

BIG INCREASE IN 1927, IS REPORT

Present Year Noted for Its Automotive Expansion; Production Up

DETROIT—Nineteen twenty-seven will go down in the history of the automobile industry as one of enormous increases in manufacturing capacity, according to H. H. Cram, president of Cram's Automotive reports, industry authority.

At least half a dozen of the well known plants, in which are included some of the leaders, are adding very materially to plant capacity.

One company alone has expanded 100 per cent. And at least another half dozen are taking steps to augment turnout somewhat to meet what they believe the retail demand of the future will be.

This venture into greater productive capacity is being made at a time when total capacity of the motor vehicle industry is already at the enormous figure of 7,500,000 units of all kinds and motor car production alone averages only 60 per cent of capacity.

Look for More Business

Evidently the companies enlarging plants expect to do more business in the future than they have in the past. Plants cost money and must be paid for from greater profits obtained through enlarged business.

Where that business is coming from is a question that is being asked in many places. For the past four years, motor car sales have been at about the same level and there is no market in sight that will absorb materially increased production.

Only time will tell whether this additional output to increase plant capacity and production will be justified by profits.

More cars may see the way out to greater profits, but it cannot be done without leaving wreckage of competitors in its wake and, perhaps, disappointment to some.

In these days two things are plain:

No one can rest on his oars.

No one has a monopoly of public good will, no matter how high production amounts in millions of units.

Special Gas Is Not Necessary In Willys-Knight

One of the most important developments of the year in automobile design has been the steady trend by many manufacturers of engines to the high compression type. Marked evidence of this trend can be noted in the special grades of gasoline for high compression motors now being widely distributed all over the country by the larger oil companies, according to the local dealer firm, Gettings and Banks.

This trend, however, merely follows a fact set more than ten years ago by the Willys-Knight company. It was back in 1915 that the Willys-Knight sleeve valve engine first employed high compression and since that date owners of this car have been able to enjoy the advantages of increased power, greater stability, unusual fuel economy and a general smoothness and economy of operation throughout.

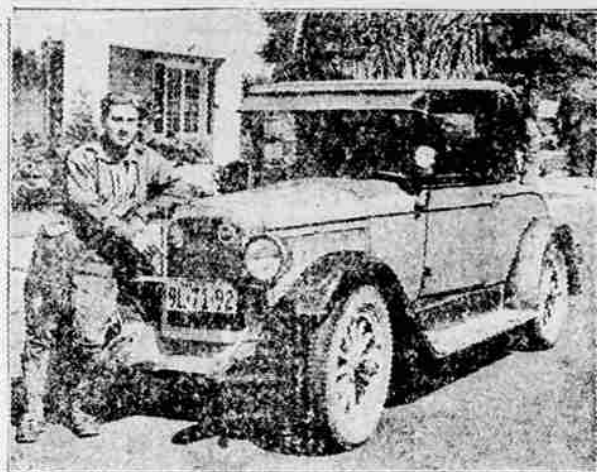
Engineers point out that the patented design of the Willys-Knight engine readily lends itself to the requirements of high compression, the limitations imposed in other types of high compression engines being entirely absent in the Knight sleeve valve power plant.

One of the best proofs offered to justify the claim that the Willys-Knight engine is naturally adaptable to high compression work is the fact that this engine does not require a special grade of gasoline to obtain the maximum efficiency. It is notable that other manufacturers of high compression engines recommended use of special grades of fuel in order to secure the results claimed and to eliminate knocking. The Willys-Knight engine, it is said, operates as successfully on the ordinary fuel as it does on the grades required for high compression engines of other design.

A soft brush dipped in water to which a small amount of ammonia has been added will efficiently clean a paintless top. Warm water and soap may be used if the material is very dirty. Gasoline and benzine have a tendency to spread dirt rather than remove it. After the top is clean top dressing should be applied, advises the Western Auto Supply company.

An army order written on a sheet of parchment by Napoleon in 1812, commanding the French military authorities in Moscow to shoot down on the spot all persons found settling fire to the city, was found in the possession of a private book dealer in Russia.

New York To California and Back In Two Weeks Vacation



Albert Bolian with the Pontiac Six he drove from Freeport, Long Island to the Coast in six days. He remained out here for only two days, and then left for home, on the plea that his two weeks' vacation would be completed after his trip to the Coast and back in twelve days and his two days out here. He said his vacation would cost him less than he had visited some summer resort near home, and that he had spent nothing on the car except for gasoline and oil.

Nearly 80,000 Out-of-State Autos Register in Oregon in Nine Months

SALEM, Ore., Oct. 22 (Special)—One of the most interesting phases of motor vehicle statistics is that showing the volume and movement of tourist or out of the state traffic, states Sam Koser, secretary of state.

From Jan. 1 to Sept. 30, 1927, there were a total of 79,838 foreign or out of the state cars registered at the 25 points of registration within the state of Oregon.

Nearly 50,000 of the visiting cars entered the state during the three months of June, July and August, the high mark being in July when the foreign registrations for that month reached 19,591.

A barometer could scarcely record more faithfully the alchemy of nature in transmitting the rigor of winter into the glowing splendor of summer than does the progressive tide of tourist traffic.

