

MOTOR CARD MAY BE USED AS BAIL

Attorney General of Oregon Interprets the Law for Secretary Kozer

SALLEM, Ore., Aug. 25. (AP)—Automobile associations incorporated under the laws of other states as well as those incorporated under the Oregon laws may, under an amendment to the Oregon Motor Vehicle Law, make deposits with the Oregon state treasurer and give their members the privilege in this state of using their membership cards in lieu of bail for violation of traffic laws.

This is the interpretation placed in the law in an opinion from the attorney general's office in reply to an inquiry by secretary of state Kozer relative to the rights of the motor club of Los Angeles.

The opinion attempts to straighten out a conflict between two provisions of the act.

The amendment passed in 1925, provided that in case of arrest for traffic law violation the person arrested might put up cash bail, or in lieu of cash leave with the arresting officer or the magistrate his unexpired membership card in an automobile association authorized to do business in Oregon, provided the amount of bail would not exceed \$25.

Another provision of the act is that any automobile association incorporated under the laws may deposit with the state treasurer the sum of \$1000 in cash or approved bonds, and that the unexpired membership cards of its members may be received in lieu of bail.

Since the provision referring to associations that operate in Oregon includes those of other states licensed in Oregon and since the provision does not mention the deposit of any sum in cash or bonds with the state treasurer, the question arises whether the outside associations have the privilege of making these deposits as security for their membership cards when given as bail.

The attorney general holds that all parts of the act should construe together, and that the legislature intended that the same privilege be extended both to Oregon associations and those from other states licensed in this state and complying with the Oregon laws.

The question asked by Secretary Kozer was whether state traffic officers should accept in lieu of bail the cards of members of the Los Angeles club, which has made its deposit with the state treasurer.

Her 'Three Ages' Of Motoring



Upper left—Miss Nina Belle Hunt, an instructor and writer of Sawtelle, Cal., dressed in the style of the early nineteenth century and standing by the replica of the 1902 Oldsmobile in which she rode to school when a girl. Upper right—Miss Hunt and the Oldsmobile she drove more than 40,000 miles in four years. Below, Miss Hunt and the 1928 Oldsmobile she now drives.

Auto Industry Is Becoming As American As Chewing Gum Making

WASHINGTON (AP)—The world's automobile industry has become almost as American as chewing gum.

The Department of Commerce estimates that this year the United States will produce nearly 90 percent of the total world output of motor vehicles. Last year this country built 80 per cent. Preliminary figures place the 1928 crop at 1,600,000 passenger cars and trucks compared to \$40,000 for all the rest of the world.

Last year American factories put 2,400,000 vehicles on the highways, while others built 750,000.

The majority of foreign makers produce in a year about as many vehicles as leading American factories turn out in a day. Total output of the leading foreign manufacturer, Citroen of France, last year was only 75,000 cars, or about 5 percent of the production of the General Motors corporation.

In proportion to population, Canada ranks with the United States as a motor vehicle builder.

Canada's motor vehicle industry has been limited to the manufacture of trucks, about 500 having been produced last year. A new plant for quantity production is being developed, however.

New Customer Tire Sale To Be Held

A "new customer tire sale," a semi-annual feature at the Western Auto Supply Company, will be held at all stores operated by that company from Aug. 25 to Sept. 5, according to the local manager.

Newport, E. L. woman discovered the loss of a diamond brooch at the close of a society ball. The brooch usually comes after the jewelry is lost.

When it's summer all the fall and winter all the spring it hurts!

'Bottle Neck' In Pacific Highway To Be Eliminated

SALLEM, Ore., Aug. 25. (AP)—Elimination of the "bottle neck" in the heavily travelled Portland-Salem section of the Pacific highway will have been accomplished with completion of something over four and a half miles of new grade just south of Oregon City about November 1, according to Roy A. Klein, state highway engineer.

