

URGES SIMPLE CAR
FOR WARY BUYERS

(By NEA Service.)
LONDON, Aug. 24.—To the average automobile owner driving a car is simple. But to the poor fellow who sits on his front porch all day Sunday, while the average motorist is out enjoying the country air, the mere thought of driving a car is a mental torture.

This fear is caused by mechanical inability, nervousness or timidity, according to C. B. Waterlow, writing in the Autocar, motor publication of England.

An automobile of less intricate construction, one embodying a change of gearshift, would remedy all this, according to Waterlow, and thus cause an increase in demand for cars.

Women and men who have reached and passed the age of 50 or 60 are subject to this fear of auto driving.

But with a simplified gear shift, one which would eliminate the clutch release, the speed shifts and the numerous other things that occupy one's mind while driving a car, driving would become a pleasure to this class of people, says Waterlow.

A NATURAL WEALTH

"America did not build roads because of its wealth, but in a major degree is wealthy because it built roads," says John N. Willys, Chairman of the Foreign Trade Committee of the National Automobile Chamber of Commerce.

OLD CARS JUNKED

Kansas City dealers have organized a central wrecking company which will junk cars traded in on new automobiles, but unsuited for resale. It is their way of solving the used car problem.

MORE PARK VISITORS

The national parks this year expect a considerable increase of visitors. An increase of 57 per cent has already been noted in motor travel to Sequoia National Park in California.

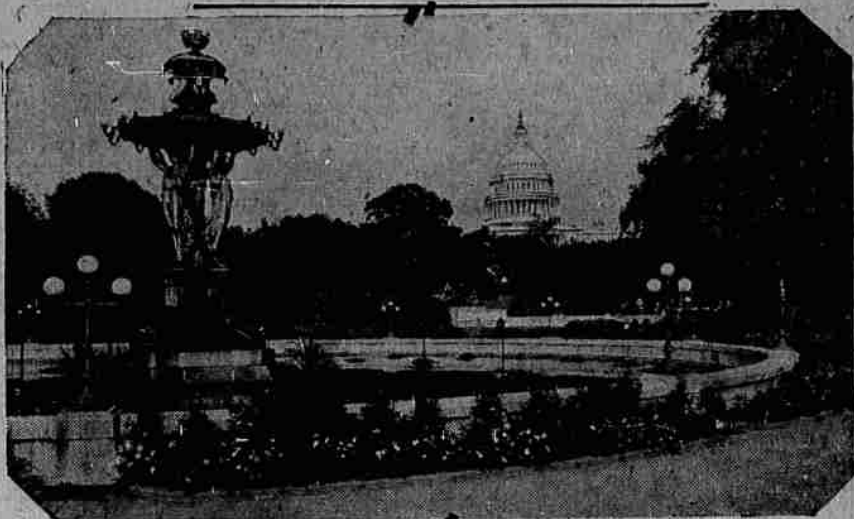
DESPITE INSURANCE

Compulsory insurance advocates in Massachusetts point to the fact that registrations in that state have passed all previous figures for the first four months. This despite the fact that the state has a compulsory insurance law.

Parabase Motor Oil 100 per cent pure paraffine base. At General Independent Dealers.

TO THE MECCAS OF AMERICA

Tourists From the West Find Their Way Across Country to New York and Washington



Typical of Washington is this view from the famous Bartholdi statue to the Capitol.

By NEA Service.
NEW YORK, Aug. 24.—The roads from the west are paved with concrete and lined with beauty, on the way to the two great Meccas of the east—New York and Washington.

For the predominance of motorists in the eastern states, and their resultant great contributions to the state and federal treasuries have opened up immense areas of mountain and valley, of rolling plains and monotonous flatlands to the view of the tourist. Thousands take advantage of this despite the great trend of other thousands to the national parks and monuments of the west.

New York despite the great exodus of its own population in warm weather, is still a summer resort to the other thousands who come from the west. And Washington, despite its abandonment by officials and politicians, is crowded with sightseers also from the west.

So it is fitting that those motorists who are contemplating an eastern trip be apprised of the best routes to these two greatest cities of the country.

Pass Beautiful Country.

The highways from the west to New York pass generally through a section of the state itself that can well vie in beauty with the



This is New York, with its famous skyline as seen from the New Jersey shore.

great national park areas of the west. The Finger Lakes region in the western part of the state is famous for its wonderful waterfalls and mysterious caves, in addition to the beautiful stretches of water that dot this territory.

