

OUT-OF-DOORS SECTION

Automotive Information

The OREGON STATESMAN, Salem, Oregon, Sunday Morning, October 13, 1929

PAGE THIRTEEN

Automotive and Building News of Interest Locally

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

MERIT RATING PLAN WORTH ATTENTION

State Motor Body Urges Legislative Committee to Study Protection

The Interim committee of the Oregon legislature working on the question of automobile liability insurance in Oregon might well consider the merit rating plan which has been adopted in the state of Connecticut recently, states the Oregon State Motor Association.

Connecticut is the first and only state in the union to adopt such a merit rating plan. This provision has been incorporated as an amendment to the Connecticut Financial Responsibility Act, and, of course, applies only to persons from whom proof of responsibility is required. Such persons would be classified in three groups, A, B and C, according to the seriousness of offenses committed, or injuries caused by accidents. Insurance and surety companies would be required to file their manuals of rules and schedules of rates for the issuance of automobile liability insurance and bonds. Automobile rates would then be as follows:

- Class A: Standard rate plus 10 per cent.
- Class B: Standard rate plus 25 per cent.
- Class C: Standard rate plus 50 per cent.

Through this plan the Motor Vehicle Department classifies the risk and the Insurance Department imposes the rate. This system is intended to prevent accidents by hitting the pocketbook of the careless driver and putting money into the purse of the careful operator. It is an accident prevention program that is novel to the country. Under the merit rating plan, the so-called "perfect" driver, one whose record is clear, would enjoy the basic liability rate imposed by the company in which he is insured. Those whose records show minor infractions of the traffic laws and for which proof of financial responsibility is required will go into Class A, which provides an increase of ten per cent in rates. Those involved in more than one violation will be charged an additional twenty-five per cent as members of Class B. The habitual offender and drunken driver, placed in Class C, will be rated 50 per cent over the basic rate. Under the law, all drivers coming under the financial responsibility act will be classified according to a 12 months' operating record and will thereafter be based on conduct for the succeeding year. This makes it possible for a Class C driver to return to a more favorable class each year. This law is in effect August 1, 1929.

