

OUT - OF - DOORS SECTION

Automotive Information

The OREGON STATESMAN, Salem, Oregon, Sunday Morning, November 17, 1929

PAGE ELEVEN

Automotive and Building News of Interest Locally

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

MEYER RACE CAR GETS \$150,000

Big Prize Winnings Piled Up In Past Four Years by Speeder

WASHINGTON, D. C.—The racing car with which Louis Meyer won the national official speedway championship for 1929 has won prize money totaling \$150,000 in four years and at the same time has established a record for speedway safety, according to the contest board of the American Automobile association.

A Henry Miller creation, the car is the racer which carried the late Frank Lockhart to runner-up position in the 1926 and 1927 battles for the A. A. A. championship. On Lockhart's death at Daytona Beach in 1928, Meyer purchased the car and drove it to victory in 1928 and 1929.

"Only once in its entire career was it forced to retire from a race due to serious mechanical trouble," says the A. A. A. contest board.

In 1926 Lockhart drove it to win the Indianapolis classic. In rapid succession he finished first at Detroit, won two races at Charlotte, and others at Detroit, Altona and Fresno.

In 1927 he set the world's class "F" racing record for 91 1/4 m. p. h. cars at 164 miles per hour on the California dry lake. This record still stands. A month later he set a speedway qualifying record at Atlantic City of 147.92 m. p. h. and a five-mile and ten-mile racing record of 133.56 and 135.57 m. p. h. respectively and all of which still stand. He led Indianapolis through the 300th mile and cleaned up \$11,000 in lap prizes. He was first that year at Detroit, second at Salem, first successively at Kalamazoo, Toledo, Altoona, Syracuse, Charlotte, Cleveland and closed the year with first in two events at Salem. Only the points piled up against him at Indianapolis failed to return him the championship.

On the basis of actual wins and all-around driving he was undoubtedly the champion in that year. The statement continues: "In 1928 the car was first driven at Indianapolis. At the 400th mile Guletta had it in the lead. Then came rain. The race was almost stopped but it cleared and a split gas tank dropped the car back to the 10th place. Louis Meyer who had won Indianapolis then bought it. He placed second at Salem and first at Altoona, in a year of but five major events. This year he followed by placing second at Indianapolis, second at Detroit ten days later and finished by winning both races at Altoona.

"Out of the last six 200-mile races at Altoona this car placed first five times—the last four times consecutively.

"In 1927 Lockhart set a new qualifying record for that mile that tracks of 38.84 seconds and in the following race put up new records for every standard distance from one to one hundred miles. Two years have elapsed and but one of these records has been broken—Wilbur Shaw improving the one hundred mile time at Syracuse this year.

"Had Lockhart lived and had the car been campaigned in the fast years of racing such as 1921 to 1926 inclusive, its winnings would probably have approximated \$400,000. Altogether a very remarkable record, a magnificent car, splendidly built in the first place, splendidly modified by a master mechanical genius, and driven for four successive years by two of the finest drivers in the history of American racing."

Barney Kropp and Fred Turner, who ran the service station, corner Capitol and Court streets, have become associated with Al. J. Rossen at Al's Service Station, corner Church and Center streets. These young men are well known in the service station business in Salem. Dow Lovell is another member of Al's staff. Richfield gas, oils and greases are featured at this station.

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Local Young Men Join Al's Station

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Absolutely COMPLETE

You will find EVERY automotive necessity at your nearest V. & D. SERVICE Station.

SHELL GASOLINE AND OIL GENERAL TIRES AND TUBES CHAINLOR ALYON ACCESSORIES

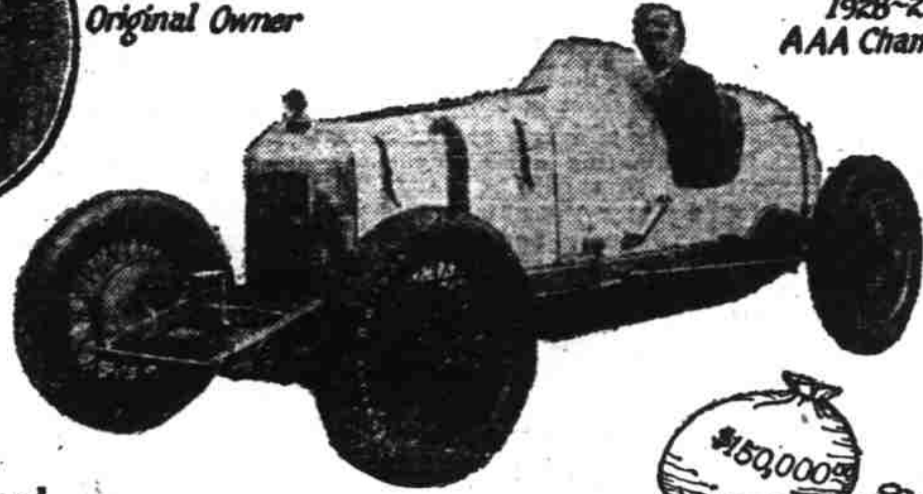
VAN FLEET-DURKEE, INC.

