

Highway and Auto Dope

Traffic and Tourist News

AUTOMOBILE NEWS

ENGINE WRONG, FORD ASSERTS

Manufacturer Believes Aviation is Still in Its Infancy and He Won't Leave Ground.

DETROIT, (NEA Special)—The Ford Motor Company has just gone into both ends of commercial aviation operation and manufacture. It has agreed to carry the airmail for the government from Chicago to Detroit. But Henry Ford smiles dryly at the suggestion that this signifies complete success for commercial aviation is near.

"I wish I could see it," he comments. "From the Ford airport at Dearborn, all-metal 'sky trucks' daily sail away to Cleveland and Chicago, carrying a thousand pounds of freight."

Ford thinks these are the best airplanes that engineering talent has yet developed. But he thinks the machines are still crude, costly, inefficient, measured by his vision of what the sky carrier of the future will be.

"Aviation is in its infancy," Ford puts it. "What's the trouble with the airplane?" he is asked.

"The engine he replies. The Ford Motor Company built thousands of Liberty motors for the government during the war. Now it is buying back these same motors to install in its own planes. But whatever happens in aviation, Henry Ford has no desire to fly.

"He has never ridden in an airplane or airship, and never intends to, despite reports that he planned a trip on the ill-fated Shenandoah when it soared over Detroit on its return from the middle west. "I can imagine what flying is like to my perfect satisfaction," says Ford.

GAS GYPSIES OUT OF LUCK

ASTORIA, Ore. (AP)—The gasoline gypsy, itinerant worker and auto tramp are finding the way hard and small-town truckers few and far between in Oregon as a result of activities of social workers. Miss Marian Bowen of the local Red Cross recently reported this condition.

"Killing Pace" of American City Little More Than Crawl

Walkers Average 3.7 Miles an Hour, and Automobile Riders Average 5.7 Miles an Hour, Statistics Gathered in Washington Show.

WASHINGTON (Special)—The supposedly killing pace of the modern American city actually comes down nearly to a crawl, if the travel habits of Washington citizens as shown by a transportation survey are any criterion. According to data cards collected by the survey engineers from 30,000 individuals, the effective overall average speed of travel between residence and business is as follows:

For those whose daily trips between home and office are two miles or less, the walkers average 3.7 miles per hour, street car riders go 4.1 miles per hour, motor bus riders 4.5 miles per hour, and automobile passengers 5.7 miles per hour. For those who travel from two to six miles between home and business the average pace is 7.2 miles per hour for the street car riders, 7.5 miles per hour for the motor bus passengers, and 10.6 miles per hour for the private automobile user.

Representative Averages. "These averages represent the day in and day out experience of approximately one-half of the working population of Washington," said Maj. William E. R. Covell, assistant engineer commissioner of the public utilities commission, District of Columbia, under whose supervision the traffic and transportation survey has been made by McClellan and Junkerfeld, Inc., New York, at the expense of the North American company.

"By means of questionnaires, distributed to 35,000 persons and answered by 30,000, many interesting and surprising facts have been learned about the travel habits and transportation requirements of Washington citizens. "We learn that 40 per cent of the workers in this city of half million population have no regular use for public transportation facilities; 20 per cent walk to and from their work and 20 per cent use private motor vehicles. Another 20 per cent of the wage-earners use suburban lines, which leaves 40 per cent to be provided for by the street car systems and motor buses. Further study of the figures shows that the number of revenue street railway rides per capita in Washington is 284 a year."

The survey included a comprehensive analysis of costs to the public for various kinds of transportation. The analysis shows that regular street car riders who use tokens at less than the cash fare, pay the street car company 2.44 cents for every mile they travel; regular bus patrons pay 3.66 cents per passenger mile; while the Washington taxi rate averages 23.99 cents per passenger mile. The cost of driving a private automobile, assuming an average load of 1.9 passengers per vehicle as shown by a vehicle checkup, is estimated by the engineers at 5.55 cents per passenger mile.

One of the things brought out by the survey which is presumably applicable in every American city is the amount of room required on the streets for each passenger carried by private automobile and by street car. Based on average load throughout the day, the automobile needs 46 square feet of space on the city streets for each passenger, as against 19 square feet per passenger for the street car. During rush hours, the automobile takes up 51 square feet of space per passenger against 7 square feet per passenger for the street car. As automobiles average fewer passengers and street cars average more passengers per vehicle during rush hours than throughout the day.

"All Night" Garages. The extent to which Washington automobile owners use the streets as all-night garages was brought out during the survey by the police department. Warning that such a count was to be made were first published in the newspapers so that most of the cars which had homes were placed under cover. On the night of the checkup, no less than 18,000 of Washington's 85,000 registered cars were found to have no other roots than the stars. Police estimate that on ordinary fair nights during the summer months between 25,000 and 30,000 motor vehicles are parked on the pavements.