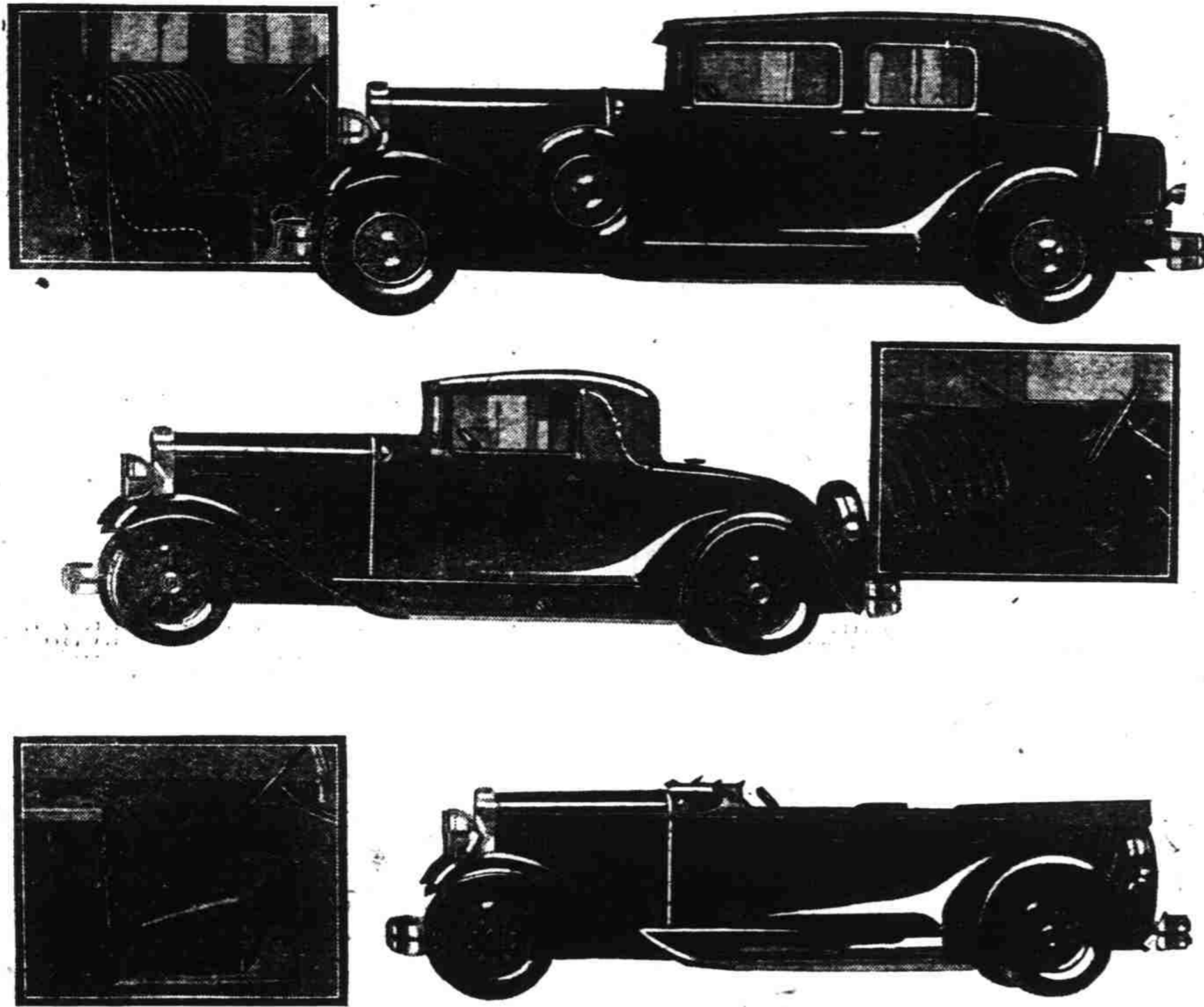
Forty-six per cent of the world mileage is in the United States, according to the Oregon State Motor Association. The highway mileage of the world is 6,582,000. The total for the United States is 3,013,533 miles.

CHEVROLET VISITS STEVENSON SCENE

When that charming romancer, Robert Louis Stevenson, married Mrs. Osborne in May, 1889, his health was at low ebb. His physicians advised a high altitude where his racked physique would have an opportunity to rebuild itself with the medicine of clean air. Immediately after the marriage, Stevenson and his wife and his fourteen year old step-son, Lloyd Osborne, went up into the mountains above Callistoga. Although Callistoga was but fifty miles from San Francisco, Stevenson had rebelled at the thought of separating himself from the picturesque city by the Golden Gate and it was only after strict orders from his physician to seek a place of quietude that the author agreed to go into the mountains.

Recently Miss Norma Hayden, a Dallas school teacher who is very interested in Stevenson, visited the spot where Stevenson lived at

Nash Presents "400" Series for 1930



Three complete groups of new "400" Series Nash cars

Made up the impressive presentation this month that has set a new standard for motoring luxury at moderate cost. The group above shows three representative models of the new Nash offering. At the top is the Twin-Ignition Eight Ambassador with Regal wire wheel equipment, and its artistic and ultra comfortable interior. The new Nash Twin-Ignition Six Cabriolet is shown in the center and the new Single Six, five-passenger touring car, with its advanced lines and advanced, Salon type interior, showing the adjustable front seat, is shown below.

Callistoga, Miss Hayden drove a Chevrolet, reaching all the way from Texas to not only visit Stevenson's surroundings but to explore the states of Oregon, Utah, Nevada, Wyoming, Montana and Idaho. Miss Hayden is a teacher in one of the normal schools in Dallas and believes that the states of the northwest offer a great opportunity to further one's educational facilities.