The edges of the great Adirondack Mountains are touched on the way across the state and the wonderful Hudson, one of the most beautiful rivers in the world, is lined with two good roads all the way from Albany to Troy—156 miles to New York.

On the way to Washington through Pennsylvania, mountains are crossed, historic battlefields of the Civil war are passed and some of the most entrancing variety of scenery traversed.

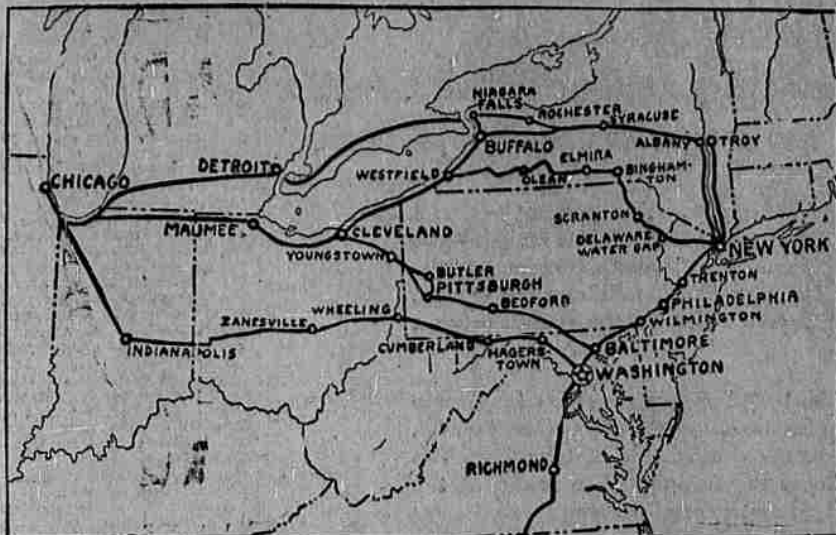
There are three principal routes from the west to New York, one of which also is a short cut to Washington. One the northernmost, cuts across Canada on the north side of Lake Erie between Detroit and Niagara Falls, skirts the southern edge of Lake Huron to Rochester, goes on eastward until it

crosses the upper Hudson at Troy, it follows this famous river all along the eastern edge to New York.

Across Ontario's Peninsula.

From Chicago to Detroit is one solid stretch of concrete, past Michigan City, Kalamazoo and Jackson. At Detroit, a crossing is made to Windsor, Ontario, and the drive is then through the Ontario peninsula to London, Hamilton and Niagara Falls.

Another way is to take a southerly route, avoiding Detroit and



These roads, as the map shows, lead over mountain and valley to New York and Washington.

crossing directly to Maumee, Ohio, a little south of Toledo, whence a good road takes the tourist through Cleveland to Buffalo and then across the northern points of the Finger Lakes to Albany.

Still another course, but more devious, is the route past Maumee and Cleveland to Westfield, N. Y., thence down past Lake Chautauqua and across the southern edge of New York. The compensation for this longer trip lies not only in the beauties of the New York lake but especially in the remaining trip across the northwestern corner of Pennsylvania and over the famous Delaware Water Gap, one of the leading beauty spots in America.

This route goes on farther across the New Jersey meadows to Newark and New York. The beautiful Hudson is missed, but the glorious scenery over Pennsylvania well repays this.

The road to Washington might almost be taken through New York, so promising is the scenery of that state. If this is done, the remainder of the journey from New York is across the flat lands of New Jersey to Trenton, along the Delaware river to Philadelphia and on down to Baltimore and the capital.

There is a more southerly route to Washington that takes the traveler over the mountainous western length of Maryland, and past the Antietam Battlefield. The road goes south from Chicago to Indianapolis, then cuts straight across Ohio to Pennsylvania, where it crosses sharply into Maryland.

No more enjoyable trip can be arranged than to take this route east and then return west by way of New York, up the Hudson to Troy and Albany, and then across or Buffalo. Or the return trip may New York state to Niagara Falls by way of the Delaware Water Gap through Pennsylvania and the southern Finger Lake region, although the famous Hudson river will be missed.

These are only the main roads to New York and Washington.

There are others, almost as fully covered by motorists, such for example as the one from Cleveland through Butler, Pa., or farther south through Pittsburgh, on over the Tuscarora mountains, past the famous Gettysburg battlefield and down to Washington.

Whichever route is taken, however, there is no end of enjoyment from the great variety of landscape that unfolds itself in the east.

