

ANCIENT CAR IN CITY THIS WEEK

California Tourist, of 1902 Vintage, En Route to Detroit, Mich.

"It's a California Tourist," the girl in the queer old car, parked Tuesday in front of Park's store, answered an inquiring passerby.

"Oh, you are! We went to California several years ago," was the answer.

"No, you misunderstood me, that is the make of the car, a California Tourist. It was made by the Los Angeles Vehicle company in 1902, just 27 years ago. They discontinued this make in 1907. My father bought this car in 1912.

"Yes, as far as we know, it has gone 41,225 miles. At present we are on our way to Detroit, Mich., where we will live. This is the third time we have made the trip from Seattle to Detroit.

"Years ago when it was new, someone paid \$1450 for it, without any trimmings, just plain car," the girl continued.

She revealed below the front seat a girl's trunk and there beneath the seat sat a two cylinder motor with a chain drive.

"But the gas tank!" the father came up just then.

"Under the hood," Mr. Jeep explained. "You might also mention that it has a side crank, right hand steering gear, all wood body, and a bulb horn, oil and wiperless lamps."

"It will go about 21 miles on a gallon, same as the big cars of today."

"My car averages about 20 miles an hour, but it will go 20 down hill." And the car looks capable of most anything, with its super red body laced with bedding and other things tourists carry. In the mountain country they use oil about every 100 miles.

"Yes, folks, it's some car."

GARAGE GOSSIP

New Car Owners—

Clarence Hazelwood from Elgin has purchased a new Chevrolet coupe and J. Remschler recently purchased an Imperial sedan from the Larson Chevrolet garage.

On Business—

N. E. Buchanan went to North Powder on business Friday.

Here Friday—

Norman Wood from Portland, representative of Firestone Tire and Rubber company was in La Grande Friday.

Another Chevrolet—

The Oregon Trail garage purchased another Chevrolet from the local agency this week. They also purchased 2 coupe last week.

Two New Sedans—

H. H. Webster and G. H. Utter-

shaw, of Island City, are owners of new Chevrolet sedans purchased from the Larson Chevrolet company here. Charlie Stevenson, of Summerville has purchased a new Chevrolet coupe.

District Convention—

C. N. Sine, local manager of the Automotive Electric company returned home Wednesday from the Pacific coast District Willard convention held at Portland. H. H. Wilson and N. G. Wolf, heads of the new Willard factory at Los Angeles, were present and reported that the new plant would be in operation in November to supply Willard batteries to the Pacific coast.

Three New Trucks—

The Blue Mountain garage sold three new International six speed trucks last week, two in Wallawa and one here. The two in Wallawa were delivered to Dave Joplin and M. H. Wilby. W. H. Robinson and company also bought a truck.

Essex Sedan—

C. W. Erickson of Alford, has bought a new Essex sedan from the Blue Mountain garage.

New Chevrolet—

Joe Hinkath, of Elgin, is the owner of a new Imperial sedan purchased from the Larson Chevrolet company.

New Sedan—

E. J. Schroeder, of Island City, has purchased a new sedan from the Larson Chevrolet garage.

New Coupe—

James D. L. Towers, of Portland, and Lester Hinkath of Island City have recently purchased Chevrolet coupes from the Larson Chevrolet company. Also R. T. Courtney is the owner of a new Chevrolet coupe.

From Elgin—

Matt Rowser, of Elgin, recently bought the owner of a new Chevrolet sedan.

Baseball Games—

Six innings are left in the national Firestone baseball game, with a chance yet for La Grande to place in the winnings, according to local dealers.

Forty per cent—

L. F. Henderson, assistant manager of Portland branch of Ford Motor company, called at the La Grande Ford agency Wednesday afternoon. He gave out the information that Ford car registration had now reached 40 per cent of the national car registration, with the present competition, registering 15 per cent.

Carload—

Perkins Motor company unloaded another carload of Fords today; they also unloaded a carload Wednesday, and one Thursday.

On Business—

W. D. Hanks, of Gettings and Hanks, spent last weekend on business in Enterprise.

New Car—

A new type of sedan, a two-window, four-door sedan, which re-

places the original four-door sedan, and has the same lines as the new three-window sedan and is four and a half inches longer than the original four door sedan, is at the Perkins Motor Car company.

Change—

J. W. Ross now has charge of the Gettings and Hanks garage at Enterprise. Mr. Ross has been working in La Grande with Gettings and Hanks for several years.

Two Carloads—

One carload of '26's and one carload of '27's, all sedans, were received by the Chrysler garage this week.

