

OUT-OF-DOORS SECTION

Automotive Information

Talk of the Road and News of the Day for Motorists and Outdoors folk

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PAGE THIRTEEN

DESIGNERS EYE WILLYS-KNIGHT

Distinctiveness of New Great Six Models Disclose New Treatment

Automobile body designers of both custom and standard production cars are showing a marked interest in the new Willys-Knight Great Six which is now being shown throughout the country in showrooms of Willys-Overland merchants.

Although the design of these new cars is not radical and keeps well within the bounds of refinement, yet the completeness of each detail is seen as a marked advance of previous body types.

For example, a side view of the Great Six Sedan shows that the straight horizontal lines have been almost completely eliminated. This has been accomplished through the treatment of the belt moldings which curve up at the front and rear, blending nicely into the window frames.

This new conception of outstanding style is carried also into the interiors which are marked by unusual refinements. The hard-wood trim is a distinct relief from the highly polished nickel finishing so generally employed, and is in perfect harmony with the rich upholstery fabrics.

HENRY FORD'S FINE RECORD BECALLED

By DAVID J. WILKE (Associated Press Correspondent) DETROIT, Sept. 21 (AP)—Henry Ford drove what commonly was said to be a "dreamer" in the streets of Detroit in the nineties and received the jeers and criticisms of his fellow citizens.

Up to that time the great majority of Ford's fellow citizens were convinced that as a transportation factor the automobile was of little consequence.

"Down an asphalted street Ford rushed her. People came to the windows and looked out with apparent curiosity. Pedestrians stopped to see him pass."

The ever-present optimism of Ford kept him smiling despite the scoffers. Driving the delivery wagon through downtown Detroit streets he called his reporter-passenger's attention to a harness shop.

"See that harness maker's shop?" he asked. "His trade is doomed."

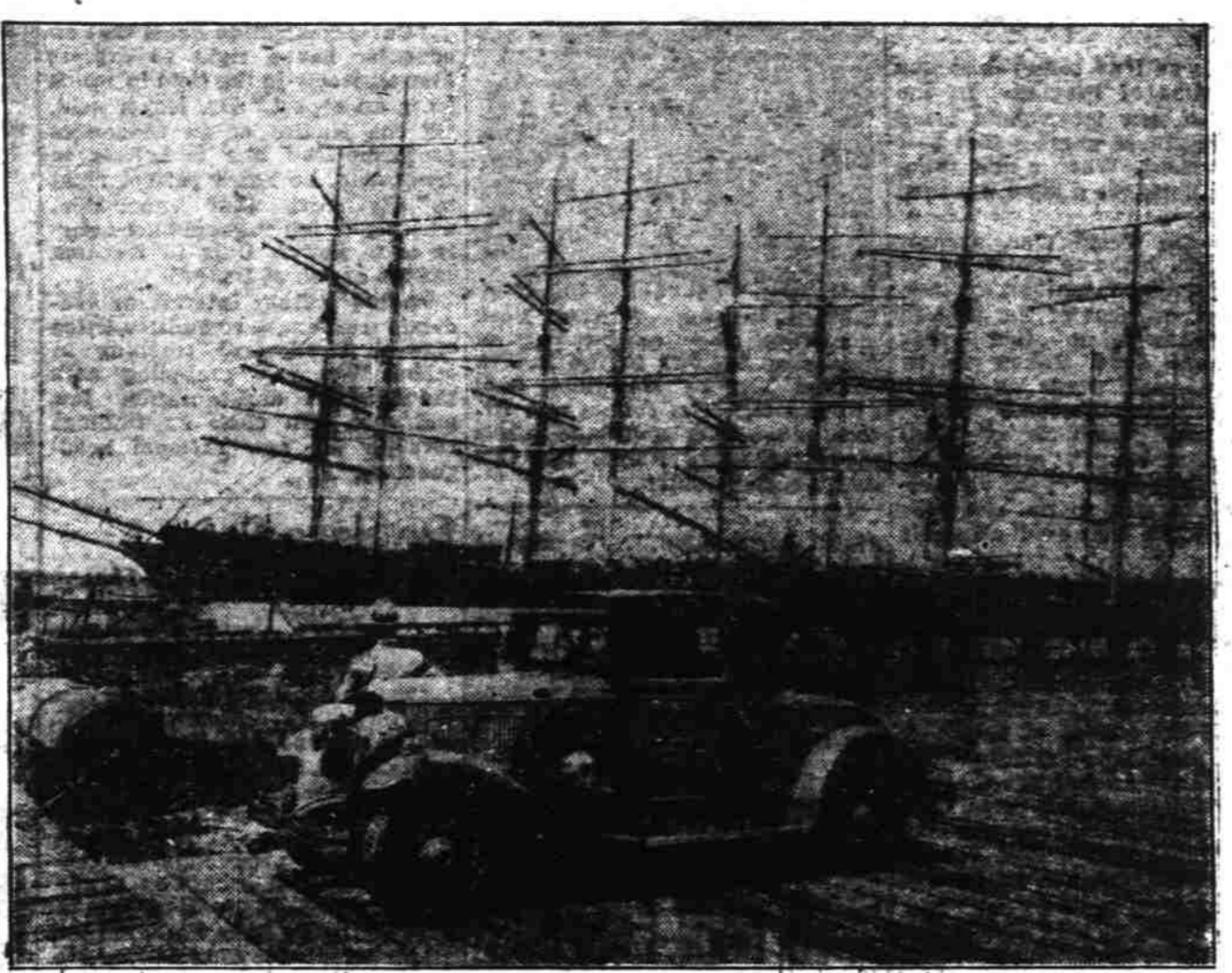
Seemingly Ford convinced the reporter that the motor vehicle was ready in 1900 to be given serious consideration.

