

CITY OF AUTOS HAS ONE-WAY TRAFFIC

Detroit's Staggering Problem Now Is Solved.

BUSINESS MEN PLEASED

New Regulations Overcome Objections and Win Popular Approval in Five-Year Workout.

BY H. C. GARRISON. (Special.)—Detroit has more automobiles in its streets than has any other city in the world for its size or anything near its size. With the single exception of Boston, there probably is no city in America whose downtown streets are narrower or more tortuous than Detroit's.

Detroit's traffic problem, therefore, when the motor car reached the height of its voracity, was a staggering one. To understand the seriousness of the situation thoroughly, one must picture the actual conditions in the downtown area.

The city is laid out on the so-called "continental" plan. That is, the city centers about an open square, known as the Campus Martius, radiating in various directions from the square much like the spokes of a great wheel, are six broad streets, stretching in each case from the Campus to far beyond the city limits.

Upon this skeleton the city's streets are laid. The original planners, never dreaming of a Detroit of a million souls, believed that the six great arteries would easily suffice for the town's business and residential activity. As the village grew to a town and the town to a city, these side streets rapidly lost their residential flavor and became purely business thoroughfares.

During the era of the horse and carriage, the wanderings of the downtown streets and the sudden converging of several of them upon a single point caused no noticeable discomfort.

Autos Change Everything. But when the automobile industry came and dumped its thousands, later hundreds of thousands, of motor cars upon the streets of the city, the town was set by the ears.

To crown this bedlam of traffic, there sprang into being the parking nuisance. All day long, both sides of the street in this busy portion of the city were lined with parked cars, leaving a narrow lane down the center for the passage of vehicles.

On the car-line streets, it was absolutely necessary for automobiles to run on the street tracks, slowing up traction operations and being themselves delayed each time one of the street cars made a stop.

Merchants complained that they could not get their trucks in proper positions to unload, due to the narrowness of the streets. Street cars made equally "progressive" moves.

Accidents became so common that they no longer attracted attention.

As conditions continued to grow worse, the city administration was forced to take a hand in the solution of the problem.

After careful discussion and study, the one outstanding cure for the evil was recommended—one-way traffic. At once a storm of protest broke, particularly from downtown business men.

"It will take business away from our stores," was their plaint.

"It will require too much maneuvering for our trucks."

"You can't enforce it."

"It will cause more confusion than the old way."

City Officers Daunted. These and others were the arguments advanced against the plan. So strong was the opposition that the administration did not dare put into effect the whole plan at first consideration. One street was turned into a one-way traffic lane. Then another.

Gradually more streets were included. That was five years ago. Today downtown Detroit has 12 one-way traffic streets, a total length of approximately six miles.

The downtown district proper has the restriction imposed upon them for a distance of only a few blocks through the most congested areas. Three blocks is the average. One very narrow and very busy thoroughfare, Shelby street, supports a car line, is restricted to northbound traffic throughout its entire length of seven blocks.

John R street, paralleling Woodward avenue, the city's main street, is restricted to northbound traffic for a distance of two miles, thus forming an excellent avenue of escape to the northward from the heart of the city.

The downtown traffic muddle has been wonderfully clarified. Progress is faster, the streets are more open, and accidents have been materially reduced. Police records show, in the single case of John R street reduction of accidents of more than 25 per cent since one-way traffic was installed on the street.

Enforcing Is Easy. There has been no trouble in enforcing the ordinance. Each street is labeled with a neatly-painted sign on a station. "South Bound Traffic Only" or "North Bound Traffic Only," as the case may be. The prospects have ceased entirely.

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CHIEF TELLS OF BRIBE

HOQUIAM OFFICER SAYS HE SPURNED \$10,000.

Big Whisky Deal Reported and Plan to Issue Bad Checks Said to Have Been Revealed.

HOQUIAM, Wash., Jan. 17.—(Special.)—Chief of Police Havens announced last night the fact that George Pappas, now a prisoner at the city jail and who, when arrested, had in his possession several hundred blank checks on Seattle, Portland, Tacoma and Aberdeen banks, had offered him a bribe of \$10,000 if he would give him his release.

Pappas sought the interview with the chief yesterday, and when they were closeted in an office he unrolled his plan. According to his story, he entered into an agreement at Astoria, Or., three weeks ago with two men for the purchases of 500 cases of whisky.

He was taken to a warehouse and permitted to count the cases of liquor and was told these could be delivered to him at an unused dock in Hoquiam either on Saturday, January 17, or Sunday, January 18, at the payment of \$27,500.

Pappas said he paid the men \$2500, all the money he had, and then came to Hoquiam to prepare matters to complete the transaction. He endeavored to interest friends in the transaction, he said, and failing to do so, hit upon the plan of making the final payment of \$25,000 with fictitious checks.

