

OUTPUT RECORDS ARE SURPASSED

Graham-Paige 1929 Models Very Popular; Yearly Report Is Given

DETROIT, Apr. 12—Graham-Paige, with its new line of 1929 models, continues to surpass production records...

March production of 9610 cars brought the total for the first quarter of 1929 to 25,284, nearly double the figures for the same period last year...

The success of the Graham-Paige has not been confined to the United States, the demand in foreign countries having grown so rapidly that export shipments for the first quarter totaled 3554, exceeding the total for the first seven months of last year...

Heavy Deliveries The factory's records of retail sales for both United States and the rest of the world show 15,407 deliveries for the first three months of this year...

The new foreign distributors have recently extended the export field for Graham-Paige to Manila, Porto Rico, Caracas, Venezuela, and Bogota, Colombia.

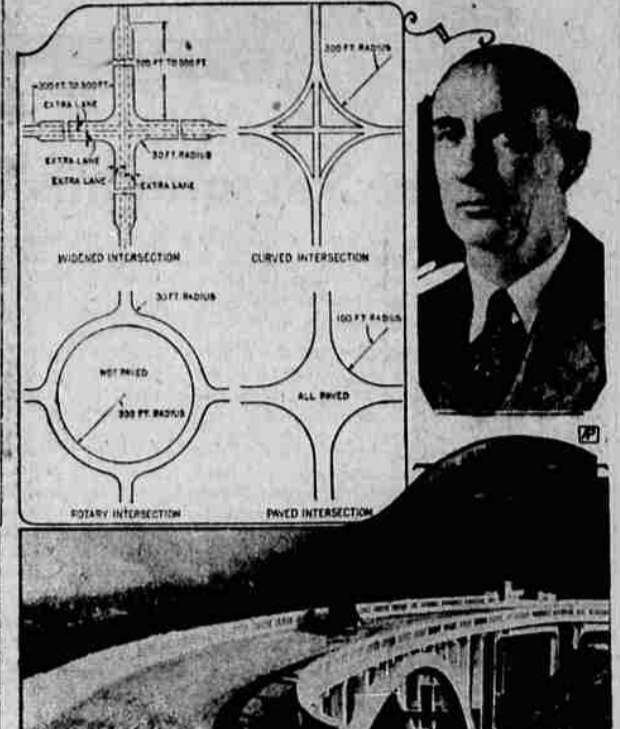
Net profits of \$1,055,678.62 are shown in the annual report of the Graham-Paige Motors corporation for 1928, covering the first full year's operations of the company under the new management headed by the three Graham brothers...

72,956 Figure for 1928 During the year ending December 31, 1928, the report states, 72,956 Graham-Paige motor cars were marketed, an increase of 51,084 or 233 per cent over the preceding year's sales of the models previously offered.

Graham-Paige sales in 1928, it is stated in the letter accompanying the report, which will be submitted to the stockholders today, represent the greatest first year's total in dollar volume of any new line of cars in automobile history.

Betty: Where's the car, Paul? Paul: I lent it to dad, tonight. —Life.

Speeding Motor Cars Dictate New Features In Highway Designs



The banked curve on the Donner Summit bridge in California (below) and the four specially treated highway intersections sketched are representative of highway engineers' attempts to insure speed with safety.

By William E. Berchtold (A. P. Automobile Editor) WASHINGTON (AP)—The average speed of motor cars on the open highway, computed to be 29 miles an hour faster than it was 10 years ago, is dictating the employment of many new features in road design.

Special treatment of intersections on heavy-traffic highways and banking curves are being recognized by highway engineers as necessary to insure the safety of high speed motor cars.

A. G. Bruce, senior highway engineer in the bureau of public roads' division of design, says state and federal engineers are focusing their attention on the problem arising out of the increasing boosting of speed limits throughout the country.

CLUB INTERESTED IN ROAD BEAUTY

Endorses Highway Commission's Policy Along Old Oregon Trail

Following its policy of preserving scenic assets along our highways, the Oregon State Motor association has taken special interest in the acquisition of lands bordering the Old Oregon Trail between Deadman's Pass and La Grande by the highway department.

The trees growing on this strip give added beauty to the country through which this highway passes and their removal would leave a desolate and an unsightly waste. In addition, they make the first forest reached by the tourist from the east, and after many miles of travel across the open plains and deserts, they are welcome as a gratification as they were by the emigrants who used the original Oregon Trail.

What is said to be one of the finest observation points in Oregon has been presented to the state highway commission as a state park. This observation site is just east of the city of Bend and consists of the large cinder cone known as Pilot Butte. The park will hereafter be known as "Terrence H. Foley Park" in honor of a former resident of Bend who was deeply interested in the welfare of Central Oregon and who had endeavored himself to all who knew him.

