

SPECIAL ROUTES FOR SLOW DRIVER

Rhode Island Expects to Detour Motorists Who Holds up Traffic.

PROVIDENCE, R. I., (AP)—Trunk roads in Rhode Island are becoming so congested that it is a matter of time before the state will have to detour or second on third grade roads the driver who insists on operating his car slowly.

Harold Shippee, chief inspector of the state board of public roads, forecasts.

Motoring problems that are not yet acute elsewhere have reached a serious point in this most thickly settled state with its average of more than 544 persons to the square mile.

Comparing the slow driver to the accommodation train, which always has had to take a siding for express trains, Mr. Shippee says the situation here is developing rapidly to the point where there will have to be a right of way for express auto transportation. This will necessarily mean re-routing of slow-driven machines, he says.

Using one highway as an example, Mr. Shippee points out that 25 miles an hour is perfectly satisfactory speed if the way is clear,

whereas at other times five miles an hour might be reckless. A safe speed, he says, is one at which the driver is able to stop "within the known clear space ahead."

The official asserts that it is the inattentive fast driver operating across intersections, who causes more than 70 per cent of Rhode Island's automobile accidents.

Science Helps Make Brilliant Feats Possible

While headlines record one spectacular flight after another, or a new record set yesterday, to be broken tomorrow, it is a rare privilege to read between the lines and learn what has been done by the world of science to make these flights possible.

Well at the forefront of these unending flights is the laboratory staff of the Shell Oil Co., whose brilliant research work and unflinching persistence to obtain the highest possible point of perfection and standardization have resulted in finished petroleum products of such quality that pilots, risking their lives to attempt the impossible, instinctively turn to Shell to make their dreams come true, officials of the company declare.

How well they have labored is attested by such flights as that of

Brook and Schlee, who in 1927, in a Stinson-Detroit Monoplane, made their widely heralded around-the-world flight. In frozen wastes and steaming tropics, through the crowded marts of Europe and in the trackless jungles of the far East, by train, steamship and native safari, thousands of gallons of Shell Aviation Gasoline were transported to meet their needs.

In 1922 Commander Francesco Pinodo, the famous Italian, in his twelve hundred horse power sea plane, flew from Rome to South America, thence over Central America to North America and back again to Rome, a distance of some thirty thousand miles, and again Shell was chosen to keep his twin motors steadily functioning.

In the month past one route of the Alaska-Washington Airways line, Juneau, a Wasp Power Lockheed Vega Monoplane equipped with pontoons and piloted by Ansel Eckman in the first non-stop flight from Seattle, Washington to Juneau, Alaska, a distance of 240 air miles, in the astounding time of seven hours and thirty-three minutes, using Shell.

Drive On, Clarence. "Clarence," she called. He stopped the car and looked around. "I am not accustomed to call my chauffeurs by their first name, Clarence. What is your surname?" "Darling, madam." "Drive on, Clarence." Studebaker Wheel.

PROVIDE A MORE PEPPY GASOLINE

U. S. Bureau of Standards Devises New Method to Aid Motorists.

WASHINGTON (AP)—More pep for the motorist's tank will be provided by a new method of extracting gasoline from natural gas.

The bureau of standards devised the method.

The discovery is expected to prove of far reaching importance to the refining industry and the motorist through conservation of much of the "natural" gasoline lost in the process of recovery, now estimated to amount to from 25 to 50 per cent.

Refining engineers have attempted to solve the problem of "natural" gasoline losses, but have been without accurate information as to the amount of gasoline in the untreated gas and the amount remaining after treatment.

Through use of the new method worked out by the bureau it will be possible for engineers to determine what process of extraction is the most efficient and to bring about a higher percentage of recovery.

The process of the bureau of standards, known as an "ether" distillation of natural gas mixture, employs methods just the reverse of ordinary distillation.

Nearly one-tenth of the gasoline produced yearly in the country is "natural" gasoline. This is not sold as a separate product, but is blended with other gasolines to give the "pep" desired by motorists. Employment of the new method the bureau believes, will result in a greater amount of "natural" gasoline being produced and greater mixture of the product with other gasoline.

