

AUTOMOTIVE NEWS

OREGON'S SAFEST MOTORIST OFFERS RULES FOR SAFETY

(The following article was prepared by Robert S. Kreson, Dallas, Ore., attorney, who recently was named Oregon's safest driver and awarded an all-expense-paid round trip to New York as the state's delegate in the first nation-wide safe driver motorcade. This article expresses many of Mr. Kreson's views on the traffic problem, brought out by him in New York at a two-day conference on ways to end accidents.)

By ROBERT S. KRESON
It was a surprise to me, of course, when I found I was chosen Oregon's safest driver, and now that I am placed in the position of relating how I happened to accomplish 210,000 miles of driving in the past 30 years without an accident or without arrest for traffic violation, I am rather unable to adequately explain it.

However, looking back over those 30 years during which I have operated all kinds of automobiles over all kinds of roads, it occurs to me that one of the main reasons why I was able to avoid accidents was my constant attention to the mechanical condition of the automobile. Whether driving my car or someone else's I was always sure before I started out that it was in a safe operating condition.

Another thing, I believe I am naturally deliberate and cautious by nature and would prefer to spend 10 minutes longer when going to a given place. I seldom use my brakes on an open highway, and I think I am a good judge of distance and of the speed of an approaching car. I always endeavor not to get into a predicament that would require emergency handling of a car, such as a sudden stop or a swerve.

Most motorists who are normal and not in a hurry are good drivers, but when they get "tight" or excited they generally get into difficulty. By "tight" I mean bodily tenseness. Motorists might be classified as a sport, and until you are relaxed and at ease you are liable to find yourself in the traps that confront motorists on the highway.

Incidentally, one thing I rather dread about being known as a safe driver is that it places me "on the spot" and it may have a tendency to tighten me up. Relaxed and easy driving is safe driving. I feel that while I have won the distinction of winning this contest that there are many drivers with equally good records who may have been involved in some major or minor accident through no fault of their own. I have been most fortunate as well as careful.

Responsible also for my 30 years of accident-free driving perhaps, was early experience with automobiles. I was 17 years old when I first started driving. My first car was a 1906 Ford, and my father's first car was an air-cooled two-cylinder Zimmerman. I went to school in Hornell, N. Y., where I was born. Then, after graduating from Hornell high school, I went to Flint, Mich. I started working for the Buick Motor company. A year and a half later I went to work for the Packard Motor company in Detroit and was trained as a demonstrator and service man. I did outside test work for the Packard people.

I came to Oregon in 1916. Al Cadie, Walter Young and I were co-instructors at the Y. M. C. A. automobile school, which was much the same as our present-day flying schools. There were less than 2500 automobiles in the state of Oregon at that time, and practically no improved roads.

In the early summer I became a Maxwell automobile dealer in Salem, the state's capital, later in 1912 and 1913 selling Overlands. Three years later I was made night foreman of the Packard garage then owned by Frank C. Riggs in Portland.

Then came the war, and it was my lot to become commanding officer of 450 motor mechanics and parts men in France. Discharged from the army in 1919, I came back to Oregon and started practicing law with O. C. Hyster at Dallas. Since then I have driven many miles for pleasure, driven many automobiles and tackled some very odd roads—but, luckily, perhaps, I have never spent one dollar to repair a fender on my car or any other.

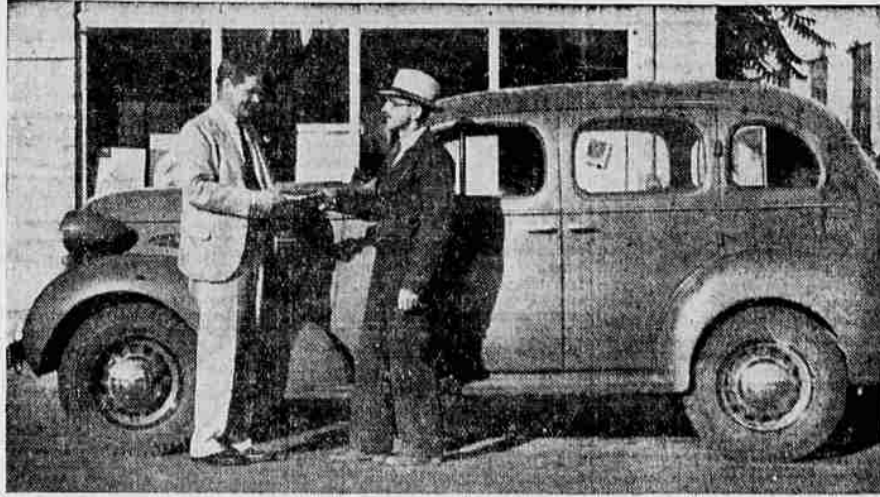
Here, for example, are a few things I have tried to keep in mind during my years of driving:

1. Never go on the highway unless my car is in good mechanical condition.
2. Generally concentrate my attention on the left front wheel of the oncoming car, keeping in mind the speed of the car and the action its driver might take.
3. Don't rush into congested traffic, and do not hurry. In other words, don't let myself get into jams.
4. Know my automobile and know what it will do and not expect too much of it. Be "in tune" with my engine, reserve its speed for emergencies.

PORTLAND, Ore., Sept. 5.—(AP)—Seventy-two percent of Multnomah county's current tax roll of \$15,871,245 already has been paid and additional receipts in delinquent assessments have brought the total amount received in 1936 to 84 percent of the year's levy, Sheriff Martin T. Pratt said today.

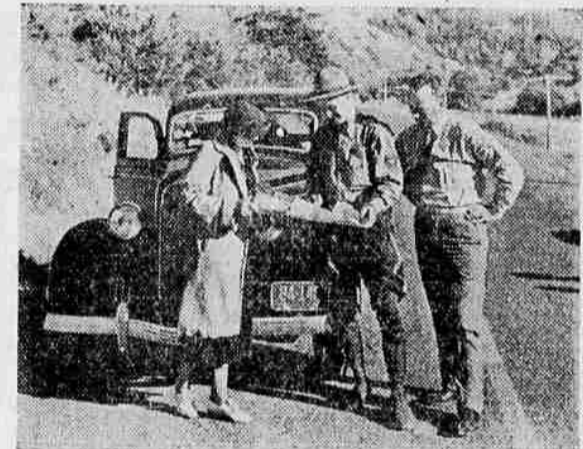
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Clinton Smith Local Winner Pontiac Contest



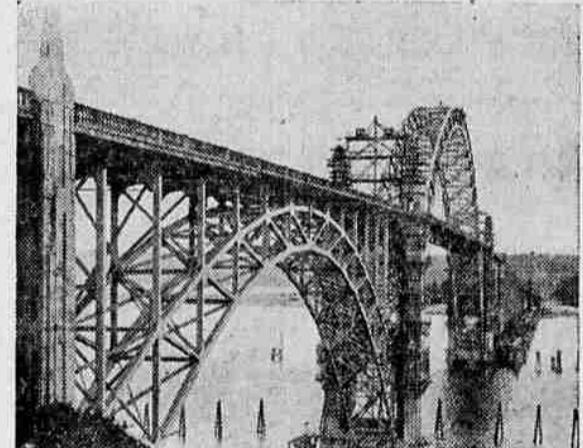
First prize out of a field of 10,400 contestants in a national economy contest recently conducted by the Pontiac Motor company went to Miss Francis Reifar of Oakkosh, Wis. It was announced today by E. W. Norman, Pontiac district manager in this area.
A local resident, Mr. Clinton A. Smith, was fortunate to win one of the 184 additional cash prizes which were offered in this contest.
The average mileage obtained by all contestants in this contest was 23.2 miles per gallon, which it was stated by Mr. E. W. Norman, was particularly interesting in view of the fact that it was only 1-10 of a mile less per gallon than the 23.9 millage figure which was attained by a Pontiac in taking first place in its weight class in the recent official Gilmore economy run from Los Angeles to the Yosemite valley under AAA supervision. "The fact that 10,400 different drivers under a variety of driving conditions came so close to approaching this figure is remarkable evidence of Pontiac's unusual economy," he stated.
Mr. Bob Skinner, owner of the local Pontiac dealership, stated that 56 people entered the contest here and the selection of a Medford resident as winner of one of the prizes is a splendid tribute to the driving ability of local residents as well as to the high gasoline economy of the new Pontiac.

