

Highway and Auto Dope

# AUTOMOBILE NEWS

Traffic And Tourist News

## FORD MAY QUIT ACTIVE LABOR

Auto Manufacturer, Being Asked if He Will Retire, Answers, "You Never Can Tell."

DETROIT, Mich. (NEA Service)—Henry Ford may administer a knockout blow to the confidence of his Ford Motor company business associates some of these days.

Ford may retire. "You never can tell," says Ford. "Henry Ford retire? Never!" say the men whose names top the Ford company's payroll.

Edsel Ford is president of the Ford Motor company now. Relieved of many responsibilities, Henry Ford gives time and thought to such semi-philanthropic as the revival of old-time dances.

Will he desert altogether, in his later years, from direction of the Ford industrial affairs? "You never can tell," Ford smiles.

"But do you expect to retire?" "If I expected to retire, then I could tell. I don't expect to, but you never can tell."

Talks on Reincarnation. No retirement by Henry Ford, however—even the final one—will be for all time, Ford holds.

He is a believer in reincarnation. "You believe that Henry Ford will return to earth, reincarnated, after death?" he is asked.

Ford gazes out a window, and drums his fingers on a table top. "Well, nothing is ever destroyed, is it?" he responds.

"Do you believe in a Deity?" "The trouble about discussing those things is that nobody ever knows just what he is talking about."

At 62, with the Ford fortune measurable in ten figures, Henry Ford's chief ambition for the Ford Motor company is—

"To keep it going." A friend of Ford, he is reminded, quotes him as saying, "Our job is to make work for more people at better wages."

"It's the same thing," says Ford. "Do you get more personal satisfaction out of making more jobs for people, or making more automobiles for them?" he is asked.

"It's all the same," is Ford's answer.

## Highly Intelligent Autoists Are Most Careless, Data Shows

NEW YORK (By the Associated Press).—Persons of high intelligence are more dangerous as automobile drivers than persons of lower intelligence, Dr. W. V. Birmingham of this city, director of the personnel research federation, said before the national conference on the science of politics. Absent mindedness was attributed by Doctor Birmingham as the main reason why intelligent persons cause more accidents.

"Data gathered over a period of years," he said, "shows a greater proportion of accidents among professional men, doctors, lawyers and business men than among delivery boys, truck men, taxi drivers and laborers."

The conference round table group on politics and psychology endorsed the proposal to urge municipal authorities to establish bureaus in connection with traffic courts where drivers repeatedly involved in accidents or charged with reckless driving could be referred for medical and psychological examination.

## Fortnight's Delay in Production Is Costly

DETROIT (AP)—The Detroit Free Press says that an effort of employees at the Ford Motor company to improve upon methods of Henry Ford caused a delay of two weeks in the production of the new model automobiles of the company. The story says that Henry Ford previously insisted that all parts be worked out in wood before being made into metal to insure perfect fitting.

This time according to the story, several Ford employees, without consulting anyone, decided to work direct from the blue prints and for this reason it was impossible to fit together machines shipped to Ford assembling plants throughout the country.

Officials of the Ford company, it is stated, refuse to comment on an article in the Wall Street Journal asserting that the two weeks delay had cost the company \$5,000,000. It was denied that there had been any wholesale dismissal of employees as a result of the error and also that the error had resulted from the activity of paid mechanics placed in the Ford company plants by a rival motor company.

## Two Million Dollars is the Nation's Traffic Loss

Pew Capita Loss of \$20 in Year Is Caused by Lack of Properly Developed Traffic Facilities and Control, Committee Says.

WASHINGTON (Special).—Two billion dollars—\$20 a year for each man, woman and child in the United States—is the price which the country pays in loss of life, accidents, loss of time through congestion, depreciated real estate values, and in many other ways for the lack of properly developed traffic facilities and their control. This estimate, which is four times the waste caused by fire loss annually, is based on data gathered by the committee on metropolitan facilities of the national conference on street and highway safety. The final report of the committee will be presented to Secretary of Commerce Hoover for transmittal to the second national conference on street and highway safety, which will be called by the secretary this winter.