LUBRICATION AID TO CULVER CITY FLIERS

Much of the credit for the new endurance flight record which is held by W. Mendell and H. M. Reinhart established recently in their Wright Whirlwind equipped Buick Airspeed at the Culver City, California Airport, can be attributed to the ingenious oiling system which the two fliers perfected before starting on their record shattering flight, states Mr. Kendall, local manager of the Western Auto Supply Company.

"Endurance fliers in the past have been faced with the problem of properly lubricating the valve tappets and rocker arms of the motor," he says. "Mendell and Reinhart worked out a force lubrication system which is of utmost value to endurance fliers and under other conditions where the plane cannot be landed for oiling."

"A set of Atlantic nipples, the same type as used on automobiles, were installed on each side of the cockpit. From these couplings, four oil lines led to each cylinder—two to the rocker arms and two to the valve tappets. This battery of thirty-six oil lines permitted Mendell to thoroughly lubricate all of the rocker arms and valve tappets from the pilot's seat in five to eight minutes time.

Speedy lubrication was made possible through the use of improved type high-pressure Alcolac grades run."

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Only One-Fifth Of U. S. Highways Are Surfaced

Although there is one automobile to every 5.6 persons in the United States, only about 20 per cent of the nation's highway mileage has been surfaced, according to Dr. E. B. McDaniel, president of the Oregon State Motor association which is affiliated with the American Automobile association.

Dismissing the road mileage, Dr. McDaniel pointed out that the total certified mileage of highways in the United States is 3,013,884 miles, of which approximately 625,000 miles have been surfaced.

"Realizing the road-building is not keeping pace with new car registrations," continued the A. A. A. motor club executive, "the Oregon State Motor association is solidly behind the American Automobile association in its campaign for increased funds for Federal Aid."

"The A. A. A. believes the congress should increase the present annual federal-aid appropriation of \$75,000,000 to a possible maximum of \$125,000,000. Under the present policy of making these appropriations two years ahead, the regular session of the 71st congress will turn its attention to the appropriation for 1933 and 1934. It is imperative that the present program should be enlarged."

Dr. McDaniel called attention to the fact that the federal govern-

ment is now contributing approximately five per cent of the nation's road-building bill, although improved highways have contributed

possibly more than any other factor to national prosperity. The Oregon State Motor association proposes to ask members of

congress from this district to seriously consider the increase in federal-aid funds, added Dr. McDaniel.

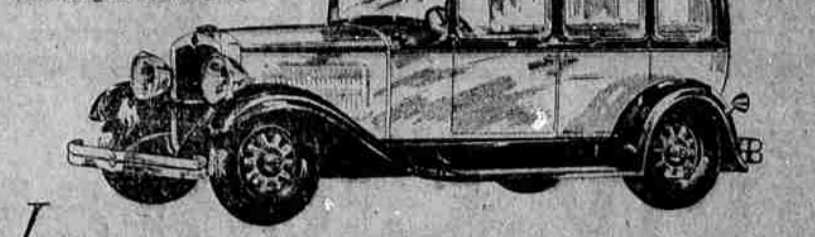
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Cars Oust Camels For Desert Travel

WASHINGTON (AP)—American automobiles are taking over the work of the camel in Syria.

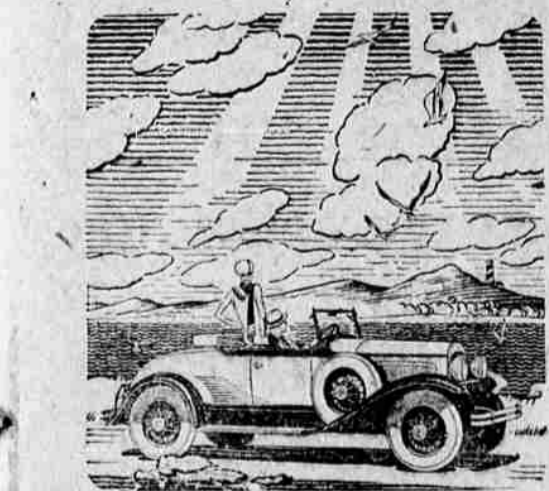
Desert traffic is increasing year by year, George L. Brandt, American consul at Beirut, reports to the department of commerce, and is especially heavy during the pilgrim season.

