

# SPEED STRESS SALES DECRIED

### Individual Responsibility Essential in Cutting Down Accident Crop

Impressing the individual motorist with his personal responsibility in safeguarding American lives is the one direct and effective method of reducing traffic fatalities today.

And the individual motorist can not be expected to realize and assume this vital responsibility so long as automobile manufacturers stress high speeds as the feature of their products, in the opinion of E. H. McCarty, vice president and director of sales of the Nash Motors company.

"It is true that improvement in streets and highways and in the mechanical operation of the newest cars themselves is tending to increase the margin of traffic safety," he said today after studying the latest traffic fatality reports; "but it is also true that there is a general tendency toward excessive speeds both on the open road and traffic arteries of our big cities.

"Because of this tendency toward reckless driving I am heartily in accord with the appeal made by the National Automobile Chamber of Commerce against the stressing of high speeds in automobile advertising. It is only natural that when the high speed of his car is constantly brought to an owner's attention and when speed rivalry is made a public point of issue by various automobile makers the ordinary driver will enter into the spirit of the industry and use this necessary but dangerous element on every possible occasion. Safety experts agree that speeding and its consequent reckless driving and disregard for the rights of others is the major cause of automobile deaths. Obviously so long as speed is encouraged and made an issue among manufacturers those deaths are going to mount.

"Power and flexibility are after all, the essentials of the modern motor car. Speed ranges are the result rather than cause of these essentials. Because of the power and flexibility built into the new '400' series of Nash cars, for example, they have a proved and safe high speed range of from 70 to 80 miles an hour, depending on the models. They are all capable of much more speed than the ordinary driver should use, and this element only in emergencies. We certainly will not encourage him to drive 80 miles an hour just because that speed is built into his car.

# SAFETY STANDARD OF NASH CAR HIGH

High standards in traffic safety and automobile operating control have appeared on streets and highways of the country as a result of the recent introduction of the new Nash "400" series of cars, according to reports from experts and the owners who have now had ample time to test the unequalled steering qualities of the new models.

Steering ease is one of the outstanding features of the new Nash offering, and the system is an engineering accomplishment which has centered the interest of automobile experts the country over. It has been attained by the use of a new type steering mechanism which affords the fastest and easiest manipulation ever known in driving and in parking, and has reduced the Nash turning radius by 20 per cent.

This exclusive Nash design is of general interest. Briefly it includes the following features:

At the lower end of the steering column, under the hood, is the sector or worm gear. When the steering wheel is turned, this gear also turns. Upon the easy action of this gear depends the easy action of the steering wheel in the new Nash mechanism this gear is mounted in either roller or ball bearings.

The turning motion of the worm gear must be transformed into a transverse action to move the front wheels. This is done by means of the tooth which travels in the spiral groove of the worm. Here again is a possibility of hard steering—the friction between tooth and gear. Nash eliminates friction here by making the tooth a roller-tooth, which rotates with the gear at the same time that it travels along the worm. In the Standard Six a slightly different mechanism—the "cam and lever type"—is used. It is also designed to eliminate friction.

In still another way Nash eliminates effort. The front end of the car must rest on steering knuckles. At these points Nash uses ball bearings, transmitting the weight of the car to the wheels with a minimum of friction. And to make control of the car still easier, use of an inclined king pin brings the axis of the knuckle pin and the plane of the front wheel to intersect at approximately road surface. This reduces road shocks to a minimum and controls the car perfectly at high speeds.

## Help Wanted



## Oregon Highways

Report Furnished by State Highway Commission

**Oregon State Highway Commission**  
Weekly report on condition of Oregon State Highways, August 1, 1928.

**Pacific Highway**  
Portland-Oswego-Oregon City-Salem-Albany-Harrisburg-Junction City-Eugene-Cottage Grove-Roseburg-Grants Pass-Medford-Ashland-California State Line: Paved. West Side Pacific Highway: Portland-Newberg-McMinnville-Corvallis-Junction City-Eugene: Paved.

