

PACKARD EIGHT HAS EVERYTHING

Dr. A. L. Richardson Tells
of Charms of Car—Like
a Dream Come True

A dream of comfort, of bliss and perfection on earth. An almost idle thought of joys and happiness while traveling. Hours of driving behind the wheel, feeling nothing, just sitting as easily as in a favorite chair at home. Speed, to make the miles fly when minutes are precious or when the "urge" to forget worries in the exhilarating feeling of outdistancing them.

A dream come true has been discovered by Dr. A. L. Richardson, who finds in his new Packard straight eight to luxuriate the embodiment of all that a car should be.

"It is just a dream. There isn't a feature of it that I would have changed," the doctor says. "Nothing I have ever driven in its class, and I have driven about 14 different makes of cars."

No Vibration

"There is no vibration. It runs like an airplane glides through the air. It can go at a tremendous rate of speed and the driver can hardly be aware of it except by looking at the speedometer as it hovers around the high speed mark."

Dr. and Mrs. Richardson expect this summer to make a lengthy trip in the four-passenger de luxe. They will take a three-week vacation and will spend it traveling in British Columbia and will include in the tour a stay in Los Angeles and San Diego and other points.

And all along the way their trip will be made perfect for them by the traveling in the dream car in which nothing should be changed. Harry Wagoner is the Packard dealer in this territory.

HEALTH

HEART DISEASE NOT TO BE
DREADED IN GOODLY PER-
CENTAGE OF CASES

By J. H. Mueser, M. D.

Heart disease ranks as the chief cause of death in the United States and in those European countries (Great Britain, Germany and Holland) that maintain reasonable accurate vital statistics. This statement should not, however, be considered as fearsome, as some would like to make it. Some disease or disorder must lead the cause of death, and it would seem preferable to have heart disease come first rather than tuberculosis, a disease that definitely can be prevented, or the truly to-be-dreaded cancer.

Heart disease is frequently a more or less broad term for the indefinite senescent changes that show themselves most frequently and most readily in the heart, but which represent the real physical degeneration that takes place in all organs of the body as man ages and grows old. In many instances the wearing out or the breaking down of this organ so necessary for life processes is a benign and benign happening to the aged individual who has become a social and economic problem. No longer able to care for himself, often a burden on the family or the community, with a brain that functions no better than that of a small child, the fortunate senile person whose heart disease takes him from this world may be considered blessed that this organ will not function for another decade.

That heart disease is not to be dreaded in a goodly percentage of cases may be shown statistically. The three great causes of heart trouble are rheumatic fever (25 per cent), syphilis (15 per cent) and arteriosclerosis (40 per cent). Varied miscellaneous causes make up the remaining twenty per cent. These figures may be interpreted broadly to mean that forty per cent of the cases of this terrifying heart disease are represented by the degenerative processes of old age, which are most readily picked up because heart sounds can be heard and blood vessels felt by the physician, whereas he has no exact objective method of testing other organs. The next great cause, rheumatic fever, is a disease of childhood and young

TRAFFIC HALTS AT THIS CAR'S COMMAND



The principle of radio microphone has been adopted to traffic control by experiments with a Dodge Brothers New Six sedan near San Francisco. A motorist desiring to cross a busy street stops and sounds the horn. Immediately, a sensitive microphone picks up the vibration and converts it to an electrical impulse which flashes an amber light for cross traffic. After several seconds, the light automatically reverts to green for the main highway. T. C. Smith is local dealer for Dodge Bros. cars.

Tells Of Tire Development In Recent Years

The W. H. Bohnenkamp company, which has a Goodyear tire department, is one of the oldest Goodyear tire dealers in the entire state and it is interesting to trace the developments in tires during the last several years.

Chase Bohnenkamp states that he has seen the development of tires from the days when fabrics were used for all sizes of cars. In those days 2,000 or 3,000 miles was considered to be excellent and a trip without a blowout or puncture remarkable. Cost of tires in those days was also extremely high.

The next development was the cord tire which resulted in mileage being increased to about 10,000, which was partly due to better roads. The cords required less inflation than the old fabrics which followed easier riding.

Then came the balloon which went through a course of experiment and reconstruction until now

tire mileage is exceeding 20,000 miles and is not uncommon.

Balloon tires are considered to be the greatest development in the automobile industry since the self starter. They give more mileage and at the same time lower air pressure gives a cushion effect on the car and tends to reduce vibration to a minimum.

Recently Goodyear has developed a tire called the Double Eagle that will last as long as the life of most cars.

The cost of tires has steadily decreased since the war. In fact, Ford tires sell at present at a price much less than half that of 1919 and 1920.

