SECTION THREE Pages 1 to 8

The Oregon Statesman CLEAN AND VIGOROUS

Automotive Good Roads

SEVENTY-FIFTH YEAR

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GREAT ADVANCE IS SEEN IN AVIATION

Developments in Both Military and Commercial Phases Are Noted.

DAYTON, O., March 6 .- Aviation, both military and commercial perimentation and research at the engineering division headquarters | 32 minutes. of the army air service at McCook field.

The developments have pertained to improvement of metals and other materials used in airplane construction, to more economical airplane construction, to improvements in designs of planes, and inventions and adaptations of accessories and methods in connection with aviation, says a report of the year's progress.

The predominant trend in military aircraft development has been toward a marked reduction in the number of types of planes required for military purposes. Formerly fifteen standard types of aircraft were considered necessary properly to fulfill all military functions. Today only five general types are required to accomplish the same purposes. The reduction was brought about by designing aircraft in certain instances to perform two or more funtions through interchangeable equipment.

The five general types to which planes now conform to meet militacy requirements are: Pursuit. bombardment, observation, training and transport.

The first plane built in the United States exclusively for ambulance purposes made its appearance during the year. It accom- and nearly killed a wild bear by modates a pilot, a flight surgeon running over it." The reader is Medical supplies are carried.

amphibian plane for land-water- but not quite, run over! "Wild air use was proved by the MacMillan polar flight and the photographing tour in the Minnesota watershed region, said the report.

New accessories developed during the year included pneumatic landing shock absorbers and the airplane brake. The shock absorbers are telescoping cylinders containing oil and water. The brakes decrease by about one-third the distance of roll on the ground

(Continued on page 6.)

CRANKING IS DANGEROUS PROPER CARE MUST BE TAKEN TO PREVENT INJURY

Thousands of motorists whose automobiles do not have self starters are injured every year because they do not know how to crank the machine, says a statement issued by S. J. Williams, Director of Public Saftey, National Safety Council. Drivers of commercial cars, delivery trucks, taxi cabs, etc. who are professional chauffeurs constitute a large number of the people hurt in this manner, strange as it may seem for one would assume that men who are engaged in this occupation would know how to avoid such hurts, comments Mr. Williams. Following are some procautions to be observed when

down, and don't spin it unless car dealer. "People today buy absolutely necessary. When grasp- cars for winter and summer same side of handle with the fin-gers; then if there is a kick-back, and for the fact that so many mothe spark retarded until the en- bile may be used for either busi-

cranking:

INDIA SPEED TESTS MANY TOOLS USED FURNISH NEW KICK

Fail to Prevent New Record by the Jeweft.

Newspapers from India bring detailed report of a record-breakhas been advanced along several ing performance of an American lines during the last year by ex- car, a non-stop run from Bombay them can you find when you want to Delhi, 920 miles, in 28 hours, to tighten up a'thinga-ma-gig or

> The record, hours faster than the best previous perfromance, was made by Lawrence P. Kent, an American and former United States Army officer, in a standard Jewett. He was accompanied by Don C. Bliss, assistant U. S. trade commissioner and J. Preston Wills of the E. I. DuPont De Nemours company. All three took turns at a number of the common garden the wheel.

The actual elapsed time was 32 hours 42 minutes, much time having been lost in ferrying across two wide rivers, and in inducing village petrol dealers to get out of bed for supply fuel.

Judging from the Indian papers, the roads of India are not designed for high speed runs, and the editors all treat the feat as extraordinary. Bombay's leading paper, "Times of India," says the run "must rank as one of the finest in the history of motoring in India," and "to drive a motor car 920 miles on Indian roads without stopping the engine is in itself a sensational performance, and to average 32 miles an hour is more wonderful still."

Another interesting sidelight on motoring in India is gleaned from the Hindustan Times, published at Delhi, which says that "round about Gwalior the speeding car came across a number of games and two patients, the latter being left to judge whether the motorin litters in the fuselage. ists actually ran over the bear anl all but killed it or whether Practicability of the Loening the bear escaped by being nearly, bear" in itself is an intriguing expression suggesting as it does that in India one must distinguish between wild bears and domesticated bears. Or else that, even in India, the linotype operator is not infallible and changed a wild boar to a bear! At any rate, they nearly killed the bear (or boar) by run- Business Exceptionally Good ning over it-quite different from the common method of killing boars (or bears?) in India by enticing them into an air-tight garage and and running the automo-

Other bothersome things to be

bile engine until petromortis en-

India are the bullock carts. "There were crowds of them. transporting cotton," said Kent, and when you overtake two of them, and finally induce them to pull over to the side of the road. it's more than likely that one of them pulls to right side and the other to the left, blocking the

(Continued on page 7.)