**Old Oregon Trail—East of The Dalles**  
Ontario-Huntington-Baker-Union-La Grande-Pendleton-Umatilla-Arlington-The Dalles: Oiled macadam.

**Old Oregon Trail—West of The Dalles, Columbia River Highway**  
The Dalles-Hood River-Portland-Rainier-Astoria-Seaside: Paved.

**Roosevelt Coast Highway—Clatsop, Tillamook and Lincoln Counties**  
Astoria-Seaside-Mohler: Paved to Seaside, balance macadam. Mohler-Miami: Highway route via Wheeler-Brighton-Lake Lytle, Rockaway, Barview and Garibaldi under construction but open to travel from each end. Through travel between Mohler and Garibaldi advised to take inside or Foley Creek route which is gravelled throughout.

**Miami-Tillamook-Hebo-Neskowin-Devils Lake-Siletz River**: Part paved, part oiled macadam, balance macadam. Oiling operations under way between Beaver and Neskowin. One way traffic provided.

**Siletz River-Otter Rock-Newport**: Macadam.

**Roosevelt Coast Highway—Douglas, Coos and Curry Counties**  
Reedsport-Lake-North Bend: Macadam. Surfacing operations under way between Reedsport and Lakeside. Free ferry across Coos Bay 7 a. m. to 11 p. m. Road from Drain to Reedsport open and in fair condition. Ferry across Umpqua River at Scottsburg, North Bend-Marsfield-Coquille: Paved.

**Coquille-Bandon-Port Orford-Gold Beach-Brookings-Cajon**: State line: Macadam. Ferry across Rogue river.

**Coos Bay-Roseburg Highway**  
Pacific Highway-Camas Valley-Myrtle Point-Coquille: Macadam. Resurfacing operations under way between Coquille and Hoffman bridge.

**Ashland-Klamath Falls Highway**  
Ashland-Klamath Falls: Macadam. Resurfacing operations under way between Keno and Klamath Falls.

**Willamette Valley-Florence Highway**  
Junction City-Cheshire-Golden-Blaichly-Rainrock-Mapleton: Macadam.

**Mapleton-Florence**: Dirt road, passable except after rains.

**Corvallis-Newport Highway**  
Corvallis-Philomath-Wren-Eddyville-Boledo-Newport: Macadam. Oiling operations under way be-

tween Corvallis and Eddyville.  
**McMinnville-Tillamook Highway**  
McMinnville-Sheridan: Paved. Sheridan-Willamina-Grande-Ronde-Hebo: Macadam. Part paved, balance oiled macadam. Bituminous macadam construction under way between Sheridan and Grande Ronde.

**Tualatin Valley Highway**  
Portland-Hillsboro-Forest Grove-Carlton-McMinnville: Paved.

**Mr. Hood Highway**  
Portland-Government Camp-Hood River: Paved to Multnomah county line, balance oiled macadam. Bituminous macadam construction under way between Sandy and Cherryville. Entire loop open for traffic.

**The Dalles-California Highway**  
The Dalles-Dufur-Maupin-Wasco county line-Madras-Ford-Klamath-Klamath Falls: Macadam. Oiling operations under way between Madras and Crooked River bridge. Either one way traffic or detour provided.

**Klamath Falls-Merrill-California State Line: Macadam**. Resurfacing operations under way between Klamath Falls and Merrill.

**Oregon-Washington Highway**  
Pendleton-Washington State line: Paved.

**Pendleton-Pilot Rock-Vision Heppner-Heppner Junction: Macadam**. Oiling operations under way between Heppner Junction and Ione. Either one way traffic or detour provided.

**Kamath Falls-Lakeview Highway**  
Klamath Falls-Bonanza: Macadam. Bonanza-Lorenz Mill: Old road, rough. Lorenz Mill-Betty Macadam. Beauty-Bly: Graded roadbed, rough. Bly-West Forest boundary: Under construction but open for travel. West Forest boundary-Lakeview: 35 miles macadam.

