

## The Oregon Statesman

CLEAN AND VIGOROUS

Automotive  
Resort News  
Good Roads

SEVENTY-SIXTH YEAR

SALEM, OREGON, SUNDAY MORNING, JUNE 27, 1926

PRICE FIVE CENTS

OVERLAND SIX HAS  
NEWEST FEATURESSeating Arrangement Lends  
Much to Riding Comfort;  
Safety Featured

Another stride toward refinement of present day motor cars has been taken by the Willlys-Overland company, with the announcement of a new and improved seating arrangement for the Overland Six Standard sedan.

Overland engineers are constantly working on the development of minor refinements in the company's product and the latest improvement is individual, chair type front compartment seats for the two door sedan models.

Formerly, the front seat in the Overland Standard was of the one piece cushion type with close fitting individual backs. The new seating system introduced by the Overland has many attractive and desirable features.

The new individual seating arrangement consists of two separate chairs. They are hinged by sturdy floor "swings" and tip forward out of the way of passengers entering or leaving from the rear compartment. They are installed far enough apart to eliminate disturbance to the driver by a companion passenger.

The folding feature of both front seats allows much more room in the rear compartment. It is an important safety factor allowing free and unobstructed passage from the rear of the sedan.

Women drivers especially favor this design of seating because of ease of riding and entering the car. The seat hinges are so designed that all joints and protruding parts are concealed eliminating any danger of catching clothing while entering or leaving the car.

The fact that the driver's seat also tips forward is a pleasant and improved feature. This allows free passage from either side of the car.

CRATER LAKE PARK  
OPEN TO TOURISTSNearly 2000 a Week Going  
Into Park at Present Time  
Report Says

Climatic conditions are unusually favorable this year for visitors to Crater Lake National Park. Snow has receded at least a month earlier than usual, and conditions in the park were about the same the first of June that they usually are. The first of July, say the officials of the Pacific Highway association, already about 2000 a week are going into the park, although the lodge and camp ground at the rim will not be opened fully till June 26. However, since June 10 the road up to the rim has been opened and campers with their own provisions have been able to use the camp which overlooks the lake. Other camps all along the route, Prospect, Anna Springs and elsewhere, have been open and well occupied for some time.

The road from Medford to the lake is in splendid condition. The surfacing of the road all the way from Medford to the park line will be finished July 1. Within the park an entirely new road with a 6 per cent maximum grade and 100 foot minimum curvature is being constructed between Government Camp and the Rim. This will eliminate the former very steep pull to the top of the lake wall and the lodge. Also a new bridge will be built across the head of Anna Creek canyon, greatly improving the alignment of the Medford road. The round trip may now easily be made in a day, and the outlook is for a greatly increased number of visitors this season. The government has reduced the entrance fee to \$1, which gives free camping privilege and use of the 66 miles of park roads.

## GOLF MAKES COLLEGE BID

AUSTIN, Tex.—(By Associated Press.)—Golf for the first time is bidding for collegiate recognition in the Southwest Conference. Texas University here and Baylor University of Waco boast eight-man teams.

Efforts are being made by Texas university devotees to have the athletic council declare golf a major sport.

Sixty per cent of the ten millions being spent by Chevrolet in production expansion will go for improved machinery and equipment.

HOW TO MAKE THE ACQUAINTANCE  
OF ST. PETER

All motorists wishing to get into "high" society should read these regulations, compiled by His Satanic Majesty, the Devil.

Always drive fast, and never sound your horn, when leaving an alley. Always race with locomotives when approaching a grade crossing. Engineers like it as it breaks the monotony of their jobs. Take the shortest route around blind left hand curves; let the other fellow watch out for himself. Never look around when you back up, as there is never anyone behind you. Always speed; it distinguishes you as a driver of pep.

