

same as in previous years.

One of the most significant facts brought out by the report is the remarkable increase in the percentage of the total highway income derived from motor vehicle and gasoline taxes, and the falling off in the percentage representing real and personal property taxation. There has been a



and Every Owner Within 24 Hours of Aid

Periodic inspection of their cars is possible for all Buick owners. through the nation-wide Buick authorized service organization. This furnishes competent mechanics, trained in Bulck inspection, according to J. E. Fitzgerald, with Otto J. Wilson, local Buick dealer. Branches are estimated so that no Buick owner is more than 24 hours away from the service. Many of them are coming to take advantage of this more and more each year.

Because of this growing practice on the part of Buick owners and many other motorists it is certain that a movement to require periodic, inspection of automobiles will be under way before long. And it should receive the support of every Buick owner and every motorists who has a farsighted view of his own interests.

To most Buick owners it will not mean the slightest change in their present babits as they are to beir advantage if other motorists are required to observe the gency.

same sensible standard. There will always be a certain number of aces, but the growing strictness of regulations governing the granting of drivers' licenses, and the ovement for periodic inspection that is now starting will do much make motoring more pleasant

for everyone. Aid the movement for periodic inspection if you have the oppor-tunity, and in the meantime in-crease your own motoring enjoy-

ment by keeping your car in the best possible condition,

Pointing to the human factor as the crux of the traffic problem. Frederick J. Haynes, chairman of Dodge Brothers, named education and courtesy as the chief ways of preventing accidents, in addressat the Book-Cadillac hotel, Detroit, Tuesday afternoon, Oct. 26. If every one can be taught what

to do, and train himself in courtesy, 95 per cent of the accidents which happen today would not occur. Mr. Haynes contended.

The rules are simple, and consideration for others requires no great sacrifice, the speaker noted. As a director of the National Automobile Chamber of Commerce, speaking before the congress in behalf of the automobile industry, Mr. Haynes pledged the

fullest efforts of that business on behalf of accident prevention work. He paid tribute to the work of safety councils, the

schools, the press, and public officials: but he looked for the best results to come from school and adult education and from a sense of responsibility on the part of the individual eitizen.

> one fatality is too many, that the nation cannot rest until the yearly toll is reduced to a minimum, he pointed out that those working for safety are entitled to encouragement. Had the number of accidents in 1917 in ratio to the number of vehicles continued at the

would have been 44 per cent higher than it is. This 44 per cent cut in the ratio has taken place in the face of an eight per pent increase in the population. As a guide to safe motoring, he

1. Never drive at a speed in which you cannot stop in the clear

space ahead of you. 2, When passing parked vehialready making a practice of cles watch the ground under the keeping their cars in first class vehicle for feet. If there are no feet, then no one can step out on rized service. But it will be you unawares. If there are feet, you must be ready for any emer-

3. When passing trucks or commercial vehicles watch for cidents due to unavoidable caus- possible children catching a ride. Recognizing that much remains to be done in the way of improving traffic conditions the speaker made the following recommendations:

1. A uniform system of traffic laws for the entire United States. 2. Widening of streets wher-ver possible and to the greatest

ever po extent. 3. Remove all bottle necks in

(Continued on page 3.)

Domestic and foreign shipments of motor cars and trucks from the factories of Dodge Brothers, Inc., ing the National Safety Congress, talled 293,842 units, a gain of 86 .-241 or 41.5 per cent over the out-

last year. Brothers trucks and motor coaches from all factories totalled 29.

336 during the first three quarthe same months of 1925.

DOWN THE ROAD

AFTER BIDDING HER HUBBY A SAD FAREWELL, "SUGAR"

While emphasizing the fact that

same rate today the annual toll

suggested these three points:

THE IGNITION KEY WITH HIM.

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an intersection, the fellow ap- driver will be sitting in a cramped proaching from the right has the position and will be unable to opbest of the argument from the erate the brake pedal with maxi-

outset. Everything else being mum effect. including Canadian output, during equal, he has the argument won the first nine months of 1926 to- beyond the question of a doubt, as he is within the law as well as not he extended to the utmostwithin his rights. The other fel- there should be additional thrustlow has been caught playing off ing power in reserve, to exert

ties exacted for such a disregard Total shipments of Graham for the rules of the game."

> SALES MANAGER HERE Wililam S. Ullery, district sales and figure. manger for Wentworth & Irwin

ters of this year a gain of 12,896 Inc., state distributors for the or 78.4 per cent over the total for Nash automobiles, was a Salem visitor recently attending to busi-Dodge Brothers total factory ness interests and visiting with ranged a novel ad for their light the branch. It must fit with the sales of passenger cars alone dur- friends. His company is represent- testing business in the way of a greatest accuracy, not only being the three quarters of this year ed in Polk and Marion counties sign which hangs in front of their cause of defective or odd sized the report reveals, show an in- by F. W. Pettyjohn company. Mr. store at 343 Ferry street. The parts would bring trouble to the

corresponding record last year. the local territory.

