

CITY PLANNING AND TRAFFIC PROBLEMS

Only Solution to Congestion Is to Lay Out Streets Properly

The only real solution to the problems of traffic congestion is city planning, declares Alvan Macauley, president of the Packard Motor Car company after a survey of first-hand information from hundreds of cities in all sections of the country. The majority of over 230 cities of over 10,000 population which have been studied in detail have traffic problems which are steadily growing worse under present methods of control. The complete data and a comprehensive analysis have been issued by Mr. Macauley in a brochure entitled "City Planning and Automobile Traffic Problems."

"The outstanding fact revealed," says Mr. Macauley, "is that the important traffic streets of a large proportion of the 233 cities studied are inadequate for either the moving traffic or stationary vehicles which must use them. There is no logical relation between the width of important streets and traffic use of them in the majority of the two hundred-odd cities and this situation is particularly true of the older and smaller cities, in less than a quarter of the cities are the business streets wider than the main thoroughfares; in three-eighths the business streets are equal in width to the main thoroughfares and in the remaining three-eighths the business streets are narrower. In most of the cities the streets are utterly inadequate to provide parking space where it is most needed. Already a third of the cities have widened some of their streets in order to accommodate traffic, and in fully a half, traffic has become congested to such a degree that widening of streets involving enormous expenditures is now urgent."

"What these conditions mean in accidents, transportation, cost of living, inconvenience, extra policing and many economic and social burdens, cannot be estimated. These burdens comprise a congestion tax, which is borne by every citizen and which increases rapidly each year until it is further augmented by the cost of street widening."

"While about half the cities report planning commissions, very few have taken these commissions and their plans with any degree of seriousness. While about a third of the cities have made some study of traffic conditions, very few have used traffic studies in planning street layout, and only about a fifth have any kind of plan for future street development."

"The smaller cities can still prevent the conditions which must otherwise be inevitable, by making full use of the experience gained by the larger cities. It is cheaper and easier to plan than to rebuild, to build than to rebuild. The police officials and their advisors in many of the large cities have used commendable ingenuity and patience in untangling traffic tangles and inventing schemes for preventing them. But the end of such measures is near—what is now needed is engineering ability and not police power. When the cities and their traffic commissions begin to find that the traffic problem cannot be solved by put-

4 Ways to "See America First," 1852-1925



The above photograph depicts the wonderful progress of transportation in less than 75 years. At the left is an ox team and Ezra Meeker, who blazed the Oregon trail in 1852. Next at the rear is an original stage coach of the "Deadwood Dick" era. In the foreground, they will turn their attention to the streets. We have been so busy boosting highways to take a man from one city to another that we have given no thought to what happens when he gets there. But now we must add to the slogan of "Good Roads" one of "Better Streets."

Feeds and Doctors His Pigeons as His Hobby

CHICAGO—Feeding peanuts to pigeons in Grant Park on busy Michigan boulevard costs him approximately \$100 a year, but to Harry J. Lane, the benefactor, it is a small item in his receipt for kindness. Four or five times daily Mr. Lane, who is treasurer of the Orchestra Hall association in a skyscraper overlooking the park, crosses the avenue with bulging pockets of peanuts to ration the birds, many of them of four years' acquaintance. His appearance causes a winged offensive.

Mr. Lane carries a knife with a small sharp blade which, as the birds feed, he uses in removing strings entangled in their feet and to perform any small bit of surgery. Wherever he travels Mr. Lane feeds pigeons in the parks. He is never feared, whether friend or stranger.

The city allows feed for the pigeons, but frequently the caretaker is absent. Mr. Lane fills the breach as provider.

front and to the right is an original curved dash Oldsmobile, the first automobile made commercially in the U. S. and the first gasoline propelled vehicle to compete in a coast-to-coast race, making the run in 1905. Zack Mulhull, former sheriff in Oklahoma,

Haskell Enrollment Is 100 Percent American

TONOPAH, Nev.—A recent cloudburst on the land of L. L. Loony, of Rochester, Nev., washed away a good portion of the ground around his house. When the storm was spent, a vein of mineral was exposed. He started to dig. At a depth of 20 feet he opened up a vein of ore assaying \$80 to the ton. He was soon on his way to the smelter with the first carload.

Cloudbursts are common on the Nevada desert and are generally considered plagues.

CHICAGO OIL FIRM GETS A HUGE ORDER

CHICAGO—The Barnsdall Refining company of this city has sold to a Belgian oil company for export one of the largest lubricating oil orders ever placed, carrying a consideration of about \$3,000,000.

George D. Locke, vice-president of the company, returning from Tulsa, where he closed the transaction with agents for the buyers, said delivery will be made over the greater part of 1926. The oil purchased is principally cylinder stocks. The purchasing company is Compagnie Gen. Ambroise of Antwerp, Belgium.

