

GASOLINE REVENUE
RUNS HIGH IN JULYSec. Koser Comments on
Taxes Paid by Motor
Vehicle Owners

SALEM, Ore., Sept. 1 (AP)—Commenting on the amount in taxes paid by motor vehicle owners of Oregon in July, Secretary of State Koser remarks that it is doubtful if they realize they paid over \$14,000,000 a day in July. The total paid for the month was \$420,000,000 compared with \$425,200 in July, 1927.

For registrations in the motor vehicle department up to Aug. 1, the state received \$6,622,500.75. Passenger automobiles registered numbered 212,473, trucks and trailers 19,348, motorcycles 175, dealers 663, chauffeurs 12,912 and operators 416,054.

The registrations for the month of July, 1927, by about 500, and the revenue from the license tax ahead in the same period of 1927 by about \$100,000. If the revenue continues at the same rate the remainder of the year, says Koser, the tax for the month of 1928 should total nearly \$4,000,000.

TOURIST TOTAL HIGH

SALEM, Ore., Sept. 1 (AP)—Tourist automobiles from other states and countries passing through Oregon this year so far total 22,727, according to statistics of the Office of Secretary of State Koser. California contributed 32,891 of them, or about 14 per cent of the total. Washington cars totaled 2442, and the second highest figure, and Idaho is third with 2724. With completion of the Roosevelt highway in the next few years Secretary Koser believes that tourist travel will be greatly increased.

HIGHWAY
NEWS

Good and looking conditions on the main highways of Oregon. The information given below was collected as of July 1, 1928, but the condition of the roads will change as the season progresses. The following is the present status of our road building program.

John Day Highway.—Open No. 1. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

The Dalles-California Highway.—Open No. 2. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Old Oregon Trail.—Open No. 3. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 4. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Medford-Crocker-Hughes Highway.—Open No. 5. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Roseburg-Crocker-Hughes Highway.—Open No. 6. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 7. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 8. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 9. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 10. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 11. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 12. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 13. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 14. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 15. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 16. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

Corvallis-Newport Highway.—Open No. 17. This road is being built by the state and is being improved with concrete. No interference with traffic except slight delay while passing the crew.

GIVING IT AN OVERHAULING

25,000 Boy Scouts Have Won Merit
Badges In Work In Automobiling

When the establishment in 1911 of the Boy Scout Merit Badge for automobiling, more than 25,000 members of the organization have won the right to wear the insignia of this badge, an automobile wheel. The first year, 1912, 10,000 boys won the requirements. Last year 25,000 boys passed the requirements and qualified for the insignia. For 1927 the number was even greater. To the end of 1927, 22,531 boys in all had qualified.

There is no doubt that the scout merit badge for automobiling has done much to stimulate an interest in motoring and motor cars among boys. The merit badge system seeks to arouse and establish interest in boys in various pursuits and to point the way to the selection of a vocation.

To obtain a merit badge in automobiling a scout must meet the following requirements:

1. Demonstrate ability to start a motor, explaining what precautions should be taken.
2. Take off and put on pneumatic tires.
3. Explain the principles of construction and the functions of which (two types), carburetor, valves, magnets, spark plug, differential and two different types of transmission, explaining what special care each of these parts requires, and be able to explain these differences between a two and a four-cylinder motor.

1. Demonstrate how to put out burning gasoline or oil.

2. Pass an examination equivalent to that required for a license to operate an automobile in the community in which he lives.

Emphasis is always placed by the boy scouts on the importance of observation of state automobile laws and regulations. Scouts and officials are urged to be especially

cautious in observing the laws of their states governing minimum ages for persons driving.

Motorists who keep their brakes in the best condition are the strongest advocates of brake inspection. They do not experience brake failure and yet, many times, they worry about it more than the irresponsible driver.

This is the discovery made by a group of safety advocates, based upon an investigation to determine what class of car owner and driver is giving the most support to safety movement.

In explanation to this, the investigators point out that the careful motorist knows, better than anyone else, the menace of the "other fellow" who speeds over the highway with a defective braking system. Even if his own brakes are safe, the careful motorist realizes that this does not render him secure against the "irresponsible element."

Commenting upon these findings an official of the Russell Manufacturing Company declares that it is important to keep conscientious drivers sold on the necessity of periodic inspection of car equipment and points out that it is also important that the careless driver be educated to have his brakes inspected periodically. "Most people are careful," he says, "and we can keep our highways and streets safer by keeping the majority behind this movement, and by continuously endeavoring to build the bid of all motorists in keeping brakes in proper condition."

In many cities compulsory brake inspection ordinances have been passed, making periodic brake inspection necessary and the enforcement of this ordinance has invariably resulted in fewer accidents.

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Acquire Latest
Traffic Editions,
Urges O. S. M.

PORTLAND, Aug. 31.—Motorists at this time will find it exceedingly profitable to acquire the latest editions of the traffic regulations of both the state and city and to review them thoroughly, says A. M. Work, director of the Oregon State Motor Association. With motor legislation every year becoming more and more important on the agenda of both state and municipal law-making bodies, the individual driver probably will find several important additions or modifications of the code with which he is unacquainted, Mr. Work believes.

"The most effective way of checking up on one's knowledge of the traffic laws under which one drives is to get a copy of the regulations and study them," says Mr. Work. "Traffic regulation changes have become a significant item of news and as a result get prominent space in the newspapers, but even so, it happens that they are missed by some car owners. As a result, one may be a daily street user unaware of one of the most vital features of the traffic law."