Foreign Registrations Starting in January of this year, the foreign registrations totaled 1,232 for February they reached 2,461, in March they numbered 2,829, for April 3,284, May 7,531, and June 12,766. Then came the

crest in July when 19,591 were registered, and the beginning of the decline for the season in August, when the registrations aggregated 16,852 and during September 3,901.

During the year 1925 there were 52,712 visiting cars registered, and in 1926, 92,656, an increase of approximately 9,200. It is probable that the total figures for 1927 will not disclose an equal rate of increase, nevertheless the figures for the 12 months of 1927, it seems, will show a total of foreign registrations reaching not far from 100,000.

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This much have Oregon's scenic wonders made her marvellous highways, already accomplished in attracting the sight-seers of the earth. An people learn more of Oregon's simple and artless grandeur, her bewitching beauty and the intriguing enchantment with which nature has endowed her, the Road of tourist travel will swell to greater proportions.

The States. It is of interest to note the sources from whence Oregon's visitors came during the season now ending to a close. California leads with a total of 44,889 cars, and Washington is next with an aggregate of 15,575. From Idaho 4,993, Colorado 1,491, Montana 955, Utah 893, Wyoming 445, and Nevada 282.

There were 682 cars from Texas, 671 from Kansas, 551 from Oklahoma, 502 from Arizona, and 127 from New Mexico.

From the Dakotas there were 466, from Nebraska 696, from Minnesota 520, from Iowa 719, from Missouri 467, from Wisconsin 257, from Illinois 822, from Kentucky 48, from Tennessee 19, from Arkansas 55, from Mississippi 29, and from Louisiana 54. Without a doubt many of those from the Mississippi Valley states came to Oregon to make it their future dwelling place, and make their future in a state upon which they have their eyes, their feelings, and where the elements in their destructive and sinister moods are unknown.

There were 542 cars from Michigan, 514 from Ohio, 524 from Indiana, 298 from Pennsylvania, and 22 from West Virginia.

Many. The bulk of this contribution liberally to Oregon's tourist passenger, every state of the Old South being represented. From Alabama there were 29, from Florida 289, from Georgia 29, from South Carolina 5, from North Carolina 24, and from Virginia 22, and from Maryland 40.

From New York there were 294 cars registered, and from New Jersey 152. From cultured New England came many visitors to "Where Rotts the Oregon." There were 2 cars from Maine, eight from New Hampshire, four from Vermont, 22 from Connecticut, 17 from Rhode Island and 124 from Massachusetts.

From Alaska there were 14 cars, and from the District of Columbia 25.

Over 1200 cars from foreign countries visited Oregon during the present season. From Canada there were 1,207, from Mexico 189, from the Canal Zone, which includes England, Cuba and from our tropical possessions in the far Pacific, the Philippine Islands one.

733 Register Here. Oakland, Calif. to the California border on the Pacific highway, with a total of 17,422, registered four visiting cars during the present season. That any other point in the state. Grants from 2000 were with 11,143, and Modoc followed with 16,283. At Hamilton there were 2,245 foreign cars registered, at Niamish Falls 3,502, at Eugene 2,798, at Albany 1,454, and at Corvallis 615. From the east, there were 2,824 cars registered at Hamilton, 1,145 at Nye-

MOTOR VEHICLES IN STATE MOUNT

Registrations for Month of September Number 3,707, Koser Reports

SALEM, Ore., Oct. 22—Motor vehicle registrations for the month of September, 1927, numbered 3,707, bringing the total registration for the year 1927, to and including September 3903, to 237,442, of which 217,228 are passenger cars and 19,912 are trucks. This represents an increase of 12,977 over the registration for the same period of 1926, and 3,207 over the total registration for the entire year 1926, according to Sam Koser, secretary of state.

The total receipts for the registration of motor vehicles, including motorcycles, chauffeurs, and operators licenses, for the nine months' period, January 1, to September 30, 1926 were \$6,424,212.11, an increase of \$696,518.81 over the corresponding period of 1925 and of \$496,512.72 over the receipts for the entire year 1926.

Figures for the month of September, 1927 are as follows: Registration Classification No. Passenger cars 3,209 Trucks 498 Motorcycles 55 Chauffeurs 900

Headlight device approval 2 Unlicensed temporary licenses 67 Dealers' license certificates 72 Duplicate plates 293 Operators 1,629 Certificate of title transaction 8,025 Duplicate certificates of registration 41

Emergency repairs can often be made with the aid of ordinary reaction tape. A leak in the gas-line can be temporarily stopped by first applying a thick coating of laundry soap and then taping the line. This useful information was given out by the Western Auto Supply company.

2,545 at Ontario, 570 at Baker, 200 722 at La Grande. At Freeport there were 1,424 registered at Milton-Prosserwater 1,267, at The Dalles 1,508, and at Hood River 558. At Astoria, the foreign registrations totaled 581, at Gold Beach 264, and at Lakewood 219. At Portland they reached 3,159, Salem of Oregon 379, 471, at Tillamook 158, at Seaside 151, and at Marshfield 157. The other points registered less than 100 visiting cars each.

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