

WIDEN SEATTLE, TACOMA HIGHWAY

New Link Is of Super-highway Proportions; Pavement 40 Ft. Wide

SEATTLE, Sept. 10.—One of the most important highway projects ever undertaken by the Washington state highway department provides for a new road of super-highway proportions between the cities of Seattle and Tacoma. The route selected will shorten the distance between these cities to 24.11 miles. On the grade which is already completed will be laid in the next year for two parallel strips of cement concrete pavement each 20 feet wide separated by 4 feet of gravel. The first unit of this highway road, consisting of bridges and viaducts over the tidal flats, crossing railroads and the Puyallup river at the Tacoma end, and which is a total of 2,233 feet in length, was opened this year.

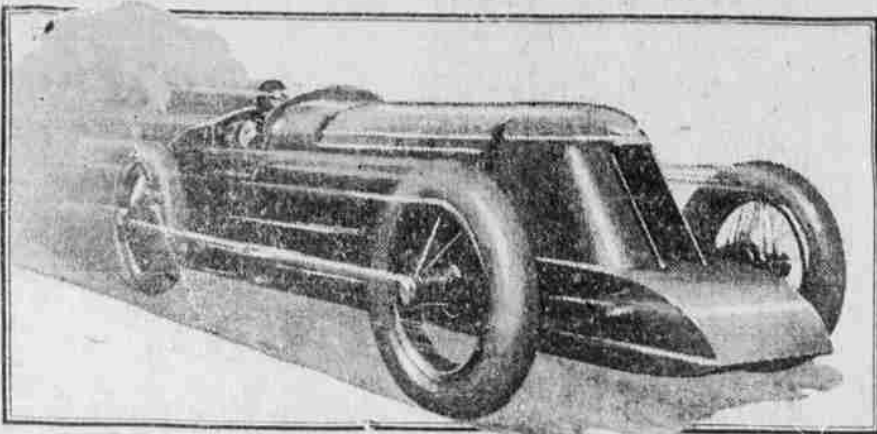
The construction of this highway is an epochal event in the development of wide highways in Washington. While it is by no means the first wide highway project, it is the most comprehensive yet undertaken. When completed it will become a part of the heavily traveled and popular Pacific highway, and supplant the old circuitous route through the valley.

Began in 1925
Construction on the bridge and viaduct unit was started in September, 1925. The contract allows one year for completion. It was completed in a little over one year. The work which involved an expenditure of approximately \$680,000 provided principally for the following: three 250 foot, one 197 foot, and one 115-foot steel fixed spans over the Puyallup river and railroad yards, and 1,758 feet of concrete viaduct and retaining wall approaches.

Concrete pavement is carried over the entire project. The pavement is 7 inches thick on the steel spans and 8 and 10 inches thick on the approaches and viaducts. The width of roadway throughout is 36 feet, with 5-foot sidewalks on each side of the roadway.

Railroad Is Spanned
The viaducts are T-beam girder type, there being 5 beams supported by columns. Three columns support the approaches. An unusual feature of the work was that the form for the concrete viaduct of 13 spans between the Northern Pacific railroad and the river were laid out in the shop and left of a company near by.

128.54 MILES AN HOUR IN THIS CAR



This remarkable action picture shows the Voisin racing car establishing a new world's record on the famous Moulthery track in France. Powered by an eight-cylinder Knight sleeve-valve engine, this Voisin car covered 100 miles in 46 minutes 40.1-100 seconds, maintaining an average speed of 128.54 miles per hour. Following this Voisin also set a new world's mark for the 100 kilometer distance. Since the European patent rights for the manufacture of the Knight sleeve-valve engine have expired, numerous automobile companies in the Old World have turned to this type of power plant. In America the patent rights for the use of the Knight motor in pleasure cars is vested in but three companies, namely, Willys-Overland, Inc., builders of Willys-Knight sixes; the F. B. Stevens company, builders of Stevens-Knight six- and eight-cylinder cars; Falcon Motors corporation, builders of the Falcon-Knight six.

and were so carefully prepared that no filling or dressing of the concrete was necessary. All exposed surfaces were chamfered 3-4 inch. Because of the careful form work, the structures present a surface of beauty and high quality at the minimum of expense.