Some checks he had taken to a printer at Cosmopolis and had inserted the name of an imaginary contracting firm to give the paper the appearance of genuineness, he declared, and it was his intention to double-cross the leaders of the whisky sale, excusing his action on the grounds that they were engaged in a double-crossing game and that it

was permissible for him to "do a little shady stuff on my own hook."

Stanfield Washouts Repaired. PENDLETON, Or., Jan. 17.—(Special.)—Train service interrupted Thursday by washouts near Stanfield and mud slides on the mountain eastward is again normal, all the breaks having been repaired. The first train to be routed over the main line westward left here about 2:30 this afternoon. While the Umatilla river early this morning reached its highest stage this year, no reports have been received of any damage. The river remained within its banks.

Cigar Stores Are Warned. THE DALLES, Or., Jan. 17.—(Special.)—City authorities have started a campaign against the selling of cigars to minors and the playing of pool by youths. The schools have supplied the local tobacco merchants and pool hall operators with a complete list of all students under 21 years of age and stores will be held strictly to observation of the law. Nearly every male school in this city is on the list, which contains 600 names.

D. A. R. Officers Elected. THE DALLES, Or., Jan. 17.—(Special.)—At the annual meeting of Quennett chapter, Daughters of the American Revolution, held last night at the home of Mrs. Joseph Stadelman, the following officers were elected: Regent, Mrs. E. W. Bayley; vice-regent, Mrs. E. M. Williams; secretary, Miss Elizabeth Lang; treasurer, Mrs. A. E. Crosby; registrar, Mrs. W. A. Kirby; historian, Mrs. C. J. Crandall.

Hoquiam Club Elects President. HOQUIAM, Wash., Jan. 17.—(Special.)—Ralph D. Emerson, one of the leading mail owners of the city and a prominent financier, yesterday afternoon was elected president of the Hoquiam Commercial club, to succeed H. V. Collins.

Lebanon Lodges Install. LEBANON, Or., Jan. 17.—(Special.)—The Oddfellows and Rebekah lodges of Lebanon held a joint public installation of officers here last night following a banquet given by the men of the lodge. The installing officers were Roy Gardner and Mrs. Laura Heinrich, with Mrs. Jennie Southard and E. C. Morris acting as grand marshals. Those installed are: Rebekahs—Mrs. Sara Morris, noble grand; Mrs. Flora King, vice-grand; Mrs. Emma B. Newport, corresponding secretary; George W. Cruse, financial secretary; Mrs. Alice Elliott, treasurer; Oddfellows—Vernon Reeves, noble grand; Sheridan Long, vice-regent; Roy Gardner, corresponding secretary; George W. Cruse, financial secretary; Henry Klum, treasurer.

Lebanon Banks Elect. LEBANON, Or., Jan. 17.—(Special.)—The annual meetings of the two national banks of Lebanon were held this week, at which time directors and officers were elected as follows: First National directors, S. P. Bach, J. C. Mayer, S. M. Garland, George O'Brien, Clarence Ingram and Gus Gundersen. Officers, president, S. C. Stewart; vice-president, A. M. Reeves; cashier, Tom D. O'Brien; assistant cashier, Clarence Ingram. The bank showed a remarkable increase in assets over a year ago of nearly 40 per cent. The combined resources of the two banks is nearly \$1,000,000.

GORDON IS NEW ADJUSTER

R. M. Fuller Retires From Washington Insurance Commission.

OLYMPIA, Wash., Jan. 17.—(Special.)—The industrial insurance commission has announced the appointment of John W. Gordon of Seattle, as chief claim adjuster. Gordon is named to succeed R. M. Fuller, whose resignation the commission called for this week. Fuller is chairman of the democratic central committee of Thurston county. He has been chief claim adjuster for the commission for 17 months and before that was assistant auditor.

Gordon has been in charge of the Seattle branch of the industrial insurance commission. The appointment is effective Monday, January 19.

Lebanon Loan Body Meets. LEBANON, Or., Jan. 17.—(Special.)—The Lebanon National Farm Loan association held its annual meeting in this city this week with the following board of directors: E. E. Taylor, M. F. Loomis, George Long and George Simons, with E. E. Taylor as president and Clarence Ingram as secretary. The association now has a membership of 24, with more than \$200,000 in loans to farms, with about 35 applications now pending for additional loans.

R. & H. Green stamps for cash. Holman Fuel Co. Main 253, 560-21, 560-21.

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5. Liberty's Pictorial Review—Odds and Ends of Interest compiled by the management.
6. A Selected Comedy.
7. Paul E. Noble presents "Pastimes Aboard the U. S. S. Oregon," a Sailor Jazz Orchestra and singers; 10 people.
8. The Liberty presents Wm. Farnum in Zane Grey's triumphant novel, "The Last of the Duanes."



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