On a clear day 11 snow peaks are visible from this point and it is a mecca for local motorists as well as tourists. Even on bad days when the visibility is poor, automobiles visit the summit continually.

According to the Oregon State Motor association, Pilot Butte was so named because it served as a landmark and pilot to the early emigrant trains who were headed for the ford at Farwell Bend on the Deschutes. The Butte has an elevation of 4125 feet and stands approximately 500 feet above the city of Bend.

JAPAN DELEGATES APPROVE NASH "400"



Nash manufacturing principles and merchandising policies received the unqualified approval of these overseas visitors who were guests at Kenosha Nash headquarters last week. The party was headed by Seishichi Iwasaki (center) of the Aoi Motor Car Company, Nash distributor in Tokyo.

A motorist meeting a negro traveling along the dusty road, generously offered him a lift. "No, thank you, sah," said the old man. "Ah reckon mah old laigs will take me 'long fast enough."

Have you ever been in an automobile? "Neveh but once, sah, and den ah didn't let all mah weight down." "I bought a new car and traded in my player piano as first payment."

"I didn't know they accepted player pianos as payment on new cars." "They don't usually, but the salesman is a neighbor of mine." — Judge.

P. O. DANIELS BUYS SHOP ON GREENWOOD ST.

A deal has been consummated by which P. O. Daniels has become the owner and manager of the Auto Body and Fender Shop on Greenwood street, formerly owned by C. H. Jacobson.

Mr. Daniels is planning a number of changes in the shop. It is to be enlarged to allow for an additional room to work. He will employ two men.

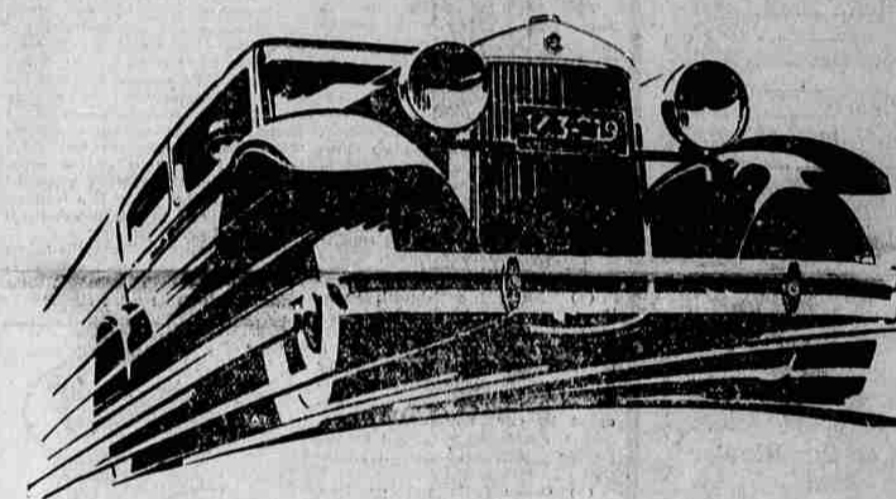
Manufacturing tops will be one of the additions to the service. Mr. Daniels has been engaged in that type of business for several years having a shop at his home. Until he took over the management of the new shop he had been employed at the round house of the O.-W. R. & N.

Mr. Jacobson had charge of the shop for the past two years. He has no definite plans for the future.

WASHINGTON, Apr. 13 (AP)—President Hoover does not believe it probable that legislation will be enacted at the special session of congress to provide for transfer of the bureau of prohibition from the jurisdiction of the treasury to that of the department of justice.

No Prohi Transfer Law Is Expected

ESSEX THE CHALLENGER



Hear the radio program of the "Hudson-Essex Challenger" every Friday evening

Challenging you to know the best in Performance—Fineness—Comfort

Easy TO BUY Easy TO OWN

For instance, the Coach \$300 Down, and monthly Payments of \$38.87 Your present car will probably cover the entire first Payment. The H. M. C. Purchase Plan Offers the lowest available finance terms on the balance.

On our own streets, here in La Grande, Essex the Challenger, under competent observation, averaged 20 6/10 miles per gallon. The average owner in this city can expect 18 to 20 miles and upward. Commercial users operating large fleets of Essex cars say that service and maintenance costs, covering millions of miles of operation, are lowest of any car ever tested.

With its open challenge that exceeds no car —with its 24% greater power and 70-mile-an-hour performance —with its greater beauty, adult-size capacity, riding ease and economy —and with its brilliant chassis quality and fine, large bodies—Essex challenges, too, in proved VALUE. It offers a completeness of fine car equipment formerly identified

only with costly cars, and available, when at all, only as "extras," at extra cost on cars of Essex price. Check these items as you buy. In Essex the Challenger—a complete, fine big "Six"—these items of course are standard. They cost not one cent extra.