Drive fast on wet pavements and never use non-skid chains. There is always something to stop you—often a heavy truck or a strong curb. Drive just as if there weren't 20,000,000 other cars in service. In wet weather always drive in trolley tracks. It's smooth going and out of the mud. Always lock your brakes and your weed chains in the tool box when skidding. It makes the job more artistic.

In sloppy weather drive close to the curb and splash pedestrians. Dry cleaners appreciate it. Always use a cut-out. Snappy drivers always do, and sick people love it. Never sound your horn on the road, but save it for late at night as a door bell. In this way you will be sure to get attention from mothers of sleeping children.

When driving at night make sure one of your head-lights is out. This makes people think you are Dead-Eye Dick, which greatly enhances your safety. When stopping for traffic signals always inch into the pedestrians' right of way, and always make your "horseshoe" turns at intersections where the traffic is heaviest.

MOTOR FATALITIES  
SHOW SLIGHT DROPFirst Third of Year Marks  
Traffic Progress; \$6500  
Prize Announced

Three per cent fewer motor fatalities in the first four months of this year, as compared with the same period last year, are recorded by cities having more than 100,000 population, according to the compilation by the National Automobile Chamber of Commerce announced today.

New Bedford, Mass., has had no fatal motor accidents this year, and 40 cities report a clean record for April.

Aiming to further this reduction, the National Automobile Chamber of Commerce likewise announces an offer of \$6500 in prizes for the best essays by school children and the best lessons by school teachers on the subject of how to reduce accidents. More than 450,000 children and over 60,000 teachers participated in this contest last year.

With few exceptions the west is showing up better than the east in traffic improvement. San Francisco, Seattle, Spokane, Chicago, Milwaukee, Cleveland, Cincinnati, Indianapolis, St. Louis and St. Paul, all have better records this year.

New York, Philadelphia, Detroit, Buffalo and other important eastern cities have not held their ground.

Some eastern cities, however, particularly where safety work has been emphasized, have been able to progress, notably Boston, Baltimore, and Washington.

Reports for the month of April alone are not quite as encouraging, registering a fraction of a percent increase over April a year ago. On the other hand certain cities which had a bad start made gains in April this year. Twenty-six cities had fewer fatalities in April 1926, than in April 1925.

While increasing volume of traffic usually brings a larger number of accidents, this is not necessarily the case, as the records of many communities show. The grand total for April of any year is usually larger than March, and that is the case this year. In many cities, however, it has been possible to handle the increased flow of traffic without added risk.

In Chicago, for instance, the April and March motor fatalities were identical in number. In St. Louis, Baltimore, Los Angeles, Cincinnati, New Orleans, Kansas City, Mo., Toledo, Ohio, Louisville Ky., St. Paul, Minn., Kansas City, Kan., New Haven, Dallas, Bridgeport, Houston, Trenton, Camden, V. J., Reading, Pa., and Yonkers, New York, eighteen cities in all, there were fewer motor fatalities in April than in March of this year.

"We believe that the following elements have helped materially in traffic progress in the past twelve months," says George M. Graham, chairman of the traffic planning and safety committee of the National Automobile Chamber of Commerce, commenting on the current figures.

1. Engineering Aid

"The appointment of traffic engineers by many cities and the magnificent accomplishments of the state highway commissions have brought scientific assistance to this problem. The task of the engineer is little greater when dealing with 100,000 vehicles than when handling 50,000. The bring-

'PROTECT FORESTS'  
PLEA OF AUTO CLUB

Slogan Is Adopted by Association in Work to Conserve State Forests

By OTTO M. JONES  
Educational Director, Oregon  
State Motor Association

"As we appreciate and enjoy, so should we conserve," was the message broadcasted by George O. Brandenburg, general manager of the Oregon State Motor Association in an attempt to impress upon motorists the necessity for protecting the forests at this time of the year.

"With the approach of summer, and the fire hazard resulting from a great number of people camping, picnicking and passing through the forests, there is an increasing hazard in the woods from fire," said Mr. Brandenburg in driving his message home to the motorists.