**Fremont Highway**  
Bend-Lapins-Silver Lake-Summer Lake: Partly macadamized, balance unimproved dirt road. In good condition. Summer Lake-Paisley: Nine miles macadam. Balance fair dirt road. Paisley-Lakeview: Macadam. Lakeview-New Pine Creek-California State Line: Partly macadamized, balance fair dirt road.

**Central Oregon Highway**  
Bend-Burns: First 12 miles macadam, balance fair dirt road. Burns-Crane: Macadam. Crane-Vale: Rough but passable.

**Sherman Highway**  
Biggs-Wasco-Moro-Grass Valley: Oiled macadam. Grass Valley-Kent-Shaniko-Junction-The Dalles-California Highway: Good macadam.

**John Day Highway**  
Arlington-Condor-Fossil-Spray-Dayville-Mt. Vernon-John Day-Prairie City-Austin-Unity-Ironside-Cow Valley-Brogan-Jamison-Vale-Ontario: Macadam. Oiling operations under way between Arlington and Condor. Either one way traffic or detour provided.

**Ochoco Highway**  
Redmond-Prineville-Mitchell: Macadamized and in good condition. Mitchell-Antone-Dayville: Dirt road, rough but passable.

**Crater Lake Highway**  
Medford Trail-Prospect-Union Creek-Fort Klamath Junction: Macadam. Road open to Crater Lake. Bituminous macadam construction between Prospect and Trail. One way traffic provided. No delays.

**La Grande-Wallowa Lake Highway**  
La Grande-Island City: Paved. Island City-Hign-Minam-Wallowa-

Lake: Macadamized and in good condition. Oiling operations under way between La Grande and Hign. Either one way traffic or detour provided.

**Baker-Cornucopia Highway**  
Baker-Halfway: 30 miles macadam and 30 miles graded roadbed. Good condition.

**Redwood Highway**  
Road to Oregon Caves Grants Pass-Deer Creek: Four miles oiled macadam, 17.5 miles macadam. Deer Creek-Kerby-Callerton state line: 31 miles oiled macadam. Kerby to Oregon Caves: Open for travel.

**McKenzie Highway**  
Eugene-Belknap Springs-Staters-Redmond-Bend: Macadam. City of Eugene power canal construction under way between Waterville & Hatchery. Drive carefully.

**Alsea Highway**  
Corvallis-Philomath-Alsea-Tide-water-Waldport: Macadam.

**Baker-Unity Highway**  
Baker-Unity: Ten miles macadam, 35 miles graded roadbed. Good condition.

**Pendleton-John Day Highway**  
Pendleton-Pilot Rock-Lasinka ranch: Macadam. Lasinka Ranch-Albee: Twelve miles unimproved mountain road. Rough but passable. Albee-Ukiah: Surfaced Ukia-Ritter: rough mountain road. Steep grades. Ritter-Mt. Vernon: Partly graded and surfaced, fair condition.

**Enterprise-Flora Highway**  
Enterprise-Flora: 35 miles improved road to Flora, remaining section rough country road to Astoria.

**Santiam Highway**  
Albany-Lebanon: Oiled macadam. Lebanon-Sheela Hill: Gravel road. Sheela Hill-Cascadia: Macadam. Closed beyond Cascadia.

**Willamette Highway**  
Goshen-Lowell: Macadam. Lowell-Oakridge: Rough but passable.

## FRAME TO FINISHED CAR IN THREE DAYS

From bare frame to finished motor car in owner's hands in three days—might be the title of this piece. It is another story with a new angle on the high speed methods popularized by the automobile.

The principal character in the story is the Oakland Motor Car company with several railroads and steamship lines interwoven into the theme.

