AUTO SECTION

La Grande Evening Observer

WANT ADS

VOLUME XVII — LA GRANDE, OREGON, SATURDAY, NOVEMBER 9, 1929 — NUMBER 320

MOTORISTS WILL PAY LARGE SUM

State to Receive $8,750,000 in Fees—Counties to Get One-Third.

SALEM, Ore., Nov. 9 (Special.)—Approximately $8,750,000 will accrue to the state of Oregon from October 1, 1929, to December 31, 1930, from motor vehicle fees, according to a projection of receipts from such sources made by Hal E. Hoss, secretary of state.

"A break in the registration year and a change in the license fees, both authorized by the 1929 legislature, have made the estimate of probable receipts from automobile fees difficult and the department has been conservative in outlining the anticipated revenues," said Mr. Hoss.

"The state will receive during 1930, fees from licenses covering a year and a half, as the motorist will be required to take out a half year license January 1, and at the expiration of this license on June 30, 1930, payment will be due for a year's license to run until June 30, 1931.

"Adding to the collection of 18 months' revenue within a 12-month period will be the income from the normal increase in the number of motor vehicles registered in the state, bringing the total collections for the 15 months starting October 1, 1929, of $8758,323, according to statistics compiled. Of this total, administrative expense will require $350,332, leaving a net revenue of $8,407,991 to be distributed to the counties of the state and the state highway fund."

Counties to Gain

Under a new apportionment basis established by the last legislative assembly, effective January 1, 1930, counties of the state will receive one-third of the motor vehicle revenue instead of one-quarter as the division is made now. This change in apportionment was made to compensate the counties for the decrease in license fees which would cut down receipts to the counties from the motor vehicle registration and transportation fund.

The state highway fund will not suffer a decrease from the cut in licenses due to the additional 1 cent a gallon added to the gasoline tax, effective January 1, 1930. Receipts derived from the tax on gasoline sales are not included in the county apportionments, but are held for the state highway fund.

Of the funds to be distributed next year, counties of the state will receive $2,802,663 and the state highway share will be $5,605,327. The approximate amount to be received by each county from receipts in 1930 and the total of the apportionments made to the counties in March and September, 1929, are given for the purpose of comparison:

County	Amt. Due Co's Under '30 Est.	Amt. Rec'd by Co., '29
Baker	$ 40,125.82	$ 28,204.95
Benton	56,894.80	35,602.81
Clack'as	129,494.63	76,253.69
Clatsop	51,587.59	36,045.51
Colu'bia	50,470.46	31,476.62
Coos	81,404.22	53,898.36
Crook	11,045.03	6,806.66
Curry	8,097.34	5,114.53
Deschutes	49,194.22	31,785.32
Douglas	67,014.34	42,207.80
Gilliam	10,778.63	7,993.37
Grant	13,729.76	8,874.34
Harney	12,306.67	8,001.26
H'd R'v'r	29,573.89	19,558.70
Jackson	109,061.41	70,233.76
Jeffer'n	6,436.65	4,026.61
Josephine	36,700.83	22,349.19
Klam'th	91,556.59	65,547.61
Lake	14,022.34	9,578.06
Lane	163,188.48	102,060.42
Lincoln	26,899.28	16,332.54
Linn	82,609.78	49,188.04
Mal'eur	28,058.01	17,928.73
Marion	201,844.92	122,334.91
Morrow	15,113.00	9,843.41
Mult.	962,461.62	679,875.27
Polk	46,979.22	28,261.01
Sher'an	11,636.83	8,429.60
Tillamook	38,017.81	23,801.34
Umatilla	77,143.98	53,601.87
Union	48,324.93	32,545.86
Wallowa	18,441.69	11,573.96
Wasco	39,821.87	26,238.19
Wash.	93,768.45	55,968.99
Wheeler	7,520.32	4,777.70
Yamhill	70,338.36	42,115.71
Total	$2,802,663.77	$1,849,417.67

Kentworth Beaten By Delmer Allen

Fighting in the main event in a boxing card at Umatilla last night, Delmer Allen, of La Grande, won a 10-round decision over Jack Kentworth, of Portland. In the semi-final, Jack Nash won a decision over Kid Alabama, of La Grande.