DISCOVERS HE HAS TAKEN

When the brake pedal is fully depressed, the driver's leg should

Australia, and Toronto, Canada. put for the corresponding months side and is entitled to the penal- greater pedal pressure if required. These requirements are met in Fisher body plants where the enthe Jewett brougham, for its five closed bodies are made for the inches total adjustment takes care of the widest variations in stature sembly plants.

bly of these cars and trucks has GOOD ADVICE IS GIVEN Starr & Whittemore, garage and had to pass the most rigid of inspections before being sent out to day. light testing station, have arcrease of 39.5 per cent over the Ullery is enthusiastic in praise of sign reads: "Why go to jail? Get ultimate owner, but because inyour lights adjusted here."

DEPO

(Continued on page 4.)

nati, Flint, Michigan; Janesville,

Cal. Foreign plants are located at

San Paolo, Brazil; Copenhagen.

Denmark; Antwerp, Belgium;

London, England: Melbourne,

**By FRANK BECK** 

Wis.; St. Louis; and Oakland, Careful Coordination Not Sacrificed to Quantity Production in Olds

Contrary to popular belief, Adjoining each of these plants quantity production methods as in the United States, and at most used by some of the automobile of those in foreign countries, are companies closely approximate custom work and, in fact, involve the same care and limits employed Chevrolets turned out at those asin the making of the finest watches. This care in assembly Every part used in the assemis responsible for the smooth, powerful automobile engines of to-

> It is in the engine, where all parts must be carefully coordinated and where there are the greatest number of moving parts, that Factory Now in Full Producthese precision methods are best tion After Delays Caused exemplified. In the engine assembly, it is not

case of taking pistons, piston pins and connecting rods and placing them in the first crankcase that comes along the production line. Although all of these parts. are made from the same patterns and on precision machines of accurate setting and appear identical to the layman, there are slight variations that are eliminated by close inspection.

Strictest standards are rigidly maintained, standards so rigid that graduations as small as fiveten thousands of an inch are used in the assembly of Oldsmobiles. At that factory inspection work has reached such a high plane that several entirely new instruments have been designed to facilitate inspection practices. There is one

to differences of .0001 of an inch. All bearing points of connecting rods are closely checked and the rods are on a new scale device developed by Earl H. Smith, in

Oldsmobile inspector for every seven factory workers. Through the use of accurate gauges, workers check all pistons for size, straightness and smoothness of ring groove, size of piston pin hole, which is held to a variation of less than one-half a thousandth of an inch, squareness of piston pin hole with outside diameter of skirt. The pistons then are divided into size groups, each varying from the other by .0005 of an inch. Then they are weighed and further divided into groups varying by a quarter of an ounce. In fact each piston is subjected to 25 tests of the quality of material used and its accuracy according to strictest standards. Piston pins are likewise inspec ted for straightness and true curve and are separated into groups held

company. The total shipments last month were 3150 cars, both Paiges and Jewetts. This total is not only in excess of last year's figures, but is 9 per cent higher than the company's best previous October in 1922, when 2887 cars were shipped. October's gain over September was 14 per cent. The Paige factory is now in full production, after delays incidental to the changing of its lines and the procuring of new bodies in quantity. It is now manufacturing three new series of cars, the Jewett 6-45, the Paige 6-65 and the Paige 6-75, with a price range for five different models of five-passenger closed cars from \$1195 to \$1695.

The company recently discontinued the practice of turning out both "standard" and "de luxe" types of the same model, and all its cars are of finish, appointments and equipment that would have rated them in the de luxe class under the former plan. The change was made because the company's sales records showed that the American buyer now demands, in addition to mechanical excellence, the utmost in style and comfort.

leniency and consideration should

be extended only where the motor-

ist has had sufficient considera-

tion for fellow motorists to be

provided with extra bulbs with

which to eliminate the condition

as soon as discovered. He should

not expect to be permitted to drive

on with lights that are beyond a

question of a doubt creating a

confusion, a hazard and unques-

tionably in an illegal condition."

by Changes

DETROIT, Mich., Nov. 6 .- A 80

per cent increase in shipments for

October, as compared with the

same month in 1925, is reported

by the Palge-Detroit Motor Car

BIG INCREASE

MOTOB DEPARTMENT MOVE

The State Automobile department has moved from the state house to the corner of High and Ferry streets over the Dan Burns store, where the Capital Business college formerly had its quarters. charge of Oldsmobile inspection. The department will open for businors tomorrow morning.

EAGGAGE 町

Gone, But Not Forgotten