

## INCREASE NOTED IN RURAL AUTO DEATHS

23 Per Cent Rise Is Indicated by Report of Society; Cities Improve

NEW YORK, July 31.—The country rather than the city should get the spotlight of attention in accident prevention activities, it is indicated in the country-wide traffic survey just completed by the National Automobile Chamber of Commerce.

This was the first national survey which was made segregating the country districts from the urban sections. It showed that rural motor fatalities have increased 23 per cent in 1925. This rise is much higher than the general average for the country as a whole, which has been estimated at 10 per cent.

While the statistics for the cities for the first five months of 1926 show a very slight decrease from last year there are no records to show whether or not the agricultural sections have enjoyed a similar degree of progress. The cautions of the 1925 record are accordingly applicable, in the opinion of motor authorities.

Complete records for 1925 were received from 1434 counties, which is 42 percent of the total. These recorded 4568 fatal motor accidents in 1925 as compared with 3726 in 1924.

In only six states was there an improvement over the year 1924—Arkansas, California, Colorado, Minnesota, New Hampshire and Pennsylvania.

There is a possibility that 1926 will mark the turning of the tide in motor accidents. The records for the larger cities for the first five months indicate a decrease from last year. May, 1926, however, was higher than May 1925.

Cities in which no automobile accident fatalities occurred in May 1926, also were announced by the N. A. C. C. These are:

Tucson, Ariz.; Berkeley, Cal.; Boulder, Colo.; Pocatello, Ida.; Moline, Ill.; Burlington, Ia.; Kansas City, Kans.; Fall River, Mass.; New Bedford, Mass.; Pittsfield, Mass.; Grand Rapids, Mich.; Pontiac, Mich.; Butte, Mont.; Grande Island, Neb.; Hastings, Neb.; Reno, Nev.; Concord, N. H.; Nashua, N. H.; Auburn, N. Y.; Poughkeepsie, N. Y.; Syracuse, N. Y.; Hamilton, O.; Lorain, O.; Charleston, S. C.; Austin, Texas; Everett, Wash.; Spokane, Wash.; and Racine, Wis.

L. A. Scheelar Auto Wrecking Co., oldest in the Willamette valley. New and used parts and equipment. Low prices and quality service here. 1085 N. Com'l. (\*)

The Men's Shop saves you a ten dollar bill on every quality suit. Shirts, hats, ties, collars. High grade clothing, perfect fitting, long wearing. 416 State. (\*)

## New York Holds Bandit Pair Believed to Be \$475,000 Robbers



Believed to be heirs of the Whittemore gang, George Cohen, left, and Solomon Brofman are held in New York as the perpetrators of robberies amounting almost to half a million dollars. Cohen is a product of the Chicago bad-lands; he boasts of inside information on the McSwiggen murder but denies connection with the robberies with which he is charged. Brofman admits his guilt.

of Hudson space-saving in the factory.

It may be noted in passing that 96 square feet of floor space per car are required to make the Essex bodies, as against several hundred feet per car under former methods.

The steel sills, then, form the foundation of the body and unite it eventually to the chassis so firmly that they form one integral unit. The first part mounted on the sills is the back section, with the lower panel and its window accessible, the body is assembled, securely fastened together and ready for the upholsterers.

The door is mounted on the body with a "piano" type of hinge similar to the hinge used to attach the lid of the piano to the case. In the Essex body the hinge is perhaps 20 inches long and its pin is a rod of brass, making a certainty of the attachment and alignment of the door to the body. This is a new idea in automotive practice.

Practical demonstration of the permanence of the door's shape and the continuance of their relation to the body itself was given by placing a 200-pound man in

A. H. Moore, 235 N. High St. apartments, and store where you can get high quality furniture and furnishings for every room in your house. (\*)

very low cost item. Eventually, service stations will carry a stock of body members, for on-the-spot replacements when necessary.

Small but important details of exterior finish add to the car as a car. For example, the gutter that carries rain from the roof is oversized. There is ample space to take care of the result of a cloud burst. The windshield hinge is formed by rolling over the edge of the stamping which forms the top of the windshield frame and similarly rolling up the flange on the windshield frame supports. This does away with the possibility of leaking at the joint—and does away with the possibility of rattles, too.

Inside, the car reflects good taste and neatness. The upholstery material is high grade and smoothly applied. Door handles and locks are unified. Steering wheel is solid walnut on a cast aluminum spider. Windshield wiper is on the dash, where it forms a part of an attractive instrument board arrangement.

