoma building was razed the other day, it was learned that the corner stone had been stolen along with its supposed contents of old liquor. Moral: Put hop toads in your corner stones; they stay put.

BROADWAY'S DANCING HEIRESS



NEA New York Bureau
Lisbeth Higgins, only child and heiress of Charles M. Higgins, millionaire ink manufacturer, is the latest notable to come to Broadway, as a dancer at a night club. Here she is with her partner, George Clifford.

Recession of Glaciers May Give Yukon Seaway Through South Alaska

VANCOUVER, B. C. (AP)—Northern British Columbia may eventually get a harbor on the Pacific ocean as a gift of nature, even though proposals to purchase one from the United States come to naught.

Most of the supplies for the rich but land-locked Canadian mining fields in the Yukon must now pass through Skagway or other American ports and be subject to United States customs regulations. One must come back through American outlets for shipment.

The provisional legislature adopted a resolution favoring the breaking of this barrier by acquisition from the United States of the Alaska Panhandle, but the movement has failed to evoke sympathy at Washington.

Opening Channel—Meanwhile the melting of glacial ice at the head of Glacier bay is gradually opening up a free water channel and already there is a small amount of navigable water inside Canadian territory and the Panhandle of Alaska has been cut in two.

For the present and perhaps for many years to come, the Canadians will not be able to use this inlet as a harbor. Until the ice has withdrawn a considerable distance and trails can be opened up into the interior it will be practically valueless. Back of Tarr Inlet, the farthest north portion of Glacier Bay, are glaciers of tremendous proportions and roads to the interior would have to cross immense moving ice fields.

Since Captain George Vancouver first saw the region in 1791, the ice has receded 62 miles, shrinking at the rate of approximately half a mile a year until 1912. Since that time extension of open water northward has been slower, but Canadians are watching the opening of a ship channel in Glacier bay with interest.

Orders Survey—A thorough survey of the region was ordered. J. P. Borden, district engineer for the department of public works of Canada, upon the completion of his survey, recommended that further recession of the ice be studied closely.

During the debate in the legislature over the resolution introduced by H. F. Kergin, member from Atlin, to bring about acquisition of

the panhandle, it was suggested that British Columbia could well afford to pay \$7,200,000 for this strip of land about 40 miles wide and 300 miles long. This sum would be equivalent to the entire amount United States paid Russia for the whole of Alaska.

American residents of this portion of Alaska, however, say it offers the most promising prospects of America's northern holdings. Immense stands of timber, much of its pulpwood, clothe the rugged shores of the panhandle, furnishing a potential paper supply big enough to keep the newspapers of the United States in paper for years. The fishing industry is large and the salmon and halibut banks off the coast are among the finest in the world.

Another Proposal—An alternative proposal of the British Columbians, if the United States will not part with all of the panhandle, is to acquire Skagway, front door of the Yukon, or have it set aside as an international port. This also has failed to arouse serious consideration at Washington.

Skagway was once a roistering city of 15,000 during the gold rush, but it has dwindled to a town of a few hundred people. A narrow gauge railroad which clings to the precipitous mountain sides to cross White Pass into the Yukon is the principal source of income for residents of Skagway.

Auto Supply Co. Celebrates Its 12th Anniversary

Twelve years ago this March, the Western Auto Supply company opened its first store on the Pacific coast. Today more than 150 stores throughout the west carry the Western Auto banner.

The first Western Auto Supply company store was opened in Los Angeles in 1916 by George Pepperdine, founder of the company and its present head. It had a stock of merchandise worth approximately \$400. Mr. Pepperdine had had some previous experience in the automobile accessory business in a middle western state and came to

Los Angeles with a thorough realization of the value of advertising and the friends that could be made by selling standard merchandise at as low a cost as possible consistent with quality and standing absolutely back of every sale that was made. This policy has continued throughout the entire growth of the company.

From the modest start with one

store in 1916, the Western Auto Supply company grew to an organization of 20 stores in 1925 and the business increased to an annual worth of about \$100,000. This business was then incorporated and additional capital was secured through the sale of stock, a large portion of it being purchased by the employees of the company. The business was then extended to all

the large cities and towns in the west and grew with such rapidity that the 159th store was recently opened.

Teacher: Norman, give me a sentence using the word "diadem".
Pupil: People who drive onto the railroad crossing diadem right quicker than those who stop, look and listen.

