

## New Auto Fees and Laws May Draw Consideration Of State Legislative Body

Mechanical Condition Found Big Element in Accidents; Provisions Needed to Protect Motorists From "Rambling Wreck" Drivers

By J. P. PRESCOTT  
OREGON motorists are giving a lot of consideration to prospective legislation to lower the fees they must pay the state and to ways of getting more highways. Some are trying to figure out ways to make driving safer. Not many persons have a way figured out to lower the cost to the automobile owner without reducing the funds on hand for building and maintaining highways. Few have concrete ideas of what law changes they want.

A graduated fee to depend on the age of the car has been proposed as a relief to the motorist who keeps his machine several years as a family car. A few dollars each year would be saved by each owner of an old machine. The state, however, would lose a few hundred thousand dollars much needed for highway construction and maintenance.

**Inspection Required**  
The "rambling wreck" a menace to all highway traffic would be encouraged by such a reduction of fees for the aged and infirm. True, these old veterans bring many dollars to the garage and parts man but they also have their effect on new car sales. Several eastern states have passed measures to rid the highways of this menace.

A state law requiring the inspection of all machines for mechanical soundness would ban the living dead from the roads regardless of the tax put upon them. Such action would favor new car sales but it would also protect new car owners from the class of drivers who need not worry whether they "lock fenders" with another machine because one more wrinkle would mean nothing to the appearance of their "buggy."

Speed of itself is not recognized as a menace to safety by numerous states having thickly populated districts where the rapid movement of traffic is essential. Oregon faces a similar problem of traffic movement due to the distances between business centers. Few salesmen in those states must make a run as from Salem to Albany or Oregon City or McMinnville without a call. In few cases do motor stages make such runs without terminal stops.

**Care of Car Factor**  
Accident records show that the majority of wrecks are not to be blamed on the taxi driver or stage driver who must cover the maximum amount of ground in a short time. Few persons standing on a corner in a large city can help but gasp at the taxi drivers darting around. Few, however, have seen them in accidents for which they might be blamed. Stages in many parts of the country operate on a schedule calling for an average time between terminals equal to the maximum speed at which they may run in Oregon.

The taxis and stages operated at these speeds are kept in first class mechanical condition. They are inspected each time they go to the garage. Brakes must be working as near perfectly as possible and all steering parts must be tight and strong. Private ma-

## Winter Sports Attract Drivers To High Roads

Snow in the mountain passes of the Cascades will attract many motorists of Salem today. Mount Hood loop is open as far as Swim and the McKenzie highway to Belknap or Foley Springs. All roads to the coast are in good shape.

Chains are advised on the loop and McKenzie roads as the paving may be icy. Winter sports abound along both these routes. Weather changes would greatly affect driving conditions as well as recreational facilities either toward the coast or mountains.

## GOODYEAR BUILDS ENORMOUS HANGAR

"The largest building in the world is now being constructed at Akron, Ohio, by the Goodyear-Zeppelin corporation, a subsidiary of the Goodyear Tire and Rubber Co.," said Frank Doolittle, Goodyear tire dealer at 294 N. Commercial street.

"This building will be a giant hangar," he explained, "to house the two largest airships ever assembled and also to be built by the Goodyear company for the United States navy."

"Ground already has been broken and work is being pushed preparatory to actual erection of the building which will not only be the largest hangar ever constructed but will cover the largest single floor area under one roof in existence, the total size being more than twice that of the Union passenger station concourse in Washington, D. C."

"Actual size of the building will be 200 feet high, 1,175 feet long, and 325 feet wide, large enough to completely cover two buildings the size of the public auditorium in Cleveland, one of the biggest buildings of its kind in the world."

"The floor area will be 389,000 square feet entirely unobstructed, and more than 6,000 tons of steel, 1,300 concrete piles and 7,000 yards of concrete will go into the erection."

"As the hangar will be primarily a manufacturing building, it will contain, along each side, extensive shops, storage space, offices, design and drafting rooms, comprising the production facilities of the plant, the first of its kind in the western hemisphere."

"Under the direction of Dr. Karl Arnstein, vice president and chief engineer of the Goodyear-Zeppelin corporation, extensive experimental work was conducted before the plans, which include a number of new factories in hangar construction, were prepared."

"The hangar will house the two naval airships which are to be 785 feet in length, 134 feet in diameter, and with a capacity of 6,500,000 cubic feet of helium gas. The hangar is to be completed sometime in 1929."

## The Road To The Southland Beckons The Traveler



Tentative route of the proposed Pan American highway, dream of statesmen for half a century. The map above has been prepared from the most authoritative government sources, but the actual determination of the route awaits a field reconnaissance by competent engineers.

