

O. S. M. A. DEPLORES PACE THAT KILLS

Simmers Down Accident Causes and Finds Speed Is Cause of the Most

The Oregon State Motor association after giving thought to the various causes of accidents simmers the chief causes of accidents to taking the right of way from the other fellow; failure to give signal of intent to stop or turn; cutting in ahead of the other fellow's car; and exceeding the speed limit.

No driver ever left home in the morning with the intention of killing or injuring someone during the day. All accidents happen in emergencies, and any man who drives so fast that he can not stop in time to prevent the taking of a life when that emergency arises, is "exceeding the speed limit", no matter what the legal rate of speed may be.

In the residence districts where cars are parked on both sides of the street and children are playing on the sidewalk or on the parking strip in front of their homes, any man who drives so fast that he cannot stop in time to prevent killing or injuring a child, is driving too fast, even though the child may run from the sidewalk directly in front of the motorist.

Children playing in the vicinity constitute an emergency and the car should be under control so that in cases of necessity it can be stopped instantly.

In the forefront of all laws it is written, "Thou Shalt Not Kill", and it behoves each and every motorist to regulate his speed and beware of "the pace that kills".

THOSE MYSTERIOUS LEAKS It still happens that tires go flat for no apparent reason. Hunting for the leak frequently is marked by failure. After trying everything else, including particularly the "insides," it might be well to suspect the tube where the valve is fitted into it. If the nut that holds the valve at this point can be turned easily with a wrench, the chances are that the leak has been discovered.

KEEP LUGS TIGHT Tire wags that usually is put down to wheel-bearing looseness or some equally trying deficiency, very often merely is a matter of loose lug nuts. No mechanical operation about the car is simpler than tightening them and the results certainly are worth it.

WILLYS AND HIS NEW WHIPPET COUPE



When John N. Willys, Toledo automobile manufacturer, posed for this picture with his new model Whippet coupe, the automobile industry began to wonder if the long rumored "price war" on low-priced autos had not actually begun. The coupe shown here will sell for just five dollars below the price of the new Ford coupe.

Ford Dealers To Gather Here On Next Wednesday

Ford dealers of all Eastern Oregon and Washington will congregate here next Wednesday, Jan. 18, at the La Grande hotel, when a one-day meeting will be held. W. Bowinkle, Portland branch manager of the company, will be here on that day and will be in charge of the session. A representative group of dealers is anticipated and the local Perkins Motor company expects a worth-while and interesting program, which will be an important one to all Ford dealers, it is said.

"Gee, your car sounds like an old wreck." "It isn't the car, it's the rumbly seat."—E. of S. Calif. Wampus. No man should be a knocker unless he can stand a few hard knocks himself.

Prices of Gasoline in Wide Range Over Nation, Recent Survey Shows

WASHINGTON, D. C.—Gasoline prices in the United States range all the way from 16 cents a gallon to 27 cents for straight run and from 13 cents a gallon to 25 cents for high test gas.

This wide variation in the price of gasoline throughout the country was revealed in a check-up by 959 motor clubs affiliated with the American Automobile Association and reported to national headquarters here.

The check-up by the national motoring body showed that on November 22, gasoline was selling at 47 different prices.

In order to secure an accurate picture of the gasoline price range on a given day, identical forms were sent to every A. A. A. club throughout the country; the local clubs in turn checked the prices in their respective areas and returned the forms to Washington.

Lowest Price 10 Cents The lowest price on the date of the check-up was 10 cents for straight run and 12 cents for high test gasoline, at Ironton, Ill., and the highest was 27 cents for straight run and 29 cents for high test, at Phoenix, Ariz.

Proximity to sources of supply appeared to be a negligible factor in determining current prices, says the A. A. A., since prices were in many instances higher close to the oil fields than they were at points to which a long haul was necessary. Prices at tidewater were on the whole higher than those charged at inland points.

The average price at points along the Atlantic seaboard on November 22, the date of the nationwide check-up, was 22 cents a gallon. The average price in the Mississippi valley region was 19 cents a gallon. The average price on the Pacific coast was 20 cents a gallon.

Prices Change Rapidly One of the most striking features of the A. A. A. survey is its disclosure of the rapidity with which prices change within small areas where basic conditions such as rentals, supply and demand are the same. Says the A. A. A. statement:

"On the west coast of Florida, for instance, there was a range of prices varying five cents in a distance of 32 miles. Gasoline sold for 13 cents in Tampa, 20 cents in Plant City, 21 miles away, and for 26 cents at Lakeland, 11 miles from Plant City. Another instance, in Indiana, disclosed that straight run gasoline sold for 19.3 cents and high test gasoline for 22.3 cents, at Columbia, while it sold for 15.3 and 18.3 respectively, at Edinburg and Franklin, ten and twenty miles away."

Wide Range in Illinois The widest price range was in Illinois where the price of gas ranged from 19 cents a gallon to 19 1/2 cents for straight run gasoline and from 13 to 22 cents a gallon for high test. Illinois has a two-cent gasoline tax and in this, as well as in other states where the price fluctuates widely from city to city and town to town, it was shown that the tax is negligible as a factor in the wide fluctuation of prices.

The A. A. A. statement continues: "In the New England states, far from the oil fields and one of the greatest consuming sections, the price of gasoline varied seven cents, ranging from 15 cents a gallon to 22 cents for straight run and from 18 cents a gallon to 25 cents for high test gas."

When Noah troubled the waters till he had his troubles, some say, for forty days he drove his ark. Before he found a place to park.

There is said to be a time for everything, but sometimes we don't have time to realize it.

See The NEW FORD Coupe

On Display At The Show Rooms Perkins Motor Co.