IRA DERN VICTOR

SALT LAKE CITY, Utah, Nov. 9 (AP)—Ira Dern, Salt Lake City heavyweight grappler, defeated Nick Velcoff, the Bulgarian lion, in a fast bout here last night, winning the second and deciding fall in 2 minutes with an airplane spin. Velcoff was unable to return. He won the first fall in eight minutes with a body push.

Charley Strack, of Chicago, and Dr. Karl Sarpolis, of Pennsylvania, heavyweights, were held to a draw in the main preliminary.

FELDMAN WINS

KLAMATH FALLS, Ore., Nov. 9 (AP)—The ten round main event bout held in Klamath Falls Friday night between Willie Feldman, New York middleweight, and Tiger Bob Robinson, Oakland, Cal., ended in a tie for Feldman.

Ox Cart Still Holds the Lead In El Salvador

That a majority of the people of El Salvador prefer the monotonous plodding method of transportation as provided by a yoke of oxen to the more animated type as offered by the modern automobile is evidenced by an order recently placed by the Central American republic for 2650 pairs of automobile license plates for 1930 and 22,000 ox cart plates.

This unique ratio of vehicles became known when an Oakland party last week visited the plant of the Irwin-Hodson company in Portland where the plates are made, according to the La Grande Motor company, Oakland-Pontiac dealer here. It was also learned at this time that officials of El Salvador have ordered 1300 bicycle license plates and 300 motorcycle numbers.

The El Salvador ox-cart plate is a comparatively small affair, it being only 2¾ inches wide and 5 inches long. The license design includes the head of an ox inset within a triangle in the center of the plate; the upper portion states that it is a "traffic tax," while the center and lower portions designate the year issued, amount of tax and the name of the country.

F. H. Bronner, who directs the license department of the Irwin-Hodson concern, says that American business men in Central America report El Salvador roads to be in "terrible" condition and consequently automobiles are not as favorably accepted there as in some other southern countries. The few automobiles registered in that republic are of the "fine car" type and owned by the wealthier families, he declared.

The making of license plates is a specialized industry and the Portland concern has so thoroughly perfected this type of manufacturing that today it operates the most pretentious plant of its kind in the west and one of the four largest in the United States. The Irwin-Hodson company obtained its first contract for license plates in 1915, when it was selected to prepare the 1916 Oregon automobile numerals. At present this company is making plates for Oregon, Idaho, Utah, Nevada, Montana, Alaska, Yukon territory, El Salvador, Costa Rica and Haiti, as well as city licenses and highway markers for numerous communities throughout the country. Last year this Portland organization manufactured approximately 1,500,000 automobile license plates. It is estimated by Mr. Bronner that between five and six hundred thousand pounds of steel and 45,000 gallons of enamel were required for this output as well as an impressive quantity of Oregon made wood containers and wax paper which were used for packing.

Mr. Bronner told the Oakland party that several German firms also make metal license plates and they are in constant competition with the Portland organization to obtain contracts with Central and South American governments.

Veteran Wins Suit For Compensation

LOS ANGELES, Nov. 9 (AP)—Winner of the first of 168 suits brought in California against the government for payment of war risk insurance money, Homer N. Love, a world war veteran living at the national soldier's home, Sawtelle, Cal., will receive a monthly compensation of $57.50 dating from October 21, 1918, when he was discharged, until he shall die.

A jury in federal court here returned a verdict in favor of Love, who asked for his insurance on the grounds he had contracted tuberculosis in the army and was totally disabled. He was stricken shortly after his discharge.

"Ho'ws your wife coming along with her driving?"

"She took a turn for the worse last week."—Annapolis Log.

FAST CAR NEEDS HI-SPEED BRAKES

Safety at all Speeds Depends Upon Equalization of Brakes, is Claim.

By H. E. Heath
(Service Manager Plymouth Motor Corporation)

Stopping a car at high speed is a different proposition from stopping quickly at moderate speeds. A brake that will do the latter may not be effective at high speeds.

Tests made on brakes at various speeds by our experimental department recently, have brought to light some interesting facts. Many of these are of great use in design work, but of little direct interest to the public. One fact, however, has been brought out which every motorist should know for his own safety and protection.

This point may be made clear by a concrete example: A certain car may be driven at 25 miles per hour and the brakes jammed on hard. The car may be virtually stood on end by its brakes. A fine, quick, short stop may be made with this car at that speed.

