

E. E. AUSTIN NEW LOCAL DEALER

Former Pendleton Man Comes to La Grande to Handle Nash Cars

A new dealer in cars has been added to La Grande's automobile row and business section in the person of E. E. "Ted" Austin...

Mr. Austin has been an automobile dealer for more than ten years, and for the last year has been specializing in selling Nash cars.

Before coming here Mr. Austin was sure that he would like the city of La Grande and now, after becoming acquainted with the city first hand, reports that he is very well pleased with the city and the business outlook here.

During the last year Mr. Austin was in the automobile business in Pendleton but is now located here, replacing R. D. McKennon, who has gone to Southern California.

Mr. Austin states that he will maintain the same high class of service as in the past, and is eager to give his patrons the most satisfaction possible.

GRONP VISITS WHALE 'WRECK' IN CHEVROLET

On the wind-swept reaches of Point Lobos, not far from Pebble Beach, the scene of the recent national amateur golf championship tourney, is the carcass of an enormous whale.

A group of westerners recently visited Del Monte, Monterey, the 17 mile drive, and passed at Point Lobos to speculate as to the coming of the whale carcass.

One version is that the whale was harpooned in the South Pacific and that it eventually floundered on to the Point Lobos coast.

Uncle Sam May Raise Ante For Roads To \$1.04

Uncle Sam's share in building the federal-aid and forest highway system of the country will be increased from approximately 65 cents to \$1.04 a year for each of the 129,000,000 inhabitants...

This is a total of \$26,000,000 a year that would be devoted entirely to the development of the nation's most important network of transcontinental highways.

From 1918, when the federal-aid program was begun, to 1928, the government's expenditures aggregated \$613,393,377 for completed highways, which is little more than half as much as excise taxes, amounting to approximately \$1,100,000 which motorists donated to the treasury...

"In addition to the great need for continuing federal-aid on an increased scale, there is also a pressing demand for federal assistance in building roads through the public lands of the west in order to protect national resources and at the same time connect up important cross-country routes," say the motor club officials.

"That is the primary reason that the government is being asked to be more lenient in its appropriations for forest highways as well as for post roads."

account of Norsemen whaling in the ninth century; and that Alric, archbishop of Canterbury, mentioned whaling in the eleventh century. At first only stranded whales were attacked, but later, watch was kept from especially built towers and then as the whales became wary, boats were fitted out and men searched for them using the harpoon.

At present, whaling is regulated by law. The deadly Sven Poy gun, with its ravages on the whaling communities, resulted in the passage of the law. The effect of the Sven Poy gun is that a sharp perforated steel tube goes into the stomach of the whale and pumps it full of steam and air. The method of use is when the whale is taken to a shore factory. The whale's spouting is caused by forcing heated air from the lungs after long periods of holding its breath.

SNOW-BLOCKADED ROADS NO MORE

R. H. Baldock Tells of Highway Commission's Snow Removal Work

Editor's Note — The following story, which appeared in the last issue of the Oregon Motorist, is of particular interest to this section, not only because of its contents, but because it was written by R. H. Baldock, maintenance engineer of the state highway department, formerly of La Grande.

It seems a far cry to the days of snow-blockaded roads, but not much more than ten years ago the first heavy snowfall became the signal to remove the battery, take off the tires, and put the old bus away for the winter.