The radiators of most of the cars are decorated with blue heads "to ward off the influence of the evil eye."

When the Kuwaiti tribe of Bedouins break camp, the camel of their chief, Nuri Shalaan, is prepared with the usual pomp and ceremony and leads the procession, but Nuri Shalaan steps into an American automobile and is driven across the desert by a member of his tribe.

Dollars Always Pays. When you observe a traffic cop coming toward you with his auto-graph book it is always good policy to pull up.

U. S. makes Dollars SMALLER PLYMOUTH makes them LARGER



IN WASHINGTON, the government presses are turning out smaller dollar bills. In Detroit, the huge Plymouth plant, largest of its kind in the world, is turning out a motor car that makes the dollar bigger in purchasing power than it ever was.

Not in all automobile history has another such value appeared in the low-priced field.

There has never been another low-priced car to compare with the improved Plymouth in full-size roominess—in Chrysler-designed stylishness—in Chrysler-like briskness and smoothness—in ruggedness of construction—in safety—in all-around quality and ability.

Big body, big engine, big chassis, big axles, big 4-75 tires, big internal-expanding 4-wheel hydraulic brakes—in every respect, Plymouth is the biggest thing in its class. Compare—you'll be astonished how big in value Plymouth has made the dollar.

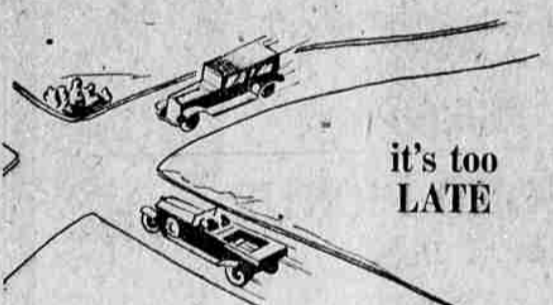
Coupe, \$555; Roadster (with rumble seat), \$575; 2-Door Sedan, \$575; Touring, \$575; De Luxe Coupe (with rumble seat), \$625; 4-Door Sedan, \$650. All prices f. o. b. factory. Plymouth dealers extend the convenience of time payments.

\$655 and upwards f. o. b. factory

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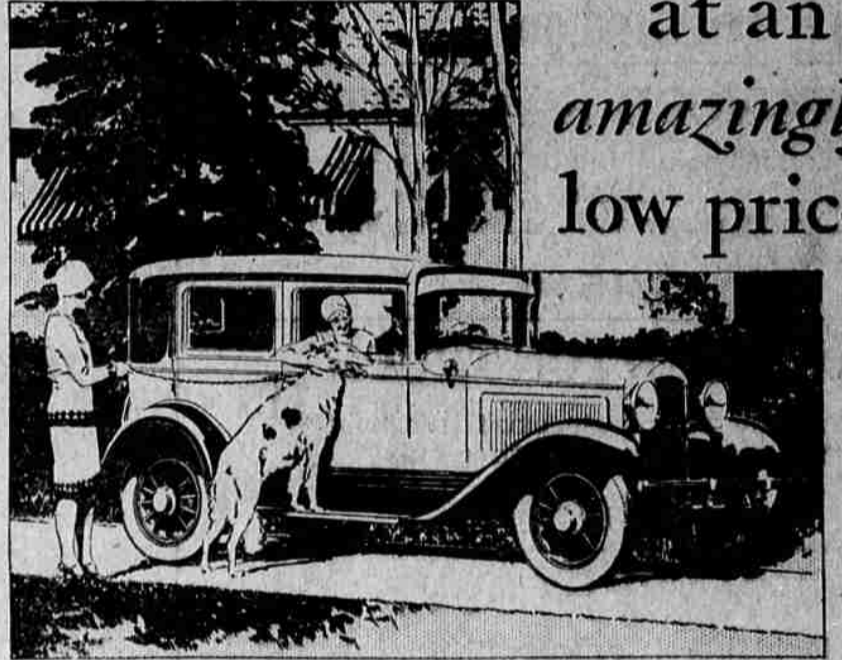
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