Some people make rules to live by and then change them from time to time to meet emergencies.

at two times. At the extreme right is a modern Oldsmobile being driven around the world by the Rambling Rambler, Mr. and Mrs. F. M. Richards. The photograph was taken when the Miller Brothers 191 ranch, real Wild West Show, which lists Meeker

Pittsburgh Tutor, Nearly Seventy, Still Studying

PITTSBURGH—Mrs. Grace C. Haworth, 69, is a firm believer in the adage, "It's never too late to learn." She attended the recent session of the Harvard summer school, being the oldest of the 2,500 students enrolled. Having completed the course in secondary education she now feels better equipped to perform her duties as teacher in a public school here, a position she has filled acceptably 49 years.

Summing up her views of the college life she saw, Mrs. Haworth said:

"It's a fine school, but I don't approve of the young women smoking on the campus. These modern students have too much money to spend and not enough work to keep them busy."

Mrs. Haworth plans to retire from classroom work next year. She thinks she will turn to welfare work, she said.

BAN OFFENSIVE FILM TITLES

BERLIN—Cinema proprietors and film producers have been warned by the central committee of German film industries against

the employment of obscene or offensive film titles. It is claimed that often such offensive designations are used for harmless films as a sensational medium for attracting a certain type of public.

French Woman Crosses the Sahara to Be With Spouse

HAVRE—Mms. Delingette has nothing of the explorer about her, yet she is said to be the first woman to have crossed the Sahara desert. This journey she accomplished with her husband and M. Bonnaure, an engineer. She is a dainty French woman, and is very modest about her exploit. When asked why she risked so dangerous a journey she replied quite simply, "Why to be with my husband, of course."

Her advice to would-be explorers of her sex is terse, "If women want to go from Oran to North Africa to Cape Town in an automobile they must make up their minds to do without their daily bath and their morning manicure. They must be ready and willing to lend a hand in tight places, either to pull the car out of a rut or help to build bridges of logs—

we built 129."

NEW HEATERS FOR ASPHALT DEVISED

City of Los Angeles Buys Three Moreland Trucks With New Units

After a thorough test, the city of Los Angeles purchased Moreland trucks equipped with Zeus asphalt surface heaters. They serve a double purpose—heating the asphalt, and the air compressor mounted on the chassis furnishes compressed air which operates chisels for breaking up the pavement as fast as the heater requires it. Ordinarily from one to two minutes is necessary for heating the asphalt to the required temperature. It is a mobile unit; the heating chamber in the rear can be removed and the truck with compressor unit used alone. The truck is a special Moreland two ton truck designed for this purpose. Both the truck and the compressor are electrically equipped with self-starters. When not in use the compressor can be completely enclosed.

The heating chamber is raised by a hydraulic hoist, the hydraulic pressure being generated by the engine and compressor mounted on the chassis. The truck will travel 20 miles per hour when moving from place to place. The capacity of the outfit is over 2000 square yards of paving per day. The inventor of the outfit is C. H. Zeus of Los Angeles.

AIR FREIGHT IS CHEAPER THAN TRUCKS, SAYS STOUT

ST. PAUL, Minn.—Aerial transportation is cheaper than motor truck service, according to William B. Stout, inventor of the metal airplane now being manufactured by Ford Motor interests. Stout is visiting in St. Paul.

"It costs less to ship freight by airplane distances of more than 200 miles than it does to ship the same distance by motor trucks, providing that the same running time for each is considered," he said.

"Eventually the Ford Motor company will maintain its own aerial service between Detroit, Chicago and St. Paul," he continued. "This will have nothing to do with aerial routes now under consideration. There are two logical air routes in this district. St. Paul to Chicago is one and St. Louis to Chicago is the other.—A. D. M."

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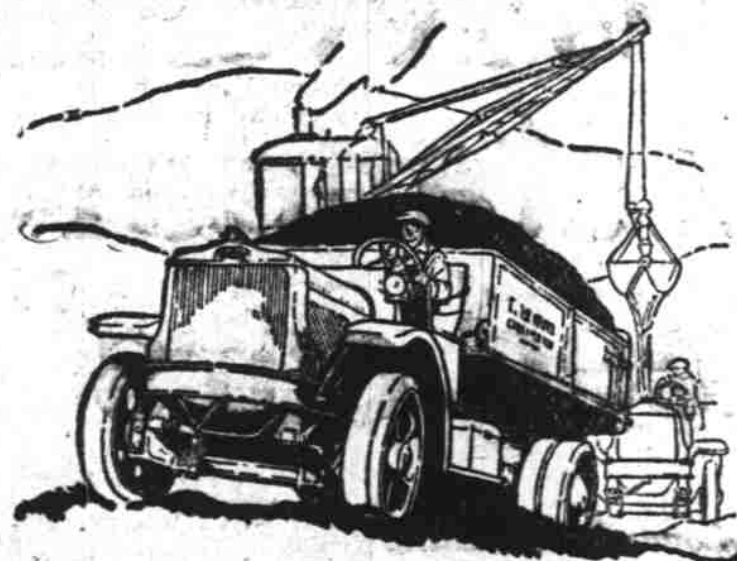
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