

OUT-OF-DOORS SECTION

Automotive Information

Automotive and Building News of Interest Locally

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

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STATES TESTING NEW SAFETY LAW

Twelve States Working Under "Safety-Responsibility Legislation"

By THOS. P. HENRY, President A. A. A.

There is no royal road to safety. No single panacea has been advanced and probably never will. But the fact that the close of the year 1929 finds the country confronted with a gigantic toll of automobile fatalities and injuries, as well as a considerable sum in uncompensated damages, challenges an examination of the efficacy of such definite steps as have been taken for the amelioration of conditions.

It is generally known that the Safety-Responsibility Laws now in effect in 12 states were heralded as promising the maximum of benefits along sane and practical lines. It is inevitable that their operation will be watched with the keenest interest from Maine to California and from the Yukon to the Rio Grande, it is well that this should be so.

In the meantime, however, some criticism has been leveled at the Safety-Responsibility principle. This criticism falls into two categories. First, it represents the viewpoint of special interests whose business they feel might be adversely affected; who have consistently opposed all forms of "responsibility" and who, so far as is known, have never brought forward a constructive alternative. Second, it comes from sources whose object it is either to misrepresent the legislation and its aim or who have not taken the trouble to distinguish between what it provides and what it does not.

The all-important thing now is that the American people should learn something about what is going on in the states where the Safety-Responsibility law or provisions thereof have been enacted, since manifestly it is this practical test rather than what proponents or opponents of the legislation have to say that will decide the future.

Summary of Model Legislation
Before proceeding to ascertain what the states experimenting with the legislation have to say, let us summarize it briefly. To do this I will take the so-called A. A. A. Safety-Responsibility Law, not because of any proprietary interest I claim in it, but because it is the most comprehensive statement of the principle. Now, what exactly does it provide for? It embodies four cardinal principles, as follows:

First, a universal drivers' license law; and in this day and age it is difficult to believe that this demand will meet with any sound opposition.

Second, a mandatory suspension of the driving privileges of all persons convicted of serious violations of the motor vehicle laws, until proof of future financial responsibility has been established. This is in addition to penalties under the State Motor Vehicle Code.

Third, it provides for the suspension of the driving privileges of all persons against whom a final judgment establishing the driver's negligence has been legally rendered and who have failed to meet the judgment, this suspension to remain in effect until the judgment has been satisfied and a guarantee of future responsibility established.

Fourth, it provides for the in-



Help Uncle Sam by buying and sending Christmas presents early this year. Correct preparation of the packages for mailing is important for safe delivery. Above photos show a Western Auto Supply Company salesman assisting Barbara Kent, of Universal Pictures, in selecting and wrapping automotive Christmas gifts for her friends. Something for the car is sure to please and will be a reminder of the donor's thoughtfulness as accessories are enjoyed throughout the year.

section in the driver's license law of every state a proviso which will prevent the issuance of a permit to any person whose right to drive is at that time suspended in any other state, thus in effect providing for the inter-change of suspension rulings as between the states and rendering the disability nationally reciprocal.

One of the commonest arguments advanced against the legislation is that it does not make the financial responsibility operative at all until a man or a woman has an accident. A glance at Provision two, above stated, will show that this is not the case. In fact, a person never need have had an accident to come under the penalties of the legislation.

Offenses Which May Be Punished

Now, what offenses against highway safety bring these provisions into operation. Briefly summarized, they are: reckless driving; driving while under the influence of intoxicating liquor or narcotic drugs; leaving the scene of an automobile accident in which personal injury occurs without making identity known; such other violations as constitute cause for suspension or revocation of licenses in the state; a conviction of an offense in any other state which, if committed in this state, would be a violation of any of the aforesaid provisions of the Motor Vehicle laws of this state.

It has been charged that the legislation might be used by the police as a weapon to compel motorists indiscriminately to assume financial responsibility by the threat of suspension of license because of petty offenses against the Motor Vehicle Code. This charge entirely overlooks the fact that only perpetrators of major violations as cited above are affected. It is true that one state in enacting the law went further than the provisions of the Model Safety-Responsibility law in the citation of violations. But there is every reason to believe that in this particular state the law will be modified.

The law in whole or in part is

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Auto Accessories Solve Gift Problem

BIG STEEL MERGER LOOKS TO ORIENT

(AP Feature Service Writer) SAN FRANCISCO (AP)—United States Steel acquisition of the Columbia Steel corporation is regarded by west coast manufacturers as offering the prospects of expansion in steel production in the far west to a degree which may make possible invasion of oriental markets.