It was at Callistoga that Stevenson found the deserted mining camp on a ridge of the St. Helena mountain. There he wrote the "Silverado Squatters," naming the story after a deserted mine which was known as Silverado Mine. A tablet marks the spot where the cabin in which Stevenson wrote, stood.

Stevenson resided there from May until July, 1889, except for a few weeks when the party was forced to return to the low-lands owing to a slight attack of diphtheria with which Mrs. Stevenson and Lloyd came down. Stevenson's interests there were very quiet. He was much too ill to take an active part in life, but his impressions served amply for a pleasant book. The owner of the Silverado Hotel, Rufe Hanson, whose portrait is really a very considerable performance. Keenan, the Jewish trader, and the few people who penetrated into this mountain recess, form the mainstay of the narrative.

The most vivid bit of description in the story is the arrival and departure of the daily stagecoach. One wonders what Stevenson would say today if he could see the Chevrolet Six glide through the hills. One imagines that his pen would be moved to write glowing descriptions of modern transportation methods.

The ease and dispatch of the Chevrolet Six contrasted with cumbersome stagecoach, which inspired Stevenson, indicates plainly the tremendous strides in transportation.

If Stevenson were told at that time that over 1,000,000 Chevrolet Sixes would supplant the stagecoach of the 80's he would

DOOLITTLE RIDES IN BIG DIRIGIBLE

Frank Doolittle, Salem Goodyear dealer, has just returned from an enjoyable trip to the Los Angeles factory of the Goodyear Tire and Rubber company, where he and 35 other realtors were entertained by Goodyear as a reward for the sales results obtained in a recent sales contest. Seeing the stars of Hollywood,

probably call the statement a mere dream. Yet, today, with more than 1,000,000 Chevrolets on the road, it is obvious that the men of the past had no idea of the future of the automobile.

The "Silverado Squatters" pays high tribute to the west. It tells of the spirit of the people who settled the west and the industry and energy of those peoples. The covered wagon days are filled with the courageous characters who tramped overland and made their way through perils of all sorts.

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the beautiful southern California beaches, riding in the "Volunteer" theatre entertainment, factory excursions, lots of good eats, and talks by factory officials, were only a few of the good things which the Zeppelin contest winners enjoyed while at Los Angeles on their prize winning visit September 23rd and 24th.

From twelve states they came, representing every nook and corner of the great west, and fast trains from their home cities carried them direct to the goal—Los Angeles. General office representatives and palatial sight-seeing buses awaited their arrival, and a few minutes after they left the trains, they were registered at the Mayfair Hotel, and but a few minutes later, were on their way to the Los Angeles Goodyear factory.

The airship "Volunteer" met the trains several miles out, cruised over the depot while the winners were leaving them, and followed the buses to the hotel and out to the plant where they were first greeted by blasts from the factory whistle.

Then things followed in rapid succession—welcomes by officials,

in a multicolored assembly tent, a sumptuous luncheon served in another gaily decorated tent on the factory lawn by senioritas and seniors. And then, when Joe Kennedy, advertising manager, asked how many "did not" care to trust their prize-winning souls in Goodyear's airship "Volunteer," many a hand reached for the sky. Forthwith, each one of the lucky dealers was treated to a vision of Los Angeles from the heights and every one of them would have willingly gone for another ride had the opportunity presented itself.

Nine Men Held in Berger Crime Ring

STINNETT, Tex., Oct. (AP)—District Judge E. J. Pickens tonight refused to free on bond seven of nine prisoners, alleged members of the criminal ring in Berger, who have been held without bond by officers administering martial law there and who sought writs of habeas corpus. Decision in the other two cases was reserved.