UTILITY IS MAIN POINT

CARS NOW PURCHASED FOR ATTEMPTS TO BACK HER

ALL WEATHER DRIVING

Utility in the modern automobile has probably won more friends for it than any other factor, declares F. G. DeLano, of the Always pull the crank up, not Salem Automobile Co., local Star ng the crank, place thumb on the alike," he stated. "That accounts handle will slip from hand. Keep dels of the present day automoness or pleasure purposes.'

New Finish Job Is Pictured



and a new California top with sliding panel type windows was built it. The new paint job is made up of golden brown with a black im, finished in the new Oil-Lac style, a solid finish that takes a lass-like polish and is very druable. Besides this the paint has a dy and all scratches will polish out. The Wood court a paint job like this in two weeks, Varnish is

IN REPAIR PLANT

Wild Bears' and Bullocks Parker Company, Ford Service, Has 1,145 Tools for Repair Work

> How many tools have you is your garage at home, for use on your car? That is how many of put on a new dohinkus or install a what-you-call-it?

have a variety of cresent wrench, | year, a monkey wrench and a screwdriver. One usually finds them, with the tire pump tangled up with the mud-chains. Then, somean old coat, you doubtless have cated by the increased production added to the payroll. This is in variety of wrenches of the nondescript class. If you are an aristocrat, it is possible that there is a set of socket wrenches stowed away somewhere.

muster together, and with all the first class garage. In the Parker been in production long enough company in the industry. & Company shop, 414 South Commercial, for example, Mr. Parker found after an inventory, that they have 1,145 tools. These tools, he declares, represent an outlay of \$7,023.

"It is this magnificent equipment, in willing and experienced hands," Mr. Parker said, "that makes it possible to do your repair work better and quicker." Each one of these 1.145 tools has its place in the shop and is returned to that place after it has been used on a car. And in practically all cases, each individual tool is made for one purpose alone. It is this systematic use of equipment that enables a repair company to turn out accurate

(Continued on page 2)

Firm Says; Closed Cars Much in Demand.

Vick Brothers company here, local equipment throughout. A runmet with during a speed test in distributors of the Pontiac and way has been provided for, shunt-Oakland cars. "We are selling ing cars from the street to the better than forty cars a month," second floor. The second floor George F. Vick said yesterday.

Pontiac cars each day-for the next floor at one time. Three finish- every car they make. twelve days," Mr. Vick declared. ing rooms will occupy the front

(Continued on page 5)

DOWN THE ROAD-

WHEN THE LADY NOVICE

Demand For Pontiac Car Causes High Production

Six have caused production at the sented in this new car. The num-Oakland factories at Pontiac, ber of orders received at the fac-Mich., to be pushed up to 439 tory left no doubt as to public cars a day at the present time. A production of 450 cars daily

cars daily beginning in April. March this year as a result of in- tiac Six and Oakland Six. creasing demand represents a 300

That the demand for the new the same months last year. Pontiac Six has more than fulfilled expectations of Oakland and place in the garage, maybe under General Motors officials is indi-

> schedule for the new line. How strongly public interest the Fisher Body plant. and curiosity has been aroused by

Demand for the new Pontiac to obtain a favorable display posi-Six since its initial presentation tion) thousands constantly went at the New York show early in out of their way to reach the Pon-January and the continued in- | tiac booth and to learn what new creased demand for the Oakland features of value had been pre-

acceptance. The entire facilities of the is scheduled for March and 500 greatly enlarged Fisher body plant at Pontiac are now being devoted The production of February and to producing bodies for the Pon-

per cent increase ever the sched- is also starting out with unusual sales of Cadillac cars and he sees ber boomers have made out of Somewhere you undoubtedly ule of February and March last strength this year, with schedules in the situation even greater sales wild speculation. set 25 per cent higher than for possibilities for cars in the quality

> To take care of the peak production at the Oakland factories which is scheduled for early in addition to the increased force at

With the enlarged production the new Pontiac Six may be schedules now in force and the Slashing price reductions have in gauged from the fact that at New even larger contemplated sched-York and Chicago shows despite ules, the Oakland Motor Car com-But with all the tools you can the unfavorable display of the car pany is starting the year on the on the third floor of the Grand greatest extension program in the work you can do with them, they Central Palace, New York, and in history of the company and one dwindle into nothingness when the Annex of the Coliseum, Chi- of the greatest expansion program you consider the equipment of a cago (because the new car had not ever contemplated by a single

BUILDING TO RISE

Have New Equipment, Special Construction.

