

PUBLIC ENTHUSED ABOUT CHANDLERS

Endorsement of Show Visitors Points To One of Biggest Years

The 1928 Chandler will enter the show of the greatest years in its history, is the belief of the officials of the Chandler-Cleveland Motors Corporation.

One of the reasons for this statement is the public's reception at the various automobile shows which have taken place throughout the country, of the new 1928 Chandler line equipped with Westinghouse vacuum brakes. Another reason is that at practically every exhibition where Chandler has been shown this year, the local Chandler distributor has broken records for retail car sales.

At the New York automobile show—the first big exhibition of the year—the Chandler booth was crowded all the time. In fact, the interested spectators were so numerous that it was necessary, the first day to rearrange the car display to make room for the eager crowd that wanted to inspect the new Chandler models and the Westinghouse vacuum brake principle.

New York, of course, was the first to view the Chandler line and factory officials who were present at this important event, were gratified beyond expectations at the great interest and talk of the new cars created.

The entire Chandler line of Royal Eights and Sixes feature entirely new custom design bodies, with refinements and color harmonies which are in tune with the latest dictates of fashion. Greater power and performance range have also been achieved with the various series of Chandler.

Already the Chandler factory is feeling the result of the enthusiastic reception accorded the new cars. More men have been added to the working forces. Production schedules have been increased to keep pace with the rapidly mounting orders coming in from all parts of the country. According to Chandler officials the percentage of increase in the number of orders for new cars already booked for immediate delivery is greater than it has been for several years.

"If the buying interest, which has been shown for the New Chandler Royal Eights and Sixes at the other automobile shows such as Brooklyn, Philadelphia, Newark, Milwaukee, Cleveland, Cincinnati, Detroit and Montreal can be held as any criterion, this surely be a big year for Chandler," further state Chandler officials.

SCOTT ATTENDS

SALES MEETING (Continued from page 1.)

Increasing by leaps and bounds. Motorcycles have become a real necessity to police departments, large and small. Traffic conditions are daily becoming more acute and in order to provide adequate safety to motorist and pedestrian alike it is necessary to employ modern police equipment. Motorcycles have been proven the only equipment which can be used in successfully handling modern traffic problems.

"The pleasure field for motorcycles is constantly on the increase due to the fact that there is nothing on wheels which gives such healthful pleasures at such low cost. Vacations spent on motorcycles are becoming the vogue in many parts of the country."

NEW "CROSS FLOW" IN LATE PATIAC

(Continued from page 1.)

fore it reaches the vent. This is an improvement over the vertical type, where much water is lost because of this vapor escaping through the overflow pipe. In cold weather, when alcohol or anti-freeze mixtures are used, it is particularly effective, due to the fact that these mixtures vaporize at a much lower temperature than water.

The rugged core on this radiator is another improvement, the core being supported on three sides by tanks instead of only on two.

Copper is used in the construction of this radiator, instead of brass, marking another departure in construction. Circulation is handled through a completely redesigned water pump which is similar to that on the Oakland All-American Six. End thrust is greatly reduced through a balanced impeller. The fan is 16-inch two-blade type, turns on bronze bearings and is driven by a belt. The cooling system is thermostatically controlled.

THE RIGHT-OF-WAY IN CHANGING LIGHT

(Continued from page 1.)

but that case is expressly overruled in this particular in *Castro vs. Hansen*, in an opinion by Mr. Justice Bell which held that where a party entering an intersection with an intent to cross sees an automobile approaching from the right at a distance, which would need a reasonable person, attempting to cross the street, to believe that he could do so before the automobile coming from the right would reach the intersection, contributory negligence does not follow as a matter of law by reason of his making such an attempt. The authorities therein cited seem to be conclusive on this subject.

and show the futility of any hard and fast rule that would require a party, before crossing a street, to wait until a car approaching from the right had passed irrespective of its distance from the intersection or its apparent speed. To apply the doctrine announced in *Ramp vs. Osburn* to a city street would practically block traffic, because, as is well known, traffic on the streets in the city of Portland often proceeds in an almost continuous string and if a person, desiring to cross, is required to wait until every car approaching from his right has passed he would never get across. So this case reduces itself into two questions of fact. First, was defendant justified, as a reasonable man, in assuming that he could cross the street in safety before plaintiff's car approached the intersection? Second, was plaintiff's car being driven at a rate of speed exceeding 20 miles per hour as prescribed by the state law as well as by the city ordinance?"

