

AUTO DEATHS IN SIX YEARS 752

Motor Vehicle Traffic Accidents in Oregon Since 1924 Hurt 24,355.

SALEM, Ore., Apr. 12 (AP)—During the six year period from 1924 to 1929, inclusive, a total of 752 persons were killed and 24,355 were injured by motor vehicle traffic accidents in Oregon, according to records to the state traffic department.

Authentic records are not available earlier than 1924. The total number of recorded accidents during the period was 176,978. Yearly averages for the period were 28,346 accidents, 4,959 persons injured and 125 killed.

The state traffic office claims for safety campaign activity in Oregon that the state was one of six states that showed a reduced number of fatalities in 1929 compared with 1928.

Invites Oregon To Send Delegates

SALEM, Ore., Apr. 12 (AP)—President Hoover has invited Governor Northrup to send five delegates from Oregon to the third national conference on street and highway safety, to be held in Washington May 27, 28 and 29.

Come On, Science, Help! Every year science embles us to get there quicker. Now, if it will only provide something to do when we get there.—Buffalo News.

Chrysler March Shipments Show Increase 46 Pct.

Chrysler March shipments totaled 33,778 cars, an increase over February of 19,659 cars or more than 46 per cent.

March retail sales of Chrysler products continued the steady improvement so much in evidence since the first of the year, running parallel with the increase in shipments, sales to the public in March being 44 per cent higher than in February which showed a corresponding increase over January.

Shipments of Dodge passenger cars amounted to 19,653 in March, the Chrysler line added another 3,301 cars, De Soto 5,842 and Plymouth 5,282. In the commercial field Dodge shipped 2,144 trucks, buses and motor coaches, and Packard 278 vehicles.

With the new merchandising plan on Plymouth of permitting Chrysler Dodge and De Soto dealers to sell these low priced cars, the demand has increased under this arrangement to a point where April requirements are more than double of March.

Gas "Bootleggers" Busy Along Highway

SALEM, Ore., April 12 (AP)—Reports that gasoline "bootleggers" are operating along the lower Columbia river and driving big profits by evading the motor vehicle fuel tax laws of both Oregon and Washington are being investigated by Oregon officials.

While the Department finds it necessary to guard continuously against similar operations along state borders the alleged major violations on the lower Columbia are said to have developed since completion of the Longview bridge.

It is said to be the practice of the violators to get the gasoline in large tanks or drum on the Washington side of the river and convey it to their pumps on the Oregon side. Since this operation is considered as transportation from Washington they evade the tax in that state. They evade it a second time on the Oregon side by failing to qualify as gasoline dealers or distributors.

Hoss said three truck lines are under investigation.

Bringing Home the Bacon A French artist uses egg and melted cheese to make his pictures. We understand that the still-life study of a Welsh rabbit is a masterpiece.—London Opinion.

Puts Dodge Back In Old Field



With the new low-priced six-cylinder line introduced for 1930, Dodge Brothers is back in the price class where the outstanding reputation of the product was established. In fact, the new six-cylinder line includes the lowest-priced closed car Dodge Brothers has ever offered—the sedan shown in the accompanying spring-time scene sells for \$865.00 as the factory.

TRUCK INDUSTRY OUTLOOK BRIGHT

Business Conditions are Favorable to Industry, Sneathen Says.

By Howard Sneathen (Director, Truck Sales for Dodge Brothers)

The established soundness of general business conditions forms a solid foundation upon which the motor truck industry during 1930 is bound to prosper. The stimulating effects of gigantic construction and improvement programs undertaken by government and industry for the current year are already manifest.

Any number of factors pointing directly to an increased volume of motor truck business can be easily marshaled in even the most casual appraisal of sales prospects for the year.

Primary, lower federal reserve discount rates have provided an abundance of money for all legitimate business enterprises enabling truck operators to replace and add to their transportation equipment.

More trucks are being required to carry out the \$2,000,000,000 construction program of railroads, industry, public utilities, federal, state and municipal governments.

Federal, state and county highway construction has opened up greater possibilities for truck use. Emphasis placed by President Hoover himself on the building of secondary arteries or "farm to market" roads, is especially significant.

Business has benefited noticeably by more highly concentrated railroad power. Business men have rolled up their shirt-sleeves and have gone to work uninterrupted by outside interests.

The development by Dodge Brothers during the past year of hundreds of body and chassis types to meet 95 per cent of all hauling needs forms a splendid example of how truck manufacturing has kept pace with the ever-widening field for truck use.

The public has come to depend so much on motor truck transportation that in one way or another the daily habits of life of everyone are affected by it.

Motor truck terminals, which greatly expedite the handling of inter-city freight, are scheduled for rapid expansion throughout the country this year.

The general tendency to encourage the building of "farm to market" roads will show even greater results along these lines.

easy-riding motor truck of today is as efficient in the long-distance movement of freight, as it is in short haul work.

With the volume of freight traffic daily dependent on motor transportation steadily increasing, with greater truck utility tapping new fields of usefulness, and with more improved and widened highways being completed daily, there is every opportunity for the truck and motor coach industry to establish new sales records during 1930.