Woods Auto and Top Shop is Immediate steps towards the con-Chevrolet company and the alley, will be taken by Charles S. Weller. The building has already provements in their plant so as to auto top company. The new of this increased business. building will have a frontage of let to the Salem Automotive Ser- struction and repairs. vice, to operated by Art Sand-

Exceptionally good business in the auto service and top departwill be devoted entirely to the

(Continued on page 6.)

PACKARD MAN BACK FROM FACTORY TRIP

Repair and Paint Shop to King S. Bartlett of Fred M. Powell Company, Tells of Motor School

turned from the Packard plant at struction of a two-story concrete Detroit says that this is going to building on Chemeketa street, be one of the greatest years in the rear High, between the Newton- sale of high grade automobiles that we have ever seen. Packard is making great im-

been leased to Tom Wood of the be able to take care of their share Mr. Bartlett attended school at

64 feet and a depth of 84 feet. A the Packard plant for the study This course was very thorough

and was given by the best men in The building will be construct- the plant, It took a lot of patience ed with everything in mind for on the part of the instructors to answer all questions asked them, automobile circles is noted by the ment and will house modern but they stood the test fine for the reason that they all feel a personal interest and pride in doing this part to make a high class automobile.

receive a carload of Oakland and be had for 20 automobiles on this but continues through the life of ing to Frank Page, president of day announced the opening of a

They all feel that Packards' in-

(Continued on page 8.)

HIGH GRADE MOTOR IS MUCH IN DEMAND

Cadillac Company Sees Decided Swing Toward High Class Motor Cars

The swing of the pendulum of public demand toward a greater great romance, which has proved proportion of high grade cars is to be a tragedy with automobile seen by Lawrence P. Fisher, presi- tire buyers in the United States, dent and general manager of the began with an old man in London, Cadillac Motor Car company, in Sir Henry Wickham. However, he Demand for the Oakland models | the present phenomenal growth of has shared none of the profits rubclass.

"During the past five years," states Mr. Fisher, "the trend of American economic life has been April 600 employees are being toward increased economy and efficiency, and that trend has been reflected in the automotive industry. It has enlarged the market for low-priced, light-weight cars. many cases required a sacrifice of quality.

"The counter-current of this demand has now definitely set in. class of owners who realize hat genuine quality in its last analysis is economy are today investing in the highest grade of of 1925 were more than double those of the corresponding period of 1924.

is also another class who in addi- back to England. tion require the ultimate of re-King S. Bartlett of the Fred M. has always held a strong appeal; Line, arrived in the river to the and individuals who own large to have a new home here soon, it Powell Motor Cars, local Packard and that holds today even more great astonishment of the little numbers of commercial cars will

(Continued on page 7.)

portion of the house will be sub- of salesmanship, automobile con- Billion and Half Dollars to Be name of the government of India. Spent During Present Year, Said.

> WASHINGTON, March 6 .- A great national highway system, partly financed by the federal government, and connecting important cities throughout the \$1,500,000,000 road building pro- and bumpers, and already operatthe American Association of State seventh factory at Salt Lake City, There were 121 men at this Highway Officials and ex-presi-

(Continued on page 7.) By FRANK BECK

LITTLE TO PIONEER

Englishman Who Started Industry Shares None in Millionaires' Profits.

LONDON, March 6 .- Rubber's

Sir Henry Wickham developed scientific rubber cultivation in the Orient by transplanting the hevea, or rubber plant of the Amazon, to the Far East, thus making possible the rubber monopoly which now lies in the hands of the British and Dutch planters.

Para was the center of the rubber trade when Sir Henry Wickham began his investigation back in the sixties. His was a voice crying in the wilderness in those days, when he tried to interest Britishers in rubber cultivation.

But he finally enlisted the sympathy of Sir Joseph Hooker, at Kew, and showed him the first motor car transportation. Cadillac drawing which was probably ever sales during the last five months made from nature of a leaf and

A little later Sir Henry got the ear of Sir Clements Markham, of "In addition to this class who the India office, who gave the see ultimate economy in buying young explorer a roving commiswhat is best mechanically, there sion to bring the rubber tree seed

The rubber seed was so shortfinement. They travel in Pullman lived that this was a difficult task. cars and stop only at the best Sir Henry was then engaged in trated posters every month which hotels. The added comfort, con-cultivating rubber at Santarem, venience and prestige is worth over 300 miles from the mouth of the additional rate. For this class the Amazon. One day an ocean of people the Cadillac custom line liner, the Amazonas of the Inman week. agent, having just recently re- strongly on account of the new British colony. By a strange fate, | be sent to the managers who will which probably prevented Brazil be requested to have their drivers from holding the grasp on the rub- attend the schools which are to ber trade which is now in the be conducted by community safety hands of the British, the steamer councils throughout the country. was stranded in the river by her two supercargoes and lay empty in the river with no cargo for her return trip.

money, he wrote to the captain will be glad to receive the new and chartered the ship in the type of service which has been

(Continued on page 6.)