In other words, the court has receded from its hard and fast rule that the man on the right was right and has substituted in its place a rule which shifts according to the amount of testimony secured by one party or the other. The test of when a machine may be driven from the left in front of one approaching the same intersection from the right is now whether a reasonable man would believe under the circumstances that he could get across before the other machine gets to the intersection or not. What a reasonable man would do is always a "question for the jury," and under our constitution the jury's word is final on questions of fact.

DAY OBTAINS TIRE MOLD FOR HIS WORK

(Continued from page 1.)

ust of 1,623,241 tires, a high mark for any 30-day period in the tire industry.

"During the peak production months of the summer, Goodyear made 62,000 tires and 71,000 tubes daily. With the addition of the Australian and English plants the company now has the biggest production capacity of any company in the world.

"These two plants have a definite need," he said. "The Australian plant takes care of the increasing market for tires in that country, while the English plant will enable Goodyear to make speedier distribution to European markets."

19,237,000 Cars in 1926 and 1,140,000 For Work

Questions are often asked of the Oregon State Motor Association relative to the number of cars that are used in business and the percentage of cars used for personal and social purposes.

It is an impossible question to answer accurately as practically all cars are used for business in part and in part for social purposes. Six percent of all passenger cars however are owned by business houses and used exclusively for business purposes according to the survey made by the Automobile Chamber Of Commerce. In 1926 the survey showed that there were 19,237,000 passenger automobiles registered of which 1,140,000 were used by business houses.

LEADERSHIP GIVEN WHIPPET IN FIELD

High Standard Performance Attested By Nearly 200,000 Owners

Well informed automobile men continue to accord the Whippet the quality leadership in the light car field. They base this admission of superiority on the high standard of performance that has made this car conspicuous in the Whippet field since its initial introduction more than 19 months ago, and by a comparison with automobiles of other makers selling in the same price field.

More than 150,000 of these modern light four-cylinder cars are now in the hands of drivers, it being estimated that they have travelled a total of nearly a half billion miles. Notable records for speed, power, stamina, fuel economy and serviceability have been established by the Whippet over the 19 month period.

It is further pointed out that the Whippet, when it was first introduced into motor car buyers, embraced certain features in light car engineering which it was declared would set a new trend in the type of future car in this class. These features included four-wheel brakes, low center of gravity, full force lubrication, gravity fuel system, oil and fuel economy, greater power with increased speed range, roomy interiors, greater comfort, and a generally higher standard of performance throughout.

A survey of the recent models introduced in the light car field disclose that they have followed the trend first established by the Whippet, embracing certain features, distinctly Whippet. A complete analysis, however, discloses that the Whippet continues to embrace qualities and features that are lacking in other cars selling in the same or nearby price class.

The unusual attention that is being riveted on the 1928 line of Whippet models indicates that these smart four-cylinder cars during the coming year will overshadow the great popularity they have enjoyed up to this time, critical observers declare. This continued favorable acceptance of the Whippet is said to be due to the quality material and workmanship that have gone into it together with its high standard of proved performance over a long period of time.

The same basic principles of the original Whippet are embraced in the 1928 line although there have been certain exterior and interior improvements which have been brought about through the perfection of the car. The Whippet is now equipped with full crowned fenders with a deep flange, this giving the car an even more dashingly appearance. Window reveals and remote controls also have been added.

The front of the 1928 Whippet also present a new appearance through the adoption of the abrupt or town-car type of sun visor in place of previous longer style which was formed by a continuation of the roof lines. The adoption of this new visor, in addition to providing a wider range of vision, imparts a smart military effect to the cowl section of the closed models.

Although the Whippet has proved the most popular line of cars ever built by Willis-Overland and has enjoyed a high sales volume since its introduction, officials of the company declare that indications are that all former sales records will be shattered by the 1928 line.