To Enterprise—

Bob Buchanan, salesman at the Sundecker garage, is in Enterprise on business.

Expecting a carload—

A new carload of Buicks is expected to arrive the first of next week at Jennings Motor company.

New Mechanic—

Paul Williams has been employed as mechanic by the Oakland garage. Mr. Williams is from Pullman, Wash.

New Oakland—

The latest in Oakland sport model roadster arrived at the Oakland-Pontiac garage last week and was sold to Ed Volstoff.

New Cabriolet—

Walter Reber has purchased a new Pontiac cabriolet from the La Grande Motor company.

On Display—

An Oakland two-door sedan has just arrived and is on display in the showrooms of the La Grande Motor company.

District Representative—

E. J. McChannell, district representative of the Oakland Motor company, has been in La Grande since Tuesday on business.

Expecting Carload—

The La Grande Motor company is expecting a carload of Pontiacs the first of the week.

Take Thorough Tests Of Dodge Brothers Cars

DETROIT, Sept. 21.—How Dodge Brothers make sure of smooth and dependable engine performance is readily appreciated by a visit to the engine test room of the company where rows of engines, running on blocks, are tested for hours before they are placed in the chassis of new cars.

In this test, a motor operator under the watchful eyes of men trained to observe the slightest deviation from perfect performance. The engines are powered by refined gas from city mains as a precaution against carbon formations. A central oil circulator forces a constant flow of pure oil through the lubricating system of the motor.

After a protracted run under its own power, each engine con-

ducted to a dynamometer and electrical meters so the energy developed can be measured and translated into horsepower generated at various speeds. Data also indicate generator charging rate, oil pressure and revolutions per minute from successful idling to high speed.

Engines failing to pass the rigid standards set by Dodge Brothers engineers are rejected and returned for corrections. Those proving their fitness under such tests are carried on conveyors to the final assembly lines where they are dropped into the chassis of the Dodge Brothers New Six and Senior Six cars.

Only by these tests are assured the smoothness, flexibility and quietness which every owner has a right to expect from the engine of his new car. Gasometer is eliminated by these rigid standards applied to all engines, so every completed car rolls off the assembly line as mechanically perfect as it is possible to build it.

Suggestion

The pronunciation of "par-carine" with a soft "c" is advised by the B. B. C. Why not soft in summer and hard in winter?—Glasgow Eastern Standard.

Tackle the Job

Beginning to do what we have to do, like it or not, is more resultful than waiting for an inspiration.—Casper's Weekly.

Believe It or Not

There was once a movie actor who took his girl out under the moon but couldn't kiss her without a theme song.

Will Show Itself

We are told to let our light shine, and if it does, we won't need to tell anybody that it does. The light will be its own witness.—Moody.

Shifting Sands Are Tied Down By New Desert Highways In California

By OSCAR LEIDING
(AT) Feature Service Writer.
SACRAMENTO, Cal., (AP)—The shifting sands of the desert, which limited the motorist's transcontinental invasion of California, have been conquered.

Broad highways, free of the sandy clouds which once swirled and drifted over the roads or whipped below to undermine them, now enter the state through desert regions over four routes.

Engineers have solved the problem of "taming down the desert." Study revealed that only dunes below 20 feet in height moved with wind, and new roads have been built up to the level of the 30-foot moving drifts.

To keep the sand fills from whipping out from under the new roads, slopes are well oiled. To prevent washing out under conditions of concentrated rainfall, channels were dug to carry off the floods and bridges built to span the breaches.

There is little rainfall in the desert for months and a merciless sun beats down on the vast, arid stretches. But what little rain there is comes all at once and stores are often of such exceptional intensity that the whole country flows with water.

Pushing an improved highway through the shifting sand hills was a project conceived by E. Q. Sullivan, district engineer of the division of highways, and the district he administers contains the principal desert roads of the state.

The old plank road which once pushed for six miles over undulating hills still stands, a reminder of the days when the continuous services of a crew of men and 16 head of mules were needed to keep it open. Even then, during heavy wind storms, it was closed at night and occasionally in the day time.

Highway construction in desert regions is costly, although dependent on the locality and character of the country. Sections through the Imperial valley cost approximately \$49,000 a mile to grade, construct culverts, and surface with a 20-foot pavement.

Hope for Rare Bird Specimen

The Abyssinian expedition of the American Museum of Natural History hopes to obtain specimens of the lammerger, a rare bird like both the eagle and the vulture in some respects, which attains a wing spread of ten feet.

