

# AUTOMOTIVE NEWS

## FINE RECORD OF LEGISLATION FOR SAFETY IN 1935

WASHINGTON, D. C., Aug. 24.—Sweeping efforts by the state legislatures to curb motor fatalities through enactment of approved legislation was reported in a survey made public by the American Automobile association today.

"Scores of constructive safety measures enacted should prove of material help in what must be a continuing drive to improve the safety record of the country as a whole," Thos. P. Henry of Detroit, Mich., president of the national motoring body, declared.

Among the safety gains, Mr. Henry cited the rapid progress of the A.A.A. safety-responsibility law; extension and strengthening of highway patrols; safety glass requirements; compulsory inspection of motor vehicle equipment; and drivers' license laws. He said in part:

"There is reason for particular gratification over the forward march of the safety-responsibility bill sponsored by this association. Five new states enacted the model bill in 1935, namely, Arizona, Colorado, Ohio, Oregon, and West Virginia. It was enacted by congress for the District of Columbia. Strengthening amendments were adopted in several states. The law is now in effect in twenty-six states and the District of Columbia, which means that around sixty per cent of all the motor vehicles in the country are operating under its provisions.

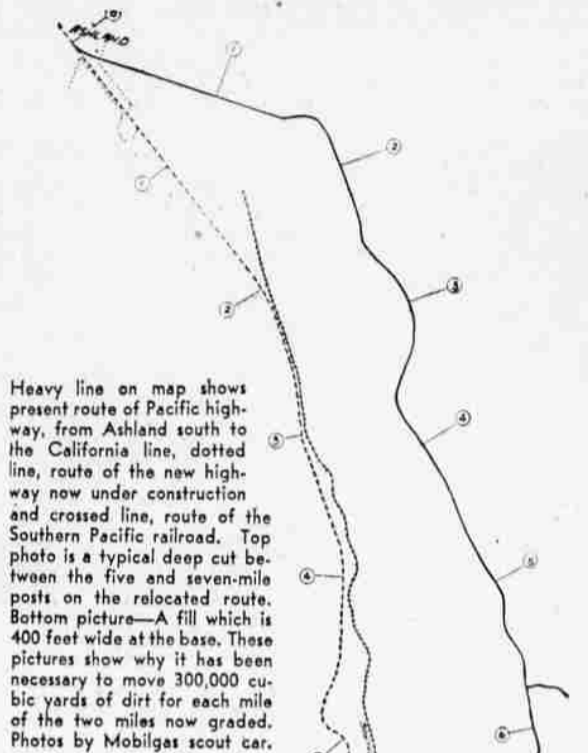
"State highway patrols received much attention at the hands of the legislatures. Four states, namely, Colorado, Montana, North Dakota, and Oklahoma, established patrols for the first time. Seven states increased the strength of the patrol force, namely, Connecticut, Missouri, New Mexico, North Carolina, Ohio, Washington, and West Virginia. The patrol system is now in operation throughout the union, except in the state of Georgia. There is no doubt, however, that the strength of the patrol force in most instances is being low requirements, particularly so in view of the rising ratio of motor fatalities on rural highways.

"Fifteen states enacted legislation providing that motor vehicles be equipped with safety glass. This brings the total of "safety glass" states up to twenty-three. At the moment, technicians are working on a code of standards to determine the essential characteristics of glass that will meet requirements. This should make for uniformity and better results.

"Five states passed laws providing for compulsory inspection of motor vehicle equipment. These are: Connecticut, Colorado, Oregon, Utah, and Vermont. This brings the total of compulsory inspection states up to 14. This movement had its inception along the Atlantic seaboard, but it is now apparently spreading to mountain and Pacific coast states, indicating a more general trend toward national acceptance.

"A drivers' license law was adopted this year by five additional states. These are: Idaho, Montana, North Carolina, North Dakota, and Utah, bringing the list of drivers' license law states up to thirty-four. There is little doubt that a drivers' license law, coupled with a safety-responsibility law, are proving the most effective measures from the standpoint of control of the reckless and irresponsible driver, and states which lack this legislation are at a decided disadvantage."

## Improvements Being Made to Siskiyou Mountain Grade



Heavy line on map shows present route of Pacific highway, from Ashland south to the California line, dotted line, route of the new highway now under construction and crossed line, route of the Southern Pacific railroad. Top photo is a typical deep cut between the five and seven-mile posts on the relocated route. Bottom picture—a fill which is 400 feet wide at the base. These pictures show why it has been necessary to move 300,000 cubic yards of dirt for each mile of the two miles now graded. Photos by Mobilgas scout car.



## Chrysler Sales Impetus Carries Into New Season

The tremendous impetus that Chrysler dealers' sales received early in the year has continued into August. Retail deliveries of Chrysler and Plymouth cars by Chrysler dealers for the week ending August 3 showed substantial increases over the figures for the last three years and the 31 weeks of 1935 are far ahead of the same periods of 1934, 1933 and 1932. Chrysler deliveries already have topped the entire number reported in the three preceding years and Plymouth deliveries by Chrysler dealers are larger than for the entire years of 1932 and 1933.

