

Less Accidents Over The State

Oregon One of Six States That Showed Decreases in Auto Fatalities

SALISBURY, Ore., Mar. 8.—With a 15 per cent increase in the number of motor vehicles operating on the highway in Oregon during the year, the state made an exceptionally good showing in 1929 in the reduction of the number of injuries and fatalities resulting from automobile accidents, according to the annual report of the state traffic division, compiled by Chief W. A. Lafferty.

Oregon was one of the six states in the country that showed decreases in motor vehicle fatalities in 1929, according to the report of the National Safety Council. The average increase in fatalities in the United States was 5.53 per cent in 1929, as compared to Oregon's decrease of 6.7 per cent. The reduction in injuries sustained in Oregon motor vehicle accidents was 5.7 per cent for the same period.

Comparative statistics for Oregon for the last two years, covering accidents, injuries and fatalities, resulting from the operation of motor vehicles, are: Accidents, 1928, 29,737; 1929, 29,181; injuries, 1928, 5,927; 1929, 5,711; fatalities, 1928, 282; 1929, 189. Although automobile accidents showed an increase in 1929 over the preceding year apparently they were of a more minor nature on the whole, as the greater number of accidents was offset by a fewer number of resultant deaths and injuries.

French Cars Test Sahara For Travel

PARIS (AP)—French automobiles challenge the supremacy of camels, original "ships of the desert," on the Sahara wastes.

Four stock cars completed a 5,000 mile journey over the sands from Algiers to Dakar and return in 32 days.

The feat was attempted to demonstrate the practicability of crossing the Sahara with ordinary automobiles to study possibilities of regular motor travel between French north African and equatorial African colonies, and to investigate the terrain for airplane landing fields.

First Garage Mechanic: A Mr. Beart from Calaveras county was in a few minutes ago.

Second Garage Mechanic: An old timer?

First Garage Mechanic: No, a new carburetor.

If your car rattles, try taking a tour through Bonnie of Scotland. You'll be surprised how everything will tighten up.

Officer: What do you mean by driving on the left side of the street?

Lady Motorist: Why, Officer? I couldn't have seen that price tag in the window if I'd driven on the right side.

Chrysler-Built Vehicles Show February Gain

French Car Makers Seek New Unity to Attempt to Boost Exports

DETROIT, Mar. 8.—Shipments of Chrysler-built passenger cars, trucks, buses and commercial vehicles during the month of February totaled 27,163 cars compared with 18,374 for the preceding month according to information released today with orders on hand indicating still further increased demand in March.

Passenger car shipments were 20,111. The Chrysler line, comprising the "66," "76," "77" and Imperial, contributed 5,893 to the total. The Buick, 4,445 and Plymouth, 1,215. In the commercial field, Dodge shipped 2,133 vehicles and Fargo 197.

Retail sales of Chrysler products continued to show a steady improvement each week, the seasonal acceleration being greater this year than during the same period last year. Sales for the past week were 32 1/3 per cent higher than the average for the preceding 12 weeks against an 18 per cent increase for the corresponding period last year.

Motorists From North Bring Funds

PORTLAND, Ore., Mar. 8.—Canadian motorists will be the principal source of foreign-tourist revenue which are expected to approximate \$175,000,000 during 1929, according to reports reaching the Oregon State Motor Association from the foreign travel bureau of the American Automobile Association.

There was \$162,159,000 spent by foreign visitors in the United States in 1927 and this amount was increased to \$167,832,000 in 1928. The figure for 1929 will easily reach \$175,000,000 the association believes.

Figures for 1928, the last available, show that Canadian motorists spent \$59,700,000 in the United States, while those coming from Canada by rail and steamer spent \$26,000,000. Tourists from overseas spent \$58,690,000 in the same period.

To this must be added \$8,210,900 derived from those coming across the Mexican border; \$2,247,000 spent by visitors from the insular possessions and \$7,000,000 expended by foreign sailors on shore leave in the United States.

In regard to this last item, it is interesting to note that American sailors on shore leave abroad spent approximately the same amount, the club has been advised.

The entire tourist revenue received from foreign visitors, is approximately the same as the amount spent by American motorists in Canada alone.

The world is waiting for an Edison who will invent an attachment for hubcap drivers which will use the surplus air to inflate the tires.

"How do you like the new silhouettes?"

"Don't know—I never drove one."

