

### COMPULSORY AUTO INSURANCE WRONG

#### Proposed Method Would Prevent Thousands of People From Owning Cars

WASHINGTON, D. C. (Special.)—The adoption of nationwide, compulsory automobile insurance, in its radical form, would prevent hundreds of thousands of people from buying automobiles and deprive them of the educational and recreational advantages of car ownership, according to a statement from the National Headquarters of the American Automobile Association today.

A large quota of the new-comers into the ranks of motorists buy lower priced used cars and it is safe to assume that if, in addition to the purchase price of these cars, they were compelled to pay an initial compulsory insurance premium ranging from \$25 to \$30 it would often strain them to the point where they would give up the idea of car ownership altogether, the AAA declared.

The AAA officials, according to AAA officials, would fall on the used car market, which would be severely stricken inasmuch as the prospective buyers would figure the cost of compulsory insurance as part of their outlay. The statement continued:

"Although the used car market would be the first to be hit by compulsory blanket insurance, the effect of it would be immediately felt throughout the entire automotive industry. It is a well established fact that there is a definite ratio between the number of new and used cars sold. Eighty per cent of the time, a man will not buy a new car unless he can dispose of his old one. New motorists are by far the best prospects of the used car market, and if the latter class are scared off, the gigantic automotive industry would feel the shock to its very foundations.

"The shock would inevitably hit the oil industry; it would hit employment and its repercussions would be felt through much of our economic structure. Far too little attention has been paid to the serious economic aspects of compulsory automobile insurance. There might be some excuse for overlooking these phases of the question, if compulsory insurance could be shown to hold a promise of helping to promote safety. But even its ardent supporters have practically abandoned their claims in this respect, as their position is now mainly pivoted on compensation and not on safety.

"The economic results would be serious enough, but as a car

owners' organization, the American Automobile Association is mainly concerned over the probability that compulsory insurance would diminish the use by the people of the greatest instrument of recreation that the world has ever known—the automobile. The adding of a large insurance premium to the purchase price of a used car would in many thousands of cases be just enough to prevent purchase.

"The AAA, the statement concluded, has now under consideration plans whereby the public may be protected from the reckless and the financially responsible driver, without imposing mass burdens and without penalizing all and sundry because of the recklessness of the few and in order that the few may be assured of compensation. One of the chief planks in the AAA program looks toward the adoption of the main features of the Uniform Vehicle Law, particularly the provision for a strong, workable driver's license law.

Hartman Bros. Jewelry Store. Watches, clocks, rings, pins, diamonds, charms, out glass, silverware. Standard goods. State at Liberty St.

#### Checking Air Pressure Increases Gas Mileage

"Air is cheap and gas is not," was the interesting observation today of Walter Zosel, well known Seiberling All-Treads dealer.

"Wrong air pressure can cut down your gasoline mileage tremendously. On a Ford equipped with 29x44 balloons, a variation of 6 lbs. of air in the tires will cause a variation of as high as five miles per gallon of gasoline. This is why," says Mr. Zosel, "we like to check air pressure for our customers regularly. Air is cheap and gas is not."

Hundreds of Salem car owners call here regularly for air pressure inspection.

Newberg—Large crew of men begin work on new Spaulding Pulp & Paper mill.

### CLOSEST PRICED SIX BEST OF HUPMOBILE

#### Traditional Standards Raised 10 Per Cent in Hup Says Graham

All previous peaks of Hupmobile quality and value which have been for years—excellent in the Hupmobile six, according to Wm. S. Graham, in charge of all manufacturing at the Hupp Motor Car Corporation. Traditional Hupmobile standards, credited by its officials as having achieved for those cars the reputation they have long enjoyed, have deliberately been raised ten per cent in that car, he says. These higher standards, Mr. Graham points out, make Hupmobile the closest priced six in America.

"This six constitutes a notable triumph of the precision, manufacturing and thoroughgoing shop practice that have made the name Hupmobile mean fine cars throughout the world," he adds. "Manufacturing costs actually are increased 10% in that car. Selling margin is reduced 10%. Hupmobile goes to that extreme to the positive that its owners are assured of freedom from high upkeep costs, that their acquaintance with the repair shop is reduced to the minimum, and that their car will serve them efficiently for years.

"This 10% increase is spent in better materials because we specify 'A' grade, or our own exclusive analysis, rather than any other. Those kinds of material cost more money. Hupmobile also pays more because our own inspectors check the quality of materials at their source; because all materials must be analyzed and rechecked in our own laboratories before being released for manufacture; because, during the manufacture of these materials, more inspectors are required and they are more exacting; because we subject a greater proportion of important parts to our own heat-treating

process, and because we give individual tests—100% tests they are called—to a greater number of finished parts before they are sent to assembly.

"The total of this extra quality, this extra precaution for the owners benefit, measure up to a full 10%.

"Yet, under this system, the owner actually pays less in price for the finished car in proportion to quality, and less in after costs because of that added quality. Gladly we pay the higher prices, where we could produce a good car and increase our own profits. Our owners save money by our so doing, buy more Hupmobiles, and encourage their real friends to do so.

"In this six, Hupmobile has emphasized its reputation for value by building the car to never and higher standards than ever before. This extra quality is unmistakable—especially in the second 10,000 miles, the third and the fourth.

"Not even the costliest sixes go farther in safeguarding quality, and insuring it."

L. A. Sheeler Auto Wrecking Co., oldest in the Willamette valley. New and used parts and equipment. Low prices and quality service here, 1995 N. Commercial.

