

The OREGON STATESMAN, Salem, Oregon, Sunday Morning, April 13, 1930

OREGON LEADS
IN VISITING CARSThis State Registered More
Outside Cars Than Cal-
ifornia

"Believe it or not" Oregon had more automobile tourists than California in 1929. Exactly 15 per cent more, according to the Oregon State Motor association whose investigators disclosed this surprising condition.

The official figures of registration of vehicles from without the state show that Oregon registered 103,008 while California registered 90,083, a difference of 13,000 in favor of Oregon.

Oregon, moreover, has no checking stations where tourist traffic is stopped and requested to register while California has a number of such stations situated on every important highway leading into the state. California, however, does not require a tourist to register unless he is to be in the state ten days or more but a record is kept of those persons as they pass each checking station and 140,000 foreign licensed cars passed the checking stations in California, only 90,000 of which were issued non-resident permits. Thirty thousand additional cars are estimated to have entered California on roads where no checking stations were maintained making a total of 170,000 out-of-state cars visiting California last year.

From investigations conducted by Secretary of State Hal E. Hosk, Oregon's official registration of 103,008 is estimated to be only 60 per cent of the visiting cars in this state. The secretary of state estimates that Oregon entertained 165,000 foreign licensed cars last year, only 103,000 of which were issued non-resident permits.

A study of the statistics show some interesting comparisons. Oregon, for instance, gets more than 80 per cent of her tourist traffic from the adjoining states of California and Washington. California alone furnishing over 61,000 visiting cars, approximately 60 per cent of Oregon's visitors.

Washington furnished 11,312 visiting cars to California while Oregon furnished only 9,600—a difference in the favor of Washington of 1700 vehicles. Washington sent 18,551 cars into Oregon and 7000 of these were satisfied with the service of the Oregon Motor association.

The motor association points out that California's tremendous success as a tourist center has been gained not merely by attracting the tourist but by selling him on California and prevailing upon him to spend additional time in that state. Oregon's major tourist problem is not the attraction of additional cars but the keeping of the tourists we have for a longer period of time. The association's slogan "Sell 'em one more day in Oregon" aptly expresses Oregon's tourist problem.

NO. 100
Penalty of the Annual Statement of the Provident Life & Accident Insurance Company of Chattanooga, in the State of Tennessee, on the thirty-first day of December, 1929, made to the Insurance Commissioner of the State of Oregon, pursuant to law:

CAPITAL.

Amount of capital stock paid up, \$800,000.00.

INCOME.

Total premium income for the year, \$5,100,757.66.

Interest, dividends and rents received during the year, \$297,166.16.

Income from other sources received during the year, \$155,308.97.

Total income, \$5,553,232.79.

DISBURSEMENTS.

Paid for losses, endowments, annuities and surrender values, \$2,592,815.47.

Dividends paid to policyholders during the year, \$154,000.00.

Commissions and salaries paid during the year, \$1,738,869.77.

Taxes, licenses and fees paid during the year, \$123,185.53.

Amount of all other expenditures, \$430,820.97.

Total expenditures, \$5,139,691.74.

ASSETS.

Value of real estate owned (market value), \$763,718.21.

Value of stocks and bonds owned (market or amortized value), \$872,639.74.

Loans on mortgages and collateral, etc., \$1,692,947.66.

Premium notes and policy loans, \$552,057.35.

Cash in banks and on hand, \$130,070.74.

Not uncollected and deferred premiums, \$701,358.48.

Interest and rents due and accrued, \$47,589.89.

Other assets (net), \$16,780.33.

Total admitted assets, \$5,047,144.40.

LIABILITIES.

Net reserves, Life and A. & H., \$2,809,435.42.

Gross claims for losses unpaid, \$441,053.08.

All other liabilities, \$223,456.79.

Contingent Reserve, \$203,199.11.

Surplus, \$500,000.00.

Total liabilities, exclusive of capital stock of \$800,000.00, \$3,747,144.40.

BUSINESS IN OREGON.

FOR THE YEAR.

Gross premiums received during the year, \$20,269.16.

Premiums and dividends returned during the year, \$19,070.26.

Losses paid during the year, \$19,070.26.

Name of Company—The Provident Life & Accident Insurance Company.

Name of President—E. J. MacCallister.

Name of Secretary—W. O. Carlinshaw.

Statutory resident attorney for service.

SERVICES DRAW CROWD.

BROOKS, April 12—Evangelistic meetings have been in progress for the past two weeks at the Brooks Community Club house and much interest has been manifested.