"Oregon is fortunate in being amply provided with attractive woods and streams where outdoor recreation may be enjoyed by those who wish to spend a day, a week-end or a vacation period in the open, and too much care cannot be exercised in safeguarding the forests that add so much to the attractiveness of such sylvan retreats."

The message broadcasted to motorists by Mr. Brandenburg is in the cause of conservation and the continuation of an inestimable asset that must be maintained in Oregon if the state is to enjoy a position second to none in its attractiveness to the horizon.

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TWO SPEED KINGS  
HOLDING BIG LEAD

Harry Hartz and Peter DePaolo in Commanding Positions in Speed Runs

WASHINGTON, June 26.—With the close of the first half of the 1926 automobile racing season, Harry Hartz and Peter DePaolo still are leading in the race for the year's championship, which is awarded by the contest board of the American Automobile association, the arbiter of the principal speed events of the nation, to the possessor of the highest number of points gained in the season's races.

Hartz and DePaolo still holds a commanding lead, the contest board revealed in a statement today, but at least four others are in striking distance.

Among these is a new comer in the first ten list. He is Dave Lewis and his advent was most sudden. He had not a single point prior to June 12. Then came the race at Altoona, Pa., a 250-mile speed classic seen by 45,000 thrilled fans—and Lewis won it. Finishing first in that event was good for 500 points. Thus, Lewis ranks sixth in the first ten, a real competitor for the year's honors.

Hartz is first with 1740 points, with DePaolo a comparatively close second with 1265. Frank Lockhart, who won the 500-mile speedway epic at Indianapolis on Memorial Day, is third with 800; Bennie Hill fourth with 587; Earl Devore fifth with 535, and Lewis sixth with 500.

The four other of the first ten, the contest board figures revealed rank as follows:

Norman Batten, who was second at Altoona, seventh with 390 points; Bob McDonogh eight with 347 points; Fred Comer ninth with 252 points.

Whether DePaolo, who won the championship in 1925 and Hartz can hold to the lead they now enjoy will, to a considerable extent, be determined on July 5th, when they are expected to contest in the Glorious Fourth speed event at Salem, Mass. If Hartz is able to add materially to his total he will have a most comfortable lead, but if DePaolo should annex most of the points, he probably will forge ahead again as leader. But on the other hand, should some other in the first five or six leaders win, a third and most formidable contestant for the honors of 1926 would immediately loom on the horizon.

Because of this, both automobile race fans, who watch the standings of drivers as closely as baseball "bugs" attend the standings of the major leagues, and the drivers, all of whom covet the beautiful diamond set medal awarded each year by the A. A. A., emblematic of the championship, are awaiting the Salem race with unusual interest.

STAR SIX WILL RUN  
IN ECONOMY TRIALS

Seven Day Border to Border Run to Be Officially Checked by Papers

Julius Dusevoir, famous scientific auto driver, passed through Salem at 3:05 Friday afternoon in the widely heralded Star Six economy run from Vancouver, B. C., to Tia Juana, Mexico. While in Salem he made a five minute stop at the Salem Automobile company's salesrooms here on High street.

A speed not in excess of 20 miles an hour is being made all during the trip, Mr. Dusevoir said. An average of 33 miles to the gallon of gasoline has been maintained so far. The car is being operated without a fan belt and is a stock car in every sense of the word. It had never been driven when the trip started. No trick driving is tolerated, Dusevoir said, and the car is kept in gear at all times and the clutch is not slipped.

In the seven day border to border economy run Julius Dusevoir left Vancouver, British Columbia, Thursday morning at six o'clock and will arrive at Tia Juana, Mexico at 7:15 p. m. on the seventh day covering a total of 1711 1/2 miles, which will be officially observed by newspaper representatives from metropolitan newspapers during the entire trip. This outstanding border to border economy run of the Star Six is scheduled to make a seven nights stop at various cities enroute and at all times observing the traffic rules and regulations and state highways and will upon its completion prove to be one of the longest economy runs performed by an automobile in recent years.