Exterior finish is a lustrous black enamel. Radiator shell is nickel-plated and there is a bit of color in the double striping at the belt line.

The Hudson organization prides itself on the fact that throughout the process of manufacture economies, with volume output as their prime object, have been inaugurated. Two examples will serve. Plate glass for the windshields is progressively cut. The plates pass successively over series of grinding wheels; expense of operation is reduced to the minimum and there is practically no waste from breakage. In the matter of unloading a car of sheet steel, four men were formerly required to work for eight hours; now it takes two men half an hour. This gives one man-hour, as compared to the former figure of thirty-two man-hours. By these and similar economies, the product is brought to a low cost and a low selling price.

In its installation for the manufacture of Essex bodies, and particularly in the operation of the installation, Hudson Motor Car company has set a high mark in industrial activity. Many of the processes involved are original and unique. Their merit is evidenced in the fact that from the time of installation's foundation was first laid there has been no set-back due to design. The first day the wheels turned, with a green crew, Essex bodies came off the assembly lines and passed a rigid inspection. These results reflect immense credit on the entire Hudson organization and form an epoch in the automotive industry.

Quality painting, both varnish and laquer work, in our modern equipped paint shop. Washing, greasing and night service; tire repairs. Wood's Auto Service Co. (\*)

## TIRE TREAD DESIGN ORIGIN EXPLAINED

Mark on Miller Tires Started First as Initial Letter, Writer Says

Accident played a part equal to that of intention in the original creation of many famous designs and necessities. That we owe the design of our nation's flag to the chance presence of stars and stripes in the Washington coat of arms is not widely known. Betty Ross generally being credited with the arbitrary location of the star and stripe motif of "Old Glory."

Similarly, according to Miller tire men, the famous "Geared-to-the-road" tread did not spring from the mind of any tire engineer as the result of tests or research, but from the fact of casual importance, that the word "Miller" began with an "M".

Back in the days of the first molded Miller tire, in 1909, in order to produce a distinctive tread for its tires, the Miller Rubber company molded an "M" vertically across the tire. This mark while distinctive, had several drawbacks, among them the fact that it was a one-way tread and

ran entirely across the road surface.

Before the mark was patented, it was found desirable to create a design in which one half of the "M" was reversed which produced

the elements of the now famous double chevron of the Miller line, separated to allow for the running strip between.

Few people to whom the tread has since become familiar, know

that it had its origin in the initial letter of the Miller name.

Miller tires are sold in Salem by Russ Smith, at Commercial and Ferry streets.



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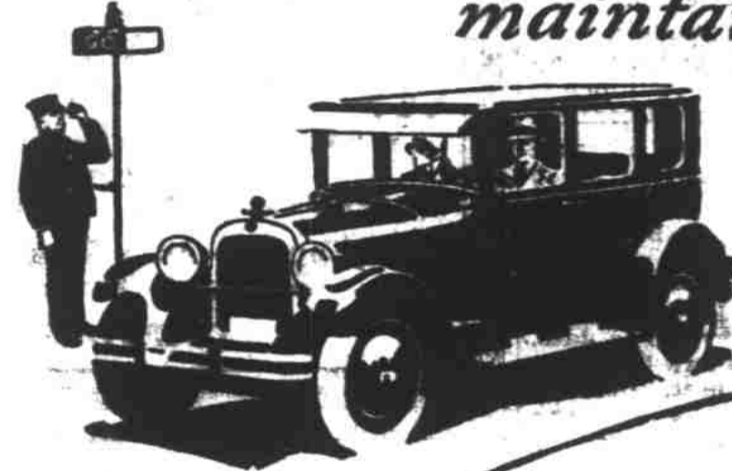
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# DODGE BROTHERS MOTOR CARS

## HUDSON-ESSEX HAVE NEW CAR ON MARKET

(Continued from page 1.)

assembly lines can deliver when the plant is at capacity, working nine-hour day.

When the various portions of the body come from the press, they are carried by conveyor thru processes of enameling and baking in 600-foot ovens that make them finished elements. Then, in predetermined order and from various directions, they come to the assembly lines. First steel sills are placed on two short, axle-like carrying members mounted on wheels that carry the rapidly growing body along as one part after another is swiftly added to it. These carrying members, by the way occupied about a thirtieth as much room as the old-fashioned braced tables seen formerly in body plants. This is one instance



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