Oregon Tourists Greeted



Visitors coming into Oregon by automobile from other states have been delightedly surprised when they have been stopped by Oregon state police at entrance points from California and asked if they were desirous of any information that might make their trip more enjoyable. The officers have their patrol cars stocked with L-vickets and maps published by the travel department of the Oregon state highway commission which they hand out to those desiring such information. This photograph was taken on the Oregon Coast highway near the California border. It shows Officer Adrian Campbell explaining highway routes to Mr. and Mrs. D. E. Wood of Petersburg, Va., who toured Oregon recently.

Last of Coast Bridges Opens Today



Although finishing details are still to be applied, the new bridge over Yaquina Bay at Newport on the Oregon Coast highway is set for opening to traffic Sunday, September 6 in time to accommodate Labor Day week-end travel. The completion of the structure marks the passing of the last ferries on the majestic coast route (U. S. 101) and the saving of much time to one journeying over this highway. In that September and October bring some of the finest days to the coast country, the travel department of the Oregon state highway commission expects the completion of the last bridge to increase to a considerable degree 1936 fall travel to the beaches. This photograph was taken last week by Ralph Clifford of the state highway department.

SANDERSON BACK WITH NEW MODEL

B. L. Sanderson, of Sanderson Motor company, returned yesterday from Portland where he attended a meeting of northwest Studebaker dealers. Mr. Sanderson drove a new

1937 Studebaker Dictator sedan back which is now on display at his company's showroom, 207 South Riverside avenue.

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Abbey Provides International Truck Equipment for Dairy Here



Gilman's Dairy of this city has just received delivery from Walter W. Abbey, Inc. of another International "stand-up" delivery truck for use on Medford routes. The new truck, the last word in dairy equipment especially constructed for quick milk delivery, is shown at the right in front of the Walter W. Abbey showrooms on South Riverside avenue. At the left is shown another International truck which has been in service for Gilman's Dairy for some time.

Make Labor Day Safety Day

General Petroleum Official Predicts Record Holiday Traffic—"Guard the Precious Cargo"



Packing up the family car is today's most popular pastime, judging by this picture from General Petroleum photographer.
The biggest Labor Day motor travel in history . . . possibly bigger than at any time since the invention of the automobile. Literally millions of cars traversing the wonderful highways of California, Oregon, Washington, Arizona and Nevada.
This is the prediction voiced by officials of General Petroleum corporation, as the result of interviews with auto clubs, travel information bureaus, hotels, seaside, mountain and desert resorts, motor courts and other places where record-breaking lists of inquiries have been piling up during the past few weeks. So says Albert E. Horn, Jr., Oregon general manager for this major oil company of the west.
"Heaviest gains in recent years in the consumption of gasoline and oil," declares this executive of the company marketing Mobilgas and Mobiloil, "are further indications that add strength to the prediction."

Autoist Charged With Manslaughter

EUGENE, Sept. 5.—(AP)—Leonard David, 28, Monroe, was charged with involuntary manslaughter here late yesterday following the death of Bernice Bailey, 15-year-old son of Mr. and Mrs. L. R. Bailey, of the Santa Clara district. Arraigned in justice court, David was held under \$1,000 bail till his hearing next Wednesday.
The boy died in a local hospital as a result of injuries received when he was crushed against the rear of his father's car by a machine officer's said was driven by David while in an intoxicated condition. The lad had gone around to the rear of the car to look at the gas tank and was struck by the David machine.



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Mary Miles Minter Receives Judgment

LOS ANGELES, Sept. 5.—(AP)—Lestlie B. Henry former Pasadena civic leader, was ordered to repay \$116,832 to Mary Miles Minter, her mother and sister, for embezzlement of more than \$200,000 of their investments, in a court decision on record today.
Superior Judge Emmet H. Wilson ruled Henry must pay her an additional \$79,000 and also pay Miss Minter's sister, Mrs. Margaret Fillmore, \$36,704.
Henry completed a prison term this year for embezzlement.
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