Many Nearby Picnic Spots are Recommended for that Spring Tour

SECTION THREE Pages 1 to 8

The Oregon Statesman CLEAN AND VIGOROUS

Resort News

SEVENTY-SIXTH YEAR

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COSTS MONEY TO

Reckless Drivers Pay Train Damage, Reports From Company Indicates

If you care to assault a 340 ton Southern Pacific locomotive with the family flivver or crash a rallroad crossing gate with a Rolls-Royce, just sail right ahead, invites J. E. Newman, claim attorney for the company. But, Newman adds, it's going to cost you

This year, in accordance with its new policy of bringing suit against careless motorists who risk their lives and damage company property the railroad has collected thousands of dollars in scores of claims and judgments ranging from \$2.31 to \$300, Last year, one tlagman was killed, five others injured and 300 lowered crossing gates along the company's right of way crashed through by reckless automobilists. Many standing trains were run into and damaged by careless drivers. And so the railroad decided that during 1926 the careless and the reckless should pay the piper.

"This is a safety move," Newman said. "We hope eventually to make it mighty expensive for drivers who speed so fast that they can't stop for small matters like a lowered crossing gate. It seems that people think more of their pocketbooks than of their lives. Put up a sign 'Beware—Broken Glass on Crossingl' and the aver-age man who tries to beat a train to save thirty seconds would probably slow down out of respect to

"Trying to assault a locomotive with an automobile is like trying to stop a charging lion with a pe shooter. It isn't being done succesafully; but it is costing those, who try the experiment a lot of money and trouble."

The Cletrac Man



A. C. HAAG

The name Haag suggests Cle-Since joining the Portland branch in 1918, Mr. Haag has grown con-1925 they extended their terrilumbia and Alaska. At the time of the incorporation, Mr. Needham, office manager of the T. A. Livesley company, and H. A. Tucker, parts manager of the present Portland hamself the present the present process of the presen ent Portland branch, came into the organization. More recently the following employees became an integral part: R. W. Goodman, assistant menager of the Portland branch; M. Cook, local shop foreman, and John Green, road sales-

con. His birthplace was near organized that the region of the problem of just how make equipment and to a mountainer led, and he still retains a chronic long and he still retains a chronic long. The average motor camper late was not all the state to mit should, he carried on the four lates to the state to the state

SMSH IF THUS Mountains Furnish Delightful Vacation Places



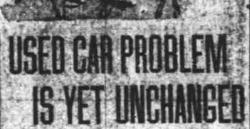
tended trips. While the breezes have yet a cool tang to them and spring has not given over to summer, many motorists are taking advantage of the sunny days by spending every

free moment in their cars touring the nearby country. Early as it may seem, a survey of the auto camps throughout the state will reveal many who are already on trac in this section of the country, their camping tours, for this particular section knows no closed season on this popular sport.

Auto camping has without a tinuously with the company until doubt well carned its place at the in the year 1923 at which time he top of the list as the greatest of took over the Salem territory. In all outdoor sports, There is no substitute for it as it offers a wide 1925 they extended their terri-torry by purchasing the Portland all members of the family. If dad distributor and the factory branch. wants to spend his vacation fish-This territory covers the states of ing, if mother wants relief from Idaho, Montana, Washington and the daily drudge and the hot, Oregon, in addition to British Co-kitchen, if the children choose the

> before setting out on his vacation cruise. Many a vacation has met with disaster through the lack of preparation or the selection of the

> It takes many years of motor camping to learn to eliminate the



Situation Is Acute, Writer Declares; Solution of Problem Is Given

Volumes have been written on the used car situation as it applies to the dealer in new cars. Automobile associations have discussed the second hand car situation pro and con for years. Different individuals have originated plans for the assistance to dealers in solving the problems of the used to below 122 inches. During these two years the maximum arrived by a motor with the maximum allowed displacement.

An interesting feature of these figures is that the sped of the crease in piston displacement or, in other words, with the increase in the mechanical efficiency of the power plant. The smaller motors were of the high speed type such

solving the problems of the used car, but no equitable solution has ever been reached.

Dealers all over the United States have been losing millions of dollars annually as a result of taking old cars on new ones. Dealers by the thousands have gone bankrupt and lost every dollar they passessed in the world as a result of loss on second hand cars and the toll goes steadily on the second commonly used in our second cars and the toll goes steadily on the second commonly used in our second cars and the toll goes steadily on the second commonly used in our second cars and the toll goes steadily on the second commonly used in our second cars and the toll goes steadily on the second cars are successful to the second cars and the toll goes steadily on the second cars are successful. cars and the toll goes steadily on. has not been come problem and that is dealers must quit taking old cars as part payment on new cars.

America Has Been Steadily Reducing Piston Displacement in Machines

Recent discussion of Sig Wil-Bam Letts of England and Wil I. Irvine, former trade cor sioner, United States deposed commerce, regarding the the European type, high motor in small cars as a market series of the commerce of the commerce of the cars as a market of the cars and the cars as a market of the cars as a market of the cars and the cars as a market of the cars and the cars as a market of the cars and the cars as a market of the cars and the cars as a market of the cars as a market of the c of protection to our export be ness in motor cars, and as en vantage to American users, deops the interesting fact that there has been a steady trend toward smaller motors in America for the past several years.

But it the small, high speed motor as built in Burope is to find general use in the industry of the near future, it will have to come from definite proof of the his efficiency of this type of power

The most interesting set of fig-ures available at the present time are those relating to racing car Using the regulations of the In-dianapolis speedway as a basis these noteworthy facts were

In 1911 the Indianapolis rac was open to all cars with a pis

In 1912, with the

the maximum displacement to and averaging \$5.08 miles as home while the winner, with \$45.3 cubic inch dimensions averaged 76.53 miles an hour.

The same regulations prevaled in 1914 and the winner was a call with a displacement of 280.2 cubic inches which averaged 82.47 miles an hour

In 1915, 1916 and 1919 the displacement figures were out to 300 cubic inches, the winner in 1915 averaging 89.84 miles an hour with a motor of 274 cubic inch piston displacement, in 1916, averaging \$3.26 miles an hour with a motor of the same dimension as the winner of the year previou and in 1919 the average was 88.06 with a motor of 274.6 cubic inc

A drastic cut was made in 1920 when the maximum displacement allowed was 183 cubic inches and this was continued through 1921 and 1922, the best average speed during these three years being with a displacement of 181% inches.

In 1923 and 1924 the day kind of a reduction was made a the size of the motors was restri