It will conclusively prove the exceptional economy features already demonstrated by the Star Six in California in various performances when the average number of miles per gallon is computed, since this run will carry the Star car over several mountain ranges and over every varying condition of road and climatic conditions on the Pacific coast.

The run has been so scheduled that Dusevoir will travel approximately two hundred and fifty miles per day and the Star dealers along the entire run will carefully check the mileage performances. Overnight stops enroute will be held at Chehalis, Wash.; Eugene, Ore.; Yreka, Sacramento, King City, Ventura, and Tia Juana, Mexico.

Considerable interest is being manifested in this run by all dealers and motorists since it follows closely upon the outstanding power records already made by the Star Six. This border to border economy run will undoubtedly again show that the Star Six economy performance will be of a higher average than that which proved such a sensation in the annual classic economy run to the Yosemite.

(Continued on page 4.)

Low Body on Light Car Is  
Coming, Writer DeclaresBy E. W. HOLDEN, President  
Holden's Motor Body Builders, Pty. Ltd.  
Adelaide, Australia.

"A month among the motor car manufacturers of England and several weeks among the largest builders of automobiles in this country has left me with a sincere conviction that something new and strikingly different from past practices is going to happen in the great volume production, light car field in the United States.

"The influence of this move, when it is made, is not going to be confined to the light car field alone but is going to be felt in all the price and size classes among your motor car users. When it comes it will present the European type of light car adapted to American uses and having many features about it which will be typical of American design and production methods.

"It will be a blending of America and Europe into a composite production which I believe I can safely say will excel anything yet produced either here or in Europe in its particular size class.

"In price it will have to be different from European cars for it will have to sell at considerably below the European price for light cars which ranges from \$1200 to \$2000. Yet I am quite certain that American builders will find a way to include everything in the way of quality which has been found in European cars of this type and still keep the price well below \$1000.

"It will be quite different from American built light cars for it follows the European practice of developing high power with a small piston displacement, high road speed and fast acceleration. It will require something entirely new in the way of body construction, chassis design, spring suspension and braking equipment.

"Australia is a long way from the United States, but as a country we have been a heavy patron of your motor car manufacturers. We have felt for considerable time that there would be developments here in the way of a new type light car which would help materially in solving some of our problems and that this car would be developed to meet some of your own question marks in automobile performance.

"Assuming that the European type of car is copied or adopted to your own methods in this country, it is safe to assume also that body designers full chance to incorporate into such a car all the well known room and comfort qualities of the American built automobile body.

"I have seen European bodies which measured six feet from the ground to the top of the roof. It would seem to me that you could develop a body here, affording all the necessary road clearance, which would not exceed 68 inches in height and still have all the head room that you have been accustomed to.

"True, such a body would appear quite low when it was first seen but this impression would soon wear away when the practical advantages of the low body were taken into consideration.

"A lower body, properly designed for room, would give a far smarter looking car than any of your standard light car productions at the present time. If you

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## With Vick Bros.

—Photo by Kennell-Ellis.  
ALFRED VICK

Alfred Vick was born in Granton, Wisconsin, in 1890. At the age of fifteen years he came with his parents to Falls City, Oregon. He attended school for five years then worked in the Falls City Bank for four years.

In 1915 Mr. Vick came to Salem and entered the automobile business with his brothers, who had the Ford agency here at that time.

Vick Brothers took on the agency for the Oakland cars in 1920 and in the spring of 1922 took on the agency of the Overland and Willys-Knight cars. They have been selling these cars ever since in Salem, until a short time ago when they gave up the Willys-Knight and Overland and took the Pontiac and Oakland exclusively for five counties, Marion, Polk, Linn, Benton and Lincoln. Their allotment for the coming year for Oakland and Pontiac cars is 800.

