

AUTO ACCIDENTS IN OREGON LESS

More Deaths, However,
in 1927 Than in 1926,
Annual Report Shows

SALEM, Ore., Feb. 25 (AP)—The number of traffic accidents in Oregon decreased in 1927 as compared with 1926, the respective totals being 23,188 and 30,025, says the annual report of T. A. Rafferty, state traffic inspector. While the number of fatalities increased from 99 in 1926 to 141 in 1927, the higher number is attributed mainly to a more thorough method of checking fatalities. Under the new system serious cases are watched by traffic officers and in event of death after the lapse of some time they are recorded as traffic casualties.

In 1927 the total number of arrests was 2481, while in 1926 it was 3623, a decrease of 31.5 per cent. This is largely attributed to the increase in the legal speed limit from 30 to 35 miles an hour, which has cut down the arrests for speeding by more than 50 per cent.

License violations decreased, but arrests for reckless driving increased.

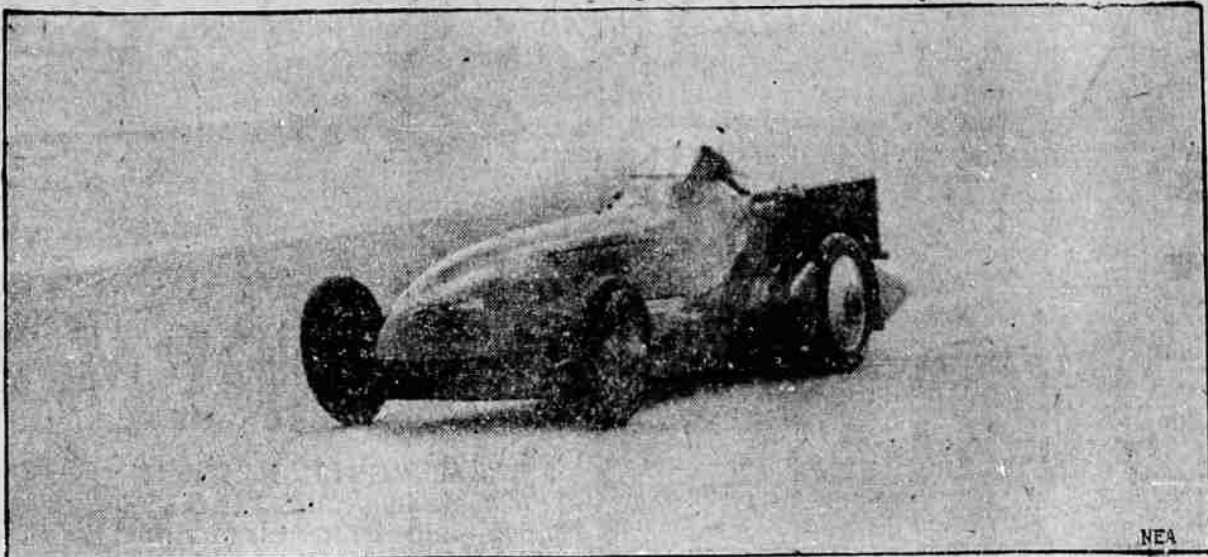
Total receipts from the activities of the department reached \$270,560.15, an increase. Since its organization in 1919 the traffic division has returned in fines and recovery of stolen property a total of \$1,116,566.27.

Many Arrests
Prohibition law violations caused 147 arrests for traffic violations, reckless driving 323, speeding 632, license 555, failure to comply with public service commission rules 30, defective lights 491, defective equipment 41 and miscellaneous 261.

Of the fatal accidents 48 were in Portland and 93 outside of Portland.

The report shows that state traffic officers spent 10,045 days in the field and that 37,352 visits to cities and towns were made. A total of 241,294 miles were traveled.

THE "BLUEBIRD" IN FULL FLIGHT



Captain Malcolm Campbell's Bluebird racing car going full tilt along Ormond-Daytona Beach, Fla., in the International Speed Trial. This is the remarkable photograph. The photographer exposed his plate for only the barest fraction of a second. Otherwise the picture would have been but a blur. The British racer bettered Major Segrave's 1927 world's record of 205.79 miles per hour, by going at an official speed of 206.956 miles an hour.

ed—almost a million.

