

## CHILDREN NOW ROAD MENACE

Motorists Urged to Exercise Caution With Reopening of the Schools

WASHINGTON, D. C.—On the eve of the reopening of public, private and parochial schools throughout the country, the American Automobile association today broadcast a warning to motorists that the return of millions of children to the schoolroom will create new traffic hazards and urged careful driving on the part of every car owner.

The national motoring body pointed out that the prevention of accidents involving school children is largely within the province of the motorist, and the exercise of caution will go far in reducing the number of deaths and injuries.

"School days are just ahead," says the statement, "and millions of children will be upon the streets and highways. In this vast army will be little ones of four, five and six years of age who for the first time and leaving the protection and safety of their homes to enter an entirely new world. There will be problems enough without that of the reckless driver.

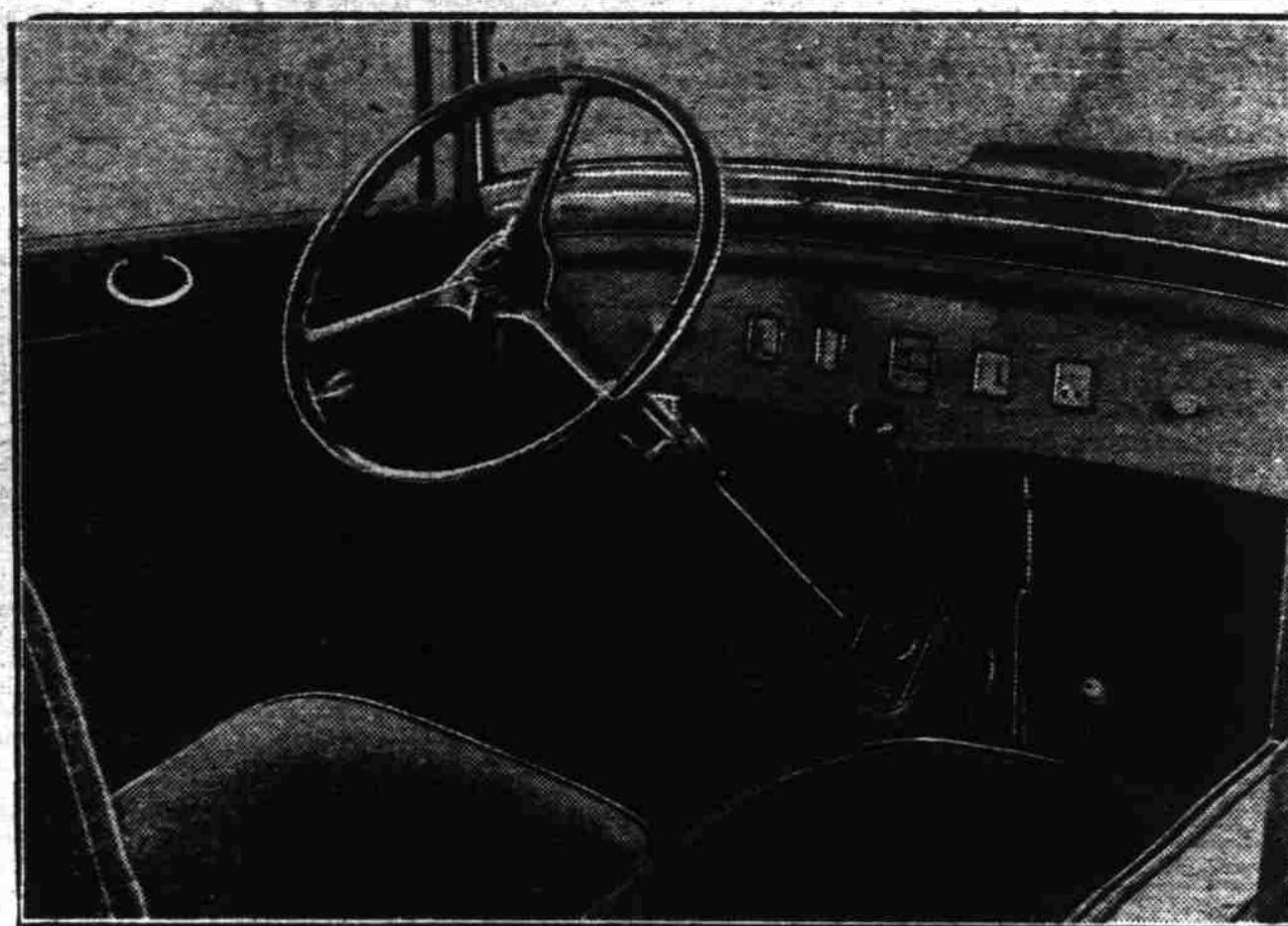
"While there is no doubt that teaching of safety in the schools throughout the country, safety posters and the effective work of the schoolboy patrols has done much to protect these youngsters, the problem will still remain as a challenge to the nation.