Mr. Bohnenkamp states that the almost universal use of balloon tires makes it probable that the old cord type soon will disappear as no cars come from the factory equipped with cords at present. However, trucks especially the larger models, have cord tires mostly with dual wheels in the rear.

The use of hard rubber tires is limited now practically to trucks of five-ton and more capacity.

Notary publics are limited to 143 in Paris, the right being sold or bequeathed.

COMMUNITIES UP AN HOUR EARLIER

Daylight Saving Time to
Go Into Effect Morn-
ing of April 28

NEW YORK (AP)—Those who like to take a Sunday morning nap had better do a good job of it the morning of April 28.

The following work day they'll be rubbing the sleep out of their eyes an hour earlier—if they live where daylight saving is the vogue. Daylight saving will go into effect in most communities that use it at 2 o'clock the morning of April 28, the last Sunday in April.

After that date the metropolitan dwellers will have an hour more of sunshine in which to hoe the garden, wash the car, barber the lawn, go to the beach and otherwise entertain themselves. And at 2 o'clock the morning of September 23 they will return to what some daylight saving objectors term "God's time."

Most of the farmers in areas affected are complaining this year, as they have yearly since daylight saving was introduced in war time. The farmers assert that they work by the sun, not by the clock, and they say there is too much hardship in having to knock off with the sun high in the sky in order to buy a pitchfork handle or a pair of overalls before the stores in town close.

The Merchants' association of New York has compiled a list of cities and states observing daylight saving.

New York has 136 cities and villages which will move the clock an hour ahead April 28. New Jersey has 118. In Massachusetts and Rhode Island all the clocks are turned up ahead.

Vermont has Bennington on daylight saving from April 28 to September 23, and Rutland observes it between May 26 and September 29. Nashua, N. H., starts the working day one hour earlier in the season, but lets the clocks alone.

Portland and Rockland in Maine are daylight saving cities, with Auburn setting the date from June 15 to September 15.

California has a daylight saving bill pending in the legislature.

In Minnesota the observation is made only by members of the Minneapolis chamber of commerce.

Other states in which daylight saving is practiced with the number of communities:

Connecticut 33
Pennsylvania 10
Indiana 6
Illinois 9
Delaware 1

Auto Electric Service Shows Steady Growth

Among the thoroughly modern and well equipped business places along automobile row in La Grande is the Cox Auto Electric service, owned by Dale Cox and located on Adams avenue in the Curry building.

Mr. Cox has been in this business years, first operating a station on Washington avenue but about two years ago he moved into his present attractive and well located quarters.

In addition to the large stock of equipment, batteries, etc., he has on hand, Mr. Cox also does electrical, speedometer, battery and similar repairs although he does not do general automobile repair.

The station has in stock equipment for all General Motors cars and many of the others. AC products are one of his leading offerings, including the AC fuel pump, AC speedometers, AC and Purvulator oil filters, and other similar items. He has the factory sales and service on DeSoto-Henry generating, starting and ignition, also on Bosch, Elsmann and Spiltdorff magnetos. Lovejoy shock absorbers are also handled.

Mr. Cox's business has been growing steadily in the five years of its life, and at present occupies a good-sized room, which is divided into an office and a spacious work shop so arranged that cars may drive in directly from Adams avenue.

Wider Highways Forced By Driver Who Hugs Center

By William E. Berchtold
(A. P. Automobile Editor)

WASHINGTON (AP)—The motorist who instinctively hugs the center of the road because he fears running into a ditch is forcing highway engineers to make their roads 20 feet wide.

Drivers sacrifice clearance between their own and passing vehicles rather than drive close to the edge, experts of the bureau of public roads say. When drivers are asked how close to the edge of the road they feel it is safe to drive, they usually estimate the distance to be a few inches, but when they sit behind the steering wheel, the few inches becomes from 1 1/2 feet to 4 feet.

Truck drivers do not fear the edge of the road as much as motorists who pilot passenger cars, these

highway experts say. The average truck driver prefers to keep about one foot from the edge of the road. These facts were learned by the engineers after observing thousands of automobiles run over certain sections of highways marked for tests.

They marked off the pavement in one-foot sections and watched the rear wheels of each passing vehicle, recording the action of the motorist as he started down a grade, turned a curve or drove on straight level road.

The engineers say that their observations prove highways narrower than 18 feet to be decidedly inadequate for safe driving, since they provide no clearance for passenger cars or trucks operating in their usual paths. The 20-foot width gives ample clearance for trucks and is not excessive for automobiles.