Lowest price in history

The NEW WILLYS-KNIGHT

Standard Six

\$1145

Enthusiastic public welcomes this outstanding value



Seldom, if ever, has a new car been accorded such a hearty reception as that which has welcomed the Willys-Knight Standard Six. Motorists everywhere have been quick to appreciate its graceful, sweeping lines, its richness of color, its high artistry of finish, its spacious interiors, its tasteful appointments.

But even more important, this new car brings you the supreme advantages of the patented Willys-Knight engine—its velvet smoothness, silent power, quick starting and simple, trouble-free design—at the lowest price in history!

Willys-Knight Sixes from \$1145 to \$2000, in the Standard Six, Special Six and Great Six divisions. Prices f.o.b. factory and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

GETTINGS & HANKS
— Corner Fir and Jefferson —



\$1095

4-DOOR SEDAN F.O.B. DETROIT

**5 TO 25 MILES PER HOUR IN 7 1/4 SECONDS!
10 TO 45 MILES IN 13 1/2 SECONDS!**

No other car in The Victory price class can approach these astonishing get-away figures! And the statement holds equally true of Victory speed! . . . Watch the car flash thru traffic, lead off at the go signal and hold its lead! Ask Victory owners about its amazing pull on the hills!

There's a simple, logical answer to this spectacular performance—unequalled power per pound of car weight.

In other words, a new and superior kind of engine with a new and superior kind of body.

The problem of weight solved thru simplicity of design. The problem of design solved thru simplicity of parts. (No body sills—only 8 major body pieces)

High power made feasible by rugged Dodge construction and Dodge quality materials. . . . High speed made practical by a lower gravity center and no body overhang. (Chassis full width of body)

A car that glides over ruts and railroad tracks with limousine smoothness and takes sharp corners without sideway.

And a beauty! Inside and out! A quality car in the smartest sense of the word—at a price that seems incredible!

This is Victory Demonstration Month. Drive the car—any hour you please—and win one of Dodge Brothers big Demonstration Prizes. (Full details on request)

Tune in for Dodge Brothers Radio Program every Thursday night, 9 to 9:30 (Pacific time) N. B. C. Pacific Coast Network.

L. C. SMITH

5th and Depot St.

La Grande

The VICTORY SIX
BY DODGE BROTHERS

STAGES LEAVE FROM LAGRANDE DEPOT

Wallowa Coach Co.

Leave—
La Grande for Joseph 8:45 a.m. 4:00 p.m.
Connect with All Points West

Blue Mountain Transportation Co.

Leave—
La Grande for Baker, Boise 11:25 a.m.
La Grande for Baker only 4:35 p.m.
La Grande for Pendleton 10:30 a.m. 3:45 p.m.
(Connections at Pendleton for Walla Walla and Pasco)

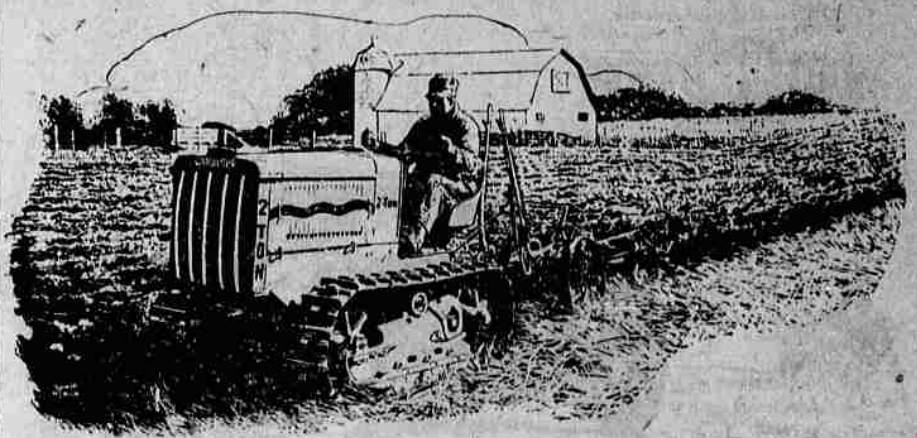
Leave La Grande

For Portland at 10:30 a.m.

Fare \$9.50, Round trip \$16.00



For information call MAIN 709



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Whenever your soil is ready and you are ready—your "Caterpillar" Tractor is ready, too! It rides over the soft spots, turns in wet headlands, scarcely slips on the highest cover crop—

To own a "Caterpillar" is to hold an insurance that plowing will be done at just the time to conserve the moisture and to prepare the way for a big and profitable crop.

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