EXPORT DEMAND
FOR PRUNES GOOD
BUT PRICES LOW

PORTLAND, Aug. 24.—The export demand for prunes continues, but low prices are indicated. Were growers willing to accept these cheap bids no doubt the big crop could be moved promptly, but the growers are not disposed to sell. No domestic inquiry is reported at the present time, though there was some eastern business earlier in the season.

The trade finds it hard to sell Oregon prunes since the low California prices were put into effect. On the 30-40s in 25s, these were put as low as 6 3-4 cents; on 40-50s, 5 1/2 cents with rumors of some offerings at 5 cents; and on 50-60s, 5 cents. Any cutting under these prices would be a loss to Oregon growers, as it would mean 3 1/2 cents to them for 40-50s. The Oregon prices as announced were 7 1/2 cents for 30s, 5 1/2 cents for 40s, 5 cents for 50s and 4 1/2 cents for 60s.

A distant ray of hope, in the opinion of the trade, lies in the possibility that the current low prices may stimulate consumption. This might benefit the market late in the season and create a better demand for prunes in future seasons.

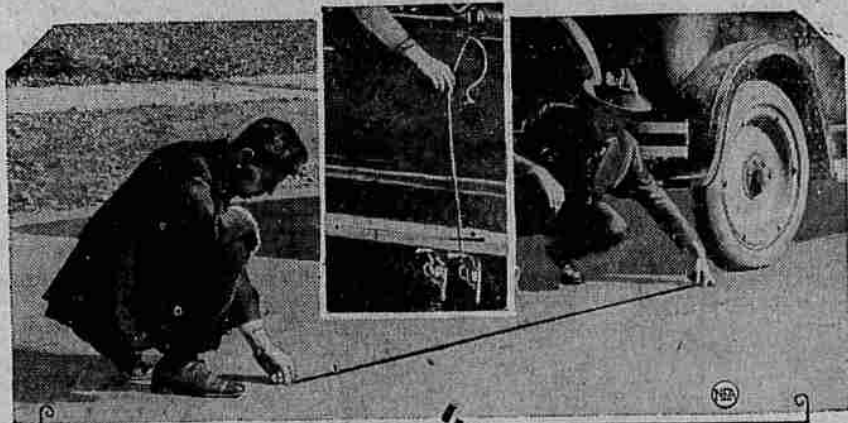
A crop of about 60,000,000 pounds is still expected in this state. The latest crop report estimates California production at 48,000,000 pounds as compared with 300,000,000 pounds last year and 292,000,000 pounds in 1925.

In commenting on the price situation in the southern state, the California Fruit News, of August 20, said:

"Prunes are easier this week than last, and some day they will get to a point where they will go up, we should say. Just prior to the announcement of new prices on prunes there was some material business done in freshly packed old crop. Buyers have, however, not yet taken hold at the recent low opening prices in prunes, and there is a working right down the list. Prunes are so tremendously cheaper now than they have been for many years, and are so low as compared with their intrinsic value and as compared with their cost of production, that even with the adverse statistical situation in the export market, it would look as if buyers were overlooking something in their hesitancy."

HOW FAST ARE YOUR WITS

You Are a Good Driver If You Can React to Danger in Half a Second, T. S. Bureau of Standards Tells You



The distance between the two spots measured by the scientists here is the time it takes a driver to apply his brakes after he hears the warning shot. Inset shows how the two pistols are attached, one worked by the passenger scientist, the other, from the brake pedal, by the driver.

(By NEA Service.)

WASHINGTON, Aug. 24.—What is your reaction time? How long does it take you to think about stopping before you begin to apply the brakes of your car? Science is trying to find out.

Your reaction time and that of the other driver may mean the difference between saying it with flowers and continuing the trip—between life and death.

Recently Uncle Sam's Bureau of Standards, where scientists make it their business to get the answers to queer but important questions, equipped a car with two revolvers attached to the running board. The firing of the guns told just how long it takes most people to begin to think about stopping.

Measure Between Marks

By a unique method one revolver is discharged to signal the driver that he must stop the car as soon as possible. This shot leaves a mark on the highway as the car speeds along. The second revolver is connected with the brakes. As soon as the driver applies the

brakes, it is shot off automatically. It too, leaves a red mark on the pavement.

Next the scientists measure the distance between these two marks. As they know the exact speed at which the car was traveling, they can readily figure in seconds how long it took the driver to stop his automobile.