Stolen cars recovered during the year were 128, valued at \$103,278. Fifty-five thousand two hundred and seventy warnings to motorists were issued.

RUSSIA TO BUILD CARS

MOSCOW—The municipal council is planning to build an automobile factory in the city at a cost of about \$20,000,000 for the annual production of an estimated 10,000 light cars. The type is to be selected from foreign makes. Skilled workmen will be sought as there are few at present available. A special commission is to be sent abroad to purchase equipment.

"Do you drive your own car?"
"No, I have a son at college."
—Minnesota. Ski-U-Mah.

Restrictions on Rubber Snap Back at Great Britain's Trade

NEW YORK (AP)—Rubber has lately about the close of the first quarter, end of the legal life of the American "rubber pool," developments in the world rubber trade this year are expected to be drastic and important.

The Stevenson act, which sought to maintain an artificial minimum price of 42 cents a pound for rubber by restricting exports from British possessions to about 60 per cent of capacity, is said by planters to have had the effect of reducing actual production about 50 per cent.

British Share Less
It had other effects, the first of

which was to stimulate efforts, especially in the United States where 75 per cent of the world output is used, toward production of more and cheaper rubber. Dutch rubber production increased 100 per cent within a few years. The British share of the world trade declined from about three-quarters to slightly more than one-half.

American companies obtained rubber from their own plantations in Sumatra and Malaya. Others bought plantations in Liberia, and Brazil, original home of the rubber plant. One company expanded its California acreage of guayule, a rubber-producing shrub.

American manufacturers reclaimed used rubber, chiefly from old tires. Research improved quality and increased the available quantity from less than 50,000 tons annually to 174,000 tons, or about 50 per cent of consumption, in 1927.

The American "rubber pool," a \$400,000,000 organization, was so successful in buying rubber and storing it for use in times of expected high prices and in its psychological effect. In restraining while market price fluctuations, that its life was extended from August 1927 to April 1, 1928. Discoveries were made in the field of synthetic rubber, but while they never were considered of sufficient importance to affect the world market.

The British rubber planters felt other effects nearer home. They complained restriction had curtailed employment and hurt business generally, had increased plantation operating costs and had encouraged smuggling and disrespect for law. Worst of all, they declared, it had subsidized the cultivation of rubber in countries outside the empire.

Trade figures show that in maintaining prices the Stevenson act was only temporarily successful. While prices rose when the act first became effective and the rubber trade grew panicky in fear the world rubber supply was under single control it was only in 1925 and 1926 that the planters really profited. Over-production and loss of markets increased London rubber stocks from 5,500 tons in 1924 to 65,000 tons in 1927, with a resulting drop in prices.

In July, 1926, a definite price decline set in. The average last year was about six cents a pound below the Stevenson minimum.

SCHEDULE PARADE FOR TODAY

With a picturesque model of 1924 chugging along in the lead, an interesting Oldsmobile parade that will be a feature of the afternoon is scheduled to take place this afternoon, if weather permits. Oldsmobile heads here, including M. J. Goss, distributor and Frank Applegate, manager of the Oldsmobile Sales Co., announced plans for the unusual "parade" which they planned to stage sometime during the middle of the afternoon.

There is a span of 20 years—a long time in the comparatively new automobile industry—represented between the aged "horseless carriage" that bears the brand "Oldsmobile—1908," and the attractive new 1928 models which just arrived this week, and include a landau, a coach, a two door and a coupe. Then to show a middle step in the progress from the "pioneer" Oldsmobile to the 1928 models there will be a 1924 model in the parade. Noise making devices are to be used by the drivers of the models. Oldsmobile officials here say, to attract attention.

