

SEVENTY-SEVENTH YEAR

SALEM, OREGON, SUNDAY MORNING, OCTOBER 9, 1927

PRICE FIVE CENTS

NEW FORDS EMBODY
IMPROVED METHODSScience Advanced as Nec-
essity Appears in Producing
Long Waited Car

Preparations for producing the new Ford car compose an industrial task which in magnitude and complexity surpasses any similar task the world has yet known. In addition to their vastness and intricacy these preparations involve something more important and difficult. Ford's engineering is making the introduction of the new car the occasion of an advance all along the line—in design, in materials, in construction in production methods and machine.

By intensive experimentation Ford engineers have brought about almost revolutionary changes in certain manufacturing processes. Working along lines pursued by the company for the past ten years, they have extended at least a hundredfold the applicability of forged, stamped, and welded parts.

Five years ago the welding department worked eighteen months to develop a certain new welding operation and put it on a production basis. During the past twelve months the department, applying its cumulative experience, has solved at least thirty problems more difficult than that on which it once spent a year and a half.

"Welding," forty years ago, was done by the forging process. After electric welding had been invented it was regarded mainly as a method of repairing broken objects. A different had the meaning of the term become in the hands of Ford engineers, whose experimentation has been concentrated in the field of electrical resistance welding.

Heated to a high degree almost instantaneously by a heavy electric current, metallic objects sometimes possessing quite different characteristics are fused under pressure into a single piece. Allowance is made for barbed edges, and the metal that is actually fused is fresh and untainted, making a weld as strong as, and sometimes stronger than, the metal surrounding it. The buried metal appears as a blackened ridge and is removed by machine.

CARELESS DRIVERS
ONLY 5 PER CENTGreat Majority of Motorists
Observe Safety Rules,
Pointed Out

CHICAGO.—While there are more than a million careless and reckless motorists throughout the United States this number constitutes only about five per cent of the motor vehicle operators, said Charles E. Hill, Vice President for Public Safety, National Safety Council, when he addressed the public safety session of the Sixteenth Annual Safety Congress.

"About 95 per cent of the motorists of this country are reasonably careful. The remaining 5 per cent, however, represents a large army of more than a million reckless and incompetent drivers flitting about the country without any regard for the safety for themselves or their fellowmen. They include drivers who are deaf, blind, of immature age, enfeebled condition due to old age, those who are intoxicated, and then there are those that are analogous to the farmer's mule."

"Contrast the comparative qualifications of the driver of an automobile and driver of a locomotive. The former, as a rule, needs no qualifications other than his ability to possess a car. He is not only unfamiliar with its operation and mechanism, but is wholly lacking in a knowledge of our laws governing its use on the highways. In many instances his responsibilities are such that he is weakened in his regard for the rights of others, whereas the locomotive engineer has earned his right to a seat in the cab of his engine by virtue of many years of training. He is not only familiar with its mechanism and operation, but also with the rules governing its movement over the road. His responsibilities are a part of his make-up. He sits in his cab not only with these qualifications but with a steady hand, clear head, a brain that is nowise affected by anything he may have drunk, and

(Continued on page 3.)

Finding Place to Park
Becomes Leading SportBy BILL RITT
Trying to find a parking place is rapidly becoming the leading outdoor sport. It can be played anywhere, and all you need is a good vocabulary and a filiver.

A driver spots an open curb space and makes a dash for it. He may get there if his insurance holds out.

Rules are simple: Traffic cop blows whistle and cars go into huddle. Crossover traffic sneers and slides by. Cop blows again and then ducks. The emergency hospital squad takes over the remains.

Hitting a pedestrian is considered unethical, but often necessary. Parking near a fire plug is the worst offense. Penalties are quite

severe. Sometimes as high as \$25.

Any car jumping on sidewalk is outside. Drivers must not try to hurdle trolley wires. Cars going through plate glass windows is considered in the rough and driver is disqualified.

Taxi, aiming for jaywalkers must signal for fair catch. Successful play must be recorded. Pedestrian out, sedan to coupe to touring car. Person hit on speed bounce don't count.

Yesterday afternoon's game was exciting. Color blind business man watching ankles tried end run from curb. Roadster ran interference for bus with truck leading the attack. Final score: Filivers, 1; Pedestrians, 0.