Vick Brothers have taken on radiators and radio equipment and repairs as a side line, and they have worked up a good business in this department. They have the famous Atwater-Kent line of radios.

The Vick concern is one of the most enterprising and reliable in Oregon, fortified by a long and unbroken record of fair dealing and absolute trustworthiness. They stand for Salem enterprise and business in its highest and best and most reliable form.

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HUDSON-ESSEX TO  
SLICE CAR PRICES

Lowest Price Level in Company's history Is Announced on All Models

First five months at the lowest price levels in the company's history, following reductions which have just been announced.

This reduction came at the end of a five-months period in 1926 in which Hudson-Essex buyers broke all records in their demand for these cars. The January-June period saw 114,500 cars shipped from the plant, or practically 17,000 in excess of the 1925 period—the record holding season up to date.

At the same time figures became available, it was stated also that the retail sales for May had reached \$3,500 cars. Considering holidays, this was practically at the same high rate as obtained in April. The April and May months saw the delivery of 68,500 cars to Hudson-Essex buyers, which is said to be far in advance of any previous mark.

"The reduced prices on Hudson and Essex cars," said R. D. Chapman, chairman of the board of directors, "are in line with the company's policy of offering outstanding values to the motoring public.

"This year to date has brought us an exceptionally active business. We have enjoyed too the advantage of large additions to our manufacturing facilities permitting production of quality motor cars on a basis of unusual values by motor purchasers. Never have we been able to offer such low prices before."

HOW THE  
ROADS ARE

OREGON STATE HIGHWAY COMMISSION

Weekly Report on Conditions of Oregon State Highways

June 25, 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.

Roosevelt Coast Highway, Clatsop and Tillamook Counties  
Astoria-Seaside: paved.

Seaside-Cannon Beach Junction macadam.  
Cannon Beach Junction-Hamlet 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 plank road between Wheeler and Brighton, traffic for Garibaldi and points south urgently advised to take road via Foley Creek which is gravelled throughout.

Miami-Tillamook: Hebo, Neskeo, win, Devils Lake, Siletz River: Part paved; balance macadam.

Newport-North to Otter Rock in Lincoln coun tepOyn... 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.  
Coquille, Bandon, Portrr Orford, Euchre Creek: Macadam.

Euchre Creek, Gold Beach: Narrow mountain road. Fair condition.  
Gold Beach, Myers Creek: Macadam.

Myers Creek, Brookings: Narrow mountain road. Passable. Brookings, California state line: Macadam.

Ashland-Klamath Falls Highway  
Ashland-Klamath Falls: Macadam.

Willamette Valley-Florence Highway  
Junction City, Cheshire, Goldson, Blachly, Rainrock, Mapleton: Macadam.

Mapleton, Florence: Dirt road. Impassable after heavy rains.  
Corvallis-Newport Highway