The committee on statistics in its report to the 1924 conference stated that the money loss due to the 22,500 fatal and 675,000 non-fatal street and highway accidents in 1923 amounted to no less than \$600,000,000. This committee is now at work preparing its report for the 1925 conference and it has been stated that the estimated money loss due to accidents in 1924 will greatly exceed the record for 1923.

Loss a Small Portion. According to the committee, however, the loss due to accidents is only a small portion of the actual economic loss due to the inadequacy of streets and highways to accommodate automobile traffic. Data gathered in a large number of cities indicate very clearly that a definite money loss due to congestion and other factors can be calculated with more or less accuracy.

For example, detailed traffic studies in Worcester, Mass., indicated that congestion was costing the city \$35,000 a day. The price paid by Cincinnati for similar conditions was estimated at \$100,000 a day. In the loop district of Chicago it is estimated that the parking of cars costs the community \$200,000 a day, while the loss from congestion in the region including New York City is fixed at approximately \$1,000,000 a day.

In Philadelphia, the delays in the operation of a fleet of 863 taxicabs due to congestion amounted to 9.5 per cent of the working time of the taxicabs—about \$2.50 per day per vehicle.

Detailed studies in Worcester, Mass., show that traffic diverted from the most direct course by public parks is paying in increased cost more than enough to provide for the construction and maintenance of new roadways through the park and without detrimental effect upon them. In another report it was shown that the increased taxation from enhanced real estate values and the traffic operation benefits, would pay in five years for the complete cost of an improvement in Newark, N. J., which would provide a cut-off in the congested area.

Poor pavements, unsuited to the volume of traffic, the failure to reduce grades where economically possible, and extra distances which must be traveled, have increased operating and maintenance costs on vehicles up to 25 cents a mile or more, the committee claims. These figures are based on researches by highway departments, federal agencies,

## Automobiles Kill Two Every Hour in America, Death Statistics Show

CLEVELAND (By the Associated Press).—America's death rate due to automobile accidents leads the world, being 14.5 fatalities for every 100,000 population against 5.2 in England and Wales, 4.3 in Scotland, 4.6 in New Zealand and 3.6 in Canada during 1923. Figures for 1924 show that for 158 American cities the automobile accident death rate, causing not less than 17,400 deaths in automobile accidents, not counting accidents which involved railroad trains, or street cars, and automobiles.

The toll of human life taken by motor vehicles last year in this country was at the rate of more than two for every hour in the day. These statistics have been compiled by the National Safety Council for consideration at the Fourteenth Annual Congress which will open here on Monday, Sept. 28.

## PRICE DROP IN GAS EXPLAINED

NEW YORK (Special).—Asserting that there is no industry in this country so keenly competitive as that of the petroleum, the Standard Oil company of New Jersey, in the current issue of its monthly publication, "The Lamp," explains the reason for the recent reduction in gasoline prices.

In 1923 and 1924 when the three new fields in the Los Angeles basin were flooding California with crude, it points out that approximately 95,000,000 barrels were shipped through the Panama canal and refined at Atlantic ports. During the same period, the stocks of gasoline and crude oil in California increased from 3,000,000 barrels to more than 20,000,000, but it was until recently that receipt of this commodity at Atlantic ports were in sufficient quantities directly to influence the eastern markets.

"The carrying charge of gasoline is heavy in evaporation and loss of interest on money invested in stocks and tanks must be taken into consideration," the publication states. "Evidently California refiners became tired of the burden and decided that this was the time to reduce gasoline stocks, especially since the long expected reduction in output of California crude has failed to materialize and deeper sands and fears of over production for months to come. They recognized that even now at the peak of consumption they were currently refining from crude and producing head something over 20,000 barrels daily of gasoline in excess of the requirements on the Pacific coast."

California Shipment Heavy. "Since January 1, more than 7,000,000 barrels of California gasoline have been shipped into the eastern market and present receipts are close to 2,000,000 barrels a month.

"Still, the large quantity of this gasoline laid down at the Atlantic seaboard during 1925 might not of itself have seriously disturbed the eastern purchases of eastern refiners and especially those in the midcontinent if they had not equipped themselves for a volume of business based on published statistics indicating a gain of 28.5 per cent in domestic gasoline consumption for the first quarter of this year over the same period of 1924. However, that was done and the increase in consumption had not been maintained at this rate.