In rounding horizontal curves, traffic shifts toward the inside edge but trucks shift their courses toward the inside less than passenger vehicles. The engineers have learned that when the pavement is widened on the curves, the normal straight road clearance between the two lines of traffic is reduced to a danger point.

The useful width of a pavement is often considerably less than its apparent width. On straight roads, as well as on curves, the outer foot of the surfaced section is sometimes totally ineffective because of a bad shoulder. A closely set guard rail, a steep crown, or a bad gutter will cause the driver instinctively to seek the center of the road.

Smooth, white concrete shoulders at the edge of the black surface seem to lure the traffic toward the side, the experts say. Center lines on straight roads, as well as on curves, exert a marked influence in separating the two lines of traffic to a point of safety.

Louis Morey of Kansas City is an expert folder of parachutes but has never made a jump.

Smashed!

Don't Worry—We'll Fix It
Bodies, Fenders, Tops,
Running Boards
Repaired to Look Like New

Worn and Broken!

We can repair upholstery or put on neat covers. Special attention given to replacing broken windshield and sedan door glass.

Expert Lacquer Work

Auto Body and Fender Shop
209 Greenwood P. O. Daniels

Easy Riding Quality

—THAT HAS ALTERED ALL PREVIOUS CONCEPTIONS OF MOTORING COMFORT!

You've seen this proud, graceful new car on the streets in La Grande; you've admired its speed and alertness on the road; you've long been acquainted with the proverbial dependability that is symbolic of its name. Now we want you to experience for yourself the remarkable easy-riding quality that has altered all previous conceptions of motoring comfort.

The New DODGE BROTHERS SIX

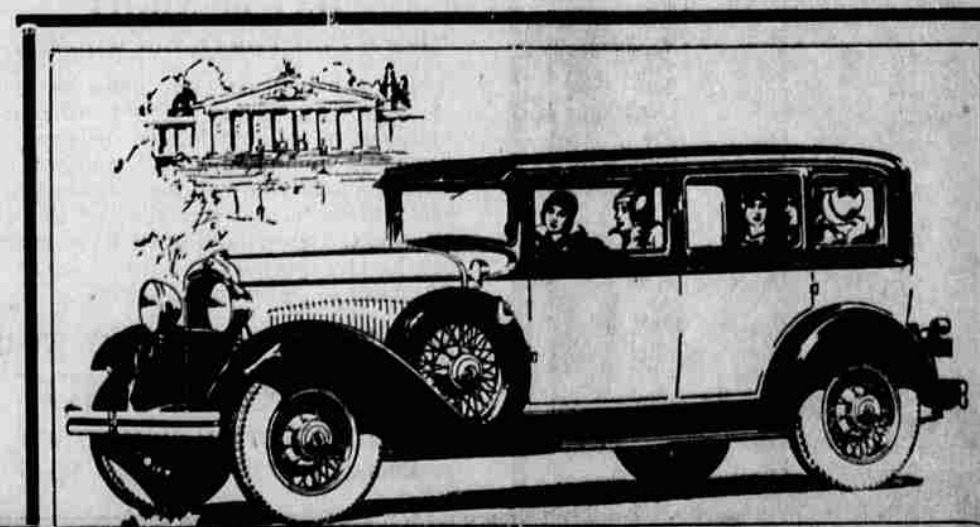
With security, protection and comfort which its Mono-piece body imparts, this New Dodge Brothers Six gives the greatest automobile value for your dollar that we have ever known in twenty years in the automobile business. The Sedan is \$1275 delivered in La Grande.

Arrange For A Demonstration Next Week

SMITH'S GARAGE

Depot Street

Phone 175-J



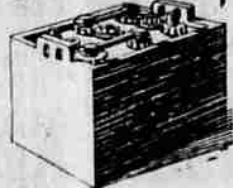
Going to France



NEA Atlanta Bureau
Miss Elizabeth Cheatham, English instructor at Agnes Scott College, Decatur, Ga., has been awarded one of the two Franco-American exchange scholarships for study at the University of Toulouse, France, during the 1929-30 session. It amounts to free tuition and living expenses for the academic year beginning Nov. 5 and extending through June 30.

Lighting - Starting - Ignition

The Heart
of Your Car
Is the Battery



Come in and let us inspect the battery in your car—when the battery goes bad the whole works stop, right now. A run-down battery will soon go to pieces—we can recharge for you and save you dollars.

We are experts in servicing these intricate parts of your car

It takes experience to adjust and service the delicate electrical equipment on your car. We have the experience and we also carry a large stock of factory replacement parts.

We want to keep before you the fact that the oil filter on your car is worse than none at all if the cartridge needs replacement. We have them.

Speedometer and Shock Absorber Service

DALE COX
United Motors Service