The story begins on a recent Tuesday when the Pontiac division of the Oakland company had on hand scarcely enough car frames for a full day's output. Charles O. Miller, supervisor of purchases, got in touch with the suppliers, the A. O. Smith company, of Milwaukee. They had the frames in stock. E. L. Reese, Oakland traffic director, got busy with the railroads. They promised every aid.

On Tuesday morning the frames were loaded at Milwaukee on a Chicago, Milwaukee, St. Paul and Pacific train. The Grand Trunk ferry brought them to Grand Haven, Mich., where the Grand Trunk lines held up a crack train more than two hours to get the shipment to Pontiac, Michigan with all possible dispatch.

The frames arrived at the Pontiac factory on Wednesday morning, were immediately unloaded and started at one end of the assembly lines where, in an hour, they rolled off at the other and

completed cars. The Hokanson-Thomas company Oakland and Pontiac dealers for Milwaukee, had sent in a hurry-order for new Pontiacs. The cars were taken from the Pontiac production line to Detroit and there loaded on a Nicholson Steamship company boat on Wednesday afternoon.

The boat docked at Milwaukee on Friday morning, the cars immediately were delivered to their destination, arriving in the purchaser's hands by Friday noon—the cars built on the identical frames sent from Milwaukee on Tuesday.

## HUGE MOVING DAY AT OAKLAND PLANT

Moving day, that bane of housewives forced to plan the transfer of their effects from one apartment to another, has particular significance in its application to a great automobile concern.

Approximately 700 machines weighing upwards of 50,000 pounds each are the principal "effects" which maintenance engineers of the Oakland Motor Car company are now moving from the old Oakland engine plant, at Pontiac, Mich., to the new group of Oakland-Pontiac buildings on the edge of town.

Flat cars are being used for the transfer. Eighty millwrights, electricians, steam fitters and carpenters are busy on both ends of the moving line—one group dismantling machines and the other fitting them into place in their new location. Seventy flat cars

loads will be moved. This transfer is in accordance with company plans to centralize manufacturing operations in the recently completed Oakland and Pontiac factory buildings, which are said to be the most modern and best equipped in the industry. Gordon Lefebvre, vice-president, stated.

The machinery being moved is used to build engines for all Oakland All-American Six models. About 2,000 workmen are affected by the transfer.

As soon as the old engine plant is vacated, it will be completely remodeled and equipped with new machinery for the manufacture of chassis parts, according to Mr. Lefebvre. This move will provide work for 1,500 additional men, he said.

## MINING GAS FUMES OVERCOME TWO MEN

SAN BERNARDINO, Cal., Aug. 3.—(AP)—Gas fumes in a mine 75 miles east of Victorville, which is east of here on the Mohave desert, today killed two miners and overcame a third man. Reports made to officials here, who sent fire department gas masks to the mine, stated that Constable Sam Wood, member of a rescue party, was overcome but that he was rescued alive. I. S. Emerson, 60-year-old owner of the mine, and Henry Lofitke, were the victims.

# 442 Carloads of "Western Auto" TIRES Sold Last Year!



**Wearwell Balloon**  
Guaranteed 3000 Miles

Extraordinary savings are offered in these full balloons with broad ribbed, non-skid treads. Look at these low prices... and remember our trade-in allowance on your old tires!

Size	Our Low Price
29x4.40 Balloon	\$ 6.65
30x4.50 Balloon	7.25
30x5.00 Balloon, fit 29x4.95	9.25
31x5.00 Balloon, fit 30x4.95	9.55
30x5.25 Balloon	10.15
31x5.25 Balloon	10.95
30x5.77 Balloon	11.95
33x6.00 Balloon	13.90

More than 150 stores to serve you!

**Wearwell Cord**  
Guaranteed 3000 Miles

Our new Low Prices on these full standard weight tires, with thick, tough, road-gripping treads, offer tremendous savings to car owners of the West. Allowance for your old tires, too!

