

MORELOCK GETS DURANT AGENCY

Washington Ave. Garage Remodeled; Announcement Made This Week

An important announcement in the automobile business in La Grande was made this week by J. P. Morelock when he announced that he is to have the Durant-Star agency for Union and Wallowa counties, with headquarters at the new Morelock Garage on Washington avenue.

It is with section-wide interest that the announcement has been received. Mr. Morelock is a veteran automobile dealer of Union and Wallowa counties and is widely known and well liked in both counties. He previously had the Star agency here and last year sold to A. M. Service, of Baker.

Mr. Morelock has bought the property, and has remodeled the large garage until it is one of the most attractive in the city. An "adjustable salesroom" is one of the features. Large screens, attractively painted may be adjusted at any time to increase or decrease the display space. The office has been re-decorated and is businesslike and attractive.

In addition to the Durant-Star agency Mr. Morelock has an-

nounced that he has been appointed the representative for the International Harvester company and will have the line of International trucks which he believes will be an important addition to his business. Mr. Morelock has a complete and modern service and parts department in addition to the sales end and is prepared to give competent service, particularly for his own line of cars.

An interesting service feature of his announcement is that on each Friday of the week he will give free inspection for Durant-Star cars in his Union and Wallowa county territory.

Mr. Morelock already has on display a coupe, a coach, a sedan in the four and a "65" sedan in the six of the Star-Durant, which is to be known as the Durant.

School "Stop" Sign Not Legal, Decision

OREGON CITY, Ore., June 9 (AP)—Motorists are not required to stop at school "stop" signs, Circuit Judge J. U. Campbell ruled here in the appeal case of C. K. Fulton against the city of Oswego. Municipalities cannot pass ordinances contrary to the statutes of the state, Campbell said in his decision.

The state law provides that automobiles may pass by schools at the rate of 15 miles an hour while students are entering, leaving or holding recess.

G.M.C. Agency Is Taken Over By Local Company

La Grande is to be the Union and Wallowa county headquarters for one of the world's finest trucks. This was learned today when Jennings & Shumate announced that they have taken over the G. M. C. trucks, and in the future will make the agency a major part of their business. That they intend to develop the sales on a large scale is indicated by the results of their first week as dealers in the trucks when they sold two of the cars to La Grande business houses.

The Carr Furniture company has one new truck, a one-ton G. M. C. with a Pontiac engine. Its body is modern, commodious and distinctive—one of the best-looking transport trucks in the city. Erickson & Durand are driving the other machine which is a fine one and one-half ton model with the Buick engine. It is large and powerful.

"We can supply anything in the way of trucks from one thousand pound models to 15-ton trucks," declared Mr. Jennings and Mr. Shumate in announcing the new agency. "It is the biggest truck division in the world, in the products of General Motors, and we are proud to be able to add it to our cars," they continued.

FORTUNE SAVED FOR U. S. DRIVERS

Motorists Wins a Legislative Victory Worth \$2,700,000 to Oregon

Oregon motorists have just won a legislative victory in the halls of congress which is worth over \$2,700,000 annually to Oregon alone. It is a victory which carries with it a material monetary saving to every future purchaser of an automobile and at the same time assures continued support on the part of the federal government in the completion of Oregon's great system of highways.

This announcement was made by the Oregon State Motor association following the signing last week by President Coolidge of the tax reduction bill and of the federal aid appropriation and authorization measures. The motor association, which is one of the 1946 American Automobile association clubs carrying on this campaign in behalf of the motorists of the country, has been one of the leaders in the long fight to secure complete elimination of war-time excise taxes on automobiles and at the same time to secure continued Federal support in highway construction.

As summarized by Geo. O.

Brandenburg, secretary and general manager of the Oregon State Motor association, the monetary saving to Oregon motorists through the elimination of the excise tax will amount to approximately \$652,000 annually on the purchase of new cars. This estimate is based on 25,000 sales in Oregon last year.

To the individual motorist it means a saving of \$30 on a car priced at \$1000 f.o.b. factory and proportionate savings on higher and lower priced cars. The bill carried a provision for a rebate to dealers of all cars on the sales floors so that this saving became effective to purchasers immediately following the signing of the bill last Tuesday.

Highway Victory From a highway construction standpoint, organized motorism won an equally signal victory in congress. As the result of Federal aid authorization and appropriation measures passed and approved by President Coolidge, Oregon is assured for the next three years at least of an annual income from the federal government of \$1,250,000 for use on the federal aid system in this state and a further income of \$750,000 annually for construction of forest roads.

The new federal legislation also provides for the use of federal aid up to 100 per cent of the cost of the road in certain isolated sections where local financing cannot be obtained. This latter provision will materially speed up construction work on several of the important inter-state connections through the sparsely settled sections of the west.

Brandenburg pointed out that the amount of money saved to Oregon motorists or secured for improvement of Oregon roads and highways closely approximates the amount of revenue raised annually in this state from a two-cent gasoline tax. Brandenburg credited this legislative victory very largely to the efforts of the American Automobile association and its 1946 affiliated motor clubs.

Jacobson Shop Moves Into New Harris Building

In spacious light and "brand new" headquarters, the Auto Body and Fender shop, owned by C. H. Jacobson and J. O. Jacobson, is this week commencing its lacquer and body repair shop on a larger and much more satisfactory scale. The brothers moved this week into the new Charles Harris building at Greenwood and Jefferson. They were formerly on Fir street.

Not only does their new shop give them a distinctly better location, close to the main business district, but it gives them a decidedly improved shop. Chief among the new features in the separate spray room where the lacquer work with the Minax lacquer is done. There is a large general repair room. It is light and airy, with an unusual number of large windows.

The shop has modern equipment and as C. H. Jacobson put it "just as soon as we can get something in the way of new and improved machinery in our business we do it."

Mr. Jacobson has been conducting the business successfully for some little time and his brother, joined him this winter.

In the new location they believe they may look forward to increased trade and a more successful business.

Registration of motor vehicles throughout the world is now estimated at 25,500,000, according to the Oregon State Motor association. Over 75 per cent of these vehicles are in the United States.



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