A summary of quantities for the major items are: Class A concrete, 6,240 cubic yards; class B, 3,710 cubic yards; class C, 2,340 cubic yards; class D, 2,300 cubic yards; reinforcing steel, 1,370,000 pounds and 2,574 piles which were placed under piers, bents and retaining walls.

The contractor was Grant Smith & Company with Gerrick and Gerrick, contractors for steel erection. This project is known as federal aid project number 154 on state road number 1, Pacific highway. J. A. Davis is district engineer for the Washington state highway department and J. P. Hamilton is resident engineer in charge.

SEEK IDENTIFICATION
PORTLAND, Ore., Sept. 10 (AP).—The county coroner was trying today to learn identity of a man who had registered as Richard Toulou aged about 25, who ended his life with gas yesterday. In a hotel room after stuffing newspapers in cracks and keyholes.

A proverb is another name for an undisputed fact with whalers and left of a company near by.

Demand For Tourist Information Growing; Whole Nation Interested

WASHINGTON, D. C., Sept. 10.—Broadening of the advantages which the motor club offers to the tourist has resulted this year in more motorists than ever before asking for and receiving information to guide them in their travels according to a compilation of reports from member clubs by the American Automobile association. In this technical demand for this type of service is seen the neutralization of the hopes of those who have worked so that the automobile owner may travel the country over and receive everywhere the necessary directions and services which expedite his touring and enhance his pleasures.

In making the announcement that the national touring body and its affiliated clubs have served 1,700,000 automobile travelers so far this year, the A. A. A. pointed to the progress in touring facilities represented by the continued addition of affiliated bodies throughout the country. Only by extending the opportunity for information and other touring services can motoring be made as pleasurable as the extension of road building programs makes possible, A. A. A. officials declare.

According to figures compiled

by the national touring bureau of the American Automobile association, 2,300,000 tourists will have been routed by motor clubs by the end of this year. The demand for touring service and the ability to supply it indicated by these figures is pointed out, is in direct contrast to conditions existing ten years ago when so many individual motor clubs floundered independently and vainly attempted to give service whose value is great when it is available throughout the nation.

It is the aim of the national touring body to expand and extend continuously their touring service in all parts of the United States and to maintain it on an ever broadening scale abroad through cooperative association with European motor clubs. This widening of helpful functioning in behalf of the tourist has been accomplished by further affiliations in this country of which the most significant, it is stated, is the recent affiliation of the National Automobile association of New England with the American Automobile association. The amalgamation of the N. A. A. with the national touring federation was declared comparable only to the merging two years ago of the National Motorists association with the A. A. A.

With all parts of the United States joined to form one great touring ground throughout which may be found agencies prepared to offer a uniform type of service such as the American Automobile association has developed, it is stated, the motorist of today is assured of a continuous line of travel with touring agencies located at regular intervals to administer to his every need. The comparison is made to the development of highway building which has progressed to the point where gaps in the main thoroughfares have been filled in by constant extension of the finer types of roadway.

Service Is Spreading
So has uniform motoring service been spread, the A. A. A. announcement asserts, until the missing portions of this Nation-wide chain of this constant administration to the needs of motoring have been filled in by affiliations in all sections. By virtue of his membership in the American Automobile association or one of its affiliated clubs, it is pointed out, a motorist thus may obtain information, emergency road service and avoid himself of the numerous other means which the A. A. A. places at his disposal to heighten the convenience and pleasure of touring—and all this in regions where he is a complete stranger. Nor is this availability of service confined only to the United States. As an American member of the International Touring alliance, the American Automobile association has effected European touring clubs and so far this year through its foreign department has assisted double number of Americans who just year took their cars with them abroad.