"The American Automobile Association, with which this club is affiliated, is one of the most ardent advocates of uniform traffic regulations. It recognizes in connection with this program that uniform knowledge of the regulations is equally imperative. It is unquestionably true that a large number of accidents are traceable to the fact that one of the participants was hazy upon some essential feature of this traffic ordinance."

"The motorists who does not know the law really is without a legitimate excuse for his ignorance. States and municipalities spend money to print large editions of their codes every time significant changes are made. They try to make copies available to every driver within their jurisdiction. The thoughtful motorist will get his copy and make a thorough study of it."

Urges Protection For
Children In Traffic

Protection of children in traffic becomes a matter of vital importance to every operator of a motor vehicle now that schools are opening for the fall term in all parts of the state. This warning was issued yesterday by the public safety department of the Oregon State

Motor association as a warning to motorists to exercise every precaution at the beginning of the school year.

"The toll of children in traffic accidents continues as one of the most tragic aspects of the street and highway accident problem," said W. R. McDonald, director of the association, "and the energies of our public safety department will be centered on teaching children to protect themselves and educating motorists to the need of extreme care and caution wherever children are involved."

Needless Human
Slaughter Is
Deplored By Sec.

SALEM, Ore., Sept. 1 (AP)—The fact that there were 22 fatalities in Oregon due to motor vehicle accidents in July makes Secretary of State Koser comment to the effect that something should be done to stop the needless slaughter of human beings.

"Every motor vehicle operator,"

said Koser, "should ask himself or herself what he or she can do to reduce this startling loss of life." The total number of fatalities in the state so far this year is 104. During all of 1927 it was 141, in 1924 it was 98, in 1925 there were 64 fatalities and 62 in 1924.

HIGH PRESSURE FOR SPEED

If the car is to be driven at high speeds for a long period, slightly higher tire pressure will be beneficial.

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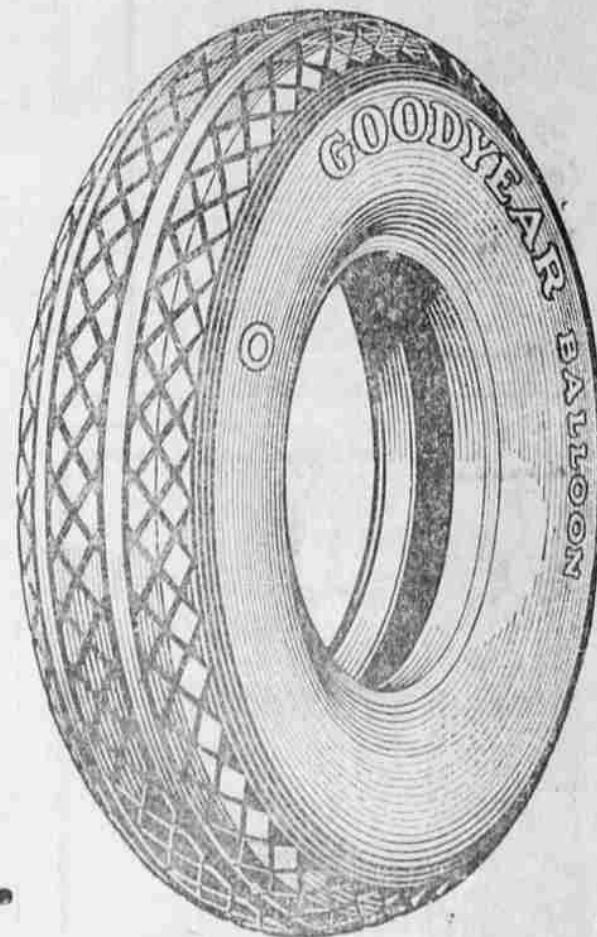
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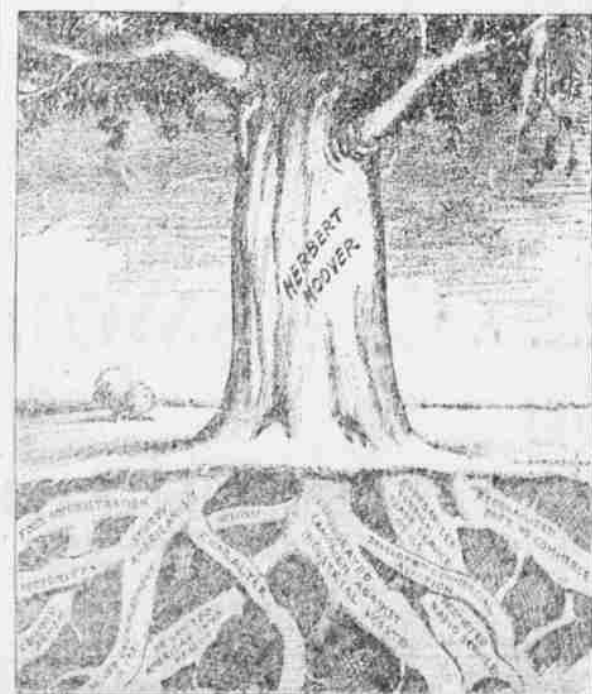
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GOODYEAR



The Roots of Achievement

Binghamton (N. Y.) Sun

Will Study Air
Law In Europe

The first American university staff member to study Air Law in Europe will be sent to the Continent this fall, when Professor Fred D. Foss of the University of Southern California leaves for the University of Bonn, Germany, to study Air Law. Foss is a member of the American Bar Association and has been a member of the American Bar Association since 1914. He is also a member of the American Bar Association and has been a member of the American Bar Association since 1914. He is also a member of the American Bar Association and has been a member of the American Bar Association since 1914.