

SEVENTY-SIXTH YEAR

SALEM, OREGON, SUNDAY MORNING, MAY 16, 1926

PRICE FIVE CENTS

## RADIO STATION NOW ON TOUR OF WORLD

### Re-Broadcasting Station on Truck Passes Through California Cities

OAKLAND, May 15.—With the eyes of many thousands of radio amateurs or "hams," as they are commonly referred to, directed at its progress, the first round the world tour of an experimental re-broadcasting station has passed through Oakland and San Francisco.

The trip is being fostered by Warner Brothers' Hollywood broadcasting station, KFVB, and is the basis for a prize contest among all American amateurs. In reality a miniature giant for power, this portable station has already conducted successful tests with the big KGO station of Oakland.

The station is mounted on a Moreland truck chassis, with a complete studio inside of its body, and towing a trailer upon which is mounted the power outfit. Its own call letters are 6XBR, and it is using 250 watt power and broadcasting on wave lengths of from 40 to 108 meters.

The entire outfit was built in the Warner Brothers' Hollywood shops under the direction of Chief Engineer Frank N. Murphy, and this new radio venture of the motion picture concern is the latest addition to its two stations, KFVB and WPBI, of New York city. It is believed to be the most complete mobile broadcast and amateur station in the world.

6XBR's current supply is unique for a station on wheels. It consists of a portable generator, with a Star four cylinder motor supplying the motive power on a specially built trailer, used for its ability to generate steady and dependable current, and probably the only generator of its kind in existence.

The antenna system of 6XBR consists of a four wire flat top assembly supported by collapsible towers which raise the antenna 37 1/2 feet above the coach and 45 feet above the ground. The counterpoise consists of copper tubing around the top of the coach and insulated by 12 inch insulators.

Two transmitters are used inside the coach, both using the coupled Hartley circuit with the phone set using the Heising system of modulation. This is used to feed a program to a regular broadcast station on 108 meters for re-broadcast purposes with the same degree of quality that would prevail if a regular telephone line were used instead.

Among the personnel of this unique outfit, in addition to Murphy, are Hal Shaw, operator in charge, who is widely known for his installation of the old-time San Francisco stations KDN and KSL, who had the first CW and phone set on the Pacific coast, and who was radio instructor of Kelly Field during the war; Ben McGlashan, member of the technical force of KFVB, one of the builders of 6XBR, and whose own call letters 6PI have been on the air since 1919, who is also assistant announcer of 6XBR. Dean Farren, aerial observer and radio man, is technician in charge. The itinerary and details of the entire tour are under the direction of Frank Cassidy.

## PRODUCTION OF GAS IS STEADILY GAINING

### Exports Also Show Increase, According to Report of Bureau of Mines

(Automotive Daily News)  
WASHINGTON, May 15.—Bureau of mines reports domestic production of gasoline in March totaled 969,543,000 gallons, compared with 893,525,000 in February. Domestic consumption was 779,571,000 gallons, against 850,718,000 in the preceding month. Exports were 133,996,000 gallons, compared with 120,304,000 in February.

Stocks of gasoline March 31 totaled 1,938,326,000 gallons, increase of 77,877,000 over those on hand February 28. In March, 1925, gasoline stocks increased 133,996,000 gallons. Crude oil production in March totaled 66,423,000 barrels, average of 1,921,000 daily, compared with 64,554,000 barrels, average of 1,943,714 in February. Imports were 7,316,000 barrels, against 5,839,000 in the preceding month.

## Anti-Knock Solution Is Now Sought by Chemists

NEW YORK CITY, May 15.—Compounds of lead, among the cheapest of metals, are the greatest foe of knock in automobile engines, while chlorides of gold and platinum are powerless to suppress it, a report of researchers covering the whole field of anti-knock materials made public by the American Chemical Society declares. A theory of detonation new to science is described.

The experiments, carried on in the chemical laboratory of Ohio State University at Columbus by William Hale Charch, Edward Mack, Jr., and Cecil E. Boord, covered the whole field of anti-knock materials.

The researchers determined and classified all anti-knock compounds as well as compounds without effect in attacking knock in automobile engines, to eliminate which is a major effort of science.

Lead tetraethyl was found to be the most formidable of the anti-knock compounds, the report said, and all comparison was based upon a value of 100 attached to this compound as "the anti-knock coefficient."

Lead diphenyl dimethyl ranks second with a value of 97 and lead diphenyl diethyl third with 93.5. Lead diphenyl diiodid scored 80, lead diphenyl dichlorid scored 72, and lead diphenyl dibromid 60. Lowest in the scale of anti-knock compounds, the investigators discovered, was aluminum thyl iodide, called "very-weak owing to iodine anti-knock."