By that time, Klein estimates, work on the new 32 foot grade will have been completed except, perhaps, for some of the heavier rock excavation included in the realignment of the road just north and south of the Parrot Creek bridge at the new grade, and the detour for north bound traffic into Oregon City, in use since last spring, will be eliminated before the rainy season sets in.

Eliminating all of the bad curves which have become a serious menace to the heavy traffic along this section of the highway, and reducing most of the existing grades materially, the new grade will provide adequate width for three lanes of traffic even on the Parrot Creek bridge, which has a 27-foot roadway flanked on either side by 4-foot sidewalks. The grade will have a minimum width of 32 feet, providing for a 20-foot width of pavement and six-foot shoulders.

Because of the rocky nature of the cuts and fills along the new route it is anticipated that it will be settled sufficiently to warrant paving next year.

Except for elimination of heavy rock shoulders which average road an almost blind curve just north of the Parrot Creek bridge, and the widening and realignment of the grade from the bridge to the top of the hill about 300 yards south, most of the work embraced in the grading contract has been finished, and the imposition of controlled traffic through these short sections will enable use of the new grade by both north and south bound vehicles by November Klein believes.

Rapid Graveling As rapidly as they are completed the new fills and grades are being gravelled for use during the winter, except where portions of old pavement are left undisturbed in establishing the old grade and are available for use.

In the completed project all of the old pavement which has deteriorated rapidly under traffic pounding it was never designed to withstand and which has been an ever-increasing source of maintenance expense, will be scraped and in its place will be laid a 20-foot heavy-duty concrete surfacing.

Exclusive of the paving contemplated the project will represent an aggregate cost of approximately \$162,000 or which \$110,000 is for grading, \$25,000 for widening the right-of-way, and \$27,000 for the Parrot Creek bridge.

40 YEARS HIGHWAY BUILDING CHECKED

Survey Reveals Inequality of States in Constructing Roads

By Frank L. Wetter (Associated Press Farm Editor) WASHINGTON (AP)—State and local roads, heterogeneous links in the nation's chain of highways, are but 14.3 per cent surfaced.

That figure is reached by the federal bureau of public roads in summarizing data compiled on road improvement in each of the 48 states. Taken individually, the states reveal a wide variance of percentages. Indiana, as the highest in the list, has 67.2 per cent of her state and local roads surfaced. North Dakota is lowest, with 1.7 per cent.

Indiana is first again in surfaced local roads, showing 65.2 per cent. Her 27.4 per cent of state roads, however, is eclipsed by Delaware and Maryland, each of which claim 108 per cent. Only 9.2 per cent of the Delaware local roads are surfaced, and but 18.2 percent of the Maryland local roads.

Surfaced roads do not necessarily mean roads covered with concrete or brick or asphalt. In Indiana the majority of surfaced roads are covered with gravel or crushed stone. A number of other states showing less surfaced mileage have more roads covered with concrete and the commonly accepted "hard" materials than has Indiana.

Some of the inequalities in percentages may be lessened by the 1928 road-building campaign. In its plans for the present year the federal bureau of public roads expects more than 29,000 miles to be surfaced and about 5,000 miles graded and drained. At least, officials expect the program to equal, and probably slightly exceed, the highest mark recorded in any preceding year. In addition, state reports indicate that at least 240,000 miles of the total 288,000 in the state highway system will be maintained this year under supervision of the various state highway departments. That, officials say, should insure the traveling public a high degree of road service.

Surfacing of highways received one of its greatest encouragements in 1919, when New Jersey, the first state to depart from the prevailing custom, passed a law providing for a certain measure of state participation in road building. Prior to that time full jurisdiction over the highways of all states had been lodged in the counties, or equivalent units of government.

The New England states and Middle Atlantic states, with California, Delaware, Maryland and North Carolina, were quick to follow New Jersey's lead. By 1919 the new policy had been adopted by nearly a score of states in the west, middle west and south, and year by year it was accepted by the others. The movement for good roads was accelerated when, July 11, 1916, President Wilson signed the federal-aid road act.