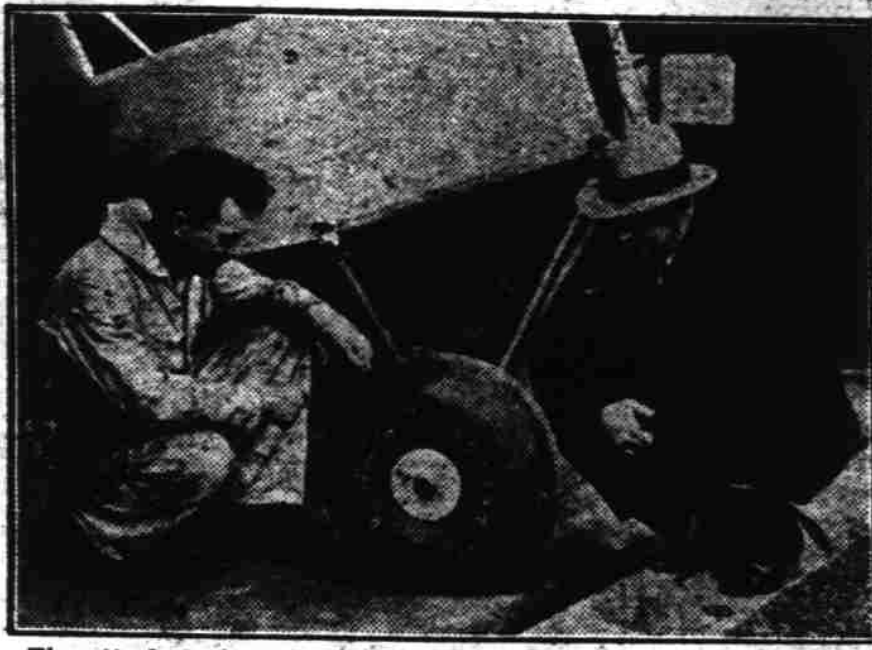
Clyde Yoder of Woodburn is conducting the meetings, and the attendance has been extraordinarily good. There will be services Sunday evening when further announcements will be made.

KIDS' DAY OBSERVED.

AMITY, April 12—"Kids' Day" was observed at Amity high school on Friday, April 11. It is an annual event. On this day, the students dress like small children.

Rare foot boys with fishing poles, and girls with mamma dolls may be seen on such a day. Some very humorous and clever costume were worn. The faculty also observed the day.

BALLOON TIRES FOR AIRPLANES



The attached photograph shows Mr. Eyerly (left) and "Bill" Watkins discussing the merits of the new Firestone Air Balloon, after the first set had been installed on the latest Eyerly aircraft.

One of the most recent developments in the airplane field is the construction of a special type of balloon tire which increases the safety and comfort of aircraft to a remarkable degree. The Firestone Tire and Rubber Company has gone to great length to perfect this new tire, and production is now made in the extremely low pressure style. This new tire works at air pressure of from three to fifteen pounds, yet carries a load of plane and passengers amounting to 3,000 pounds with ease.

In service it takes the place of mechanical shock absorbers to a large degree, and reduces the strain and shock of landing on both the ship and the passengers.

Remarkable as it may seem, this style of tire presents less resistance in the air than the conventional type, and it also aids materially in shortening the roll of the ship on landing, and has a tendency to also shorten the run on the take-off.

Lee Eyerly, of the Eyerly Aircraft company at the Salem Airport, has just installed at set of these Firestone air balloons on the newest Eyerly ship that he is now building. In commenting on this installation this week, "Bill" Watkins, of Smith and Watkins, local Firestone distributors said, "It only proves what I have always said, that Salem enterprise is in the lead, in all lines. It is very appropriate that the first installation in the Northwest of this newest Firestone product should be made at Salem, because it is here that we are demonstrating every day the success of Firestone leadership in the tire field."

FORD PRODUCES
TWO NEW MODELSDeLuxe Sedan and Coupe
Added to Model A
Group

Announcement of two new Ford cars—a de luxe sedan and a de luxe coupe—is made by the Ford Motor company.

The de luxe sedan is of the two-window Ford type with the distinctiveness of exterior appearance and interior trimming that marks the town sedan. At the same time its closed rear quarters give it a striking individuality and afford privacy to the occupants. Among its refinements are arm rests for the rear seat, toggles and a flexible robe rail.

The de luxe coupe is designed for those who desire a personal car with a more select interior appearance than that of the standard coupe.

In both cars a choice of mohair or Bedford cord upholstery is offered. Other features included in both cars are cowl lights, scroll design hardware and mahogany garnish moldings on the doors and windows.

Mechanically these new Ford types are the same as the other Model A cars. Furthermore they retain the lines and features of the improved body types recently introduced. These features include exposed metal parts of rustless steel, adjustable front seats and ample head room.

Purchasers of the de luxe cars will have a choice of any one of four colors—black, maroon, keawee green or chicle drab.

reached by way of Sausalito, or from Richmond by ferry, thence north through Santa Rosa, Healdsburg, and Eureka, and along the shore to Crescent City, then over the new Smith river bridge to the Redwood highway, where the Redwood highway joins the Pacific highway for points in Oregon, Washington and Canada.