An interesting point developed by the survey, is that the rush hour traffic south in the morning and north in the evening on 16th street, Washington's main thoroughfare is greater than at

LESS TOURISTS ON THE ROADS

Approaching Winter with Its Snow and Bad Highways Is Driving Transients Home.

The annual tourist crop is nearly harvested in La Grande, Union and Walla counties. A decided decrease in the number of out-of-state automobiles passing through the city is noticeable and the number of visitors is expected to become less each day.

Of course, the paramount reason for the slowing up of the tourist traffic is because of the approaching winter—and it becomes the transient to be settled before the snow begins to fly in the western states.

Other reasons creep in. The starting of the school year affects tourists who have children and who wish to keep up their educational work.

A certain percentage are still

any time during the day on Fifth avenue, New York City. Although the traffic on Fifth avenue is heavier during the remaining period, the rush hour flow is much larger here. The count showed the peak is reached between 8 and 9 a. m. in Washington and between 9 and 10 a. m. in New York. The figures for New York were obtained from the count made on October 1, 1924, by the New York police department at 42nd street; the Washington figures by McClellan & Junkerfeld, Inc., on April 30, 1925, at 16th and S streets.

mer tourists—who take an extended vacation and visit the United States first, looking at the scenery from inside the running board.

Another element, including those badly poisoned by the tourist bug bite, stay on the road nearly the year round but are transferring their sight-seeing to southern climes—from California and Mexico to Florida.

Many claim that the "busted" tourist is not as much in evidence this year as in the summer of 1924. Some local people believe this is because the "road loafers" have found it an unprofitable business with filling stations and groceries along the route becoming hardened to the beggar's pleas.

On the whole, according to the majority reports, the tourists this year have been better fixed financially and have left sizeable sums of money in every community in which they visited.

La Grande benefited to a considerable extent, due partly to the attractiveness of the city itself and also because of it being the "gateway city" to the Walla Walla Wonderland, which was viewed by tourists from nearly every state in the union this summer.

UNION REPORTS DECREASE. UNION, Ore. (Special).—According to reports from local service stations and the tourist camp grounds, the tourist travel has begun to slow up for this season.

Although the trade at the stations has been less than last year, there has been quite an improvement in the quality of the tourist who stops at these places. Very few of what are commonly known as "gas tramps" have stopped here this season, while last year stranded tourists were showing up nearly every day—many of them entirely penniless and begging their way and some even helping themselves to gas and other things when the shades of night had fallen.

INSPECTION IS THOROUGH JOB

There are complaints in the automobile industry which "to nobody" good and again there are complaints which show that somebody is doing some good. Chief among the latter form are some made by automobile parts suppliers, says Harris French, local automobile distributor.

Many of them complain that automobile manufacturers as becoming too "strict" in their inspection methods. Careful inspection both by man and delicately adjusted instruments has become the rule rather than the exception in the automobile industry. Every company has trained men who can detect the slightest flaw in most kinds of materials. Every step in the construction

tion of the supplied part is checked both by eye and by instrument, just as though the part was manufactured by the automobile builder himself.

The Paige-Detroit Motor Car company believes that a search of the industry will show it to (Continued on page 8)

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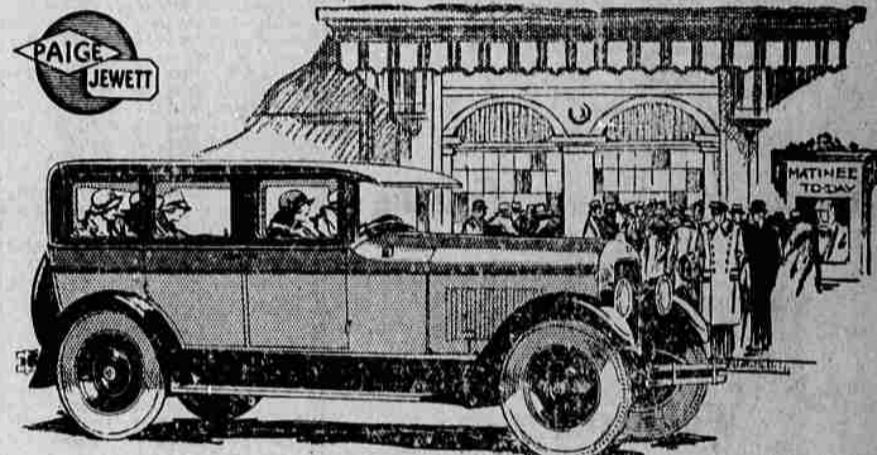
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