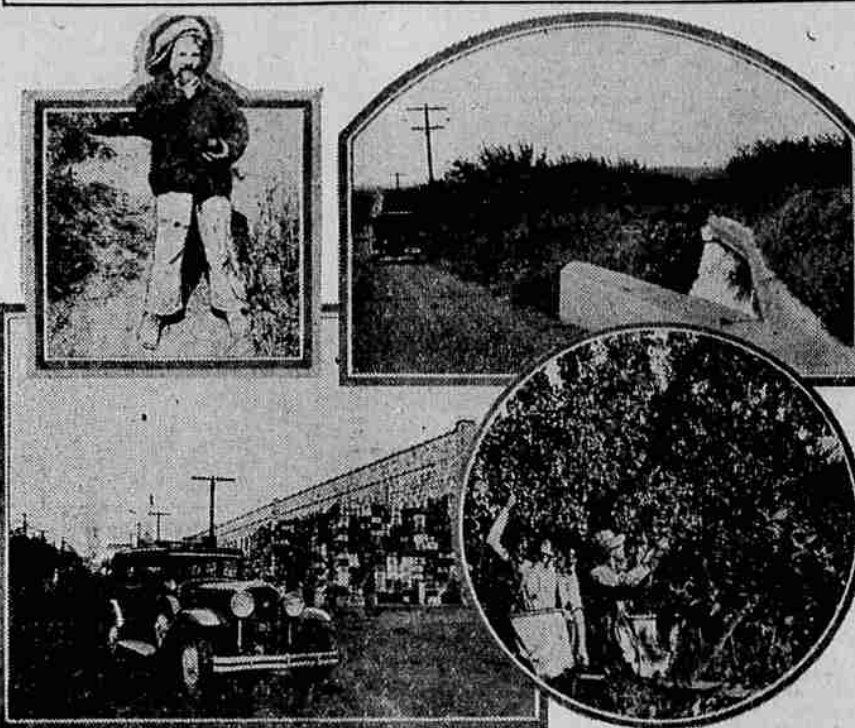
The commerce of the state, the business and social life of the community, ebbs and flows through the great arterial highways that tie the people closer together in a much more intimate way than any other form of transportation that has yet been devised.

Hence the snow-blockaded road becomes a more serious matter than merely the inconvenience caused. The blockade may mean that the milk for the sick baby will fail to see the ailing patient. The country doctor is now almost as extinct as the dodo bird.

The investments in highway construction and highway transportation are enormous and fundamentally, it is poor economics to tie up traffic through a long period of the winter by failure to remove the snow. The investment of the public in motor vehicles including passenger cars, buses, and trucks, represents many millions of dollars, the value of which is greatly depreciated unless clear means of communication are maintained throughout the year.

Methods of Snow Removal The first essential in snow removal is drift prevention, by the location of the highways through the low passes in the mountains,

Yakima Valley Finishes Great Apple Harvest



A scout party recently completing a tour of the great Yakima apple belt in a 1930 Buick sedan reports the completion of the harvesting of a great 1929 crop. It is estimated, the Buick scouts state, 13,500 cars will be packed this year in this south-central Washington fruit center.

24,900 IS AUTO DEATH RATE 1928

Government Issues Data With Comparisons for Nation As a Whole.

WASHINGTON, D. C., Dec. 14.—The department of commerce announced that in the death registration area in continental United States there were 23,765 accidental deaths in 1928 charged to automobiles (excluding collisions with railroad trains and street cars) and that the death rate from this cause was 20.8 per 100,000 population as against 19.5 in 1927, 17.9 in 1926, 17 in 1925, and 15.7 in 1924.

In 1928 the registration area included 44 states, the District of Columbia and 16 cities in nonregistration states. These states and cities the total population of the United States. On this basis the number of deaths due to automobile accidents is estimated at 24,900 for the whole country.

For purposes of comparison it may be helpful to consider the increase for the 38 states which were continuously in the registration area during the five-year period. Counting only the same class of fatalities throughout this period, namely, automobile accidents, excluding collisions with railroad trains and street cars, there was an increase from 14,896 deaths in 1924 to 21,513 in 1928. This represents an increase in rates from 16.7 to 21.4, or 26.3 per cent.

It should be noted that deaths assigned to automobile accidents do not include those due to collision of automobiles with street cars or with railroad trains. In 1928 there were 542 deaths due to collisions with street cars and 2041 deaths due to collisions with railroad trains; these, it added to the 23,765 referred to above, would make a total for the registration area of 26,348 deaths due to accidents in which automobiles were involved, and would raise the rate from 20.8 per 100,000 population to 23.

These deaths constitute 1.9 per cent of all deaths and 29 per cent of all deaths from accidents. In 1925 this class of deaths constituted 1.8 per cent of all deaths and 23.9 per cent of all deaths from accidents.