Thirty-four compounds proved to be worthless in suppressing knocks. These included gold chloride, plastic chloride and nitrogen sulfide.

"None of these compounds," said the report, "exerted the (Continued on page 5)"

## WIDER HIGHWAYS IS DECLARED SOLUTION

### Plan to Remove Traffic Congestion and Check Accidents Is Suggested

NEW YORK, May 15.—Wider highways are being adopted by road builders of the nation as a means of safeguarding the lives of motorists and relieving the traffic congestion on widely used motor lanes, according to S. T. Henry, vice president-elect of the American Road Builders' association and director of the Pan-American Confederation for Highway Education, in a statement made public today.

"This is particularly the result of the increased number of automobiles now totalling near twenty million, and partly because of traffic discussions at the 1926 convention of the road builders at Chicago.

"The adoption of wider highways is becoming very noticeable in the eastern states under the present program of construction. There are many roads with four traffic lanes already completed, and a few between the larger cities where six or eight cars may be accommodated conveniently. Under the present program many of the highways already completed will be widened, while others heretofore unimproved will be paved over an unusual width.

"The adoption of wider highways, equipped with modern safety devices, is essential to the welfare of motorists and in conformance to the most rigid principles of economy. Improved highways are not merely a convenience; (Continued on page 5)"

## SEES FEDERAL AID HIGHLY ESSENTIAL

### Official Opposes Move to Abolish System of Federal Highway Building

(From A. D. N. Washington Bureau)  
WASHINGTON, May 15.—W. R. Smith of Connecticut, vice president of the American Road Builders' association, has fired the first gun in the campaign against the proposal of Secretary of the Treasury Mellon and other administration leaders to abolish the federal aid system of highway building.

He declared that federal aid to highway departments of the states in the building of improved roads is absolutely necessary to insure the best interests of the farmer as well as the urban resident and must be continued indefinitely by congress in spite of present and future outbursts of governmental economy.

He was recently elected vice president of the association at its Chicago convention and was in- (Continued on page 5)"

## HIGH SPEED ENGINE IS USED IN KNIGHT

### Present Trend Confirmed in Newest Type of Sleeve Valve Power Plant

The adaptability of the Knight sleeve valve motor to the requirements of the present trend toward high engine speeds is convincingly evidenced in the recent accomplishment of a French built Panhard which recently established a new world's record for 100 miles on the Montlhery track at Ortmans in England.

This Knight sleeve valve motor-car covered the distance in 48 minutes, 30 1/2 seconds or at an average rate of 123.69 miles per hour. The fastest lap was made at the rate of 126.1 miles an hour. The car used had a motor rated at 40-50 horsepower with special detail changes in the power plant adapting it to high-speed work. (Continued on page 3)"

## GOOD BUSINESS IS PRESAGED BY NASH

### Motorcar Builder Declares Confidence in Adminis- tration Is Helpful

C. W. Nash, president of the Nash and Ajax Motors companies, just back from California and the northwest, sees every indication of a continuance of good business on the Pacific coast and elsewhere throughout the balance of 1926. Mr. Nash, long regarded as one of the outstanding leaders and spokesman of the automobile industry, declared in summing up the general business outlook that crop conditions together with "confidence inspired by the present administration at Washington," justify the optimism that seems present everywhere.

Speaking of the business situation as he found it on the Pacific coast Mr. Nash said: "I have never seen California in better con- (Continued on page 8)"

## Small Motor Cars Will Be Aid to Farm Centers

(By William J. Irvine.)

My attention was recently called to an article written by Sir William Letts, president of the Society of Motor Manufacturers and Traders, Ltd., of England on the subject of the future small car for America.

With better than 25 per cent of all the automobiles now in use in the United States owned by farmers, with more than 70 per cent of these cars being grouped into what is popularly known as the small, four cylinder car classification, this article takes on a peculiar significance in its relation to what the farmer may expect in the way of motor transportation within the next year.

At the present time, the small car in America is strictly a utilitarian sort of thing with scant consideration having been given to beauty and the finer attributes of automobile construction. Road conditions in the past have put rather severe limitations on the types of construction best adapted to general and all around service.

But road conditions have been changing rapidly during the past few years and nowadays there are excellent roadways all over the country with but few exceptions and these exceptions come in parts of the country where there is very little driving.