30 STATES VISITED
ON VACATION TOURPhiladelphia College Boys
Cover 13,000 Miles in
Chrysler Phaeton

A notable summer vacation motor trip that took them through 30 states and into practically all the natural wonders of Western United States and Canada was finished when three sons of well known Philadelphia families returned to their home city in time for reopening of their school year. The young men were Andre Constant Vaulain, Raymond de Shryock, and his brother, J. Richard Shryock, all students of the University of Pennsylvania and prominent in the social life of their city and college.

Leaving Philadelphia June 17, the trio covered approximately 13,000 miles, without experiencing a single mishap to mar the pleasure of the tour. They drove a Chrysler "60" Phaeton equipped with a complete camping outfit.

Going west over the National Old Trails, and returning through the northern part of the United States after a detour into the Canadian Rockies, they arranged their itinerary so as to include practically every point of interest on or near their comprehensive route.

Some of the larger cities they visited were St. Louis, Denver, Salt Lake, Los Angeles, San Francisco, Portland, Seattle, Victoria, Calgary, Minneapolis, Chicago, Detroit and Buffalo. In each of these a stay of one to five days was made. Almost every national park in the west was visited and the tour also included such natural spectacles as the Pike's Peak Drive, which the Chrysler made with ease, the Grand Canyon, Crater Lake in Oregon, Banff and Lake Louise in Canada, the Black Hills, the Great Lakes and Niagara Falls.

Roads were astonishingly good, the tourists report. Gas averaged 21 cents a gallon on the trip, prices running high at points distant from railroad points and reaching a maximum of 65 cents a gallon at the north rim of the Grand Canyon.

The entire distance was covered on an average of more than 20 miles to the gallon of gasoline. The greatest mileage in a day was 555 miles in 19½ hours, but 325 to 375 miles was a fair day's average.

"The trip was full of interest and thrills," said the boys after reaching Philadelphia. "Our Chrysler certainly stood up and performed like a thoroughbred. One point we learned by our experience was that a good car, as nearly new as possible and carefully conditioned pays for itself many times on such trips by saving repairs and avoiding the wearing effect of perils and hardships that would otherwise be experienced on terrific mountain grades, sinuous canyon roads with their dangerous blind turns, and the treacherous black gumbo mud which in some few places made the going almost impossible."

"We had no mechanical trouble whatever and the '60' was as silent at the end of the trip as on the day we left Philadelphia. Yet we had certainly put it through its paces. We raced Union Pacific trains across the plains and one morning before traffic was on the roads we reached a speed of 69 miles an hour."

"We would be glad to take the trip all over again. Aside from the fun we had there is no way like it for forming a conception of the marvelous extent and variety and beauty of the country."

DIRT TRACK CHAMP
TO BE DETERMINEDAmerican Automobile Association to Sponsor Event
At Detroit Soon

WASHINGTON, D. C.—The inauguration of a brand new national sporting event for the purpose of determining the official and bona fide dirt track champion of the United States, was announced by the contest board of the American Automobile Association recently.

Contest board officials, it is declared, have felt for some time that the national dirt track championship should be determined through a competitive event of major character and to which should be invited the drivers who have made the best showing in the various sections of the country.

The championship event, sanctioned by the board, and which will be conducted under strict rules and regulations, will be held at Detroit, Mich., on October 16. The program will consist of three heats of fifty miles each. Entries to date indicate that the new sporting event is destined to vie in national interest and public approval with the major events held on the board speedways for the determination of the national speedway championship.

Racing aces who have already won many laurels on speedways, as well as on dirt tracks, have entered for the dirt track crown.

These including Ralph DePalma, Frank Lockhart, George Souders and Cliff Woodbury. Senator Chester Howell and the Michigan state fair management have offered the facilities of their organization and track for the determining of this championship, and have posted prize money warranting the assembling of the leading contenders throughout the country. The announcement of the contest board continued:

"This event is a natural development of the activities of the contest board to put dirt track racing on a sound, official and dignified basis and to eliminate from it the hippodroming, the danger and the wild-cat claims which have characterized it in some sections in years gone by."

"The management of the event and the contest board believe that no championship should pass on a single event and the three heat program was therefore determined upon. The practice in baseball, the national speedway championship and all other sports bear this out."