"It now appears that refiners have been running in the neighborhood of 200,000 barrels a day too much crude. East of the Rockies they are taking it out of field and pipeline storage and either piling it up at their plants in the form of finished products or balancing purchases with sales and not reducing stocks. A decline in the selling price for gasoline naturally resulted and simply another example of the operation of the law of supply and demand."

WILL CONSTRUCT PENDLETON TO HEPPNER ROAD. PENDLETON, Ore. (Special).—Heppner and Pendleton will be connected by a macadam highway in the near future.

This was assured when the people of Morrow county authorized the issuance of \$50,000 bonds for road building purposes in a special election held there this week.

One of the first pieces of road construction expected to be done under the program of work made possible by the passing of the bond issue will be the Vinson-Leon gap or the Oregon-Washington highway, which will link Pendleton and Heppner more closely together and to the satisfaction of the motorists.

France and Germany have agreed about something. We don't know what. But when they agree on anything, it's news.

## POOR DRIVING PERILS YOUTH

Local Traffic Men Urge That Special Care Be Taken When Motorists Pass Schoolhouses.

With the reopening of schools, a vigilant watch will be maintained by traffic officers of La Grande and by the state traffic men to see that motorists exercise the utmost care in driving along the highways, streets and byways which are filled morning, night and noon with children trudging to and from the La Grande schools.

"It is an obligation upon every motorist to exercise the utmost care and diligence in driving to look out for these children as they are on their way to and from school," Officer C. P. Holbrook says.

"Extreme care should also be exercised in the vicinity of every school so that the special speed limits will not be exceeded nor children endangered in crossing the streets. Before school takes up, after classes end and during recess hours a congested condition is always in effect near the schools that makes it incumbent upon each motorist to exercise the utmost care in driving by."

Mr. Holbrook informs the Evening Observer that traffic rules in relation to streets adjacent to schools, will be strictly enforced. The speed limit is 12 miles an hour and cars are not allowed to park in the side of the street adjacent to the front of the school house.

Besides the local traffic squad, several other organizations, including the Oregon State Motor association, are broadcasting warnings throughout the state making for a thorough realization and appreciation of the dangers existing under the congested conditions resulting from the re-opening of schools.

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Veltex sales of oil in 1922 were less than 75 barrels, or 3750 gallons. 1925 sales will reach 500 barrels by close of year, or 25,000 gallons. Do you use it in your car? Your neighbor does. Try it. We invite comparison.

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## MAGNETO LIGHTS ALLOWED ON CARS, KOZER ASSEK'S

SALEM, Ore. (By the Associated Press).—In order to afford temporary relief to some 15,000 motor vehicles of a class which derive light from the magneto type of generator, Sen A. Kozar, secretary of state, announced that by equipping the automobile with a dimming switch and the approved bulbs, lenses and reflectors the machines may be operated without change of lighting equipment.

Should the policy be abused and the owners of the magneto equipped vehicles with the regular head light will be restricted, he declared.

Purpose of the Breaker Strip. Breaker strips are put into use for three reasons. The first is to stop bruising by bringing more of the tire into action. This strip is put in on the bias, so that its threads come into play in case of shock or bruise and the blow is distributed over a larger area.

Secondly, the breaker is to react the shearing action which takes place between the tread and carcass, when the tire flexes in contact with the road. This stress takes place at the shoulder of the tire and represents the sum total of the efforts of the tread and carcass to separate. These efforts are multiplied each time any part of the tread comes into contact with the road, causing that part of the tire to flex. The third purpose of the breaker strip is to stop cuts. The piles of the tire are under great tension when the tire is inflated, whereas the breaker strip is comparatively slack, consequently this slack position will cause a sharp point to rebound across it, preventing the object from going as deep as it otherwise would, affording protection to the carcass.

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The increased popularity of the improved Ford cars has already become an established fact.

Since the announcement of these cars, 192,363 orders have been placed with Authorized Ford Dealers—a sales record that is without precedent.

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