According to figures released by J. W. Frazer, vice-president of the Chrysler Sales Division of the Chrysler Corporation, the week of August 3 showed 3210 Plymouths and 924 Chryslers delivered at retail, a grand total of 4134 units. This is 7.8 per cent higher for Plymouth, 33.5 per cent for Chrysler and 12.9 per cent for the combined lines than the totals reported for the week ending August 4, 1934. The increase over the corresponding week of 1933 is 21.7 for Plymouth, 11 per cent for Chrysler and 16.4 per cent for the combined lines.

A striking example of how the Chrysler-Plymouth sales curve has changed in the last three years is found in a comparison of figures for August 3, 1935 and August 6, 1932. In 1932, 810 Plymouths and 328 Chryslers were sold in this week, an increase for the corresponding period of 1935 of 296.2 per cent for Plymouth, 181.7 for Chrysler and 263.3 per cent for the combined.

In the first 31 weeks of 1935, including August 3, Chrysler dealers reported the delivery of 99,715 Plymouths, insuring that the 100,000 mark would be passed the first of the following week. Chrysler deliveries for this period were 22,807, almost 1,000 in excess of the number reported for the entire year of 1934.

## SISKIYOU ROAD WORK ADVANCES, SHORTER ROUTE

By George McMurphy

The "heaviest" and in many ways one of the most interesting pieces of construction undertaken by the Oregon Highway department is going forward between Ashland and the California state line. When completed it will be a new section in the Pacific highway between these two points.

During a trip into southern Oregon a few days ago, the Mobilgas scout car "covered" this piece of construction and in talks with R. H. Baldock, state highway engineer at Salem; the office of E. A. Collier, division engineer at Roseburg, and D. P. Whitmore, resident construction engineer at Ashland, the General Petroleum reporter obtained the following information:

**More Direct Route**  
The new highway will not follow the old or present road but will take a more direct route, reducing the present distance 20.9 miles to 16.5 miles. Instead of having 237 curves as at present, the new route will have only 44 curves with nothing sharper than a 570-foot radius. The present highway has one curve with a 93-foot radius and several around 100 feet.

All curves will be what are known to engineers as transition type—decreasing gradually in radius and tapering off, instead of the old simple circular type. Minimum vision on any of these curves will be about 1000 feet.

In order to get another impression of the ratio of the total number, length and sharpness of curves on the present and new highway, another engineering figure was obtained by the General Petroleum reporter. In this it is pointed out that the total "central angle" which includes the number of curves, their length and their sharpness, is 12,803 degrees on the present line and will be 2,120 degrees on the new line.

**Pavement Widened**  
Pavement on the new highway will be increased from 14 feet as at present on the old road, to 20 feet with a road bed section width of 41 feet on cuts and 35 feet on fills. The present road bed section is about 24 feet wide.

The maximum grade on the new highway will be 3.5 per cent. If work continues at the present rate—in other words, if money is available and is allocated to this project in about the same amounts each year as has been done so far on this work, the new route will be completed and paved and open for use from Ashland to Siskiyou Junction, about 10 miles from Ashland, by about the end of 1937, according to Whitmore's estimates. (Siskiyou Junction is the first point south of Ashland at which the new alignment crosses the present highway.) The remainder of the work will require about another 5 years, Whitmore estimates.

**Costs About \$2,000,000**  
Total estimated cost of the project is \$2,000,000 with \$1,500,000 of this for grading. For the two miles distance which has now been graded—between the five and seven mile posts on the new alignment—it has been necessary to move 300,000 cubic yards of dirt per mile. Hence, this is called the highway departments "heaviest" piece of work.

This type of highway improvement has been an important factor in attracting to the Pacific coast during the present four-months' vacation period, tourists who will have expended approximately \$15,000,000 while on the coast, according to the General Petroleum corporation.

## The AUTO WAY.



By Cyril Sander

This week we will try a description of a car made in Anwerp. It is known as the Speed Motor for the body of this car is conservative, yet modern in its fittings and general characteristics. The model of particular interest is the seven-passenger, touring, sedan-limousine. It is a high-speed car, being easily capable of 60 miles per hour for some time. It cruises easily at 65. The equipment is very complete and includes, a fine velvet or cloth upholstery, two corner lights and dome lights front and rear, glass partition behind the driver, wire or disc wheels with chromium plate casings for the spare tires, and a leather trunk which contains two suitcases. Some of the minor items are vanity case, ash trays, assist cords, movable foot rests, speaking tube and twin windshield wipers.

This car develops far in excess of 100 horsepower, and 45 miles per hour can be reached after a run of five or six hundred yards. The crankshaft is statically and dynamically balanced and operates in nine anti-friction bearings. Bohalite pistons are used and are reinforced with Invar steel. Thermostatic shock absorbers are used and stabilizer equipment is standard on all models. These two features are said to give exceptional road-holding qualities. Bendix brakes are used and they are aided by a Dewandre Vacuum Servo system.