Take the same car and drive it at 65 miles per hour, and the same brakes that brought it to a quick, smooth stop at 25 miles per hour may act entirely different. Jamming the brakes on at this high speed may cause the car to swerve badly, forcing the driver to quickly release the brakes or suffer the penalty of going off the road. Instead of a smooth, swift stop, the car has to be jockeyed down to a reasonable speed by alternately applying and releasing the brakes, before the brake can be really applied.

Needless to say such brakes are dangerous. The fact that they appear so good at 25 miles per hour makes them all the more of a hazard at high speed, because the owner may be prone to think that he can rely upon them, whereas he cannot.

The answer, of course, is equalization. Were the brakes perfectly equalized the car would not swerve. It is this fact which has led to the adoption of the hydraulic-type brake by Plymouth. This car holds the distinction of being the lowest-priced car equipped with hydraulic brakes. Because of the laws of physics which govern fluids, the pressure at all points in the hydraulic brake system is equal, consequently there is never any doubt about equalization.

The Plymouth brake has been designed as a real speed brake, not only because of its hydraulic equalization, but also because of the high factors of safety used throughout the braking system. The flexible hose which carries the brake fluid is made to withstand a pressure of 2500 pounds per square inch before it is installed. After all lines are installed in the brake system, a test of 400 pounds per square inch is given to detect leaks. In actual use under the most severe conditions, the greatest pressure in the lines is 150 pounds per square inch, while under ordinary conditions the pressure rarely exceeds 80 pounds.

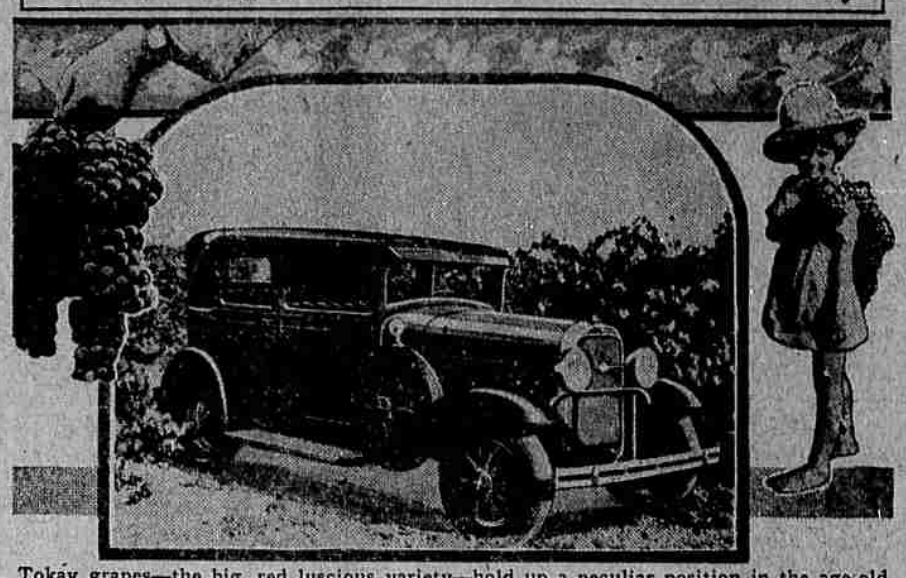
No one should drive a car at high speed without knowing that the brakes are suitable for high-speed use. Just because they act perfectly at low and moderate speeds it cannot be concluded that they are satisfactory for high speed. The stresses on the brakes increase with the square of the speed. The energy contained in the speeding car at 60 miles per hour is not twice as great as at 30 miles per hour but four times as great. Differences in braking effort due to poor equalization are brought out at high speeds as if a microscope. Therefore, before speeding — be sure that your car has perfectly equalized brakes. This can be quickly found out for you by any well-equipped service station.

He: Are ye fond of moving pictures, Jennie?

She (hopefully): Aye, Sandy.

He: Then maybe, lass, ye'll help me get a half-a-dozen doon out o' the attic.

Tokay Grapes Make Million Dollar Industry



Tokay grapes—the big, red luscious variety—hold up a peculiar position in the age-old industry. Grown in only one or two spots of the world, the largest volume by far comes from Lodi, California. The vines grow to a height of 12 to 15 feet, as shown in this comparison with an Oldsmobile Landau. Bunches of these grapes have been picked which have weighed as much as twelve pounds.