### COMPRESSION LOSS DIFFICULT TO FIND

#### Each Cylinder Must Be Tested to Discover Source of Failing Power

By ERWIN GREER (President Greer College of Automotive & Electrical Trades, Chicago, Ill.)

A loss of compression is sometimes hard to find and repair. To ascertain the cause, try the compression of each cylinder. If weak or if it varies in the different cylinders, repair the trouble at once. It may leak in the piston rings; it may escape through a leaky valve or pet-cock or ooze past a spark plug. If the engine head is detachable, it may leak past the gasket. Then again there may be a cracked cylinder, but this is another problem.

Care must be taken to keep the cylinder head tight, and in tightening it evenly all around, for if the gasket is not held firmly at any point it will give way and leakage will result.

The piston rings may have turned so that the openings are all in line or you may be using such a light oil that the engine does not get a tight compression seal. Oil when heated is very thin. In some cases patented piston rings will help eliminate the leakage. If the cylinder is worn oval, there is no remedy except that of reboring it. Kerosene will help free the rings of carbon, but it is best to use it when you are ready to drain off the old crankcase oil.

Make sure that the spark plugs fit tightly and that they are provided with good copper asbestos gaskets. A cracked porcelain will allow compression to escape. Look over the priming cups and see that all fit tightly and stay closed.

Carbon under the valves will prevent them from seating tightly. The remedy is to keep the engine free from carbon, the valves clean and be sure that the timings of the valves and the tappet adjustments are right.

When an engine that is clean, properly lubricated and has its valves ground regularly shows a serious loss of power, the lack of proper compression may be ascribed

Bonesteel Motor Co., 474 S. Com'l., has the Dodge automobile for you. All steel body. Lasts a lifetime. Ask Dodge owners. They will tell you.

to the piston rings having worked into line of the cylinders having worn to a point where the pistons are unduly loose. With the modern type rings, the former is a rare result, so that the cause is narrowed down to plain wear.

These are the chief causes of loss of compression. The self-starter, the boon of the present day motorist, is accompanied by one rather unfortunate result. The operator who cranked his engine, by hand knew the feel of the compression and was guided by it in determining to a certain extent the power of his engine. Many persons seldom crank their engines by hand and have no guide except the operation of the car to warn them that compression is

falling off. Watch the compression—it will save you money that otherwise you would give to the repairman.

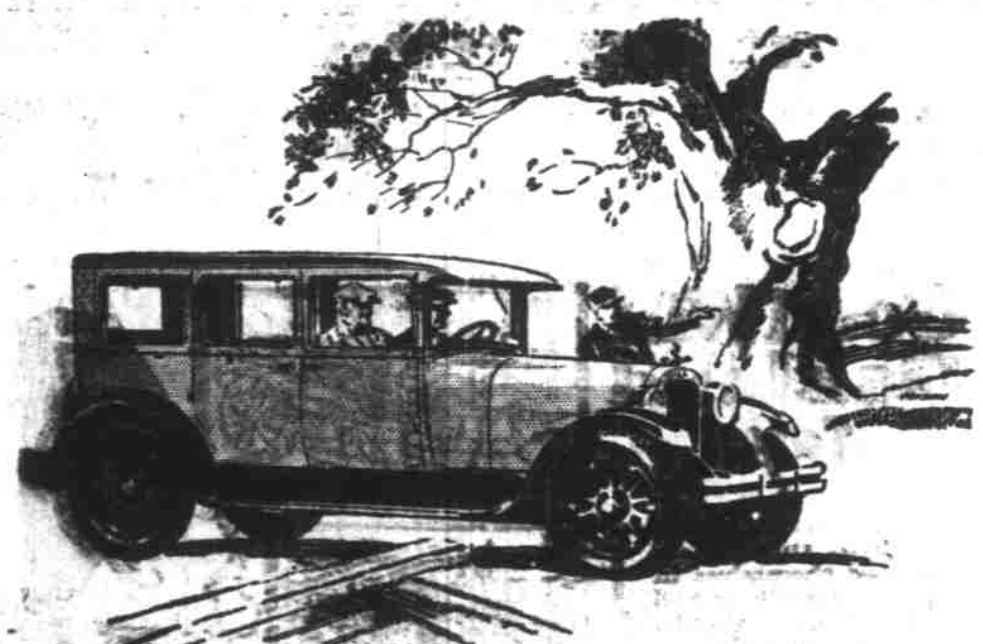
Patton's Book Store offers all the latest in Birthday Cards. Try them. Ask to be shown the funniest of all cards, Scotch Birthday. 340 State St.

Capital Bargain House, Capital The Big Co., Mike's Auto Wrecking. Threat in One Bargain center of Salem. Thousands of bargains. H. Steinbock, 215 Center.

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### How to read Percentages

Were Dodge Brothers to sell 100 motor cars one year and 200 motor cars the next, they could truthfully announce that their sales had increased 100% in a single year. Yet they would only have sold 300 motor cars in all.

In other words, PERCENTAGE of annual gain is not conclusive. The NUMBER of cars sold is the true test.

That Dodge Brothers sales in 1926 showed an increase of 27.8% over 1925 is not the MAJOR fact to consider—striking as it is.

But that Dodge Brothers sold 259,967 cars in 1925, and then in 1926 sold 331,764—a gain of 27,797 sales in twelve months—tells a story of growth that stands out like a tower on the skyline of the industry.

Three hundred and thirty-one thousand buyers LAST year! Many more vital improvements added THIS year! No increase in price! These powerful arguments for earnestly investigating this smart and sturdy product before deciding what to buy!

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Complete tire service will be available for the benefit of car owners in this territory.

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