ORGANIZED RESPONSIBILITY 700 SERVICE STATIONS FROM CANADA TO MEXICO

Racing Car Wins \$150,000 in 4 Years On Official AAA Circuit



Frank Lockhart Original Owner



Contest Board

Louis Meyer 1928-29 AAA Champion

Rum Raids Are Old Story At Place Where Immense Arsenal Found by Police

By CLARK G. LEE Associated Press Staff Writer HIGHLANDS, N. J.—(AP)—Under prohibition, this old-time summer resort has seen the development of rum running to a million dollar business.

Here the headquarters of a great liquor trust, with fortified arsenal and rum filled tunnels, has been found. Here the liquor boys have bled, bribed and died.

And for all the discoveries of machine gun emplacements and the whispers of metropolitan gunmen lurking about an old mansion club, the latter days of the dry era have brought less terror than the first.

The Hammerstein estate, once the seat of the mighty, was lately in the grasp of the liquor trust, only to be captured by federal agents. The summer resort, in which it was built, just across the bay from the lights of Manhattan and within shadow of grim Fort Hancock, has trembled night after night and year after year while liquor trucks rumbled through its streets.

Into its public thoroughfares emboldened smugglers have mustered from ships offshore to organize against cleanup campaigns threatened by the Ku Klux Klan. The campaigns never materialized. Rum rumbled on.

It had been known for months that something was going on in the old house on the hill. That "something" had to do with speed-boats churning reef-filled inlets, to disappear in uncharted highways.

But the liquor trust operated peacefully and quietly. No one was threatened, and the arsenal was so strong that hijackers sought weaker prey.

Frank Bartleson, an automobile dealer, was one of the residents terrified by earlier violence. Bringing 14 charges against a chief of police, Bartleson said conditions are "so rotten it is impossible to obtain a renter for a house or a piece of property because everyone is afraid to come here to

account of lawlessness. I have been told to get myself an iron cage because the bootleggers were out to get me."

Five years ago Rum Row sent its subjects ashore to protest openly against the clan. Then it was estimated an average of 18,000 cases came in each week.

The coast guards gave chase at 40 miles an hour and the runners rode sea and fog in powerful yachts. The coast guard won, and the rum runner gambled away easy profits and went back fishing.

The story then was that the runner would run no more. But he came back. Coast guardsmen were wounded in battle and bootleggers died.

The latest clean-up has appeared thorough. Highlands is wondering: "Will the rum runners return again?"

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MANY COUGARS ARE KILLED DURING YEAR

Other News Reports of Work Of Game Commission During Year

A total of 288 cougars were killed in Oregon during the state game commission's fiscal year which ended September 30. This was 34 more than were killed during the preceding year. A total of 87 of the big cats were killed in Douglas county; 58 in Lane, 37 in Curry and Clackamas and Coos hunters took 25 each. Eight wolves were killed and seven of these were reported from Douglas county.

There were 81 arrests for angling without a license and 82 for hunting without license. Citizens apprehended in illegal possession of deer meat numbered 82. In the combined counties of the state there were 686 arrests for violation of the game laws and out of these 628 convictions were obtained. Conviction law violators who went to jail were 33.

TAILLESS AIRPLANE MADE IN GERMANY

BERLIN (AP)—German aeronautical circles herald the advent of a new era in aviation as the result of the remarkable performance of the tail-less airplane.

With an ordinary motorcycle motor of only 8 to 10 horsepower, the plane developed a speed of 75 miles an hour. It was invented by Alexander Lippisch, glider expert in the employ of the Rhoen-Rositten company, pioneers in glider construction.

Lippisch's machine was built without a tail but with larger wings on the theory that such construction lessens air resistance, thereby reducing the necessary engine power.

Successful flights were first made with the tail-less plane without a motor. Then the motorcycle motor was installed. The machine showed a surprising capacity to rise to high altitudes.

General Votes Extra Dividend

The directors of General Motors corporation at their regular meeting declared on the outstanding common stock the regular quarterly dividend of 75 cents a share, payable December 12, 1929 and also an extra cash dividend of 30 cents per share payable January 3, 1930, both to stockholders of record November 23, 1929.