In our opinion, this car seems to compare quite favorably with any other car we have heard of and evidently it is well known in Europe for its speed and reliability. One thing we are certain of is that they certainly put out fancy pamphlets.

The price is said to be about \$1,400. The car is covered lined with cellophane and everything!

## CRATER SNOW TUNNEL DEFIES SUMMER SUN

CRATER LAKE NATIONAL PARK. Ore.—Special—Still defying the warm summer sun, the snow tunnel on the slopes of "The Watchman" first high point on the west rim, continues to be a Crater lake novelty.

The tunnel, when first built a month ago, was over 200 feet long and passed through a drift 30 feet deep. Since that time the length has been decreased by half, but the remainder will doubtless last until the arrival of autumn snows in October.

The tunnel was built by Civilian Conservation corps labor and required long days of shoveling before it was completed.

New Labor Board  
WASHINGTON, Aug. 24.—(AP) The senate tonight confirmed the new national labor relations board composed of Joseph W. Martin of Pennsylvania, John M. Carmody of New York and Edwin Smith of Massachusetts.

## Cars Delivered By Walter Abbey

Walter W. Abbey, Inc. reports the following sales the past week: Saab Velt, of Medford, new 1935 LaFayette coupe; Lyle L. Lindley, of Medford, new Graham sedan; Medford Water Dept., new International Truck. Another carload shipment of LaFayette automobiles is due in this week, according to Walter Abbey.

## SOS AIDE FETES BOY SCOUTS ON TRIP TO GOTHAM

A letter recently received by S. M. Tuttle, manager of the Southern Oregon Sales company, relative to the trip of the Medford Boy Scouts through the sights of New York City, shows the boys' experience through the eyes of a New Yorker, James J. Finegan, New York representative of the firm.

The letter follows:

"Dear Jack:

"Spending an evening with Frank Hull and his scouts was a pleasure and an experience I will not forget. Undoubtedly, the trip will be the biggest event in the lives of each of those boys. They don't come any better."

"It is almost unbelievable to conceive of the way they saw the town. They were all through the downtown section; they were over to the Statue of Liberty, Coney Island, Chinatown, the Bowery and the lower East Side. They made a trip through the Chase National's largest vaults, they saw a ball game, Harlem, and many were on the Normandy. They went through Radio City, and saw a broadcast. Besides this they were in the Empire State tower, and the Lord knows how many other places. All of them had dinner last night in Jack Dempsey's restaurant and before they got out of the place they all had his autograph. Most of them carry autograph books, and I understand that many a Northwest Mounted policeman was embarrassed when they hounded him for signatures.

"This morning the outfit left for Washington. The trip was so well planned that the boys never had a dull moment. They all looked at the exception of one fellow who had a boil on his eyebrow; however, he was treated, and to him it was nothing. The laundry got in an awful mup with the laundry of other visiting scouts, so the boys left here without one shirt, ten neckerchiefs and one of Frank's suits.

"P. S.: None of the boys want to become New Yorkers."

Rogers Hotsbys personally warns up his Browns pitchers these boys when the regular catcher is delayed getting his armor on.



The result was that both houses passed the bill very hurriedly and edged the buck up to the president. He then found out from his advisers (Coordinator Eastman mainly) that the bill would need a 10 per cent supplementary tax on railroad payrolls to support it instead of 6 per cent, as previously believed, and the ultimate cost might reach a fantastic sum.

The buck was too hot for Mr. Roosevelt to handle immediately, it set it aside to cool.

The agriculture department has apparently decided the trouble with farmers is that they do not know how to play. At least the department has appointed Ella Gardner a "rural sociologist in recreation" to develop a program "for training rural people in recreational leadership." It is understood Miss Gardner uses both the Work and Culbertson systems of recreation.

A novel method of relief chiseling has been discovered in New York. General Johnson's agents have found out from banks that a large number of persons with small savings accounts have been withdrawing their accounts, taking them to other banks where new accounts are opened under assumed names. The reason is the relief law prevents anyone with a bank account from receiving relief.

## Air Lines Carry More Merchandise

The growing volume of merchandise being carried by air from border to border and coast to coast was indicated today in a report of United Air Lines that its planes moved 349 tons of air express during the first six months of 1935—a gain of forty-three per cent over the 241 tons flown in the corresponding period of 1934.

According to United officials, sky shipments have been showing steady gains each month.

## WOMEN TO ASSIST CREDIT DIVIDEND PLAN IN CANADA

CALGARY, Alta., Aug. 24.—(AP)—The ladies will do some of the new dealing in Alberta's prospective "\$25 a month for everybody" government.

Late returns that swelled the Social Credit league's smashing victory at the polls Thursday made that plain today. Two women, Mrs. P. Gostick and Mrs. W. W. Rogers, won legislative seats on the platform of the party that proposes to give every adult citizen of Alberta at least \$25 a month in "credit dividends."

"It's only a milestone," said Mrs. Gostick, a department store cashier, of the victory, but she added it would mean economic independence for the Province's women.

Final victory, she asserted, will not be won "until poverty has been abolished from our midst."

Three women candidates of opposition parties were defeated as the new party, led by William Aberhart, 57-

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