The leading car of the parade won't need any devices to attract attention, however—it's a certain attraction itself. Brought down from Enterprise by truck this week by Mr. Goss, it has in the last several days been a drawing card for many visitors at the Oldsmobile garage. It was originally owned in Boise, then taken to Sumpter, and finally salvaged from a "dump" by Kenneth Hall, of Enterprise, who has used it in parades and public celebrations there for several years. Primitive beside its descendants this Oldsmobile ancestor is a small little buggy with wooden frame

JANUARY SALES OF CARS GREAT

General Motors and Willys-Overland Figures Show Heavy Gains

NEW YORK, Feb. 25—Alfred P. Sloan Jr., president of General Motors Corporation, makes the following statement:

Retail sales by General Motors dealers to consumers in January were 107,278 cars. This compares with 101,010 for January 1927, a gain of 26,268 cars, or 26.4 per cent. Gains by practically all divisions have contributed to this result. Retail sales were somewhat limited during the month on account of the fact that stock in the hands of dealers was limited due to the bringing out of certain new models at the beginning of the year. In January, sales by General Motors division to General Motors dealers, totaled 125,181 cars. This compared with 92,567

and is brightly painted. A stick is used to steer it instead of a wheel, and it is cranked on the right side. Its engine has been tinkered with but little. Mr. Applegate says, and yet it chugs along at a good pace of 15 miles an hour when "barged".

The car is said to be one of the few early models remaining in the state.

for the corresponding month a year ago; a gain of 25,514 units or 26 per cent.

The following tabulation shows monthly sales of General Motors cars by dealers to ultimate consumers and sales by the manufacturing divisions of General Motors to their dealers:

Dealers Sales to Users	
1928	1927
Jan. 107,278	81,010
Feb. 102,025	64,971
Mar. 146,275	106,951

Divisions Sales to Dealers	
1928	1927
Jan. 125,181	92,567
Feb. 124,426	91,313
Mar. 161,910	113,341

"These figures include passenger cars and trucks sold in the United States, Dominion of Canada and overseas by the Chevrolet, Pontiac, Oldsmobile, Oakland, Buick, LaSalle and Cadillac manufacturing divisions of General Motors."

WILLYS-OVERLAND SALES

TOLEDO, O., Feb. 25—With 14 major 1928 automobile shows out of the way, the Willys-Overland sales department report the greatest selling season for this period of the year, in the entire history of the organization, the volume of Whippet and Willys-Knight sales disclosing a gain of 86.4 per cent at these shows as compared with the sales registered at the same shows in 1927.

These figures are based upon a tabulation following the close of the special Whippet and Willys-Knight salon in Chicago last week when nearly 100,000 persons viewed the exhibit. Sale of 491 Whippet and Willys-Knight sixes resulted.

Sale of Whippets and Willys-Knight cars during the Milwaukee automobile show disclose an increase of 197 per cent compared with 1927; Philadelphia a gain of 54 per cent; Detroit a gain of 59 per cent; Rochester a gain of 51 per cent; Erie, Pa., a gain of 31 per cent; Buffalo, a gain of 48 per cent; Cincinnati shows an outstanding gain with 250 cars sold during the 1928 show as compared with 12 during the same week in 1927; at the Pittsburgh show, 176 cars were sold at the 1928 show compared with 20 in 1927.

These notable gains over previous years are comparable with the usual increases shown at all other show points and dealer points throughout the nation.

The first great influx of orders following the Whippet price reductions a month ago, an added impetus being given with the introduction of the new Willys-Knight Standard Six, the lowest priced Knight engine six ever built by Willys-Overland. This new car, company officials declare, reaches a new field of buyers in a price class never before reached by a Willys-Knight Six.

Traffic Officers: What's the big idea, Miss? Don't you know you can't make anything but a right-hand turn at this corner?

Miss: But, officer, I'm left-handed.

Rear Admiral: Official title given to back-seat drivers in the navy.