In the sphere of usefulness, state and local roads ordinarily are of the greatest social and economic importance. As national highways are the arteries, they are the veins of traffic—pulsating with the daily life of the country folk. They are the avenues to market, to schools, to culture, to improvement. It is anticipated that this year's work under state supervision will result in the construction of 5,000 miles of hard-surfaced pavements and about 12,000 miles of less expensive surfaced roads.

Funeral Dress Of Kings Now Stops Your Automobile

The same material that once was used to speed ancient Egypt to a blissful eternity is now used to spare the American car owner a premature visit to this same place.

There was evolved this curious mixture in the use of asbestos, according to historical data being gathered by the Russell Manufacturing company which uses this "ancient funeral dress for kings" for the latest types of brake lining.

Asbestos, so the data disclose, once expedited the journey to eternity whereas today its function is exactly the reverse, thus preserving itself serviceable alike to the quick and the dead.

Among the ancients, it was the custom to wrap the bodies of their dead rulers in asbestos before the funeral pyre was lighted in order to retain the royal ashes. The supply of asbestos being limited, this was an honor accorded only to royalty.

Today life is prolonged through the use of asbestos, special grades of it, chemically treated, being used in Rumsen brake lining in order to retard rather than to speed the way to the hereafter.

Erskine Chairman Of New Company

BUFFALO, N. Y., Aug. 25. (AP)—Final steps in the formation of the new Three Arrow Motor Car Co. in which Hindselker corporation of America recently acquired a \$2,000,000 interest have been taken. J. H. Erskine, of South Bend, was named chairman of the board of the new company with H. E. Forbes of Buffalo, president, H. H. Warner of South Bend was named vice president in charge of manufacturing.

HIGHWAY NEWS

Road and touring conditions sometimes change very quickly. The information given below was correct as of date of issue, but the motorist starting on a trip will do well to inquire at the nearest office of the Motor Association or the state highway department in order to get up-to-the minute data.

Pacific highway—Detour still in effect between New Era and Oregon City in Oregon for northbound traffic. Southbound traffic uses the paved highway. Detour good gravel road. About 5 miles.

Reprint California state automobile association.

Starting at once, I would suggest, in routing motorists over the Pacific highway, that you impress upon them that they will find stretches of road between Sims and Castella where there are four steam shovels at work, quite rough, but offering no serious difficulty. At danger points, flagmen are situated and if motorists comply with their instructions they will only have short delays. Just north of Castella, the roughest piece of construction is found due to the fact that at this point it is necessary to

When a blast is set off numerous large rocks are thrown into the road and, due to the thickness of the dust, they must be extremely careful or they will strike their

crackcase on the rocks. Beginning August 20th, and continuing in effect for approximately two months, the Pacific highway will be closed between nine in the evening and seven in the morning. The closed section will be six miles in length and will extend from the town of Castella in the north to the old southern hotel at Sims in the south.

Let it be clearly understood that it will be impossible for any vehicle to go through these hours.

Tillamook district—Some loose gravel between Harvick and Brighton on the Roosevelt highway. No difficulty, however. Construction between Wheeler and Mohler. No delay to motorists.

Tillamook to Netarts and Oceanside—Good gravel to Netarts. Good dirt Netarts to Oceanside. Tillamook to Newport—Pavement and excellent macadam.

Eugene district—Junction City, Florence—Good gravel surfaced road to Mapleton. Mapleton to Florence—Fair, dry weather road. McKenzie highway—Good old macadam from Springfield to Waterville. Waterville to Ninrod somewhat choppy and rough. Ninrod to and beyond the pass, good macadam road.

Willamette valley highway—Eugene to Goshen, paved. Goshen to Lowell—good gravel, oiled. Lowell to Oakridge and McCreedy Springs, narrow mountain road steep and rough.