"The other route is through the Sacramento Valley, by way of Sacramento, or the west side road through Woodland. This, the Pacific highway, leads through the scenic valley, into the upper canyon of the Sacramento river. The road follows the canyon, and has been built to modern standards. Several million dollars have been spent in eliminating sharp curves by the use of bridges. Instead of allowing the road to wind in and out of the canyons, the bridges are built straight across, making travel far more safe and easy.

"Scenic splendors open on every side and the trip is one of the finest in the country anywhere—easy and delightful.

Africa To Get Roads

WASHINGTON, —(AP)—The Italian government has appropriated \$4,000,000 to build modern highways in Libya, a colony in north Africa.

British Commonwealth of
Nations Urged by Paper
Published at Manchester

(Manchester Guardian)

In the first of his remarkable speeches in Canada General Smuts declared that "if the world was to have unity, freedom, and diversity it could only be on the basis now being hammered out in the British Commonwealth of Nations." There are two types of persons who will dissent from that view, and in both cases their objections are the result of a confusion of ideas. In view of the approaching Imperial conference and the difficult problem of India's future it is essential that those confusions should be dispensed. There are many people, though perhaps a dwindling number, who cannot believe that any good thing can come out of the empire. Genuine haters of cant and bombast, they have heard so much loose sentimentality poured forth upon Empire days that they have come to feel that all imperialism rests on a vulgar liking for anything showy and big. They have seen through much of the history they were taught, and not yet learnt to distinguish between General Smuts's notion of a free Commonwealth of Nations and the buccaneering of Drake or Clive. There is still plenty of talk of the buccaneering kind, and enough exploitation in parts of the empire to strengthen their honest antipathy to any kind of imperialism. But they would do well to think the only reasons for our desire to cement the British Commonwealth still more strongly and our determination not to yield prematurely to the Indian demand for self-government must be that we fear loss of trade or loss of prestige. No doubt we do both, and we should do well to admit it. But there are other considerations which neither the old-fashioned Little Englander nor those who insist upon strict legal equality between the Dominions and Mother Country—the second type of idealists who will disapprove of General Smuts's declaration—take into account.

Those who like to use words as counters, each having a single significance whatever its context, naturally find the British Commonwealth a very illogical affair. What, they ask, does Dominion status mean? According to the Imperial conference of 1926 it implies full equality. Yet there is not complete legal equality between Great Britain and the Dominions. And there will remain some legal disparities even if, as is probable, next year's Imperial conference agrees upon such points as that Dominion legislation shall have extraterritorial

the center and atrophy at the extremities. It became unlike anything else; a new form of political organization had been created. The work of this year's Imperial conference is to take stock of the latest developments of this new and growing organization, to remove such inequalities as are a genuine source of grievance, and to lay the foundations for a closer unity of policy by further developing the Imperial conference as a policy-making body for the common affairs of the whole commonwealth.

Big Growth in British Rubber

WASHINGTON, —(AP)—British rubber industry is registering considerable expansion. Statistics just released show that deliveries of crude rubber to manufacturers last year almost doubled the amount for 1928.

General Plans
Big Expansion

A \$750,000 expansion of distribution facilities in Washington and Oregon which will bring their total investment in marketing equipment in the northwest to more than \$5,000,000 is announced by officials of the General Petroleum Corporation of California.

In this broadening activity, five local distributing companies at Aberdeen, Mt. Vernon, Olympia, Longview and Centralia have been purchased outright. The physical equipment in each case consists of warehouses, offices, garages, pump houses, storage tanks, loading racks and trucks.

If they could see the bargains at
VALLEY MOTOR

Best Values This Week

1927 Willys Knight 6 cyl. Coach.....	\$425
1926 Oakland Coach	\$285
1926 Studebaker Special Brougham	\$325
1928 Pontiac Coupe	\$450
1925 Dodge Sedan	\$275
1925 Chrysler 50 Sedan	\$395

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- 1927 Nash Light Six Touring
- 1926 Overland Six Coach
- 1926 Essex Coach
- 1925 Hudson Coach
- 1926 Star Coupe

Ford Sedan, Studebaker Roadster,
Overland Coupe, Jordan Touring,
Rickenbacker Brougham,
Star Touring

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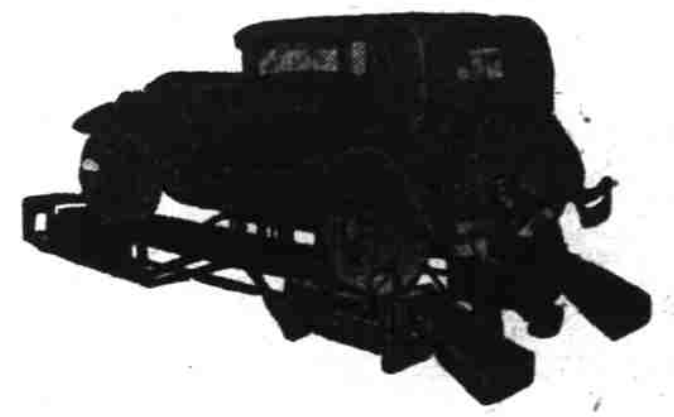
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