Engineers of the Hudson Motor Car company have pioneered many innovations in body construction which eventually have become standard practice in the industry.

In the new Hudson Great eight the refinements of the steel body have entailed several departures from orthodox practices.

Another instance of departure from standard practice is found in door construction. The ordinary body door consists of a metal panel shaped over a wooden frame and covered on the inside with upholstery material.

There is, first, the outside steel plate. Then comes a spring plate. This is followed by a spring plate, which in turn is overlaid with a steel inside panel.

"Listen," remarked the exasperated driver over his shoulder, "Lindbergh got to Paris, then to South America, without any advice from the bank seat."—New Jersey Autoist.

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WATCH YOUR BATTERY NOW Serious damage can soon be done to your battery if you let the water run low.

DROP IN — LET US TEST AND FILL YOUR BATTERY Better have that generator oiled too

AUTOMOTIVE ELECTRIC CO. 213 Greenwood Phone M-520 Across from L. W. Weeks, Chrysler Dealer

COAST HIGHWAY ALL-YEAR ROAD

Oregon and Washington Finish Work—California on Final Stretch.

No where in the world are the roads as good as they are on the Pacific coast. Think of being able to travel from Mexico to Canada on a paved road, the longest paved road in the world at that — and think further that this can be done in mid-winter as well as in summer.

Few who have not lived in the West can believe that this international trip can be made in the winter months—but cars came and went every day and there was no delay during the winter.

"Oregon and Washington have completed the Pacific highway so that it is perfect all the way, and California is rapidly completing the last remaining narrow stretch of road in Northern California" stated E. G. W. Sudrow, regional manager of the Olds Motor Works, Oldsmobile and Viking headquarters, recently.

"It's a high gear drive clear from The Juana to Seattle and to the Canadian border. There is not a single mile of the road that is poor. In fact it is just as simple as driving down the street. There are hundreds of towns and cities along the route and a gasoline station nearby."

A party in a Viking V-8 sedan, made this year recently and enjoyed themselves immensely. "There are two routes in California, both excellent and both well worth the trip. From San Diego the motorist has the coast route or the inland route to Los Angeles and thence on to the San Francisco Bay region by way of Santa Barbara and the coast route, or by way of the Ridge Route, Bakerfield and Fresno and thence to Oakland and San Francisco.

"North from the bay area are two routes, both fine, well paved and in good condition all year round. The Redwood Highway is reached by way of Sausalito, or from Richmond by ferry, thence north through Santa Rosa, Healdsburg, and Eureka, and along the shore to Crescent City. Thus, the new Smith River Road to Grant's Pass, where the Redwood highway joins the Pacific highway for points in Oregon, Washington and Canada.

"The other route is through the Sacramento Valley, by way of Sacramento, or the west side road through Woodland. Thus, the Pacific highway leads through the scenic valley, into the upper canyon of the Sacramento river. The road follows the canyon, and has been

Service Parts Department Up On Its Orders

The efficiency with which Studebaker's service parts department at South Bend, Indiana, is operated to speed service parts to dealers

the world over, is emphasized by the fact that there are fewer unfilled parts orders than at any time in Studebaker history according to M. J. Goss, Studebaker-Erskine dealer here.

"Though Studebaker parts sales have shown a steady decrease during the past seven years, it is essential that a full stock of parts be kept on hand to meet any emergency demands which may arise in the field. In consequence more than 40,000 individual automobile parts and assemblies are constantly stocked. The difficulties attendant upon the efficient handling of this huge assortment, ranging all the way from cotter pins to frames, fenders and radiators, need no stressing.

"Since the consolidation of manufacturing facilities in South Bend last year and the complete reorganization of the personnel, system and methods in the service department, parts service to dealers has attained a peak of efficiency which is reflected in the speed with which parts are shipped. With few exceptions, all of the 1000 to 15000 orders received daily are filled on the same day. Items unavailable at the time orders are received average less than one-tenth of one per cent.

"Studebaker's achievement in providing a constantly higher standard of design, workmanship and performance in its motor cars is exemplified by the steady decrease in the rate of repair parts per automobile in operation amounting to \$12.41. At the close of last year, that figure had shrunk to \$8.87."

Rich Italian Takes Job to See Races

INDIANAPOLIS (AP)—Because of the lure of the Indianapolis auto races, the son of a wealthy Italian family labors as a mechanic.

Gianfranco Comotti, balked by his father when he attempted to enter last year's 500-mile race, turned from dependence on his family to be free to race.

Last year he crated an Italian car and shipped it to America for the Memorial day classic. He never drove it, for his father not only purchased a controlling interest in the racer but saw that no visa would be given for the son's trip. When the paternal ultimatum was given, young Comotti left for a mechanic's job in Paris so he might come to the race this year.

Ford Profits For Year \$81,797,861.00

BOSTON, Apr. 12 (AP)—The balance sheet of the Ford Motor Co., as filed with the Massachusetts commissioner of corporation, indicated profit for 1929 of \$81,797,861, as contrasted with an indicated loss of \$73,231,498 in 1928.

