

MISSISSIPPI HAVOC ON NATIONAL ROADS

1200 Miles of Highly Improved Highway Destroyed in Six States

WASHINGTON, D. C.—(Special)—Twelve hundred miles of main travelled highways have been put out of commission and rendered impassable in the area affected by the breaking of the levees and the overflowing of the Mississippi river.

The tremendous extent of the havoc that the flood has wrought on the roads of six states is disclosed in an exhaustive survey made by the National Touring Board of the American Automobile association, on the basis of telegraphic reports from its road scouts, from A. A. A. clubs in the devastated area and from State highway departments.

In several instances, the road scouts of the national motoring body found themselves impounded, with the highways they were logging caught in the path of roaring torrents. Cars had to be shipped, as for example, from Forest City to Little Rock, Ark., when a section of U. S. highway No. 70 went under water west of Forest City.

In addition to the 1200 miles of primary-highways that have gone under a blanket of mud and water, in Arkansas, Illinois, Louisiana, Mississippi, Missouri and Tennessee, there are many thousands of miles of connecting secondary roads completely unavailable, as far as highway transport is concerned.

There are eight main highways on which travel has wholly or partially ceased. These are: St. Louis, Mo. to Memphis, Tenn.; Memphis, Tenn. to Little Rock, Ark.; Little Rock to Texarkana; Clarksdale to Vicksburg, Miss.; Vicksburg to Monroe and Shreveport, La.; Little Rock to Vicksburg; Vicksburg to Natchez and Baton Rouge; New Orleans, Baton Rouge, Alexandria and Shreveport.

The more important centers of population in the flooded area, whose highway communications have been hard hit, are as follows: Cairo, Ill.; St. Louis, Mo.; Blytheville, Ark.; Ripley, Tenn.; Memphis, Tenn.; Forest City, Ark.; Texarkana, Ark.; Clarksdale, Miss.; Greenville, Miss.; Vicksburg, Miss.; Natchez, Miss.; Monroe, La.; Alexandria, La.; Baton Rouge, La.; New Orleans, La.; Little Rock, Ark.; and Hot Springs, Ark.

Detailed information as to the condition of the roads throughout the entire flooded territory will be made available through the detour map issued regularly from A. A. A. National headquarters and available at the touring bureaus of its 870 affiliated clubs throughout the country. Following is the summary of the report issued by the A. A. A. National Touring Board today.

"The Automobile club of Missouri reports that U. S. Highway No. 61 running from St. Louis to Memphis is closed south of St. Louis, Mo., on account of high water.

"The water has dropped sufficiently to allow cars to cross the Mississippi river between Cairo, Ill., Wickliffe, Ky. and Birds Point, Mo. However, conditions are still bad and travel is not advised.

"The flooded territory in southwestern Missouri and northwestern Oklahoma caused by the Neosho and Verdigris rivers is entirely cleared up and normal traffic has been resumed.

"A report received from the Louisville Automobile club advises that they are not recommending any travel into Cairo and that the road to Memphis is open by way of Nashville and U. S. highway No. 70.

"The state highway department at Nashville advises that all roads are open except in the extreme northwestern part of Tennessee.

"Telegraph reports from Memphis advise that U. S. highway No. 70 is closed west of Falls City, Ark., and our official road scout car No. 7 which has been in this territory for some time had to be shipped from Forest City to Little Rock as the entire section was under water. A further wire advises that the road from Little Rock and Hot Springs to Texarkana is impassable on account of high water.

"U. S. highway No. 61 is closed south of Clarksdale, and traffic for Jackson and New Orleans is using U. S. highway No. 51.

"The Shreveport Motor club advises that the road from Vicksburg to Shreveport is out of commission because of the break in Louisiana levee above Vicksburg and the overflow from the Arkansas river.

"The Fort Smith-Texarkana road, which has been closed by the overflow of the Red river has just been opened and traffic from Kansas City and points south can now get through.

"The Motor League of Louisiana advises that the main road from Baton Rouge to Orly is closed.

ed but traffic is getting through by way of Hammond. The road is open from Baton Rouge to Alexandria but closed from Alexandria to Shreveport and traffic to Shreveport from Alexandria is moving by way of Winfield and Ruston.

"The Old Spanish Trail to Houston, Texas, is reported open but water is over the road for a distance of 35 miles west of New Orleans. A telegraphic report from the Louisiana state highway commission places the damage done to the state system at half a million dollars, adding that the road from Merrouge to the Arkansas line and from Oak Grove to the Arkansas line is submerged on account of high water and that all roads in and around Natchez, Miss., are impassable."

TOURISTS PRIMER ISSUED FROM A. A. A.

(Continued from page 1)

Henry is quoted to this effect:

"No tour should be undertaken until the car has been thoroughly inspected. Particular attention should be centered upon its safety features. Brakes adequate for normal driving may prove entirely incapable of performing up to the standard demanded upon the tour. Another feature that frequently escapes attention is the steering mechanism. Travel on the tour will be faster than one's usual pace. There must be no weakness in the car's steering gear. In addition to making steering safe, it should be made as effortless as possible because driving otherwise may prove excessively and needlessly fatiguing.

"Although it is not generally regarded, the engine is one of the car's most important safety fea-

tures. It must be performing at its best to deliver the extra power necessary for long trips at high speed. If one makes certain that the carburetor and timing are right, one will have little trouble under ordinary conditions.