"Every motorist should feel obligated to have a part in this great humanitarian work, and they should realize the enormous difference their care and consideration would mean in keeping these children safe from physical harm as well as from a fear that may mar the rest of their lives. Such a spirit on the part of the car owners will do more than anything else to make for safety."

The A. A. A. declared that while safety is now a part of the curriculum in many states, and children who have had one or several years in school have been taught the rudiments of safety, they cannot always be expected to exercise the utmost care. After spending the vacation period on safe playgrounds, there is always a tendency toward a let-down in their safety sense when they first return to the streets. Unless the drivers of all motor vehicles are on their guard at all times, this let-down will result in many fatalities and injuries," says the statement. It continues:

"The reduction of accidents that is traceable to the establishment of school-boy patrols in hundreds of schools throughout the country is evidence that the courteous helpfulness of motor car drivers has been extended to these youngsters whose white belts and arm bands identify them as safety crusaders. There is every reason to believe that still greater cooperation will be given during this school year.

## Comfort - Convenience - Clear Vision



STRIKINGLY NEW FEATURES FOUND IN 1930 GRAHAM-PAIGE CARS  
In this illustration may be seen many of the striking features of all models of the 1930 Graham-Paige cars recently introduced. The photograph shows the driving compartment of the 612 two-door sedan, the lowest priced car of the line. Besides the new three-spoke steering wheel and the clear vision instrument board, note the molded rubber floor boards, the rubber trends on the pedals and on the treadle-type accelerator, the aluminum floor plate with close-fitting rubber gaskets surrounding the adjustable pedals and the steering column, and the adjustable rubber seats (available in the two-door sedan only). In four-door models, the adjustable front seat is adjustable but has a rigid non-folding back. In the larger cars, the instrument dials are similarly mounted in individual frames, but include an electric clock; while the instrument board itself has a narrow chromium bead at its lower edge, and is handsomely paneled.

## Heard Along Auto Row

Ward McReynolds, well-known Salem automobile man, is sales manager of the recently organized Salem branch of the Oregon Hupmobile company.

Jack Hardin, salesman with a local automobile concern for a number of years, last week joined the sales force at Loder Bros. R. H. Marshall, former printer, has also accepted a position as salesman with the Graham-Paige dealers. These two additions complete a staff of four salesmen for Loder Bros., who announce that last month showed the most rapid increase in sales since they have been in Salem. Thirty-three new and used cars were sold.

The Packard Service and Sales company was represented by Joe Goodfellow, Joan Kreg, and Reginald Twyman, at a meeting of Packard dealers in Seattle Tuesday. The meeting offered an opportunity for viewing and discussing the 1930 Packard.

Mrs. T. H. Galloway, bookkeeper for the Salem Automobile company is spending three weeks in the middle west.

"Bob Allen, former truck salesman for Otto Wilson, was in Salem Friday. Allen is working with

a branch of the G. M. C. in Portland.

The paneling and interior work of the Bonesteel Motor company's showroom was enameled an apple-green during the past week. This completes the cream and green scheme of the room.

H. D. Gordon received the salesman's bonus for Loder Bros., having made the largest number of sales during August.

An 18-hour mechanical service is now being offered by the Salem Automobile company. Durant dealers and service men. Previously only an eight-hour service was available.

Pat Dunn, Durant factory representative, was a Salem Automobile company visitor Friday.

The Fitzgerald-Sherwin Motor work

company has been running short-handed this week: The service manager, salesman, mechanic, and salesmen have been in Portland attending the Chrysler service school in session for six full days there. The school which is conducted in large cities all over the country every two years is for the purpose of giving first hand information on maintenance and upkeep of Chrysler products.