In addition the regular quarterly dividends were declared on the senior securities payable February 1, 1930, to stockholders of record January 6, 1930.

White fish are reported to be running in Trapper creek in Deschutes county in such large numbers that it is possible to dip them from the stream with nets, according to reports made to the state game commission. Several reports condemning such methods of catching these fish have been made to Harold Clifford, state game warden. There is no law protecting the white fish and as they are of the type of the finny tribe not greatly desired in Oregon

Back Tracking the Auto

By DAVID J. WILKIE Associated Press Correspondent DETROIT (AP)—Standing out in the history of the automotive industry with as much prominence as the years of the pioneering period, are the years 1914 and 1920-'21.

It was in 1914 that Henry Ford astounded the industrial world by announcing a minimum wage scale of \$5 a day and a \$10,000,000 profit sharing plan.

"Economically unsound," and "industrially ruinous," were a few of the expressions of economists and business leaders.

"It is merely an act of social justice," Ford replied, and a few years later the minimum wage was increased to \$8 a day.

The year 1920 saw one of the greatest depressions the automotive industry had to weather, comparable in some respects to that of 1907. It saw also a frenzied effort by William C. Durant to re-tain control of General Motors, and to stem a tobogganing market that ultimately wiped him out and left him with a personal indebtedness of something like \$27,000,000 to more than two score of brokerage houses whom he called upon to handle his orders to buy.

The stock of the corporation had reached a high point of \$37 1/2 a share toward the end of March, 1920. From that time on came a continuous decline. A stock split-up in May resulted in an issue of new par-value common stock which sold at \$24 a share. Before the end of the year the stock was selling at \$13.25 a share.

It is one of the outstanding marvels of the industry that despite the slump in sales and the feverish behind-the-scenes financial activities in the stock market, General Motors itself was so well managed, in the opinion of banking interests, that it had little difficulty borrowing more than \$50,000,000 in late 1920 on short term notes to tide it over the period of depression.

It was in 1921 that the Ford Motor company seeking to stimulate sales, reduced prices in the face of a slackening demand. Its plants choked with finished products, the company faced a collapse of demand for its cars. The year was sometimes called that in which the Ford company "went broke." The term, however, was more or less figurative, although the need of cash—and large amounts of it—was admitted.

By the somewhat simple expedient of cancelling all orders for raw materials, cutting down on overhead within its plants, speeding up production and notifying dealers throughout the country that shipments would be

waters the word has gone out for fishermen to dip up all they want as long as they do not make the mistake of catching protected trout.

SURFACED ROADS EXCEED IN OREGON

State Has 8,505 Miles of Surfaced Local Highways Now

Oregon has 8,505 miles of local roads that are surfaced and 5,218 miles of non-surfaced roads (graded and drained) aside from the state highway system, according to W. R. McDonald, vice president of Oregon State Motor association which is affiliated with the American Automobile association.

Mr. McDonald said that a total of 432,999 miles of the nation's county and township roads were surfaced at the close of 1928. He said this leaves a total of 2,709,839 miles of local earth or non-surfaced roads.

The A. A. A. club executive bases his statement on figures received by the research department of the American Automobile association from records and reports of county authorities, through the U. S. Bureau of public roads.

"Indiana leads in the mileage of surfaced local roads, with 46,403 miles," he continued, "while Ohio is second with 35,748 miles. Minnesota ranks third with 27,607 and is trailed by North Carolina, California and Wisconsin."

Mr. MacDonald said that a total of \$323,142,007 was disbursed by local road authorities in 1928. "Of this amount," he continued, "\$282,314,715 was expended for construction and \$259,753,188 for maintenance. Miscellaneous expenses, bond payments and interest accounted for a large portion of the total amount disbursed.

"The expenditures for local roads now comprises a substantial portion of the nation's highway bill. In 1928 alone, this bill amounted to more than ten times the federal government's annual aid, \$75,000,000 a year."

AUTO FATALITIES ON INCREASE IS REPORT

The department of commerce announced during the four weeks ending November 2, 1929, 78 large cities in the United States reported 840 deaths from automobile accidents. That is the largest number of automobile fatalities reported for a similar period since the department began collecting these data.