## Progress Reported in Move To Reduce Accident Ratio Problem Still Faces Nation

WASHINGTON, D. C., Jan. 5.—Optimism regarding the future of the movement for national traffic safety in the United States was expressed in a New Year statement broadcast from the national headquarters of the American Automobile association today.

The A. A. A. statement, issued under the signature of Thos. P. Henry, president of the national motoring body, coupled a strong note of warning with its recital of favorable trends and tendencies in the field of traffic safety.

"The safety movement in 1928," he said, "disclosed unmistakable and tangible signs of progress, but we must be everlastingly cautious of the fact that the toll call of injuries and accidents continues to be an imperative challenge to our vaunted sense of civic responsibility, to our inventive and engineering skill and to the educational institutions which are doing so much to make the new generation safety-minded."

Summarizing a nation-wide survey of safety activities, Mr. Henry declared that the cooperative effort so noticeable in 1928 had been particularly manifested in the attention devoted to the education of all classes in safety prin-

## OUT-OF-WAY TOWNS PUT ON R. R. MAPS

Most cities and towns in the United States not now enjoying trunk line rail connections will be placed on railroad maps in the near future through the aid of the motor bus, in the belief of government transportation men.

The interstate commerce commission is now considering applications of various railroads for permission to supplement their rail passenger service with bus lines.

Sixty-seven of the important railroads of the country, including Baltimore and Ohio, the Great Northern, Southern Pacific, Northern Pacific, Pennsylvania and others, are now using motor buses to service communities lying off their main line.

## Inter-American Highway Connecting 2 Continents To Widen Touring Horizon

Lands of Incas and Aztecs Will be Penetrated by Route Progressing Through Central Nations; Segments Now Complete in South

The touring horizon of the American motorist bids fair to be immeasurably widened in the reasonably near future, according to reports of highway progress in Latin America and recent action looking toward the realization of an inter-American highway linking the peoples of the western hemisphere. Already, according to authoritative reports, the countries of Central and South America are alert to the advantages of highway improvement, and after decades of planning and speculation the first practical steps toward the construction of the age-old dream of a Pan-American highway, stretching from the cold reaches of the north to the tropical lands of South America and beyond again to the temperate zone, are about to be undertaken by responsible governments and organizations.

**Difficulties Lessened**  
The physical difficulties, long held insurmountable, are now by competent engineers, said to be no greater than those encountered in certain stretches of highway construction in the United States, nor more forbidding than those overcome by engineers in building the recently completed highway from Rio de Janeiro, Brazil, south to Sao Paulo and north to Petropolis. The economic and political considerations are other matters, but they, too, are expected to yield to the influences at work and to the growing sentiment of mutuality and friendship among the countries embraced in the Pan American Union.

The field reconnaissance, it is said by confederation officials, will confine itself for the present to the countries of Guatemala, Honduras, El Salvador, Nicaragua, Costa Rica, and Panama, because of the limited time available going no farther than the Colombian border. The engineers will not concern themselves at this time with the United States, since ample highways already exist to many points on the Mexican border; nor with Mexico, since the government of Mexico already has formulated an extensive road program. Dr. Octavio Dubois, chairman of the National Highway commission of Mexico, has promised that much of the Mexican sector of the Pan American highway, from Laredo, Texas, or Nuevo Laredo, state of Nuevo Leon,

Conquistadores Followed  
With the ultimate completion of the highway, or even with the building of certain sections, the lure of the road to the American car owner will be more compelling than ever before. Many of the roads listed as "projected" are in fact traversable in dry seasons of the year, while other stretches actually are under construction at the moment.

Recent investigations by the confederation discloses the interesting information that many links in the highway already are in passable condition, which reference to the map will confirm. Many of the roads listed as "projected" are in fact traversable in dry seasons of the year, while other stretches actually are under construction at the moment.

These are the lands of the conquistadores, the Spanish conquerors, who explored for gold and silver and stayed to found kingdoms for ancient Spain. Columbus first saw them, and Cabot explored the inland shores of the native rivers.

Here, centuries ago, flourished forgotten civilizations. Mayan, Toltec, Aztec and Inca. Here nodged an Aztec idol, his votaries long since fled, while giant Mayan sundials of accurate geometric design cast the same shadows by which ancient astronomers reckoned time. Over there the snow-capped Andes frowned down on the placid Pacific, while the marsh-lands and the deserts are challenges rather than obstacles to the enterprise of the modern engineer.

The paint used on the White House is made of 70 per cent white lead, 30 per cent French white zinc, and sufficient raw linseed to make it flow properly.

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