FORTY CARS FOR MILE OF ROAD

Automobile registration during 1927 totaled 23,125,000 cars and trucks according to figures compiled by the National Automobile Chamber of Commerce. Comparing the registration to the miles of surfaced highways, the figures show that there are 40.2 cars and trucks in the United States for every mile of surfaced road. The total mileage of highways, including secondary roads, according to figures compiled by the American Motorists Association aggregate 3,006,081 miles. Primary highways total 575,000 miles.

An up-to-date automobile manufacturer is one who can make two cylinders grow where one blossomed before.

BURDEN OF TAXES ON AUTOISTS GREAT

Car Owners Paying Nearly Two-Thirds of Nation's Annual Road Bill

In 1927 the car owners of the United States paid \$725,555,812 in federal, state and municipal taxes making a total of \$4,476,977,650 paid by the motorists in the 10 year period, according to an automobile tax survey recently completed by the American Automobile association.

In citing these figures the national motoring body pointed out that the tendency to pyramid the tax burden of the motorists continued during 1927 on an intensive scale and demonstrated more than ever the need for a nationwide definition of what share of the tax burden shall be imposed on the car-owning citizens.

The A. A. A. statement follows: "One of the crying demands of motordom today is for a more equitable distribution of the tax burden to the end that the car owners of the country may be relieved of the disproportionate load they are now carrying.

"From the history of taxation we might reasonably expect that the more numerous an article of tax incidence becomes, the lower would be the tax rate on the individual unit, but in the case of the automobile we have a complete reversal of precedent. The average per vehicle tax in 1918 was \$22.57, as compared with \$32.98 in 1927.

"While the number of automobiles has increased enormously, an analysis of the tax returns discloses that the annual per vehicle tax increase for the nation as a whole was always greater on a percentage basis than the increase in the number of automobiles. In the past 10 years, 1918 to 1927, the increase in automobile registration was 362 per cent, as compared with an increase of 535 per cent in the total amount collected from motor vehicle taxes.

"It is estimated that approximately \$8,500,000,000 has been expended on highways in the United States since 1918, and on this basis the total taxes paid by motorists amounted to more than half the amount spent for roads. In 1927 the motorists' tax amounted to 75 per cent of the total road building expenditure of the nation, including new construction and maintenance.

"State taxes have been tremendously increased in recent years. Although this is well known, it is not generally known what propor-

tion of this increase has been thrown on the car-owning citizens. In the past 10 years the percentage of increase in state automobile taxes has been 492 per cent, compared to slightly less than 100 per cent increase in the per capita state taxes, during the same period."

Delegate Sails; Sees Economic Gain Shortly

George F. Bauer, representing the National Automobile Chamber of Commerce, sailed on the S. Toloa, Saturday, February 11, to attend the Second Cuban Highway Congress, which is to be held in Havana, February 22-23.

President Gerardo Machado of Cuba is honorary president of the Congress which is to be held under the joint auspices of the Automobile Club of Cuba and the Cuban Automobile Dealers Association. The chairman of the Congress is Sr. Carlos Miguel de Cespedes, Minister of Public Works.

"Cuba's rapid progress in highway growth gives promise of a strong economic future for that country," said Mr. Bauer before he sailed. "The 121 mile Central Highway is now being pushed toward completion at maximum speed. Originally the project was scheduled to be done within ten years, but as a result of the first

Congress held in March 1926, the time was advanced to four years."

A bill, fostered by the American Motorists Association, and allied automobile organizations, for the construction of a nation-wide system of hard surfaced roads has been introduced in Congress by Rep. William P. Holaday. The roads range in width from 20 to 60 feet. The measure provides that all highways, radiating out of cities over 200,000 population, must be 60 feet wide for 25 miles out from the city.

Maybe the reason Sir Tom Lip-ton never manages to win one of these yacht races, he hates attending these champions' dinners.