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SEEK AID OF U. S. TO REBUILD ROADS

American Motorists' Association Urged Reconstruction Appropriation

WASHINGTON (AP)—Appropriations for reconstruction of federal aid and state highways in the flooded areas of the United States are recommended to congress by the American Motorists' association and various interests within the affected states.

Effort is concentrated chiefly behind the so-called Dowell highway bill, which would provide \$165,000,000 in federal aid for the fiscal years of 1930 and 1931.

There has been some question over whether the government should make additional appropriations for repair of damaged roads, taking over the entire expense, or should shift the usual federal aid funds within each affected state to the reconditioning of highways selected by the flooders. The latter plan, it is feared, might deny assistance in other sections of those states.

J. Barton Weeks, president of the American Motorists' association, has insisted to the house committee of roads that the flooded states are entitled to more assistance than that provided under the regular federal aid program. Under present provisions of the law, he says, none of the money set aside for federal aid may be expended except in the manner prescribed by the government, and the recent emergency has made special aid necessary.

"The value of highways," Weeks declares, "was demonstrated in the Mississippi valley when rail transportation was wiped out entirely and travel by water over the swollen streams was difficult, dangerous and slow. Without good highways near the inundated territory, measures of relief would have been almost entirely impossible."

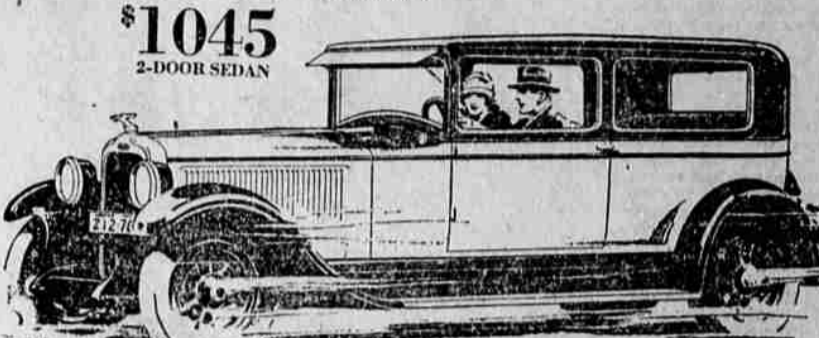
"Solution of the flood relief problem should include the construction of modern highways in the stricken areas, of a type suitable to withstand emergency conditions of the future. These highways should be strategically located so as to be of maximum value and to be of greatest aid in event of future disasters."

Life is puzzling. A rut is something a man spends half his time digging and the other half trying to keep out of.

In All America no Better Built Car at the Price!

More power... more speed... more smoothness. A brilliant change of pace. You instinctively expect them. You somehow know that's what you get in the All-American Six.

But consider these other reasons for its stirring success. The exacting care and craftsmanship with which the car is built. How marvelously it survives the tests and trials of time.



JENNINGS & SHUMATE Pontiac and Oakland Dealers

OAKLAND ALL-AMERICAN SIX

LOOK OVER OUR WANT ADS FOR BARGAINS

THE ONLY CAR OF ITS KIND IN THE WORLD

For numberless puzzled motorists Dodge Brothers new Victory Six will simplify the problem of selection, for nowhere in the world is there a car like it. Greater expenditure will not duplicate it.

To possess this car's unique advantages you must possess this car.

A Radical Departure in Body Design

In The Victory, for the first time in history, the body sill is eliminated. Body and chassis are built as a single integral unit.

Thus, the wide, deep chassis frame of The Victory, now flush with the lines of the body, avoids the customary overhang of a wide body upon a narrow frame; and the chassis itself, rather than the body, supports all weight—body, floor, seats and passengers.

Amazing Results

The results of this construction are astonishing. 330 body parts are eliminated. 175 pounds of superfluous weight are cast off.

The all-important CENTER OF GRAVITY is materially lowered.

Without the slightest sacrifice of head-room or road-clearance, the over-all height of the car is also lowered—one of the secrets of The Victory's great beauty.

The amazing resources of the car's brilliant power plant are multiplied still further by perfect distribution and economy of weight.

Power in relation to load is materially increased—pick-up quickened—far greater flexibility achieved.

21 valid miles per gallon at 25 miles per hour is made possible FOR A SIX! Incredible smoothness at high speed is another great gift of this new design!

Elimination of back-wheel "chatter" when the 4-wheel Lockheed-Hydraulic brakes are quickly applied is still another!

And thanks to The Victory's low center of gravity and wide chassis frame, swaying, skidding, tipping—each a factor of weight and its proper and improper placement—are reduced to a new and negligible minimum.

Another New Safety Feature

Yet Dodge Brothers have taken a further revolutionary step to insure the safest motor transportation it is possible to create.

For the first time in automobile history, they have applied the so-called battleship construction to closed car design.

In other words, the body has a double steel shell, locked together, with an air space intervening—is actually TWO bodies, one within the other—yet lighter by 175 pounds—and the safest body known.

\$1095

4-DOOR SEDAN, F.O.B. DETROIT

Tune in for Dodge Brothers Radio Program every Thursday night, 9 to 9:30 (Pacific Time)—NBC Pacific Coast Network

L. C. SMITH 5th and Depot Phone 175-J

The VICTORY SIX

DODGE BROTHERS, INC.

THE SENIOR SIX AND AMERICA'S FASTEST FOUR ALSO ON DISPLAY

Advertisement for the New Ford Coupe, featuring the text 'See The NEW FORD Coupe' and 'Perkins Motor Co.' along with a small image of the car.

Large advertisement for Goodyear tires, featuring the headline 'GOODYEAR the greatest name in RUBBER' and 'THE SPEEDWAY \$5.75 30x3 1/2 Cl. Cord'. It includes an image of a Goodyear tire and the signature of W. H. Bohnenkamp Co.