With the improvements in roads with the added comfort on getting into the cities, with the greater speed possibilities afforded by the steady upward swing in maximum mileage allowances in state laws, has come a desire for greater conveniences, better appearance and faster travel possibilities from their cars on the part of men in the agricultural communities.

The article by Sir William Letts puts this desire in very convincing terms and cites the achievements (Continued on page 2)"

## With Marion Garage

Photo by Kennell-Ellis  
A. C. SMITH

The Marion Automobile company, 235 South Commercial street, next door to the office of The Statesman, has one of the largest buildings in the state de- (Continued on page 2)"

## News of Local Beaches

The Tillamook road will be in excellent condition for summer travel according to present indications. The road is now being re-conditioned and oiled by the state highway department.

The Coast Power company extended their power line from Tillamook to Hebo and Cloverdale and it is understood that the line will be extended to Pacific City and Neskonim early this summer and perhaps extending to the Devils Lake and Siletz bay district at a later date.

Another gasoline pump has been installed at Ott's service station at Hebo. This gives this station (Continued on page 2)"

three pumps now. They are selling Shell, Union and Standard gasoline.

Work on the short cut from Dolph to Oretown has been held up by an injunction placed by timber men. The road if put through will shorten the distance to Neskonim, Devils Lake and the Siletz country considerably.

Dr. Wise of Barview is improving his resort. A new store and restaurant is being completed and will offer the visitors better accommodations. The new building is located east of the railway station and will be on the Roosevelt (Continued on page 2)"

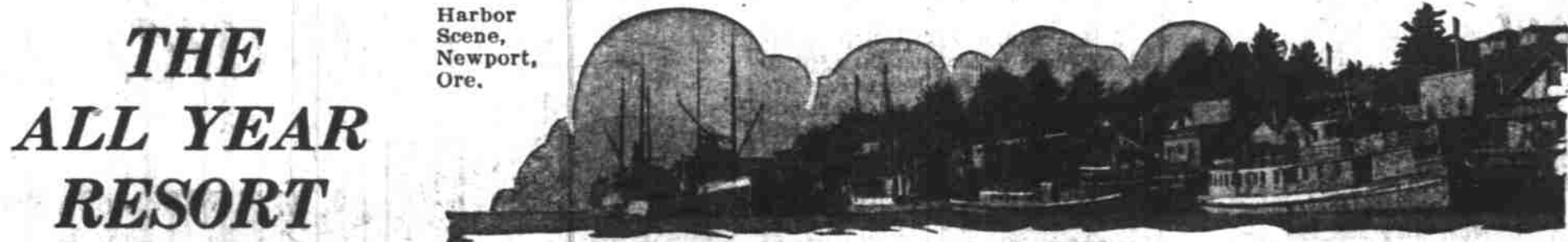
## CAPITAL TIRE MAN LEAVES FOR SOUTH

### A. M. Steinbock of Salem to Open Up New Territory for Local Product

A. M. Steinbock, with the Capital Tire Manufacturing company here, left during the week for a trip through the south and east in the interest of the company, and with the end in view of opening up new territory for the distribution of the Salem made tires. H. S. Steinbock of Salem, is president of the company.

The Capital Tire company is already distributing its products throughout the entire state of Oregon in wholesale lots and is reaching many parts of both Washington and California. A. M. Steinbock's trip at this time is to interest distributors in other cities in the south and east in the advantages of carrying a stock of (Continued on page 6)"

# NEWPORT, OREGON



There is a reason why Newport, Oregon's pioneer seaside resort, retains its hold on popular affection and is steadily growing in favor. Newport is more than a summer resort—it is an all-the-year-round resort. Chief among the reasons for Newport's growth and ever-increasing popularity is the fact that few other seaside resorts have so many natural attractions and advantages to offer vacationists.

Newport is located on the north shore of Yaquina Bay. Originally not only the business district but the residence section as well was located along the shore of the bay, but today there is a continuous settlement from the entrance of Yaquina Bay to Nye Beach.

Warm ocean currents and mild southern winds temper the climate so that when the country east of the Cascades is experiencing inclement weather, Newport is having warm rains or perhaps bright sunshine. The same south-west winds and warm ocean cur-

rents that moderate the rigors of winter influence the summer climate so that the weather is bracing and cool and a driftwood fire in the fireplace of an evening in July or August is not unwelcome. Newport enjoyed 280 days of sunshine in 1925.

The residents of Willamette valley points always enjoy the ride through the heart of the Willamette valley to the coast line.

The journey westward from Albany and Corvallis is across the Coast Range through a series of constantly shifting scenes of beauty.

