

Oregon Journal

AUTOMOTIVE SECTION

Standardize Traffic Rules

Traffic officers from all over the country will meet at San Francisco the latter part of this month and motorists are looking forward to a standardization of traffic laws and signals for rural and urban districts. It is absolutely imperative that such a move be taken at this convention.

No part of the country realizes the need for a standard system of rules of the road more than a section where tourist travel from all parts of the country is a yearly occurrence. Cities where tourists congregate and where traffic demands that a uniform understanding of traffic signals, both on the part of the driver and of the traffic officer, have long felt the need for such legislation, but the moving influence has been lacking. Instead of cooperation between the various states, a spirit of competition seems to have existed, the competition taking the form of great originality in things traffic, with a corresponding amount of confusion on the part of visitors.

Some states have been loath to follow the lead of neighbor states for fear of incurring the stigma of imitation. Both in regard to the law and in regard to unofficial but necessary rules of the road, this has been the case, and from the vast number of words written into the traffic laws of the 48 states each year, it is difficult to extract an appreciable amount of information or caution that would apply to any state where strangers drive. Such a crazy quilt of laws should be taken apart, examined and restored as a blanket of traffic caution for the good of the general motoring public. Many such efforts have been made from time to time at traffic meetings and conventions, but the movements have died natural deaths, have been gleefully smothered or egotistically ignored by legislatures from Maine to Texas.

"Our laws suit us. Why change them?" has been the universal cry, with a consequent lack of change. And the stranger in a strange land continues to blunder along and accident lists grow in length.

The convention will go down in traffic history as successful if the only thing done is an official memorial directed at the government of the 48 states and their municipal centers, not only urging but demanding the adoption of a uniform system of laws for traffic.

Speed Up the Road Signs

Oregon state roads are on the point of being laid out along standard lines with signs of standard design to point the way. The motorist may well breathe an audible sigh of relief. Our sea of uncertainty is at last to be charted and not much longer will stranger and native have to sprain his throat asking directions from every person encountered by the way-side. We are speeding into our own at last.

For many years Oregon has held the unique position of the hardest state to get about in this tourist or that had ever visited. One heard the plaint in every hand, and those who have been about the state and have traveled some of the principal roads to be in a quandary at every turn and crossroad, know when they get back that they have been traveling as if in the dark, and declare their inability to again find their course along what strange roads they may have traversed.

This move on the part of the state highway commission deserves the approval of every motorist, and, for that matter, of every field hand who has been called to the fence-tines innumerable to answer questions as to the road to this town or that. It will be with a feeling of security that the traveler will fare forth and "follow the signs," knowing that he will not have to disembark from his machine and search for the board of interest to him, which may be hiding demurely in the rear of a host of others or obscured by advertising matter of all kinds. Nor will he have to search among the wayside bushes with such exclamations as "There used to be a sign here." "Wonder why they don't put up a sign at this corner?" and so on, or hold ineffectual over some fallen fingerpost with its legend sadly deleted and its guiding arms broken and useless.

Yes, the motoring public forbears to ask "Why not some time ago?" They are merely thankful that the signs are at last being erected.

NEWPORT TRIP EASILY MADE AT THIS TIME

(Continued From Page One.)

staying in the road, watching for other cars on the turns, and using the horn with frequency and good judgment. At night the correct focusing of the lights is an imperative matter.

The one drawback to this part of the route to Newport is the narrowness of the right of way. There are frequent points wide enough for machines to pass, though, and motorists traveling the road, whether stranger or native, are on a constant watch for the coming car and at no time did the scouts find a tendency on the part of any motorist to hog the road.

One thing the state should do on this road even before further work is done to improve the surface, which is fairly good as it is, is to look after the erection of red signaling devices on the turns for use at night, and sign boards to warn the strange motorist by day. At times there is difficulty in gauging the sharpness of a curve and particularly in this true when a sharp down grade is just behind the curve. In time, of course, this serpentine and sinuous quality will be lost to the road, but until that time something should be done in the way of making the highway as safe as possible.

To the east of Blodgett there is a bad corduroy stretch upgrade not bad in the sense that the way is not smooth, but merely a bit of travel where care, and some more care, is needed to make the

CAR GONE LONG DISTANCE IN ITS TOURS



This car covered something like 75,000 miles since it took part in the Wandewell world tour. It is a specially built Moon Six and has been in 47 of our own states and some of those in Old Mexico. Miss Jeanne Hanson, correspondent for the party, is at the rear of the machine, while Al Nelson, mechanic, is seen to the right. The insert shows Captain Walter Wandewell, guiding spirit of the party.

find but little romance and no utility connected with them. They did, however, discover one bit of adventurous atmosphere. The driver was plotting the car along in the half darkness, when lo, in the road ahead, appeared five flitting forms, dark-bued, and seemingly frightened.