In spite of this general exodus, J. E. Fitzgerald claims that with the aid of the office girl he sold five cars Thursday.

Statistics assembled by the American Automobile association show that more than 300,000 mechanics are employed in automobile service establishments and repair shops throughout the country. It estimates that 100,000 new repairs are needed each year to replace losses in the ranks and to take care of increased

## PRODUCTION SHOWS 78 PER CENT GAIN

Makers Turn Out 3,826 Air Motors First Six Months of 1929

CLEVELAND—(Special)—Airplane engine production reached the highest peak in the history of aircraft industry during the first six months of this year, when 3,826 motors were manufactured, according to a report made public by the Aeronautical Chamber of Commerce of America.

The six months production report, presented at a conference of airplane engine manufacturers here, shows that the new engines produced had a retail value of \$14,349,375.45. Of the total number, 3,375 were absorbed by the commercial airplane market, representing a total value of \$10,923,274.30.

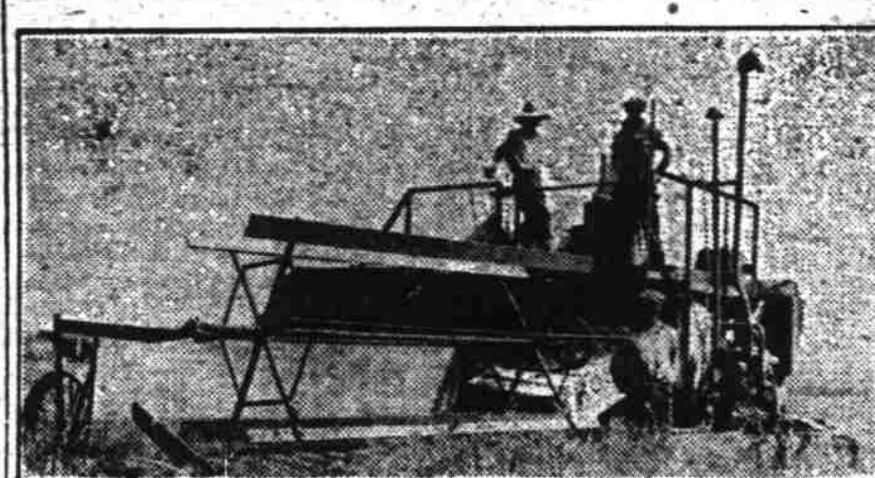
This reports shows a 78 per cent increase during the first six months of 1929 over the entire output for 1928, with an increase in value of 20 per cent. An active market for the medium priced motors was said to be indicated by this relatively small increase in the total value of engines produced.

Five hundred and fifty-one military engines were manufactured, with a total value of \$3,426,401.15. Like the production report on military airplanes made yesterday, the engine report also shows a decline in the manufacture of military engines. The total number produced was but 40 per cent of the 12 month total for last year.

The total retail valuation of airplanes, engines and parts produced in the United States during the first six months was set by the Aeronautical Chamber of Commerce at \$50,000,000. This is within \$12,000,000 of the total retail valuation for the 12 month report in 1928.

In the commercial field, the six months report shows that 43 engines produced were less than 50 horsepower as contrasted with 32 in this class for 1928's total. Between 50 and 100 horsepower, 509 engines were manufactured during the six months as compared with 237 for the 1928 12 month total.

## New Harvesting Method



Left, Joseph Strutz, 11; right, John Strutz, 15; on ground, Herman Strutz, 19, operating combined harvester.

## BOYS RUN MACHINE ON MOTHER'S FARM

Gone are the old harvesting methods on the farm of Mrs. Matilda Strutz, three miles east of Salem on the Garden Road. No more long drawn out harvests starting with the binder and ending with threshers and strawstackers. This season Mrs. Strutz purchased a combined harvester, a Holt machine with ten foot cut. Her three sons are operating it. Herman, 19, is sack sewer and separator man. John, 15, is driving the tractor which draws the combine. Joseph, 11, is header puncher. The trio have been operating the machine nearly two weeks and according to M. W. Maynard, manager of the Loggers and Contractors Machinery company, local representatives for the Holt line, they have gotten on without any trouble at all.

The machine cuts about 15 acres a day. They expect to cut with it some 500 acres this season, oats, wheat and barley.