As has been frequently pointed out, uncorrected figures showing deaths from automobile accidents, especially in cities, may be misleading, because many who are fatally injured outside the city are brought to city hospitals, and since deaths are tabulated according to the place of occurrence there is usually a higher city death rate than would otherwise be shown.

FACE VALUE First He: See that girl? Her face is her fortune. Second He: Yeah, and it runs in to a nice figure.—Ohio State Sun Dial. How to Keep Track What: When was your new baby born. Knott: Between the second payment on the radio and the eighth on the auto.—The Pathfinder. The car climbed up a bank. The driver's face was green. He'd put his mousetrap in the tank and drunk the gasoline. Garageman: Check your oil? Motorist: No, I'll take it with me. Did you ever hear the one about the Scotchman who took the corners on two wheels to save his tires?

BUICK PARTY VISITS RICH YAKIMA BELT

Some 15,000 workers in Yakima valley—"the country that makes doctors unpopular"—have just completed the picking of South-Central Washington's internationally famous crop of apples. This fruit has been gathered at the rate of 1000 cars each seven days and it is estimated that approximately 13,500 cars of apples will be packed this year and sent to markets situated in almost every section of the world.

All in the View Son: Pop, what are spectacles? Pop: Spectacles, my son, are glasses which people look through. Son: If you looked through a window, would you call it a spectacle? Pop: It all depends on what I saw.—Oklahoma Whirlwind.

Pontiac Detours Through America As Fleet Leader

"Detouring through America" might serve as an apt title for the log book of the Pontiac Big Six which recently completed 32,000 miles of fast travel over a hand-picked "worst way" route as leader of the Goodrich Silver Fleet of 15 tire-testing cars.

Although the trip hardly would meet the average motorist's idea of pleasure driving, E. W. Clark, pilot of the lead car, declares that he thoroughly enjoyed the rigorous ten months of back road touring. Clark was one of the 15 university graduates who drove the fleet of cars under the direction of Lieutenant H. R. Schaefer of the United States naval reserves.

"The trip brought me many thrills and the satisfaction of conquering difficult obstacles and conditions," said Clark. "The Pontiac and I became pals during that long hard drive. We seemed to develop the same mutual understanding that often exists between a horseman and his intelligent mount. I certainly shall miss that car. I became mighty proud of it and the manner in which it carried on through that would make the ordinary detour seem like a boulevard."

WET WEATHER DRIVING AND SAFETY HINTS

Winter weather brings its own seasonal hazards for motorists and the public safety department of the Oregon State Motor association suggests that drivers bear in mind the following precautions.

Be sure you have a windshield cleaner in good condition. You need both hands for driving on slippery pavements, so the cleaner should be of the automatic type.

Have your brakes tested and put in good condition. Beware of carbon monoxide gas poisoning by keeping your garage doors and windows open when you start your car.

Keep off street car tracks. This hint is good for the year 'round but it especially applies to winter drivers.

Don't apply brakes or step on the gas too suddenly. Take curves slowly. Take care of your batteries; they run down faster in winter.

Be extremely cautious when going by schools or playgrounds.

Interference "Do you ever take Mrs. Glump for a ride in your car?" "No, with her jabbering in the back seat my wife couldn't keep her mind on my driving."

Advertisement for the 1930 Nash 400. Includes the text 'THE 1930 NASH 400' and 'DO THE IMPORTANT PART OF YOUR CHRISTMAS SHOPPING HERE!'. It lists features like Twin-Ignition Eight, Six, and Single Six, and provides pricing information for each model.

Advertisement for Goodyear tires. Features the headline 'Oh Boy! A set of new Goodyears!' and an image of a Goodyear tire. The text emphasizes safety and comfort, stating 'What a Practical, Sensible Gift—One that means many thousands of miles of comfort, pleasure, safety—the memory lingers long after trinkets are forgotten.'

AUSTIN NASH CO. 806 Adams Ave. Low Down Payment and Convenient Extended Terms if Desired

BOHNENKAMP'S A new Goodyear Tube to be carried as a "spare." Special Prices on all Sizes.