Vick Brothers Used Cars

1924 WILLYS-KNIGHT SEDAN

This car is equipped with bumpers, snubbers, S. & M. spot, 75% new rubber and new Duco finish. Priced at \$550.00

1923 BUICK COUPE

In perfect condition with new finish, bumpers, spot and stop lights, snubbers, six 80% new tires and our price is only \$450.00

1926 FORD TUDOR SEDAN

In fine condition, 80% new rubber, Duco finish and priced at \$325.00

1924 STUDEBAKER LIGHT SIX COUPE

Overhauled and in perfect condition. This is a fine car and a snap at \$365.00

1926 FORD ROADSTER

Pickup body, motor and rear end overhauled. Just the thing for berry hauling. For \$250.00

FORD TON TRUCK

This truck has been used very little. Runs like a new job. Equipped with a good cab, stake body with stock loading platform. For \$175.00

Vick Brothers

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We are selling all our Used Cars at big reduction prices to make room for Spring business. The public approval of Chrysler has been so rapid that we are getting ready for the biggest year in Chrysler History.

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Chrysler 70 Sedan

W. Knight Sedan

Studebaker Touring

W. Knight Touring

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W. Knight Leather Sedan

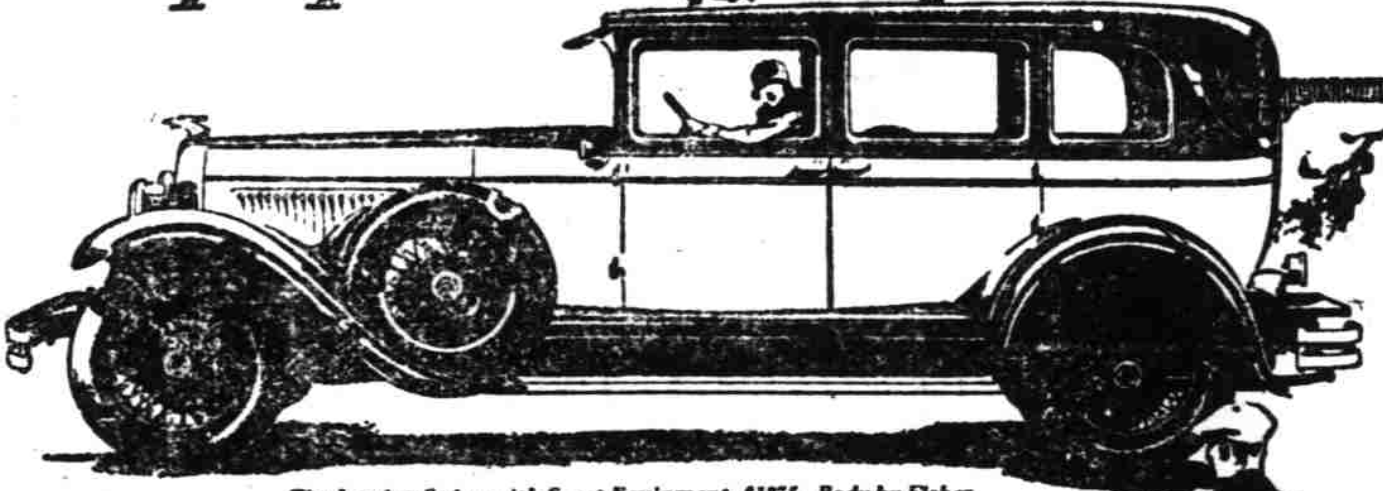
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Special Sport Equipment



The Landau Sedan with Sport Equipment, \$1375. Body by Fisher

Six massive, oversize tires on six trim wire wheels. A couple of "spare" cradled smartly forward alongside the sweeping hood. A trunk rack behind to hold luggage enough for a week-end trip or a summer's tour... and the All-American Six is jaunty, more dashing than ever before.

Style... beauty... a work. An air of distinction, snap and drive. An appearance that reflects its smooth and silent flow of power. A certain poise and assurance that result from All-American principles of design and Fisher body craftsmanship.

Add to this distinctive exterior the

extra measure of rakishness... the ultra-smartness that sport equipment provides at slight extra cost. The result is a degree of custom modishness never before offered in any car approaching the All-American Six in price.

PRICES
2-Door Sedan... \$1045 4-Door Sedan... \$1145
Landau Coupe... \$1045 Cabriolet... \$1155
Sport Roadster... \$1075 Landau Sedan... \$1265

New Series Pontiac Six, \$746 to \$875. All prices factory. Followed prices include minimum handling charges. Easy to pay on the liberal General Motors Time Payment Plan.

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VICK BROTHERS, Salem, Oregon

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