Englishman's Bicycle Rules the Road Over Cars, Trucks, Coaches

By Wade Werner
(AP Feature Service Writer)

LONDON (AP)—An Englishman's home is his castle, but his bicycle is his throne.

As a pedestrian, motorists and taxi drivers may treat him with scorn; as a motorist, drivers of trucks and coaches may crowd him off the road. But put him on a bicycle and he is king of the highway.

His rule of roads and lanes is unquestioned. No one, least of all the chauffeur of a limousine, may toot him into the ditch.

For a motorist to hit a train at a grade crossing is unfortunate. If he collides with another automobile or a motorcycle he still can plead it was an accident.

But if he sees a flock of wheel-pushers just ahead of him he slows down and edges past them. He knows better than to spill an Englishman off his bicycle. Hitting a bicyclist in England isn't an accident. It's an atrocity.

So the common man in this country, who may be earning only a fourth as much as the American factory worker who boasts an automobile, still manages to enjoy himself on the highways.

Even children venture forth in groups of 10 to 20, spreading themselves comfortably over the road with plenty of elbow room.

Sometimes one meets cycling clubs of from 50 to 75 members, but more often it is a family—father mother and two girls and a boy, each on a separate bicycle—that looms up ahead around the curve. Or the whole family may be riding on one velocipede, an over-size velocipede with accommodations for a crew of three and three passengers.

Tandem bicycles, and three-seaters, the sort that used to be common in the United tSates before Henry Ford, still are quite numerous here. It is the one-seater, however, the Englishman's rubber-tired rolling throne, that seems to be everywhere.

The final test of kingship, of course, is the tax test. A real monarch does not tax himself; he taxes his subjects. And so, although the horse-power tax on a small automobile may be $100 a year, and even a motorcyclist pays horse-power and gasoline tax, the Englishman on a bicycle is untrammeled and free. His tax is precisely nothing.

DURANT USED IN SPEED BOAT IN NORTHWEST

It is claimed by enthusiastic followers of the sport that there is nothing to compare with speed-boat racing so far as thrills are concerned. But this branch of out-door activities has long been regarded as being out of reach of the average layman because of the expense connected with it.

In a letter received here today by Mr. Peterson, local Durant dealer, from George R. Morris, sales manager of the western Durant factory, Frank Javette of Berkeley is of the decided opinion that much of this so-called over-head may be eliminated when the owner purchases a motor for his craft. Racing authorities have long contended that an automobile engine is not fitted for this particular type of sport.

"Javette, who owns a 16-footer, speaks from experience when he begins telling about the thrilling aquatic pastime," Morris wrote the local merchandiser. "When he was building his speed-boat, he discarded old-fashioned opinions about marine motors and installed instead, a four-cylinder Durant power plant.

"Javette found that he could operate his speed-boat much more economically. In addition, he discovered the Durant power plant was exceptionally flexible.

"Glenn E. Shaw, of Seattle, Washington, is another speed-boat enthusiast who has equipped his craft with a four-cylinder Durant engine. Named after his own city, 'Miss Seattle,' has held the Pacific Northwest championship in the 151 cubic inch class for two years.

"While Shaw is an able pilot, he attributes his repeated victories to the remarkable performance of the Durant four-cylinder motor. In his various races, he has competed with craft powered by many types of engines, and he declares the Durant four to be unexcelled for the 'Miss Seattle' type of boat.

"Ability to accelerate at an almost unbelievable rate and capacity for sustained high speed are characteristics of the motor which have enabled Shaw to show a clean wake to competitors. During two years of hard usage, including innumerable time trials as well as actual races, Shaw asserts that he has had no engine trouble whatever."

FIRE AND BRIMSTONE

"When Mr. Casey died he left all he had to the orphan asylum."

"Indeed! That was nice of him. What did he leave?"

"His twelve children."—Lackawanna Motorist.

Motor Vehicle Registration Grows 500 Pct.

PORTLAND, Ore., Nov. 9—Motor vehicle registration in Oregon has increased from 52,000 in 1917 to 256,000 in 1928—a gain of more than 500%, according to the Oregon State Motor association. Highways of 1917, built to carry traffic volume of 52,000, have proven inadequate to carry the increased volume of traffic, and improved specifications have been put into effect each year so that the modern highways now being built cost several times more per mile than did the highways of 1917.