What amuses the resident American, however, is to hear London picture-goers complaining about the "accents" of the play-ers who are British.

To an American the speech of Coonan still sounds British, but the British ear immediately knows the difference.

Victor McLaglen likewise is viewed as one who used to speak English but now, alas, betrays in every sentence the linguistic havoc wrought by residence in America.

Pennons Wave No More



Because it is the last fleet of "windjammers" in the world, and because the trim old sailors will soon go the way of all old-time "canvas powered" vessels, the Alaska Packers' famous fleet, at anchor in San Francisco Bay, is attracting wide attention in marine circles.

turned to his office, however, and wrote an article describing the machine and the demonstration of its capabilities in words that praised instead of condemned.

"Nothing but the absence of the preverbal horse revealed that the motive power was to come from within," he wrote. "Inside no room apparently was taken up with the machinery."

"The apparatus, the Ford engine with electric spark, is composed as far as possible of aluminum parts.

"What the writer referred to as 'the murrin of the newest and most perfect of forces, the automobile,' was described as 'not like the puff, puff of the exhaust of a gasoline river launch, but a long, quick, mellow gurgle, a sound, not harsh, not unmusical, it is civilization's latest lisp.'"

How uncertain were the automotive pioneers of the future of the industry even in 1900 is shown in a discussion at that time of "steep track roadways" for the benefit of the horseless carriages.

Several pieces of roadway in various sections of the country were equipped with the steel tracks. Proponents of the idea argued that greater loads could be carried at greater speed over such tracks.

"Just as a great river is fed by many tributary streams as it flows smoothly to its destination, so is the final assembly line of the modern efficient, and economically operated automobile plant of today fed by many tributary streams of materials and parts that are assembled into the completed car," according to P. C. Saucy, operating manager of the Plymouth Motor corporation at Detroit.

Even British Voices are Found "Foreign" in London

By WADE WERNER (AP Feature Service Writer) LONDON.—(AP)—That American account in talking pictures brought here from Hollywood still worries some of the London film critics, although the film fans themselves gradually are getting used to it.

What amuses the resident American, however, is to hear London picture-goers complaining about the "accents" of the play-ers who are British.

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Toronto Conventhion Will Reveal Unions' Progress

TORONTO.—(AP)—Holding its annual convention in Canada for the third time, the American Federation of Labor will reveal progress in the Dominion as part of the general soundness that is said to make 1929 a banner year for organized labor.