So accurate were these tests that an ordinary speedometer would not do. It was necessary to install an instrument that would be very accurate at all times.

Some fifty college and high school students took the test. There were also a dozen expert taxicab drivers as well as 50 soldiers and 12 officers of the United States.

All drivers were tested and examined at five speeds. They were warned:

Half Second to Stop

"Remember that you are to lift your foot from the accelerator and put it on the brake the moment the first shot goes off and you are to act in every way the same as

though a failure to stop would bring about a serious accident."

It was discovered that it took the drivers, on the average, one-half a second to hear the shot, change their foot from the accelerator to the brake and press down. This reaction time meant, the scientists found out, that if the machine was traveling at 30 miles an hour it would take approximately 100 feet to bring the car to a complete stop.

Some of the drivers tested had reaction times as low as thirty-one hundredths of a second and others as high as 1.02 seconds. The average education and training of the drivers indicated that their intelligence was high, which would seem to indicate that many people in this country who operate automobiles would have reaction times of from 1.5 to 2 seconds.

These tests are of double value. They have provided our motor traffic engineers with reliable information. They are also the first standards which are being gathered for establishing rigid tests for the drivers of the future.

WHERE'S CHIVALRY?

This automobile age seems to have made mannerless bores out of many of us.

Chivalry has almost ceased and women drivers are honked at these days even more so than men. We yell at other motorists at the slightest provocation, we swear and rant, and we cut across the paths of others regardless of their feelings.

Every time we step into our cars, it seems, our manners are left behind at the dinner table. We never think of swearing at a table partner if he doesn't pass the salt as soon as we ask for it. And we always say "Please," in the asking.

But there's no "please" in motordom. There's a loud honking and a cuss word of two, if the driver ahead doesn't start up soon enough for us.

We spurt around and ahead, regardless of others. We slam on our brakes. We cut across wrong corners. And instead of talking over an accident sanely, we yell at one another.

Perhaps etiquette, after all, is meant only for the home.

Oil' Trusty

By Wotton



It's Easy Climbing to The
World's Most Famous Peak

(By NEA Service.)

COLORADO SPRINGS, Colo., Aug. 24.—It's 2038 miles from sea level, where the Pikes Peak Ocean-to-Ocean highway starts at New York, to the summit of Pikes Peak, 14,109 feet above sea level at Colorado Springs. It is the highest elevation reached by the transcontinental motor highway as it crosses the United States.

That's a climb of only about seven feet to the mile when measured on the map and one that motorists would feel was fairly negligible in a tour of that length. Yet the grade to the summit of Pikes Peak, perhaps, is barely more than the average for the entire trip from the east.

A wide, modern motor highway leads direct from Colorado Springs, the hub of the Pikes Peak region, to the summit of this famous mountain. Thousands of motorists drive their cars up the highway each year and find little difficulty in making the climb which measures 15 miles each way.

For those who prefer other means of locomotion in mountain climbing there is a cog road where trains make regular trips to the summit. Others make the trip by burro back or afoot, although nowadays the gasoline route is most popular.

Overlooks the Rockies

From the summit the motorist gets a view of the surrounding country which includes hundreds of square miles of Rocky mountain peaks and other hundreds of miles of the great plains which sweep eastward toward Kansas.

The view inclines the motorist into making other trips in the Pikes Peak region. The region abounds with paved and graveled motor highways which extend to the highest peaks in the Rockies.

Practically all the drives originate at Colorado Springs. One of the newest is the recently completed Broadmoor—Cheyenne mountain highway which in 30 minutes time affords a view from an elevation of 10,000 feet above sea level unequalled elsewhere in



The view to Pikes Peak is as wonderful as from it. The great mountain overlooks the country shown in the map.

the west. Colorado Springs and Broadmoor lie directly beneath Cheyenne mountain.

Too Great for Words

The Corley Mountain highway, which extends from Colorado Springs to Cripple Creek, famous gold camp, is 45 miles long and is built over the abandoned roadbed of the old Short line railroad. It was this scenery that brought the exclamation from Theodore Roosevelt, "It's the trip that bankrupts the English language."

While the Corley highway rises to 10,000 feet above sea level, it is in such easy grades that the entire trip may be made in high gear. The Pikes Peak Ocean-to-Ocean highway, after passing through Colorado Springs and its host of attractions, winds through historic Ute pass on its westward way. It was through this pass that the Indians of the mountains came down to drink the waters of Manitou, whose springs are famous the world over.