Although the Columbia company grew from a small iron foundry to a manufacturing concern of the \$50,000,000 class in two decades, neither it nor smaller west coast steel companies have been able to compete to any great extent in the far east with European plants, due to the difference between American and European wage scales.

With the advantage of the big steel company's mass production methods and of its financial position, west coast steel men believe the west coast industry will be able to gain a foothold for at least certain grades of steel in the far east.

However, the primary future of western steel manufacturing, both of the independents and of the big corporation now extended for the first time from coast to coast, is believed to lie in the rapidly growing domestic market.

The era of skyscraper building

in a dozen or more coast cities, and the corresponding increase in the number and size of ships constructed in coast yards has created an ever increasing market for building steel, much of which has come by water from the east.

In the past virtually all of the heavy casting has been done on the Atlantic seaboard, as far west as plants have not been equipped for it. United States Steel, it is pointed out will be in a position to do this fabricating at a saving of the transcontinental freight or water rates.

Columbia Steel corporation is the only large steel concern in the west which does its own manufacturing from the mine to the finished product.

Its origin was not due, however, to any acute demand for steel but to the desire of C. A. Hooper, an old time lumberman of California to find a market for lignite coal which had been rendered almost valueless by the advent of cheap fuel oil.

Hooper succeeded in interesting the late W. E. Creed in the establishment of a small iron foundry in 1909 to create a market for the coal. The name of the foundry town was changed from Black Diamond to Pittsburgh, and Creed and his associates began the upbuilding of one of the west's largest industrial concerns.

Wartime prosperity supplied the funds which through a succession of mergers and purchases enabled the foundry to attain its development.

Cheek and Ashby Plan to Operate Service Station

Monroe Cheek and William Ashby have taken over the service station at the corner of Court and North Capitol which they will operate under the V-D organization. They will handle Shell gasoline and McClaren tires. Service features such as greasing, washing, etc., will be continued.

Mr. Cheek has conducted the lubrication division of the plant there for four years ever since the station was erected. Bill Ashby was for five years an employe of Smith and Watkins.

GRANTS PASS SPAN BIG IMPROVEMENT

GRANTS PASS, Ore.—(AP)—Acceptance of plans by the Josephine county commissioners of a new \$40,000 bridge which soon will span the Rogue river here brings back to the minds of scores of pioneers the early days when wagons were floated across the turbulent stream.

The new steel and cement bridge is a long cry from the first narrow, creaky span that first carried miners to and from what is now Grants Pass.

'NUMBER TWO RED' NICKNAME STICKS

CHICAGO (AP)—Widely known on the Chicago board of trade as "No. 2 Red," James A. Cavaney is a romantic figure of the pit.

He is called "No. 2 Red" because his red hair is so near a perfect red as to approach No. 2 red winter wheat, a grade acceptable on all regulation contracts here.

Years ago, Cavaney, as a messenger boy in the wheat pit, handed to Arthur Cutten the first order Cutten executed as a trader. Cutten ultimately became one of the outstanding grain and stock brokers in the world. The incident of their first meeting led to a lasting friendship between Cutten and Cavaney.

On at least one occasion of late, in the ordinary course of business, Cavaney has drawn a check for upwards of \$1,000,000. He is a partner in a grain and commission house in Chicago, and is credited with having originated the Chicago curb exchange.

FORMER PRESIDENT DIES
MONTELMAR, France, Dec. 20—(AP)—Emile Loubet, former president of France, died at 9:35 p. m., today. He was 91 years old.

Packard Announcement

We take great pleasure in announcing the appointment of

STATE MOTORS, INC.

Corner of High and Chemeketa Streets

as distributors for Salem and vicinity, including Marion, Polk, Linn, Benton and Lincoln counties.

We wish to thank our patrons for their support of our Salem branch in the past. We are confident that Packard owners will receive equally good service from our new representatives.

Our present personnel at the South Commercial street branch will be on hand at the State Motors, Inc., after January first to greet and serve all Packard customers, the same as formerly.

Packard Service & Sales, Inc.

Oregon Distributors.

When Winter Comes
THAT'S WHEN A FINE CLOSED CAR IS NEEDED
FROM VALLEY MOTOR
Best Values This Week

Model A Tudor	\$515.00
Model A Sport Coupe	\$525.00
1926 Coupe	\$235.00
1925 Tudor-Ruckstell	\$175.00
1926 Roadster—New paint	\$185.00
1928 Chevrolet Coupe	\$415.00

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