There has been an increase of 7,385 in Canadian membership during the year, bringing the total to 126,626. The increase of 22,591 over the last three years is said to be more than the entire membership of Canada's non-affiliated unions.

New figures to be revealed at the convention here are expected to raise the membership of the federation from the 2,900,000 mark of 1928 to well above 3,000,000.

William Green, president, will call the convention to order October 7. Sessions are expected to extend over a period of two weeks.

Ramsey MacDonald, British premier, is to be invited should he carry out his intended visit to the United States.

Prominent officials of the Canadian government, both national and local, are expected to address the convention.

In addition to current labor problems the convention is scheduled to deal intensively with such subjects as immigration, labor injunctions and industrial conscription.

The latter is, by far, the chief subject of debate. At the head of the war department Rep. W. Frank James of Michigan has introduced a bill in congress to regulate industrial wages in event of war, principally to prevent their increase.

The federation fears it might result in conscription for labor much the same as conscription for military duty.

Ed Ruth, salesman for W. L. Anderson, returned last week from an extended vacation in Newport.

J. H. Maden, manager of the F. W. Pettyjohn company is anxiously awaiting details concerning the new Nash models to be announced in a few days.

OVER-PRODUCTION DANGER IN WHEAT

U. S. Department Warns Farmers on 1930 Crop; Other News Notes

The U. S. bureau of agriculture says that producers of winter wheat should not plan their 1930 production with the expectation that wheat crops in foreign countries will be so short as to provide a market for their wheat equal to that of the present season.

Should farmers carry out their expressed intentions this fall to seed a wheat acreage 1.2 per cent greater than needed last fall, with average abandonment and average yields, production would continue to be well above domestic requirements and the 1930 winter wheat crop must be marketed upon an export basis.

With normal or average yields in Canada, Argentina and Australia, producers must count upon keen competition in world markets. The world markets for wheat of the 1930 crop will probably be no better, and may not be as good as that for the present season.

Success in Egg Production

The Egg Examiner, official organ of the Pacific Poultry Producers, advises its patrons thus: "To raise the standard of quality of your eggs cannot be urged too strongly. Proper conditions of temperature, cleanliness, careful packing, handling and transportation, better internal quality, firmer shell texture, all contribute vitally to an adequate profit in the poultry business.

Transporting Feed by Labor-Saver An exchange says that a well known cattle feeder uses an ordinary litter carrier to transport feed from the barn to feed bunk, this carrier runs on a cable supported by posts. The cable extends across the feed lot above the bunk. He uses the carrier to haul silage and chopped corn fodder from the barn, thus saving himself many steps.

Strawberry Growers' Outlook On the basis of reports from growers as to acreages planted and planned for the 1930 season the prospect for strawberry growers now seems to be better than at any time since 1928 says the agricultural bureau.

What a Nickel Can Do Five cents in form of electricity will do a great many things. It has been figured out that a nickel's worth of electric current generated by a farm light plant will milk ten cows, separate 1400 pounds of milk, churn 20 pounds of butter, sharpen an ax or a scythe on the grindstone six times, pump two days' supply of water, run an electric sewing machine five hours or do two large washings.

Old bundles of papers 5 cents, 215 N. Com'l, Statesman office.

More Than Three Deaths Per Hour Caused by Car Crashes in United States

Motor Vehicle Accidents Take Terrific Toll of Lives Despite Myriad of Safety Devices for Auto Driver

WASHINGTON, D. C., September 21.—An average of more than three deaths in the United States every hour of every day in July was caused by motor vehicle accidents. This in the face of the myriad safety factors that are built into and that surround the modern highway and city street.

Cities, states, railroad companies and automobile manufacturers now spend millions of dollars annually to protect and preserve all citizens who participate in present day vehicle and pedestrian traffic.

Yet motor vehicle deaths in July exceeded those in June, and the total deaths to date in 1929 show an increase of six per cent as compared with the similar period of last year.

15,900 Persons Killed First Seven Months The first seven months of 1929 saw an estimated total of 15,900 persons meet death on America's highways and city streets.