"Gee, look at those young pigs," said a scout, leaning over the left of the machine and gazing at the road ahead.

By this time the machine was abreast of the little herd, and the scout on the right end of the front seat was looking directly down at them. He got into action at once.

"Pigs!" he screamed. "Pigs, your eyes! They're skunking! Step on it!" And the Elgin left things as they were and departed like a frightened rabbit, merrily not upon the order of its going.

In the vicinity of Chilwood, there is more construction, a shovel is at work widening the grade and the road is rough for a mile or so. At the Chilwood store the turn is to the right, and at mileage 145.25 avoid the left hand bridge and take the right hand road. Toledo is reached at mileage 145.2 and if the night is dark the motorist will experience some difficulty finding the road out of town. There is a steep hill as a continuation of the road into the town and the driver can either pilot his car down

that grade and go straight across the main street and onto the Newport road, or he may turn to the left, avoiding the grade, to the right again to enter the town right on the main street and then left onto the Newport road. New grade on the coast road is to be found beyond Toledo along the flats, and at a point two miles from the town a new road is being cut, which should be complete by this time; a few yards only remaining at the time the scouts passed the camp. From the construction camp on to Newport the signs are well-placed and the road fair. Pioneer hill has been long in the discard, and with the exception of numerous turns and some sand near the town the going is of no trouble to anyone and either Midway or Newport hath charms to soothe the weary motorist.

6.0—Journal building. Take road through Milwaukie to Oregon City, through that town past the paper mills and onto the road to Salem. Turn right at bank building and cross bridge on Independence road. Turn right.

62.8—End paving out of Salem, and at fork take either road to Hillsboro or road on to Independence. This is a by way of Hillsboro and the new paving to Hillsboro.

68.7—Rickfall. Take right-hand road to Hillsboro. Scouts continued directly to Hillsboro over new paving, encountered at mileage 68.9.

73.2—Memphis, cross railroad and take road to Independence. Turn right.

76.0—End paving. Road from this point on rough, fair, good, etc. with considerable gravel work at various points. Re-grading at 88.8 on long hill.

80.1—Road improves. Turn right.

82.2—Fun right on Albany-Corvallis road. Corvallis. Go out past village and take road to Philomath. Good macadam.

107.2—Philomath. Straight through the town and follow railroad crossing. Watch for trains.

108.1—Straight ahead. 112.4 Wren, road fair with construction at 113.1 to 114, and at 114.1 turn left when travel is down grade. Turn and rough at bottom.

116.3—End grade. Turn and rough at bottom.

118.0—Straight ahead.

118.0—Budget. Straight through.

119.0—Turn right. 120.3 left, and at 128.5 new grade.

120.8—Fun. Turn with new grade past the postoffice.

129.8—Fun. Turn with new grade past the postoffice. 137.2 narrow, requiring care.

137.2—Fun. Turn with new grade past the postoffice. 142.75 Chilwood, turn right from the store.

148.0—Construction. 144.0—Avoid bridge to left.

146.9—Left across bridge. 163.25—Either left or right to Toledo. Right hand road shorter.

154.0—Straight ahead. 156.0 left, and 155.2 right.

155.2—Left, and left again at 156.65. Right at 158.2.

158.8—Newport.

Greatest Airplane Deal

The United Aircraft Engineering corporation recently announced the purchase of surplus navy aircraft for the total sum of \$20,000,000. The transaction, which also involves equipment, is said to be the second largest airplane deal consummated in the history of modern flying.

ATWELL GOES TO ATTEND MEETING

Several Matters of Importance Expected to Come Up at Los Angeles Conference.

In order to attend the annual convention of the branch managers of the Mack International Motor Truck corporation on the Pacific coast, F. C. Atwell left for Los Angeles Saturday. This is the second gathering of this nature Mr. Atwell has attended, the previous one being held in San Francisco.

Several matters of importance to the conduct of his company's affairs in Portland will be discussed at the conference. The growth in business of the Mack International Motor Truck corporation has been remarkable, more Mack trucks being sold in this territory last year than in any two previous years, and it is the expectation of the local manager that the company's new fiscal year, which dates from July 1, will show even a more pronounced increase in business. Through special arrangements with the railroad, liberal shipments of Mack trucks have been arriving here recently.

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