GRAHAM-PAIGE IN UTAH NON-STOP

One Woman Driver Participates in Endurance Test at Fairgrounds

A striking demonstration of endurance, human and mechanical, was given by two drivers (one of them a young woman) and a four speed Graham-Paige, when Mr. and Mrs. Earl Williams, without ever leaving the car, completed a non-stop run of 464 hours 7 minutes. In the 19 days and nights of continuous driving, they completed 18,232 laps around the half-mile dirt track at the Utah state fairgrounds.

As a test of stamina between man and machine, the result was a draw, for both the car and the drivers were apparently good for many hours when the end came, suddenly and prosaically, one midnight, with a nail through the right rear tire of the Graham-Paige 621 sedan.

Under the strict regulations governing the test, the run was to be considered closed the moment the engine or the wheels stopped for any cause whatsoever. Ingenious arrangements had been provided for changing wheels while the car proceeded under its own power, and changes had been made in practice on another 621 sedan. At the crucial moment, in pitch darkness, after the rolling jack had been placed in position and the right rear wheel raised off the ground and clamped, permitting the left wheel to propel the car, the jack hit a rut and ploughed deep into the soft dirt track. The result was an abrupt halt of the run.

The Graham-Paige had been picked from the stock of the Salt Lake City distributor by representatives of the Utah State automobile association, and the run was observed by supervisors and checkers selected by that association.

Several unusual features of the run added to its spectacular interest and to the significance of the results. To the spectators, the most interesting feature, next to the performance of the Graham-Paige, was the endurance and stamina of the two drivers. They had elected to seek an endurance record by remaining in the sedan every instant of its run, taking turns at the controls. The rear compartment was curtained off and in this restricted space the pilots, who had an attendant on the ground, slept, bathed, and ate.

Aside from fatigue and some dizziness in recovering their limbs, the drivers showed no ill effects of the long grind, and both were up and about 12 hours after the end of the ordeal. Both warmly praised the steadiness of the Graham-Paige throughout the run, and the remarkable ease of handling that reduced the labor and strain on the driver. High gear of the four-speed transmission was used almost continuously and materially eased the drivers' task.

Once the run nearly came to an untimely end when torrential rains turned the track into soft clay. For more than two days the car was held to a very low speed while the wheels forced their way rim deep through the mud, and the strain on the drivers was tremendously increased by the constant danger of skidding or swerving through the ruts. The rains were followed by a hot spell,

which dried out the track but did not add to the comfort of the pilots.

Refueling and renewing the lubricating oil were easily carried out. A tank truck ran alongside the Graham-Paige, and one of its crew stepped from the truck to the trunk-rack of the car. Then a funnel and the gasoline hose were passed over, and the tank filled to the brim. Engine oil was supplied by an attendant who hopped aboard, and refilled the crankcase from cans.

AIR MAIL SORTED IN TRANSIT SOON

OAKLAND, Cal. (AP)—Convertible transport airplanes are being built for the time when the air mail will be sorted in transit. They are tri-motored, 18-passenger ships that may be made into a flying postoffice within 24 hours.

Carriers of transcontinental mail estimate that three hours would be cut from the present time if mail clerks were aboard airplanes to sort the thousands of letters carried daily.

The cabins of the aerial post-offices are 19 1/2 feet long, seven feet high and 5 1/2 feet wide. Meals can be obtained aboard as there is a buffet. There are large non-shatterable glass windows, giving the clerk excellent vision.

These planes have special night flying equipment, as officials believe that the bulk of air mail will be moved at night just as the greater part of the train mail is handled between dusk and dawn.

The system building the convertible air carriers operates what it terms the "largest lighted airway in the world."

MOUNTAIN HIGHWAY HIGHEST IN WORLD

DENVER—(AP)—Working nearly three miles above sea-level, road crews are putting the finishing touches on what will be the world's highest automobile road.

Work on the Mt. Evans highway, 30 miles from Denver, up to the last mile was completed this spring and in the summer automobiles could reach Summit Lake more than 12,000 feet above the level of the sea in the shadow of the rocky peak.