\$695 AND UP—AT FACTORY

Standard Equipment Includes: 4 hydraulic shock absorbers—electric gauge for gas and oil—radiator shutters—saddle lamps—windshield wiper—glare-proof rear-view mirror—electrolock—controls on steering wheel—all bright parts chromium-plated.

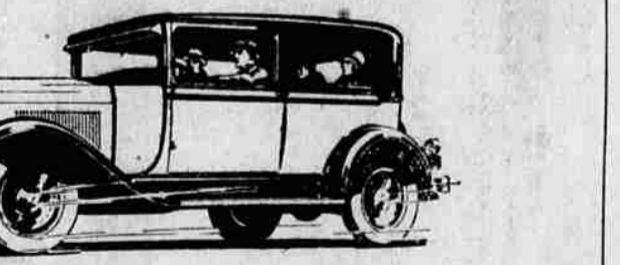
- Coach - \$695
2-Pass. Coupe - 695
Phaeton - 695
Coupe - 725 (with rumble seat)
Standard Sedan - 795
Town Sedan - 850
Roadster - 850
Convertible Coupe - 895

BLUE MOUNTAIN GARAGE

M. A. HARRISON, Mgr.

Opposite P. O.

Drive this Car. You'll find it SMOOTH and QUIET AT EVERY SPEED



TAKE OLDSMOBILE out and try it—in the swift press of traffic and on the open road. You'll find dazzling acceleration, as smooth and stageless as the pick-up of an electric motor. You'll find exhilarating speed, with freedom from noise or vibration throughout the entire range. You'll find a tireless, effortless flow of power, with a tremendous reserve for any emergency.

Oldsmobile's big 62-horsepower engine is smooth and quiet at every speed. It rests on sound-deadening, vibration-absorbing rubber mountings of special design. The chassis, too, is rubber-cushioned wherever cushioning should be used. Fabric beading, Oldsmobile is easy to drive and comfortable to ride in. Controls are conveniently arranged. Both the front seat and the steering wheel are adjustable to suit the driver's individual preference.

NEW LOWER PRICE TWO DOOR SEDAN \$875

Oldsmobile Sales Co. 1428 Adams Ave. Hamilton Service Station Enterprise, Ore.

Deliver Tractors At Rate Of One Each Day Here

Tractor deliveries at the rate of one each day are reported by the Bunting Tractor company, local "Caterpillar" dealers. The following is a list of those who have adopted "Caterpillar" power recently:

- Roy Halley, La Grande, model twenty; Tuck Conley, La Grande, model twenty; Scott Brothers, Elsie, Idaho, Model Thirty; La Grand C. Smith, Rexburg, Idaho, Model Thirty; E. G. Tucker, Joseph, Ore., Model Thirty; S. E. Miller, Union, Ore., model Thirty; Lawson A. Webster, La Grande, Model Thirty; Grant county, John Day, Ore., Model Twenty; Harlie Confer, Rockland, Ida., Model Thirty; H. J. Speckhart, La Grande, Model Thirty; Ben Blais, North Powder, Ore., Model Thirty; E. A. Gundinger, Downey, Idaho, Model Thirty; C. W. Bell, American Falls, Idaho, Model Thirty; T. A. Choate, Summerville, Ore., Model Thirty; Washington county, Weiser, Idaho, Model Thirty; Edgar W. Moorman, Milner, Idaho, Model Thirty; F. W. Eppinger, Baker, Ore., Model 2-Ton; Frank Loening, Halnes, Ore., Model Twenty; Matt Krieg and J. M. Clyde, La Grande, Model Twenty; C. Y. Beale, La Grande, Model Thirty.

A continuation of brisk "Caterpillar" business is assured, according to the local dealers. Shipments are now enroute containing two Model Sixty logging tractors for Edward Hines Lumber company, at Burns, Oregon, and one Model Sixty cruiser type for Baker county to be delivered at Baker, Oregon. A Russell Super Mogul grader and a McMullan hydraulic scraper are included in the shipment for the Edward Hines Lbr. company. These road building tools are sold by the Bunting Tractor company also. It is reported there are many unfilled local orders for "Caterpillar" tractors on file awaiting improved weather conditions for delivery.

Jones was never an early bird at the office. One morning his boss exclaimed: "Late again. Have you ever done anything on time?" "Yes, sir," was the meek but prompt reply. "I purchased a car." —Motorland.

are added for 200 feet on each side of the intersection, and the curves are about 20-foot radius. The rotary and paved intersections are favored by some highway engineers, who claim they eliminate confusion of traffic and cut down the possibilities for accident. Ten years ago, only three states had speed limits of 25 to 45 miles an hour. Today, 26 states fall into that class with three others scrapping all speed laws.