The indicated profit is equal to \$43.79 a share on 372,845 shares of stock, all of which is held by Henry Ford and his son, Edsel B. Ford. The sharp upturn in earnings is understood to reflect the going into production of the new models reflected in the 1928 balance sheet, the cost of which was

Equinoxial Storms

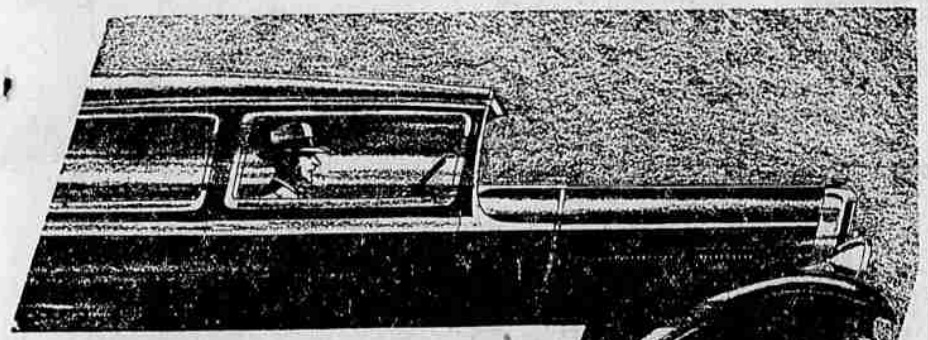
The weather bureau says that there is no reason why storms should be more frequent or severe at the equinox, nor, in fact, are they. The whole notion about equinoctial storms is erroneous, and it even is uncertain how, when, where or by whom the idea was started. The bureau only knows that in one form or another it goes back at least to 1748.

Silent Piano

A "dumb piano" is an instrument like a small piano in form having a keyboard of narrow compass, but neither hammers nor strings. It is intended for silent finger practice, merely for increasing the mechanical dexterity of the fingers.

Ask the Surgeon

One of the things medical science might explain is why an operation always seems to loosen up a woman's vocal chords.—Cincinnati Enquirer.



UNUSUAL SMOOTHNESS and handling ease in this Eight with SUPERIOR PERFORMANCE

Oakland's V-eight engine has an extremely short, rigid crankcase which supports the bearings in accurate alignment. The crankshaft too is very short and sturdy, and has no torsional vibration period within the speed range of the engine. This means that no matter how fast you drive, the New Oakland Eight runs smoothly and quietly.

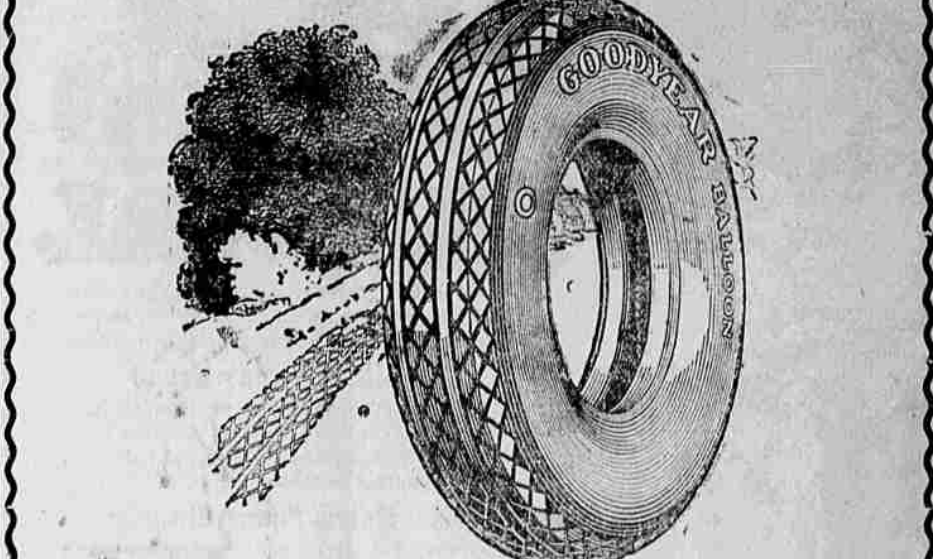
Its smoothness is increased by a complete down-draft fuel system—new type cylinder heads assuring uniform combustion—and steel spring and rubber engine mountings.

You will also find this car exceptionally easy to handle. And its delightful comfort is assured by long springs, Lovejoy Hydraulic Shock Absorbers and spacious Fisher bodies.

But you should actually drive this newest General Motors eight—the car with superior performance. For only at the wheel can you learn how many important advantages it now enables you to enjoy in an eight of very moderate price.

The New OAKLAND LA GRANDE MOTOR CO. 1421 ADAMS AVE.

The Open Road Calls



START THE SEASON ON A NEW SET OF Goodyears WE HAVE THE TYPE AND SIZE YOU WANT. BUY THEM ON CREDIT--NO DELAY--NO RED TAPE. You can put on an entire new set with as little cash as you would pay for one inferior tire. Come in—we'll arrange the down payment and then divide the balance in weekly or monthly payments to suit your budget. Now more than ever you'll want Goodyears—the prices are the lowest in history—the quality is higher than ever. BOHNENKAMP'S