Love Must Be Present

To find the ideal life in the normal, you must do two things: Get rid of the world in your heart, and get rid of self—of thinking of yourself. One thing is needed, only one, and that one thing is love.—Stanford Brooks.

The Cheapest Necessity

You Buy Is

Auto Insurance

The money you pay for auto insurance protects your car from fire and theft, protects you from financial loss when your car is damaged in collision, protects you from ruining judgments in case of damage to other people's property and the most important of all—it protects you from extended law suits if you should happen to injure some one.

This agency has a thorough understanding of the proper auto insurance that you may need. Come in—let's talk it over today—tomorrow may be too late—we will show you the extravagance of going without adequate protection.

—And the money question is taken care of by our liberal instalment plan. You can pay while you ride.

UNITED STATES INVESTMENT CO.

O. W. Warnock, Mgr. 113 Depot St.

We Will Prove To You What's Inside Our TIRES!



You know that lots of tires go bad on the inside while their treads are still good. Know why? It's because the cotton cords in the carcass can't "come back" after they're stretched by hard blows—and are too easily broken. We can prove to you why Goodyear tires lead the field for resistance to bruises, breaks and blowouts.

All Types - All Sizes - All Prices

GOODYEAR

Amazing Free Demonstration

See the best competitive cord strung on our testing machine beside a SUPER-TWIST cord (the patented road shock-absorbing cord used only in Goodyear Tires.)

Watch 'em stretched side by side. See how Super-twist comes back to shape while the other cord tangles limp. See how Super-twist stretches up to 60% farther than the other cord before it breaks!

Super-twist — Goodyear's patent — explains why Goodyear Tires are supreme for standing abuse without premature blowouts or carcass breaks. We will prove to you what's inside our tires!

Millions more people ride on Goodyear Tires — and Super-twist Cord is one of the big reasons.

Bohnenkamp's

Copyright 1929 Chrysler Corporation

CHRYSLER

CHRYSLER MOTORS PRODUCTS

A JOY IN MOTORING THAT IS WHOLLY NEW



No matter how wide and varied your motoring experience, you find all the thrill behind the wheel of one of the new Chryslers that came when you drove your first car.

Yet the reason is simple. It is to be found, for instance, in these epochal new advancements of the new '27 and '29—

- MULTI-RANGE GEAR SHIFT
- DOWN-DRAFT CARBURETION
- SYNCHRONIZED POWER SYSTEM
- PARAFLEX SPRING SUSPENSION
- ARCHITONIC BODIES

and a host of other revolutionary engineering features.

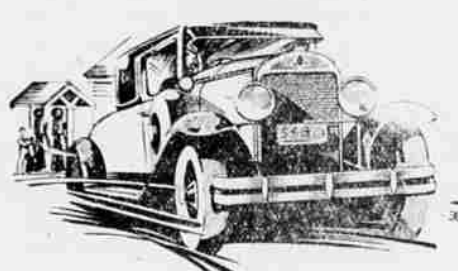
In the '26, lowest-priced Chrysler Six, you will also experience a performance characteristically Chrysler, combined with easy riding and handling—a performance that puts this car as far ahead in the field as the new '27 and '29 and the Imperial are in theirs.

77
70
66


- \$2895 CHRYSLER IMPERIAL PRICES—Nine Body Styles, from \$2895 to \$3385. F. O. B. Factory (Special Equipment Extra) WITH MULTI-RANGE GEAR SHIFT
- \$1595 NEW CHRYSLER '27' PRICES—Nine Body Styles, from \$1595 to \$1795. F. O. B. Factory (Special Equipment Extra) WITH MULTI-RANGE GEAR SHIFT
- \$1245 NEW CHRYSLER '20' PRICES—Six Body Styles, from \$1245 to \$1395. F. O. B. Factory (Special Equipment Extra) WITH MULTI-RANGE GEAR SHIFT
- \$985 NEW CHRYSLER '26' PRICES—Six Body Styles, from \$985 to \$1085. F. O. B. Factory (Special Equipment Extra) THE LOWEST-PRICED CHRYSLER SIX

L. W. WEEKS
Greenwood & Jefferson
COMMERCIAL CARS AND TRUCKS

CHANGE YOUR OIL WITH THE SEASON



Now is the time to clean out your summer oil and change to heavier lubrication for cooler days. Drive up today—we will put the right grade in your car—and of course you'll want—



GOLDEN MOTOR OIL FLOWS FREELY

PLAYLE OIL CO.

ADAMS & GREENWOOD