We now offer
the world's greatest tire
GOODYEAR
ON OUR PAY-AS-YOU-RIDE EASY PAYMENT PLAN



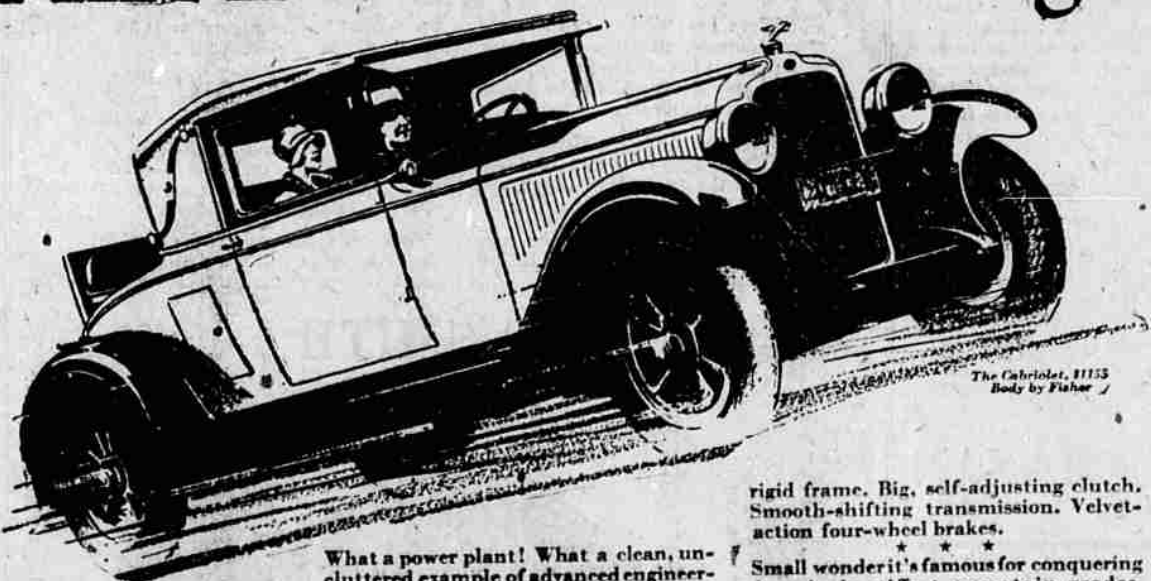
Why buy anything else when the world-famous Goodyear is now placed within easy reach of all? Our stock is all new, fresh, first-grade guaranteed Goodyears.

No Delay—No Red Tape

Get your Goodyears today. You will save money and you will deal with a courteous, responsible firm. Come in or phone.

W. H. Bohnenkamp Co.

**Powered
by a Brute of an Engine
All-American in Design**



The Cabriolet, \$1155
Body by Fisher

What a power plant! What a clean, uncluttered example of advanced engineering design! That's what you think when you lift the hood of the All-American Six. That's why this brilliant car is amazing everyone who takes the wheel.

A brute of an engine, indeed. With a 79 pound crankshaft . . . crankcase and cylinder block of "bridge-truss" design . . . generously large connecting rods and other vital parts. With many other notable advancements . . . G-M-R cylinder head . . . fuel pump . . . full pressure oiling of moving parts.

And the same throughout the chassis. Quality construction everywhere. Deep,

rigid frame. Big, self-adjusting clutch. Smooth-shifting transmission. Velvet-action four-wheel brakes.

Small wonder it's famous for conquering America's stiffest mountain grades. Small wonder it has never found the road too rough or the pace too trying.

Yet for all its wealth of power, it's silent and satin-smooth. And for speed and snap and handling ease . . . just drive it yourself and see!

PRICES

2-Door Sedan . . .	'1045	4-Door Sedan . . .	'1145
Landau Coupe . . .	'1045	Cabriolet . . .	'1155
Short Roadster . . .	'1075	Landau Sedan . . .	'1265

New Series Pontiac Six, \$745 to \$875. All prices at factory. Delivered prices include minimum handling charges. Easy to pay on the General Motors Time Payment Plan.

JENNINGS & SHUMATE

OAKLAND
ALL-AMERICAN SIX
PRODUCT OF GENERAL MOTORS