In addition to the delightful trip over the Southern Pacific line to Newport, you may take the Newport-Corvallis Highway connecting

Corvallis and the Pacific highway with the West Side highway at Albany. The Newport-Corvallis highway is completed with a fine macadamized surface 60 miles from Corvallis to Newport.

This is a wonderful drive through green mountains and along sparkling streams which will appeal to the tourist. It is (Continued on page 3)"

## CADILLAC IS HOST TO NEWSPAPER MEN

### Pan-American Journalists Taken on Tour Through New Factories

When the Pan-American Journalists, delegates to the first Pan-American Congress of Journalists, recently held in Washington and now touring the country under the auspices of the National Automobile Chamber of Commerce, visited the plant of the Cadillac Motor Car company in Detroit, they were shown the highest type of manufacturing methods, including many of the machining operations, and the new foundries recently completed at a cost of \$2,500,000. Informal luncheon was served in the cafeteria, and for many of the visitors it was their first experience with this type of service.

The Cadillac plant is particularly well adapted for showing the visitors the contrast between European and American methods of manufacture. Precision overseas is largely attained by hand methods of filing and reaming. The Cadillac company was the first automobile manufacturer to produce by machine methods parts manufactured to such close limits of precision that they fitted exactly, without any hand preparation.

There are 36,976 dimensions in the Cadillac car, held with close limits, not exceeding .002 of an inch. Of these, 516 are held to limits not exceeding 16 hundred-thousandths, or approximately one-twelfth of a hair's breadth. The visitors were given particular demonstrations of automatic machines operating to these close limits.

More than 75 distinguished Latin-American newspaper editors composed the group. Virtually every country and important city in the Latin half of the western hemisphere was represented. The tour is also semi-official in character as, in addition to representatives of the National Automobile Chamber of Commerce, the party is accompanied by representatives of the federal departments of state, commerce and agriculture, and the bureau of public roads.

The visit to the Cadillac plant was part of a program organized to permit the journalists from the Far South to make a first-hand study of American institutions and customs with a view to promoting better understanding among the Pan-American countries.

## HOW THE ROADS ARE

### OREGON STATE HIGHWAY COMMISSION

#### Weekly Report on Condition of Oregon State Highways May 13, 1926

**Pacific Highway**  
Portland, Oswego, Oregon City, Salem, Albany, Harrisburg, Junction City, Eugene, Cottage Grove, Roseburg, Grants Pass, Medford, Ashland, California state line: Paved.

**West Side Pacific Highway**  
Portland, Newberg, McMinnville, Corvallis, Junction City, Eugene: Paved.

**Old Oregon Trail**  
East of The Dalles  
Ontario, Huntington, Baker, Union, LaGrand, Pendleton, Umatilla, Arlington, The Dalles: Macadamized entire distance and in good condition.

**Old Oregon Trail**  
West of The Dalles  
Columbia River Highway  
The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: Paved. Svenson-Astoria section under construction; one way traffic and subject to short delays.

**Roosevelt Coast Highway** - Clatsop and Tillamook Counties  
Astoria, Seaside: Paved.  
Seaside, Cannon Beach Junction: Under construction. Newly graded with temporary single track gravel surfacing. Rough but passable in all weather.

**Hamlet Junction-Mohler: Macadam.**  
Mohler, Miami: Highway route via Brighton now open but on account of danger on planked road between Wheeler and Brighton, traffic for Garibaldi and points south is urgently advised to take road via Foley Creek which is graveled throughout.

**Miami, Tillamook, Hebo, Neskonim, Devils Lake, Siletz River: Part paved; balance macadam.**  
Newport, North Otter Rock in Lincoln county: Open for travel.

**Roosevelt Coast Highway**  
Coos and Curry Counties  
Lakeside, North Bend: Macadam. Ferry across Coos Bay.

**North Bend, Marshfield, Coquille: Paved.** (Continued on page 5)"

## CUT IN TIRE PRICE BELIEVED UNLIKELY

### Manufacturer Says Present Trend Would Indicate No Reduction

(A. D. N. Service)  
AKRON, O., May 15.—There is absolutely no indication among leading tire manufacturers here of an immediate cut. Officials agree that there will be no cut for several months and several have advised their dealers to this effect.

It is pointed out that there should be no charge till September, as the manufacturers are now using the crude rubber bought at peak prices. Stock is always purchased three months ahead. Accordingly, the product price always follows the raw price two or three months.

March receipts were 75 cents, which was averaged with the crude rubber previously bought at a high price. This stock would not be used for 90 days, so it should have little effect on current prices.