Public interest would undoubtedly lag over a meet of longer duration than one afternoon, so it was decided to run short events with sufficient time between each one to allow for hurried repairs, should any of the cars break down. The championship is of

(Continued on page 2.)

RECKLESS DRIVERS SHOWN CRIPPLES IN HOSPITAL



Judge Allegretti of Chicago is photographed showing a victim of reckless driving to a young motorist. The judge had three youths charged with reckless driving brought to a hospital ward containing rows of child auto victims. In the picture, left to right, are: Warden Zimmer, Judge Allegretti, one of the arrested boys, Jimmie Bland—auto victim, Nurse Ruth Knutson and Dr. O. C. Nelson.

ONE WAR VETERAN
FINDS NO THRILLSIt's Dodge Brothers Car,
Used By Troops and Later
As Paris Taxi

Amidst the gladness and merriment that characterized the reunion of members of the American Legion in Paris was one battle scarred veteran that was little concerned about the event altho in every respect entitled to a place of honor wherever veterans gathered.

This "soldier" was one of about 4500 members of the A. E. F. that stayed on in France after the war ended, finding work there that they were eminently fitted to do and so continuing to serve as in the war.

These "soldiers" are Dodge Brothers cars that were used in the western front during 1917, 1918 and 1919 and later demobilized into civil life.

The particular "veteran" referred to is a Dodge Brothers car that has been made over into a Paris taxicab, probably the dean of all taxis.

Anyone who knows the service demanded from a taxicab in Paris will vote to put this car forward as a candidate for the Valhalla of all automobiles for it has been on the Paris streets six years, following its war service and a further term in private hands.

The Bennett Motor Co., Port Angeles, Wash., has been added to the list of Star car dealers in the Pacific Northwest, according to E. S. Jones, assistant sales manager of the Pacific Coast Star car factory.

Coast Safety Conference
To Be Held at Los Angeles

The Fourth Annual Pacific Coast Safety conference will be held at the Hotel Baltimore, Los Angeles, October 24 to 28. Co-operating organizations are Southern California Society of Safety Engineers, Society of Safety Engineers of California, National Safety Council, United States Bureau of Mines, and California Industrial Accident Commission.

Features of the conference will include the annual California first aid contest which will be held Thursday and Friday, October 27 and 28. Some 35 first aid teams from industries located in all parts of the state will participate in the contest.

Each session will be devoted to some particular phase of safety work. The opening will be of a general nature and the topics for discussion on the afternoon program will cover the safe handling of materials.

The Tuesday morning session will deal with the safeguarding of men on elevated and sub-surface work, and fire protection will be the central theme of the afternoon meeting.

Wednesday morning will be devoted to industrial medicine and surgery. The afternoon session will feature safety in commercial transportation. The evening session will deal with some of the important human elements in the first aid contests will be presented at a banquet to be held Friday evening.

Constant vibration and rubbing of the top against the bows will wear holes in the material if not remedied. According to information from the Western Auto Supply company, special felt pads may be had to fit over the bows and protect the top against wear.

AUTO OF 20 YEARS
AGO NOT COMPLETEPurchaser Had to Get Even
Windshield and Top as
Extra Equipment

Present Paige motor cars strikingly emphasize the difference between the "complete" cars of two decades ago and those of today. Looking at these modern examples of skilled engineering and fine coach making, equipped with every convenience to make motoring comfortable and pleasant, it is difficult to understand how those pioneer motorists could get along without so many things.

Eighteen years ago, when the first Paige car was built, you bought your complete automobile. Then, if you were concerned about details, you bought a windshield and a top, as neither of these items were included in the regular equipment.

If you wanted to carry the equipment idea still further, you purchased a speedometer, demountable rims and a self starter. You might even have replaced the oil lamps that came with the car with gas or electric lights.

Back in 1912, Paige was one of the first manufacturers to include the top and windshield of an open model in the regular equipment. It was a concession important enough to write advertisements about.

Nowadays, the motorist expects to find on his new car such items as these, which are included in the regular equipment of all enclosed models on the four chassis of the Paige line: engine air cleaner, engine oil cleaner, cowl ventilator, snubbers, stop light, automatic windshield wiper, co-incidental steering and ignition lock, sun visor, gasoline gauge on the instrument board, light switch and dimming control in the center of the steering wheel, rotary window lifts and remote control inside door handles.