AMERICAN CARS GAIN IN DEMAND

French Car Makers Seek New Unity to Attempt to Boost Exports

PARIS (AP)—American cars aren't exactly welcomed in France by French car makers. Their real concern, however, is not competition here, but in other countries.

France formerly exported more than half her cars. Last year exports were only two-fifths, and this year the exports are running only one-fourth, says Charles Fagniez, a recognized automobile authority.

Since American cars sell well here at double their American factory prices, they have an advantage in many places, though not in France and her colonies.

Four years ago industrial leaders have urged standardization, cooperation by makers and removal of the 12 per cent de luxe tax as measures essential to the French automobile industry's existence.

Gradually there have come changes. Three French manufacturers—Citroen, Renault and Peugeot—are credited with three-fourths of the output. Four others make up the remainder. Sixty other manufacturers therefore remain relatively unimportant in volume of output, although some are valuable in maintaining the prestige of the French car.

With this as a start, it is argued that French makers have only to go further in concentrating factories, cutting overhead and in standardizing materials and methods.

Costs, it is admitted by automobile engineers, could be reduced greatly by general adoption of a few sizes of bolts and threads, formulas of steel and the concentration of accessory and parts manufacture in a few factories.

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TWO LINCOLNS DRIVEN OVER 250,000 MILES

Two trips to the moon have just been completed by two Detroit police cars—figuratively.

Both are Lincoln and still performing perfectly. The one has registered 265,000 and the other 250,000 miles, distances that would take them far beyond the moon, 238,840 miles away.

Last July, the Detroit police traded in two Lincoln cars that had gone similar miles, both between 200,000 and 200,000 miles each. The city cars roll up mileage rapidly, the police cars being on the streets 24 hours a day and average more than 1,000 miles a month.

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Rich Awards Spur Don In Attempt For The Automobile Speed Crown

—Laurels more substantial than fleeting fame wait Kaye Don if he shatters the world's auto speed records here this March.

First there is the \$5,000 Wakefield trophy in solid gold, which has just been completed.

The trophy will be Don's if the Englishman can drive his \$125,000 Silver-Huller faster than Sir Henry Seagrave shot the famous Golden Arrow to the present record of 231.85 miles an hour. In addition Don, if successful, will receive 1,000 pounds a year until his mark is beaten.

Two years have been required to complete the Wakefield trophy since it came into being January 1, 1928. During that time it has been won by Captain Malcolm Campbell of England, the late Ray Keech of Philadelphia, and Sir Henry Seagrave.

Selection was made by a joint committee composed of the Royal Mint advisory committee and the committee of taste, appointed by

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Score Finishing Processes Used On New Erskine

If the adage "clothes make the man" may be applied to motor cars, Studebaker's Dynamic New Erskine is assured of success, for no less than 29 finishing processes combine to give it a brilliant finish, according to M. J. Goss, Studebaker-Erskine dealer here.

"The first step in this long list of operations is the filing and buffing of the raw steel stampings prior to assembly, to remove scratches and dents sustained in manufacture. When assembled, the body is thoroughly cleaned and the first coat of paint, known as a priming coat, applied. This operation is followed by baking for nearly three hours in a temperature of from 200 to 225 degrees.

"When the baking process is completed, a special primer is used to cover all irregularities and the surface is scuffed with dry sand to prepare it for the two coats of paint surface which are next applied.

"The body is again baked, and then water sand, and special priming fluid called the intermediate primer, sprayed on. This latter process is seldom included in the finishing operations of any but higher priced cars and emphasizes Studebaker's unwillingness to compromise in even small details. The intermediate priming coats up any surface porosity which may have resulted from sanding, and acts as a better binding medium between the base and finishing coats.

"Following a third baking, spot puttying and scuffing, the body is ready for the surface lacquer. Six distinct coats are applied with a baking period after the third and sixth. On coming from the ovens all surfaces are oil sanded, waxed and subjected to a fine mist spray which heals up scratches and minor surface flaws. The unit is then baked for the last time.

"Just before the body is mounted on the chassis, it is given a thorough Parko rub by hand, and the final polish applied with a sheepskin buffer."

New Features In 1930 Chevrolet Add to Comfort

New features designed to heighten the style element as well as to increase the riding qualities and comfort of the passengers, incorporated in the new 1930 Chevrolet Six, give the car a distinguished identity on the highways of America.