Following is a list showing the growth of automobile registrations by years from 1905 to 1928:

Year	Registrations
1905	218
1906	142
1907	230
1908	701
1909	1,271
1910	2,493
1911	6,428
1912	10,165
1913	13,957
1914	19,245
1915	26,743
1916	37,185
1917	52,032
1918	66,826
1919	86,902
1920	107,207
1921	121,779
1922	137,772
1923	169,552
1924	195,394
1925	219,100
1926	236,349
1927	247,735
1928	256,427

Pedestrians Stop Cars In Street!

MANCHESTER, England (AP)—A push-button project to make the world safe for pedestrians is being given a trial.

It consists of a traffic signal controlled from the sidewalk by a pedestrian about to cross the street. As soon as the sidewalk button is pressed the light signals "caution" and then "stop."

Fifteen seconds are allowed for the pedestrian to reach the opposite curb; then the signals automatically reopen the road to motor traffic, and until 45 seconds more have elapsed the sidewalk button will refuse to work. Thus pedestrians and motorists are assured an even break.

Hi: Got five dollars for hauling a Mercedes out of the mud today, Si.

Si: Pulled another fast one, eh?—Cornell Widow.

Fall Held Good Buying Season By Sales Chief

Sales records show that automobile buying is somewhat stimulated during the Fall months, after the slackening off in the Summer which follows the Spring activity, according to L. G. Peed, De Soto general sales manager.

"The motor-wise buyer is beginning to look at the purchase of an automobile from the business-like standpoint that the Fall season is the time to purchase his new car," Mr. Peed said. "He realizes that the car he now possesses will be considered as one year older after the first of the year and consequently he wishes to take advantage of the higher trade-in value of his old car due to the fact that there are not as many used cars on the market in the Fall.

"There are other factors, too, that should be taken into consideration when purchasing a new car," Mr. Peed continued. "These factors all point to the Fall season as being the logical season to purchase. The owner's old car, that has been used during the summer and probably during the preceding winter, cannot be expected to function during another winter as well as a new car. There are tires which may have to be replaced, the battery may need replacing, and there are any number of minor repairs that may be necessary if the car is to provide safe, economical, comfortable and dependable transportation during the coming winter. These minor repairs and replacements added together may amount to a good sum which will not add a particle to the value of the car when traded in in the Spring. Applied toward the purchase of a new car, the amount immediately becomes a saving.

"The purchaser who buys his new car in the Fall, not only saves money because of the higher appraisal value of his used car at that time and because it is not necessary for him to spend money for repairs and replacements on his old car, but he enjoys the comfort of driving a brand-new mechanically-perfect automobile during the months that such a car is to be mostly desired.

"These facts, as I see them," Mr. Peed concluded, "are the reasons that sales curves during the Fall months have shown a slightly upward trend in recent years and that the Fall has undeniably taken its place as the second buying season of the year."

Prof: What people are scattered all over the earth?

Class (in chorus): Pedestrians.—Virginia Reel.

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Easier to ride in
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Easier than ever to buy

Why not enjoy the advantages of a larger, finer automobile this winter? You will find that the Oakland All-American is:

Easier to ride in—because of its 117-inch long wheelbase—its spring covers and Lovejoy shock absorbers—the Harmonic Balancer that smooths out torsional vibration—the spacious, luxuriously upholstered interiors of its bodies by Fisher.

Easier to drive—because of the dependable power developed by its large 228-cubic-inch engine—because of its swift acceleration—its positive, non-squeak internal-expanding four-wheel brakes—its automatic temperature control which results in quick warm-up.

Easier than ever to buy—because the General Motors Time Payment Plan will enable you to buy out of income. Come in and let us show you how easily you can own *America's finest medium-priced automobile.*

Oakland All-American Six, $1145 to $1375, f. o. b. Pontiac, Mich., plus delivery charges. Spring covers and Shock Absorbers included in list prices. Bumpers and rear fender guards extra. General Motors Time Payment Plan available at minimum rate.

Consider the delivered price as well as the list (f. o. b.) price when comparing automobile values . . . Oakland-Pontiac delivered prices include only authorized charges for freight and delivery and the charge for any additional accessories or financing desired.

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BUT SOON
Cold Weather is Coming

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