Recharging, Only Avails
When Battery Discharged

There is no substitute for the recharging process necessary when a battery becomes discharged, is the emphatic assertion of Joe Williams, local Willard battery man.

"We are often asked if this or that brand of quick charging battery does will recharge a radio battery, and our answer is always the same," says Mr. Williams.

"The National Better Business bureau last year made a survey and study of various battery practices and cure-alls and their conclusion was summed up as follows:

"The tendency of the present age is to look for short-cuts to battery health and battery efficiency. There are no short cuts any more than there are short cuts to human health and long life. Just as many chronic invalids are exploited by vendors of worthless medicines, so battery owners are periodically exploited by vendors of alleged cure-alls for battery ills. Let your service station dealer diagnose and prescribe for your battery ills, as your physician does for your bodily ills. Give your battery a chance to live and perform and render service. Don't dope it."

"Water—distilled water—is the only thing that a battery owner should ever put into his battery," warns Mr. Williams.

SPEED OF MACHINE
NOT REAL DANGERControlling Individual Prin-
cipal Factor in Safety,
Says Henry

WASHINGTON D. C. Oct. 9.—The foot on the accelerator and the brain behind it and not the speed capacity of the car will always continue the fundamental factor in sane and safe driving, according to a bulletin broadcast from the national headquarters of the American Automobile Association.

The A. A. A. bulletin was issued under the signature of Thos. P. Henry, its national president. Mr. Henry warned that the current practice of advertising top speed and the agitation concerning it around this practice may well result in a distorted perspective. "The worst mistake we could make at the present juncture is to lose sight of the importance of insisting on the personal responsibility of each and every driver for every mile of speed and every mile of travel," Mr. Henry declared. "We cannot educate or penalize the car—we must stress the human and personal equation."

While stressing the importance of enforcing individual responsibility, Mr. Henry asserted that it would be well to stress not mere "speed" as such, but, if stressed, it should be rather as an indication of an operating margin which might well serve the cause of safety, as well as of utility, in emergencies. Outlining the position of the national motoring body, Mr. Henry continued:

"The history of transportation has been a history of speeding up and that the automobile and traffic should speed up is inevitable and axiomatic. That is exactly what is happening now. Obsolete speed limits are disappearing; recklessness is being substituted more and more for speed law violations, as the standard of individual conduct and accountability."

"We are told that the advertising of high speed tends to encourage fast driving and breeds accidents. This may be true, since we have always with us a minority of reckless people, many of them headstrong youths, who do not need much encouragement to throw discretion to the winds."

(Continued on page 5.)

VAST PIPE SYSTEMS
AT MILLER FACTORY35,000 Feet of Pipe in 20
Separate Lines Needed
for Heat, Power

A vast system of 20 separate lines of pipe totaling more than 200 miles is one of the most important equipment divisions at the factory, in Akron, where Miller tires are made, says Ross Smith, 197 South Commercial street, local Miller dealer. "Pipe lines for steam heating vulcanizing and power, total 350,000 feet. The automatic sprinkler system for fire protection has the same huge total as the steam system."

Nearly two miles of pipe are required to transport gasoline, benzol and naphtha to various parts of the factory. These highly combustible liquids are confined to pipes and forced under pressure as a safety measure.

Another safety factor is the total of more than 40,000 feet of conduit that houses electric wires for light, power and telephones. Danger of damage to the wires and danger of short circuits are eliminated by this large division of pipes.

Air lines for inflating tubes cleaning tire molds, and many other purposes add more than a mile to the immense mileage. Drinking water at fountains over the factory is supplied by a small centrifugal pump in the refrigeration plant.

In this large plant, there is a total of more than 10 miles of pipe in addition to nearly two miles in the drinking water system. The refrigeration plant, said to be the largest of its kind in the country, is maintained for keeping rubber stock at proper temperature while being mixed in the mills or rolled in the calender.

The water is forced through the mixing machines by a battery of centrifugal pumps at the refrigeration plant. Pipe lines are painted in different colors so that one line may be distinguished from the other.

DOWN THE ROAD—

IF YOU'RE POSITIVE THE
LADY DRIVER, WHO PARKED IN
BEHIND YOU, SMASHED YOUR
FENDER, BUT YOU CAN'T PROVE IT.



The Most Helpless Feeling in the World