While retaining the basic lines of a year ago, the external appearance of the new Chevrolet Six has been measurably beautified by the addition of a molding across the hood, which merges with the hood and circles the closed bodies at the belt line; by window reveals changed in contour for improved appearance; by smaller wheels with larger tires; by the sloping non-glare windshield, and by exquisite new Duco color harmonies created by Chevrolet body craftsmen supplementing the work of artisans of the Fisher Body organization, and of the General Motors Art and Color section.

Changes in the interior parallel improvements made in the external appearance of the car. Upholstery is of mohair or velour in the closed models which blends with the exterior Duco combinations.

The driver's compartment is made distinctive by new instrument panel finished in two tones and indirectly lighted, with gauges and instruments symmetrically grouped in circular units. Instruments on the panel are a speedometer, ammeter, oil pressure gauge, ignition lock, a thermometer which indicates at a glance the temperature of the water in the cylinder head, a choke with a spring return attachment to prevent inadvertent driving with the choke open, and a new gasoline indicator which is connected with two floats in the

SOVIET GROUP USING BUICKS ON U. S. TOUR

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manufacture with a view to placing contracts with firms throughout this country; the commission will purchase planes and plane-building materials for use by the Soviet government. Other agents are purchasing large quantities of farm implements, clothing and food products for the Soviet land. Much of this material is being obtained on the Pacific coast, and large shipments are leaving coast ports for Russia, all of which will contribute to the prosperity of the Pacific coast.

One of the first acts of the commission upon landing in Seattle, was to purchase two big, powerful, seven passenger, 95 horsepower Buick sedans. These cars will transport the party down the coast, through California, and back east.

Needless to say, the aviation experts were well pleased with the construction and performance abilities of the Buicks.

Two members of the party are the designer of the airplane, "Land of the Soviets" which visited this country recently on a good will flight from Moscow to New York.

According to a new rule at Harvard, students who have not learned to swim by the time they are ready to be graduated, will be refused a degree by the university. The idea is to teach young men to keep their heads above water.

Genuine GOODYEAR TIRES (why not have the best)



When you buy tires on time, buy the kind of tires you will always be proud to have on your car—Goodyear Tires!

No delay, no embarrassment. We try to give prompt, courteous service because we are in business to stay. We want you for a regular customer.

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BECAUSE two different motor cars are alike in price, it does not follow that they are also alike in quality, value or performance. There is always a best, and if you are looking for it, drive a Nash Twin-Ignition Eight or Six. They are the only cars in their price field which offer the superiority of Twin-Ignition performance.

Flow of power. You can feel the difference. You will know immediately what you have been missing, driving a car with single ignition.

Other "400" features of superior performance and value are Bijur centralized chassis lubrication; lifetime-lubricated springs, encased in steel spring covers; built-in, automatic radiator shutters; and Duplate non-shatterable plate glass in all windows, doors and windshields (no extra cost in the Twin-Ignition Eight—optional at slight extra cost in the Twin-Ignition Six and Single Six).

89 EIGHT AND SIX CYLINDER MODELS
IN A PRICE RANGE FROM \$935 TO \$2385. F. O. B. FACTORY

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Smooother

because of improvements in its 60 horse-power engine

Much of Pontiac's increased smoothness is due to new type rubber mountings which now insulate its engine from the frame, and to a more rigid crankcase which assures more permanent bearing and crankshaft alignment. Then too, smoothness is intensified by the Harmonic Balancer which counteracts torsional crankshaft vibration. Finally, Pontiac's basic engine design enables it to develop 60 horsepower at moderate engine speed. No matter how fast or hard you drive, the engine runs smoothly and silently. . . . In this car you get reliability and long life seldom equalled except in cars of much higher price. Furthermore, you get remarkable economy. Your own good judgment should suggest that you investigate this finer Pontiac.

The New Series Pontiac Big Six, \$745 and up. F. O. B. Pontiac, Mich., plus delivery charge. Stock shippers standard equipment. Bumpers and spring covers at slight extra cost. General Motors Time Payment Plan available at minimum rate.

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PRODUCT OF GENERAL MOTORS

Consider the delivered price as well as the list (f. o. b.) price when comparing automobile values. . . . Pontiac delivered prices include only authorized charges for freight and delivery and the charge for any additional accessories or financing desired.

\$745 AND UP Body by Fisher

La Grande Motor Company
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