SPRING COMPANY GROWS SEVENTH FACTORY TO BE driving cover the following sub-BUILT IN WEST

OAKLAND, Cal., March 6 .- The Laher Spring company, largest United States will result from the western manufacturer of springs SHOW ROOM NOW READY "Beginning tomorrow we will paint shop. Accommodations will terest does not stop with its sale gram of the present year, accord- ing six Pacific coast factories, to-Utah, to take care of a huge intermountain distribution.

> The new plant will be under the direction of Jack J. Caps, former foreman of the Seattle, Wash, Laher Spring company factory, and will carry a stock of \$46,000 tends the entire length of the worth of springs, bumpers, and fittings. It is equipped to manufacture springs in quantity.

Other Laher factories are operating in Spokane, Portland, Seattle, San Francisco, Los Angeles, the country.

RUBBER TRADE GAVE | CAMPAIGN FOR SAFE DRIVING IS OPENED

Operators of Commercial Vehicles, Especially, Are Urged to Take Care.

Approximately 30 per cent of the 21,000 men, women and children killed by automobiles during 1925 were run down by trucks, delivery cars and taxi cabs.

Almost 20 per cent of the 600,000 persons injured by automobiles last year were struck by commercial cars.

To reduce this toll, the National Safety Council is inaugurating a country-wide campaign designed to make safer drivers of chauffeurs employed. by fleet owners.

CHICAGO, March 6. - Inanguration of a country-wide educational campaign designed to make drivers of operators of commercial motor vehicles, trucks, delivery cars and taxi cabs, owned by retailers, wholesalers, manufacturers, van, storage and express companies, was announced to night by W. H. Cameron, Managing Director of the National Safety Council with headquarters here.

The program includes a series of lectures to be delivered in various cities, radio talks to be broadcast by leading stations, dash cards for thousands of commercial vehicles, printed booklets containing instructions relating to safe driveing, slogens to appear upon bill boards, and four different illuswill be displayed in garages, service stations, etc. of fleet owners.

Letters asking for the co-oper-

More than 4.000 concerns are now enrolled in the National Safety Council and it is the hope of Managing Director Cameron that Although Sir Henry had no hundreds of other fleet owners developed to assist them in educating their drivers whose attention will be called to the importance of safe thinking and safe practices.

The series of six leaflets on safe jects: "Rules of the Road," "Me-

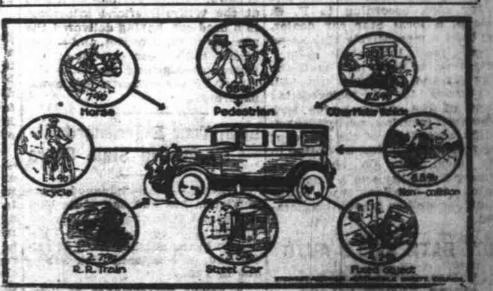
OTTO J. WILSON INCREASES FLOOR SPACE

(Continued on page 6.)

The new show room of the Otto Wilson Automobile company, local Buick distributors, has been completed and the shop is to be fin ished soon, Mr. Wilson said yesterday. The show room now exbuilding and will accommodate many more cars than heretofore. It measures 80 feet by 40. New equipment has been installed. with lighting fixtures and furni-

ture. and in this city. Their volume of It is thought the remodeling of business is among the largest in the entire shop will be completed during this week.

PEDESTRIAN GREATEST VICTIM OF AUTOMOBILE ACCIDENTS



The pedestrian is the greatest sufferer in according to records analyzed by the Stewart-Warner Safety Coun for the prevention of automobile accidents. No complete record available for the United States as a whole, but a re-3.023 auto fatalities occurring the first seven months of 1925, ing a population of thirty-one million, is significant. Two thof these 3.023 fatalities have been classified according to type ty-eight per cent of the victims were pedestrians, another motor vehicle; 7 per cent with horse vehicles, 4.2 wit. objects such as lamp posts, 3.5 per cent with street cars, 2 railway trains and 1.4 per cent with bicyclas. The remaining way trains is encouraging and doubtless due to the gradual a of unguarded graded crossings. The menace to the pedestric ever, is alarming, and calls for greater care on his part in catroots and on the driver's for more careful driving.

CAR INTO THE SMALL SPACE IN FRONT OF YOURS

Apprehensive Moments of a Motoris