La Grande district—La Grande to Wallowa Lake—Good macadam. Baker to Unity—1 miles of construction work but road in fairly good condition. No difficulty to motorists.

Old Oregon Trail—Pendleton to

La Grande) still a little rough at the summit of the Blue Mountains but speed of 20 miles can be maintained all the way through.

Scouts To Mark Lincoln Highway

NEW YORK, Aug. 25.—Boy Scouts in twelve states along the route of the Lincoln Highway will mark that famous automobile road from the Atlantic to the Pacific on September 1. The day has been fixed by the National officials of the Boy Scouts of America for a simultaneous setting of the more than 2,000 new, uniform, four-foot high concrete markers, provided by the Lincoln highway association at a cost of several thousand dollars.

The markers will be set by local Boy Scouts under the auspices of the Scout Councils along the highway. In Indiana, one of the states through which the Lincoln highway passes, a date for the setting of the markers will be fixed later, since the officials of the Lincoln highway association have not yet arrived at an arrangement for the location of the markers.

There was much excitement when the first cable of the new Ambassador bridge, connecting Detroit and Ontario, was set in place. Folks just can't get over it—until it's finished.

AIR IS FREE!

—But costs you money if you don't use it!

Air is the only thing that doesn't cost a cent to put into tires. Yet it is the most expensive thing that you can leave out!

More miles are thrown away through the under or over use of air in tires than from any other cause.

Too much air mis-shapes a balloon tire, "humps" it up, narrows that part of the tread which touches the road and rapidly wears thin the center.

Too little air permits jolts and blows to crush a tire between the obstacle and the rim, which cracks or breaks the inner fabric.

No, frequently you do not get a "flat" at once. The tough tread and sidewall rubber may not even show an outside mark. But as the tire continues to bend, in cushioning your riding, the tube works into the break, is pinched thru, and either a slow leak or blow-out follows.

Often a soft tire is injured against a curb—the sidewall fabric is caught, pinched and cracked between curb and rim, later resulting in trouble.

Stop and change a soft or flat tire immediately. You can completely ruin a good balloon tire by running on it flat for only two or three blocks.

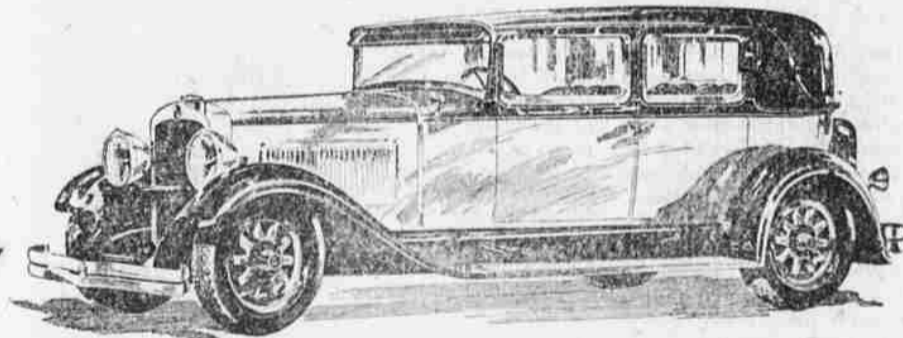
Don't let the pressure in your tires drop more than 3 pounds below the proper figure. Tests show that tires 6 pounds under-inflated average 25% less mileage.

Make it a habit once a week to check the air in your tires with a reliable gauge.

The extra elasticity of the Supertwist cord fabric used in Goodyear tires enables them to stand more under-inflation abuse, but there's a limit to everything and it pays to keep even a Goodyear properly inflated.

Bohnenkamp's

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Clark Spurlink, 18, of Eugene, Ore., was one of six Boy Scouts of the nation to be selected as presiding competitors for Continued Today in his South Pole flight. He was picked as the youngest, intelligence and physique. A scout from Erie, Pa., was first choice.