This universality of motoring service, the A. A. A. declares, solves the problems of touring whether they are encountered at home or abroad. Nowhere does the A. A. A. member need to feel strange or without friendly and effective aid. He needs only to present his credentials in the national motoring federation and its nation-wide and international benefits immediately are placed at his disposal.

TWO PREACHERS ARRESTED
PORTLAND, Ore., Sept. 10 (AP).—Two preachers were in traffic court Friday charged with failing to stop at school stop signs. The Rev. C. F. Clark, evangelist, was fined \$2; the Rev. Leonard Ludwig, pastor of Peninsula Pentecostal church, said he had just returned from a vacation and did not know school had resumed. His case was continued.

Forty-seven motorists were in court on similar charges.

STICK PIERCES ABDOMEN
PORTLAND, Ore., Sept. 9 (AP).—Jumping from a three-foot wall near her home, Tilla Schield, 9, sustained a stick she had in her hand ran through her abdomen. Hospital attendants said her condition was serious.

SPEED LIMIT IN MANY STATES UP

Nine Raise Lawful Speed Without Increasing Safety Hazard

The development of this safety factor of the modern motor car has gradually caused the speed limits in various states to be increased without increasing the safety hazard.

A check of recent legislation in 25 states made by the Motor Association, shows that increases in the maximum speed allowed in open country have been made as follows:

Idaho, from 20 to 25 m. p. h.; Indiana, 25 to 40 m. p. h.; Maryland, 25 to 40 m. p. h.; New Hampshire, 25 to 35 m. p. h.; North Carolina, 25 to 45 m. p. h.; North Dakota, 25 to 45 m. p. h.; Oklahoma, 25 to 45 m. p. h.; Oregon, 25 to 45 m. p. h.; Washington, 25 to 40 m. p. h.

Oklahoma's change, however, has been held unconstitutional by the state's supreme court because of a defective title and a limit limit has been restored to 25 miles per hour as in the old law.

Auto Deaths Over Nation Increase

The department of commerce announces that during the four weeks ending August 13, 1927, automobile accidents were responsible for 506 deaths in 77 large cities of the United States. This number (504) compares with 499 deaths during the four weeks ending August 14, 1926. Most of these deaths were the result of accidents which occurred within the corporate limits of the city, although some accidents occurred outside of the city limits.

For comparison, the number of deaths due to automobile accidents within city limits is desirable. Such figures are available for the four-week period ending August 13, 1927, and for the corresponding four-week period of 1926 for 56 cities, the four-week figure for 1927 being 282 as contrasted with 294 for the corresponding four weeks in 1926.

Considering by four-week periods since May, 1925, total deaths from automobile accidents for 77 cities, regardless of place of accident, the lowest total (248) appears for the four-week period ending March 27, 1926, and the highest (675) for the four-week period ending November 6, 1926.

Longest Strip Of Pavement Is In Washington

The Oregon State Motor Association points out that the longest strip of concrete road in America lies between Olympia and Vancouver, Washington. The distance is 235 miles. There are five other continuous stretches more than one hundred miles long. In Missouri the road between Kansas City and a point west of Columbia is 125 miles in length, and the road between Neshoba and Springfield, 162 miles long. In Minnesota the road running from Itasca Creek to Knife River is 117 miles long and the road from Anoka to Brainerd, 119 miles long. In Wisconsin the road from the State line south of Truendell, around Milwaukee to Wausau, is 118 miles.

The state of Washington has long been an exponent of concrete roads and rapidly other states are following its example. According to the Bureau of Public Roads, 19,427 miles of roads in the state highway system of all states were surfaced in 1926. Gravel was used on 11,789 miles; cement concrete on 1,004 miles while miscellaneous compositions were used on 2,970 miles.



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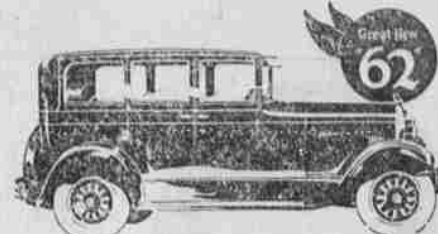
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