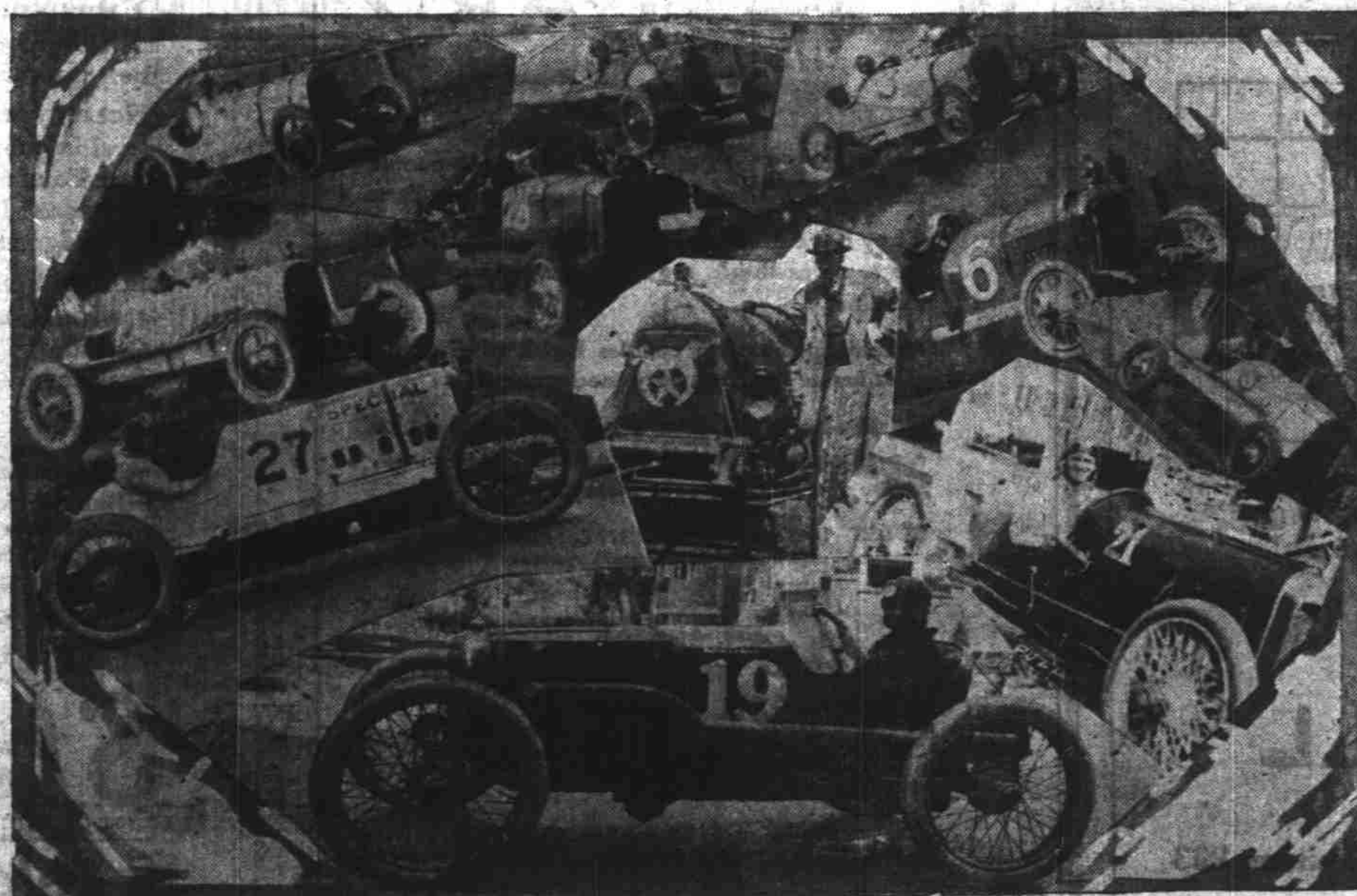
Corvallis, Philomath, Wren, Edgelyville, Toledo, Newport: Macadam. Roosevelt Coast Highway open north to Otter Rock.

McMinnville-Tillamook Highway  
McMinnville, Sheridan: Paved. Sheridan, Willamina, Grand Ronde, Hebo, Tillamook: Part paved; balance macadam. Oiling operations under way between Sheridan and Grand Ronde.

Mt. Hood Loop Highway  
Portland, Government Camp, Hood River: Paved to Gresham; balance macadam. Oiling operations under way between

(Continued on page 5.)

## Salem Will Welcome Speed Kings



Some of the fifteen cars that will be seen here on the Lone Oak speedway at the state fairgrounds on Monday, July 5, are pictured above. The race program which will be better than anything of the kind yet witnessed in Salem, will be run off under the auspices of the American Automobile Association. Many of the best dirt track racers in the country will take part in the speed tournament.

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