This number is only a small portion of the great army of victims who were not killed, but of whom many were maimed for life, many never will walk again, some will never see, each of them a personal tragedy, and an economic loss to the nation.

Representative states report about 35 serious non-fatal accidents to each fatality. On that basis, more than one half million persons can be estimated as the toll of serious injuries in traffic this far in 1929.

Based on the studies of costs of motor vehicle accidents made by the statistics committee of the national conference on street and highway safety, a conservative figure for this year will reach above one billion dollars.

Stricter action by the ever-soaring figures on traffic deaths, the traffic committee of the American Road Builders' association is sponsoring its third annual highway safety campaign.

A survey is being made with a view to ascertaining what remedies might be most effective in halting this fearful loss of human lives.

It has been found, according to the association, that proper measures for safety are going into the building of highways and of vehicles to operate over them, and that the greater blame, as in all previous investigations, must be laid at the door of the reckless driver and the unwary pedestrian.

Consulting the national safety council figures for July, it is found that pedestrian deaths continue to lead the list of traffic fatalities, taking 54 per cent of the total number.

The American Road Builders' association believes in furthering and impressing the education of children along highway safety lines; it is heartily in favor of school lessons, drills and plays on the subject, of school boy patrols and of all other methods that will instill caution into youthful minds.

Not the sort of education that will break down youthful spirits by thoughts of constant danger, but the development of instinctive, unlearned caution, such as that which keeps a child away from a red hot stove.

Uniform Statutes Held Essential As for adults, drivers, or pedestrians, the association believes that they can be taught highway safety most effectively by practical, uniform laws that apply to all moving traffic, whether pedestrian or vehicular, and their rigid and impartial enforcement.

Pedestrians should obey traffic laws to make streets and highways safe for themselves and for drivers. There can be no safety where one group of traffic moves under strict regulation with traffic lights and police direction, while at the same time in the same area, another group moves, as it pleases, with no regulation at all.

Slight Drop in Accidents Observed in Chicago There were 90 less motor vehicle fatalities in Chicago during the first six months of 1929 than during the corresponding period of 1928.

Chicago's experience is evidence that strict traffic law enforcement pays well in human dividends. These additional 6,000 arrests probably had much to do with the saving of 90 lives.

Traffic laws, however, must of necessity be practical and of a nature to speed traffic movement, rather than slow it down.

SAFETY PROVIDED BY WHIPPET BRAKE

New Bendix Development is Found Effective Making Quick Stops

A braking system on four wheels that assures the maximum of protection and safety for quick stops has been built into both the Whippet four and six cylinder cars, according to engineers of the Willys-Overland company, who considered ample braking power equally as vital as quick acceleration in these cars.

In the case of the Whippet Six, a two-shoe brake which is the latest Bendix development is used and gives a much better braking condition than even that which prevailed in the previous model, the engineers say.

Investigations conducted by insurance men and traffic experts interested have revealed that the biggest cause of accidents in many cities is the lack of quick braking power in automobiles.

This is frequently due, of course, to neglect of the brakes through failure to have them tightened up or adjusted. Most accidents happen, it was found, at street intersections where automobiles frequently collide when the driver finds themselves powerless to stop their cars within short distances.

The braking system in the Whippets has been tested under all kinds of conditions and the distances measured to make certain that they could be brought to an immediate stop. Other tests were made to determine the rate of deceleration to find how rapidly the braking power of a throttled-down motor is effective in stopping the Whippets with the use of the brakes from various speeds.

In fact, the engineers point out that braking power is one of the most important elements in the riding comfort of a car, along with sufficient springing and ease of steering.

No amount of safety devices or safety education will change the habitually reckless driver or pedestrian. It requires laws and their enforcement.

MEHRLE ON CARD FARM SCOTSDALE, Pa.—(AP)—Bob Mehrle, half-back who won all-American mention when he juggled the pigskin for Missouri is holding down the keystone sack for the Scottdale ball club, a St. Louis Cardinal farm. Mehrle has been batting around .325.

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