Size	Our Low Price
30x3 Cl. Regular Size	\$ 5.45
30x3 1/2 Cl. Regular Size	5.85
30x3 1/2 S. S. Oversize	5.95
30x3 3/4 S. S. Oversize	7.40
31x4 S. S. Oversize	6.95
32x4 S. S. Oversize	9.40
32x4 1/2 S. S. Oversize	9.95
34x4 S. S. Oversize	11.40
32x4 1/2 S. S. Oversize	13.90
32x4 3/4 S. S. Oversize	14.95

**Western Giant Balloon**  
Guaranteed 15,000 Miles

Extra heavy throughout... built to give extra mileage under the most exacting service. At our low prices they offer unequalled tire economy. Trade-in allowance makes these prices even lower.

Size	Our Low Price
29x4.40 Balloon	\$ 7.85
30x4.50 Balloon	8.85
30x5.00 Balloon, fit 29x4.95	11.85
31x5.00 Balloon, fit 30x4.95	11.95
32x5.00 Balloon, fit 31x4.95	12.85
30x5.25 Balloon	12.95
31x5.25 Balloon	13.45
30x5.77 Balloon	14.45
32x6.00 Balloon, 6-ply	17.95
32x6.00 Balloon, 6-ply	18.75
32x6.20 Balloon, 6-ply	20.75

**Wasco Cord**

30x3 1/2 \$4.45 29x4.40 \$5.65

These 4-ply tires are full standard size and weight new, fresh stock, well made and fully guaranteed. Wasco Tires are specially recommended for the motorist who wants to make a minimum investment.

Guaranteed against defects for 6000 Miles

30x3 1/2 Clincher... \$4.45  
29x4.40 Balloon... \$5.65

Open Saturdays to 9 P. M.

**Trade-In Your Old Tires!**

Make Your Savings Even Greater

Put new, fully guaranteed Western Giants or Wearwells all around, and use your old tires as part-payment on them, at any "Western Auto" Store.

More than 150 Stores in the West

**Western Auto Supply Co.**

SALEM STORE CORNER Commercial and Court—Tel. 799

**Western Giant Cord**  
Guaranteed 15,000 Miles (Reg. Size 10,000 Miles)

Our massive, extra heavy duty oversize super cord tires are extra heavy throughout—extra tread and sidewall thickness—extra heavy carcass—and extra quality materials. We invite comparison with any other standard make tire.

Size	Our Low Price
30x3 1/2 Reg. Size Cl.	\$ 6.45
30x3 1/2 Extra Oversize Cl.	6.97
30x3 1/2 S. S. Oversize	7.90
31x4 S. S. Oversize, 6-ply	10.95
32x4 S. S. Oversize, 6-ply	11.85
32x4 S. S. Oversize, 6-ply	12.45
32x4 1/2 S. S. Oversize, 6-ply	12.25
32x4 1/2 S. S. Oversize, 6-ply	12.75
34x4 S. S. Oversize, 6-ply	17.90
32x5 S. S. Oversize, 6-ply	23.35
32x5 S. S. Oversize, 6-ply	23.85

**New! the "45" Twin HARLEY-DAVIDSON**

Smooth, quiet power; amazing get-away; speed enough to pass any mile-a-minute car

It's here! — the Harley-Davidson that thousands of motorcycle enthusiasts have been waiting for—the "45" Twin.

Words can't picture the zooming acceleration—the gliding smoothness—the quiet speed—of "45" performance. But one ride on this brand-new Harley-Davidson will win you.

Come in and see it. Never before has so much motorcycle been offered for so little money! Come in today!

**Harry W. Scott**  
"THE CYCLE MAN"  
147 South Commercial Street

**All the New Harley-Davidson Features**

- Two Bullet Headlights. Double lights—greater safety. Tilted beam for courtesy light.
- Generator Controller. Quick, handy control of current output.
- Electrical Panel. Includes ammeter, parking light, and switches.
- 4-Tube Muffler. Makes exhaust wonderfully quiet.
- Clear-the-way Horn. High-frequency—penetrating, pleasing note.