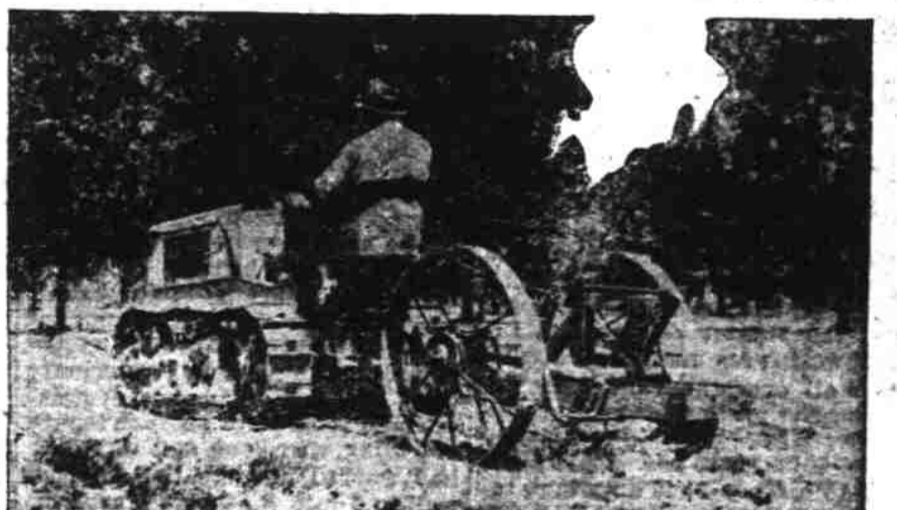
The largest number previously reported was for the four-week period ending December 29, 1928, when the total was 771. The present total of 840 is more than one-third greater than the number of fatalities reported for the corresponding period last year. Of these deaths 670 resulted from accidents which occurred within the corporate limits of the city, and 170 were due to accidents which occurred outside of the city limits.

For comparison, the number of deaths due to automobile accidents within city limits is desirable. Such figures are available for the four-week period ending November 2, 1929, and for the corresponding four-week period of 1928 for all of the 78 cities, the four-week figure in 1929 being 670 as contrasted with 514 for the corresponding four weeks in 1928.

Two new picture theatres are to be established on the Champs Elysees, Paris, one seating 2,000 and the other seating 1,000 persons.

SUBSOILING with "CATERPILLAR" TRACTORS

Now is the time to subsoil, putting the soil in physical condition for the storing of a plentiful supply of moisture at a safe depth. Subsoiling airs the soil, enables the land to breathe properly, and with this better supply of oxygen increases the chemical process, thereby benefiting acid soil which is vital for successful orchards.



MOISTURE STORAGE The deep-working KILLEFER improves seepage of water and permits storage away from sun and wind. By deep moisture storage, surface run off and baking are minimized.

IT "DEEPENS" SOIL Fertilizers in the top soil are assisted to work down into the root zone. KILLERFERING helps humus to work deeper into the soil and this extends the zone of activity of beneficial soil bacteria for which this humus is food and a moisture holder.

IT IMPROVES DRAINAGE The KILLEFER helps drainage when cuts are made from high to low points and outlets provided.

BREAKS PLOWPAN OR HARDPAN The KILLEFER breaks plowpan or hardpan in a systematic manner instead of in spots. Its underground cracks reach out in many directions, providing the ground is dry when broken.

STARTS TREES PROPERLY When tree rows are planted in KILLEFER CUTS the young roots are trained in deep drouth resisting habits. It makes orchard trees STAND ALONE, each in its allotted space.

We will be glad to discuss your orchard problems with you, if you will write or call on us.

CHRYSLER advertisement with image of a car and text: MULTI-RANGE, QUICKER-QUIETER, FASTER-SMOOTHER, CHRYSLER, NEW CHRYSLER '30 ROYAL SEDAN, 3488 Special Equipment Extra

Different.. from all other cars advertisement with text: FEATURES Large, Powerful Engines... Down-Draft Carburetion... Multi-Range 4-Speed Transmission and Gear Shift... Seven-Bearing Counter-Balanced Crankshaft... Rubber Spring Shackles... Chrysler Weatherproof 4-Wheel Hydraulic Brakes... Hydraulic Shock Absorbers... Roomier Bodies of Dread-nought Construction... Metalware by Cartier et Cie.

Fitzgerald-Sherwin Motor Co. CORNER CHEMEKETA AND LIBERTY TELEPHONE 1132

ECONOMICAL BUY IN USED CARS VALLEY MOTOR advertisement with table of car models and prices: Model A Fordor Sedan \$625.00, 1927 Chevrolet Coach \$365.00, 1925 Studebaker Coach \$350.00, 1927 Dodge Coupe \$375.00, 1926 Ford Roadster \$150.00, Super Six Essex Coach \$375.00

Valley Motor Co. Corner Center and Chemeketa Tel. 1995

Loggers & Contractors Machinery Co. PORTLAND SALEM