"The tires, of course, must be in good condition. Starting out on weak tires may, in some cases, amount to foolhardiness. It is unwise under all conditions to expect old tires to stand up under the grueling work to which they will be submitted on a touring trip."

"The tourist must watch out at all times that he does not become excessively fatigued. It is better to cut the day's journey short than to rush the dangers encountered when one drives in an exhausted condition. Mr. Henry points out.

Five other points in relation to driving on the tour are summed up as follows:

"Making good time is a matter of driving consistently at a reasonable speed. This rate should be neither so fast as to be dangerous nor so slow as to kill the pleasure of the trip.

"Observe generally the rules of the road and show courtesy to other highway users.

"Be alert and keep a firm grip on the steering wheel at all times.

"Make careful note of the danger and caution signs put along the highway for your protection. Pay particular heed to the warning to descend steep grades in low or second gear. These are among the most important caution signs. It is seldom that they are placed where caution is not needed.

"Never leave the car on the highway while repairs, such as tire changes, are being made."

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PUBLIC ACCEPTS LITTLE MARMON

Unprecedented Sales Indicate Performance of Both Series Models

Sales of Marmon automobiles during the month of April were the largest of any other month in the history of the company, reaching a total of 2,567 cars, according to a statement issued by G. H. Williams, president of the Marmon Motor Car company.

In addition to the April sales which represented a total value of approximately \$5,000,000, the company has on its books shipping orders aggregating more than \$20,000,000 for the large Marmon Series 75 and the Marmon Eight, Mr. Williams declared. This record volume of business is definite evidence of the unprecedented public acceptance of the new Marmon Eight as well as the large Marmon Series 75.

Mr. Williams announced the record business shortly after a meeting of the board of directors of the company which declared the regular quarterly dividend on the common stock of the company and at the same time gave its approval to a further expansion in production facilities to meet the demand. At the present time production at Marmon factories is being maintained at well over 125 cars a day.

"Purchases of the large Marmon Series 75 are being main-

tained at a record level, and the demand for the Marmon Eight is living up to our highest expectations," Mr. Williams said.

More than 150 retail orders are being received mainly for Marmon cars and reports from our distributive organization indicate that this volume will be increased for several months to come."

Thrills for Trouble Hunter Found in Radio

LOUISVILLE, Ky.—Thrills in hunting radio reception interference causes are comparable with those experienced on the trail of big game. In the opinion of K. S. Bisby, a "trouble hunter."

Instead of a rifle, he uses a portable eight-tube superheterodyne receiving set. Functions of the gun sights are replaced with a

loop used for pointing out the "game." The thrill comes in encountering some trouble maker.

Employed by the Broadcast Listeners Association of Kentucky, he

"treks" over Louisville, hunting and bagging his game. One railroad made material changes in its block and bell warning system at

a crossing. He found this a cause of interference.

His chief trouble makers are "trapped" in house wiring and numerous electrical appliance.

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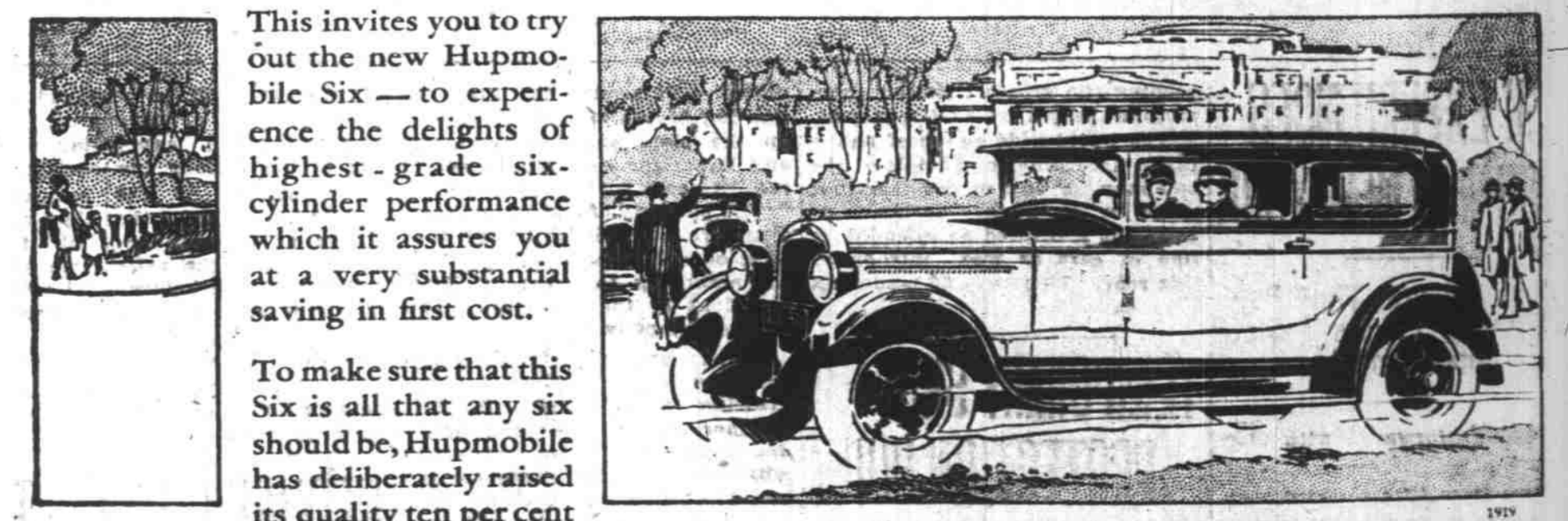
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