When the last mile is finished the road will reach to within approximately 100 feet of the extreme altitude of the peak, which towers above the clouds at an elevation of 14,290 feet.

The automobile road which leads up Pike's Peak is the highest road in the world at present, but the Mt. Evans road will exceed it by approximately 100 feet.

The road is being built by the state and will carry no toll. It will be a link in the road system of the Denver mountain parks.

The drive up the mountain maintains an average width of 20 feet and an average grade of 6 per cent. The drive over the 30-mile air-line distance from Denver to the peak goes over 66 miles of loops, curves, and hairpin curves.

MILAN—(AP)—Television-telephone service is soon to be installed between this city and Turin. If successful, the service will be extended to other cities in Italy.

Purdue's "Three Musketeers," Welch, Harneson and Caraway, close personal friends and teammates, hope to continue in athletics after graduation as professional baseball players.

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With this growing number of batteries sold comes increased purchasing power... with accompanying savings for us. Our policy of sharing our savings with our customers has helped make "Western Auto" the largest institution of its kind in the world. In accordance with this policy, we announce these New Low Prices...!

6-11 Special	\$ 6.85
6-11 Standard	7.55
6-13 Special	7.95
6-13 Standard	9.15
6-15 Special	9.95
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6 Volt-12 Plate Wizard Special New Low Price \$6.85

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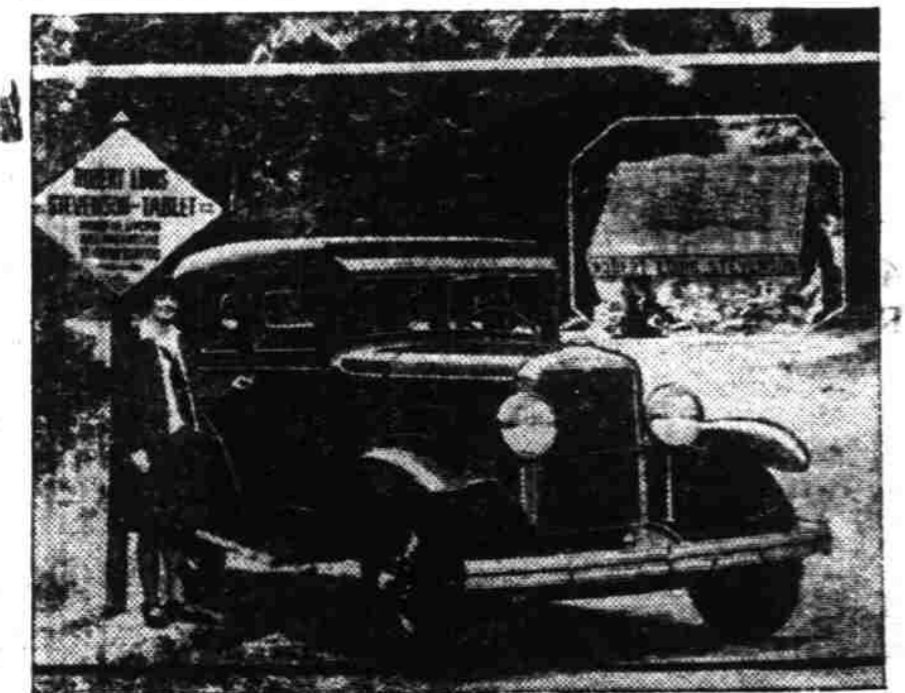
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West Honors Stevenson



A memorial tablet at Callistoga, California, marks the spot where the cabin of Robert Louis Stevenson stood. Here he wrote "The Silverado Squatters." Miss Norma Hayden, a Dallas, Texas, school teacher, who is touring the west, recently visited the hallowed literary shrine in her Chevrolet coach.

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Wizard Batteries are guaranteed 2 years
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6-15 Standard	11.20
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6-17 Z	15.60
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