It is only within the last few years that it was found the combined harvester could be used successfully in the Willamette valley. Within four years combine harvesters have come in and are now being used to harvest grains and seeds of all kinds, including rye grass, alsike

clover, and canary grass, all of which have very fine seeds. The resulting transformation in harvesting methods makes for savings to the farmer and is directing him toward production of grains for seed rather than food grains such as wheat and oats.

## 58 Per Cent of New Autos are Sold on Time

More careful investigation of credit risks, stricter financial terms, and the lower prices of cars are reducing the percentage of cars sold on time payments.

The national motoring body pointed out that 58 per cent of the new cars sold in 1928 were on the time payment plan, as compared with 58.2 per cent in 1925. In this connection, it is 60.8 per cent of used cars sold in 1928 were on the installment basis, while 62.8 per cent were sold on this basis in 1925.

## New Manager for Packard Agency

Joe Goodfellow has assumed the management of Service and Sales, Inc., Packard agents for Salem. Mr. Goodfellow has been with the Packard line for many years. Recently he has been in Longview selling Packards there.

## AIR CONFERENCE TO TALK TRAFFIC

Heads of Air Lines Mee in Kansas City on Sept. 16-18

KANSAS CITY, Mo. (Special)—The National Air traffic conference of the Aeronautical chamber of commerce here September 16, 17, and 18 will bring together for the first time the "Empire Builders of the Twentieth Century"—men charged with the development of a vast system of air passenger, mail and express lines.

Names identified with the building of the two scores principal air transport lines in the United States crowd the three day program, which is designed to enable the transport operators to exchange data on the solicitation and handling of traffic and thereby develop air travel.

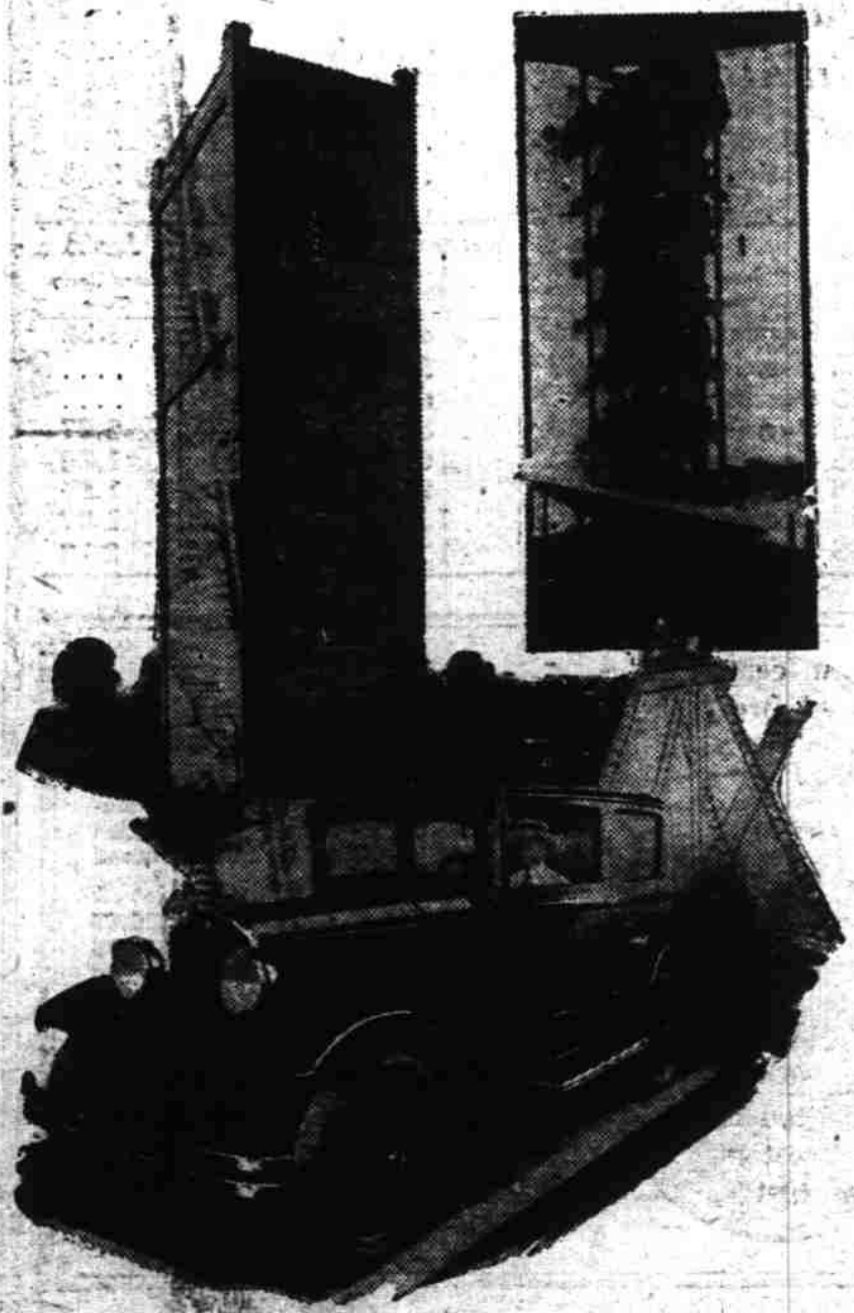
Col. Paul Henderson of Transcontinental Air Transport, Inc.; Major General John F. O'Ryan of Colonial Air transport, Inc.; Harris M. Hanshue, of Western Air Express; P. G. Johnson of Boeing Air Transport; J. M. Eaton of Pan American Airways, Inc.; Halsey Dunwoody of Universal Air Lines, Inc.; Lester D. Seymour of National Air Transport, Inc.; Col. L. H. Brittain of Northwest Airways, Inc.; and Stanley E. Knauss of Stout Air Lines are but a few of the prominent air transport executives who have accepted invitations as speakers at the conference.

Declaring that a conference is necessary now to perfect a vast system of co-ordinated air transport lines for the air traveler and to save millions of dollars which might be wasted in faulty development, the National Air Traffic conference was called by Frederick B. Rentschler, president of the Aeronautical chamber of commerce, and Col. Paul Henderson, president of the American Air Transport association.

It will be the first time that the traffic executives of the air lines, who are responsible for building of public patronage, and for many it will be their first meeting with

(Continued on page 11)

## Tower Saves Parking Space



This may be a picture of your future garage. While it occupies the ground space of only a two-car garage, this tower serves as a parking space for ten automobiles. The tower is a reinforced concrete shell within which are ten platforms that move up and down on an endless chain, in such a way that two platforms are always at the ground level. The platforms are operated on the same principle as a self-operating elevator. Upper left—The exterior of the original tower garage which has been built at Sandusky, Ohio. Upper right—A mechanical model showing the way in which the platforms operate. Lower—Plymouth car on one of the platforms.

## The Completeness of MORELAND



EXAMINE specifications of a Moreland motor truck and you will find the finest mechanical features engineering skill can provide. Not here and there, but consistently throughout the vehicle.

Six-cylinder motor—7-bearing crankshaft—4-wheel brakes—cam-and-lever steering—multi-speed transmission—full-floating rear axle—worm drive—auxiliary full-load springs—deep center section alloy steel frame—coupe cab—6 wheels and dual axle drive (on larger models). These features indicate the thoroughness of Moreland construction.

A finished product, in various models to fit all western transportation... backed by Moreland West-wide service... this is completeness that insures positive money-making operation.



12 Custom-built Models

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## WINNING NEW FRIENDS EVERY DAY

Triumphs won, sales records broken, world-wide acclaim as the most successful achievement in the field of low-price sizes have not found the De Soto Six content to rest upon its laurels. † Conceived, engineered and built by Chrysler Motors, this car of character is continuing to prove its superior appeal to those who insist on distinction in their motoring. † Alert and brilliant performance, smooth power, easy control and the utter comfort of this stylish six have captured almost romantically, the fancy of the motoring public. † Owners, indeed, talk of the De Soto Six in terms of generous affection as if it were a living comrade rather than a motor car. It is this individuality that has set De Soto Six apart. It is this which will make you eager for this car's possession as soon as you get your hands upon the wheel.

PRICES AS LOW AS \$845 AT THE FACTORY



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Delivered price, fully equipped, Salem: 4-door sedan \$1095; 2-door sedan \$1055; business coupe \$1055; roadster \$1055; phaeton \$1055; de luxe coupe \$1095; de luxe sedan \$1165.