

ROAD PROGRAM ATTACKS MADE

Subtle Campaign Imperiling Improvement Policy Draws Fire of AAA

By Ernest N. Smith, General Manager, American Automobile Association

Will the road building program of the United States proceed upon a sound and orderly basis...

Take Three Forms. In the light of the subtle and sinister attacks upon the time-proven federal-aid plan...

At the last session of congress, a bill introduced proposed the building of a system of express highways by tolls...

Attractive proposals—on their face. For the moment, they mean more highways—but only for the moment...

DEMAND FOR NASH CARS SETS RECORD

KENOSHA, Wis., Aug. 11.—August opened for the Nash Motors company with the greatest demand for immediate delivery...

When the July books were checked at the close of business on Tuesday, it was found that 31,049 orders for the shipment of new cars to domestic and export distribution points had been received...

At the same time, the sales department reported a total of 32,891 orders already received for August delivery of the popular "four hundreds" and the number of August shipment orders increasing daily.

Saved by Linby



When her canoe upset in Lake Tahoe, Calif., Beatrice Freeman shouted for help and a motorboat came dashing to her rescue.

ANNIVERSARY BUICK EARNS ADMIRATION

Buick's thousands of women admirers will find the Silver Anniversary Buick a car over which to exclaim in wonder and delight.

Not only in its captivating style, but in its remarkable ease of handling and its generous provision for the comfort of driver and passengers, the new Buick is without a peer anywhere.

The numerous refinements made in the driving compartment of the 1928 Buick are now supplemented by additional changes, every one of which will appeal to women as well as to men.

Another refinement over which women will be enthusiastic is the electric windshield wiper with tandem blades, standard equipment on all closed models.

The gearshift lever in the new Buick is of graceful design, and urges back toward the driver.

Two Perish n Week In Industrial Mishaps

There were two fatalities due to industrial accidents in Oregon during the week ending August 9, according to a report prepared by the state industrial accident commission.

\$5 PER CAPITA COST OF ROADS

Well Over One Billion to be Spent for Highway Construction in U. S.

WASHINGTON, D. C., Aug. 11.—Every man, woman and child in the United States will have an interest of five dollars in America's road-building program for 1928.

This statement was issued at national headquarters of the American Automobile Association today, based on the staggering sum of \$1,338,025,776 to be spent for highway construction this year and an estimated population of over 120,000,000 people.

"This program," says the national motoring body, "means that at the close of 1928 the surfaced highways of the nation will total more than 600,000 miles and the Federal-Aid system, comprising over 185,000 miles of important interstate trunk lines, will be near the stage of half-way completion."

The A. A. A., which sponsored the federal aid program, nursed it through a stormy childhood and has successfully repelled every onslaught against this highway-building agency, made public the following striking figures:

There has been a total of 71,074.3 miles of the federal aid system completed, as of June 30, 1928, with 10,779 miles under construction and 3,118.4 miles approved for construction.

The total mileage of highways of all types to be constructed by June 30, 1928, is \$21,754,800, totaling 29,088 miles.

Expenditures for 1928 for construction and maintenance represent an increase of more than \$200,000,000 over 1927, when \$1,123,607,955 was spent by highway-building agencies.

The A. A. A. statement says that the estimated cost of federal aid roads under construction, as of June 30, 1928, is \$21,754,800, of which the federal government is paying \$105,297,930.

The estimated cost of the projects approved for construction is \$67,461,518, of which the government's share is \$25,741,403.

The A. A. A. statement continues: "One of the significant features of the federal aid program is the number of miles of highway under 'stage' construction. This refers to additional work done on projects previously improved and consists of a higher type than was provided in the original improvement."

"The importance of the federal aid program is strikingly shown by the fact that the states, with this work as an incentive, are building nearly two miles of highway for each mile built with federal cooperation."

"Appropriations for 1930 and 1931 have already been made available by congress to the extent of \$75,000,000 for each of the two years and such authorizations two years in advance are in line with the policy of allowing federal and state agencies ample time to outline construction programs."

"There have been numerous attempts by private interests and by some governmental agencies to halt the federal aid program. Each and all of these have been repelled, due largely to the aggressive stand of organized motorists. It is also a tribute to the large vision of congress that it always has been quick to ignore the attacks on this program and by overwhelming majorities sustained a national policy which is doing so much to advance the transportation needs, to promote the development of our resources, to further social well-being, to eliminate sectionalism and encourage national solidarity."

LIBERAL SPEED LAW TENDENCY

Facts of Case Relied Upon to Determine Recklessness, Report Says

WASHINGTON, D. C., Aug. 11.—There is a nation-wide tendency on the part of the states to liberalize speed limits and to judge the recklessness of the driver on the mere question of overstepping a speed limit at the time of an accident.

This statement was issued at national headquarters of the American Automobile Association, based on a survey of speed limits in each of the 48 states and the District of Columbia, which shows that within the past three years a total of 23 states have eliminated obsolete speed limits.

The national motoring body points out that highway experts, jurists and traffic authorities throughout the country are coming to realize, after careful investigation, that crowded conditions caused by slow-moving traffic contribute more to the appalling number of accidents on the highways than the efficiently handled automobile moving at a fair rate of speed.

"Move on" seems to be the watchword on the highways in the open country, and this together with the campaign to eliminate speed traps and roadside courts, has done much to facilitate the movement of the ever-increasing number of automobiles.

"Move On" Aids Safety. The A. A. A. says it has conclusively shown that the states having speed laws that allow the motorist to "move on" have contributed less to the accident list than those with obsolete regulations.

"A total of 23 states have increased the speed laws within the past three years," according to the A. A. A., "and highway authorities in all of these commonwealths have been pleased with the results attained in moving traffic with safety. These states are:

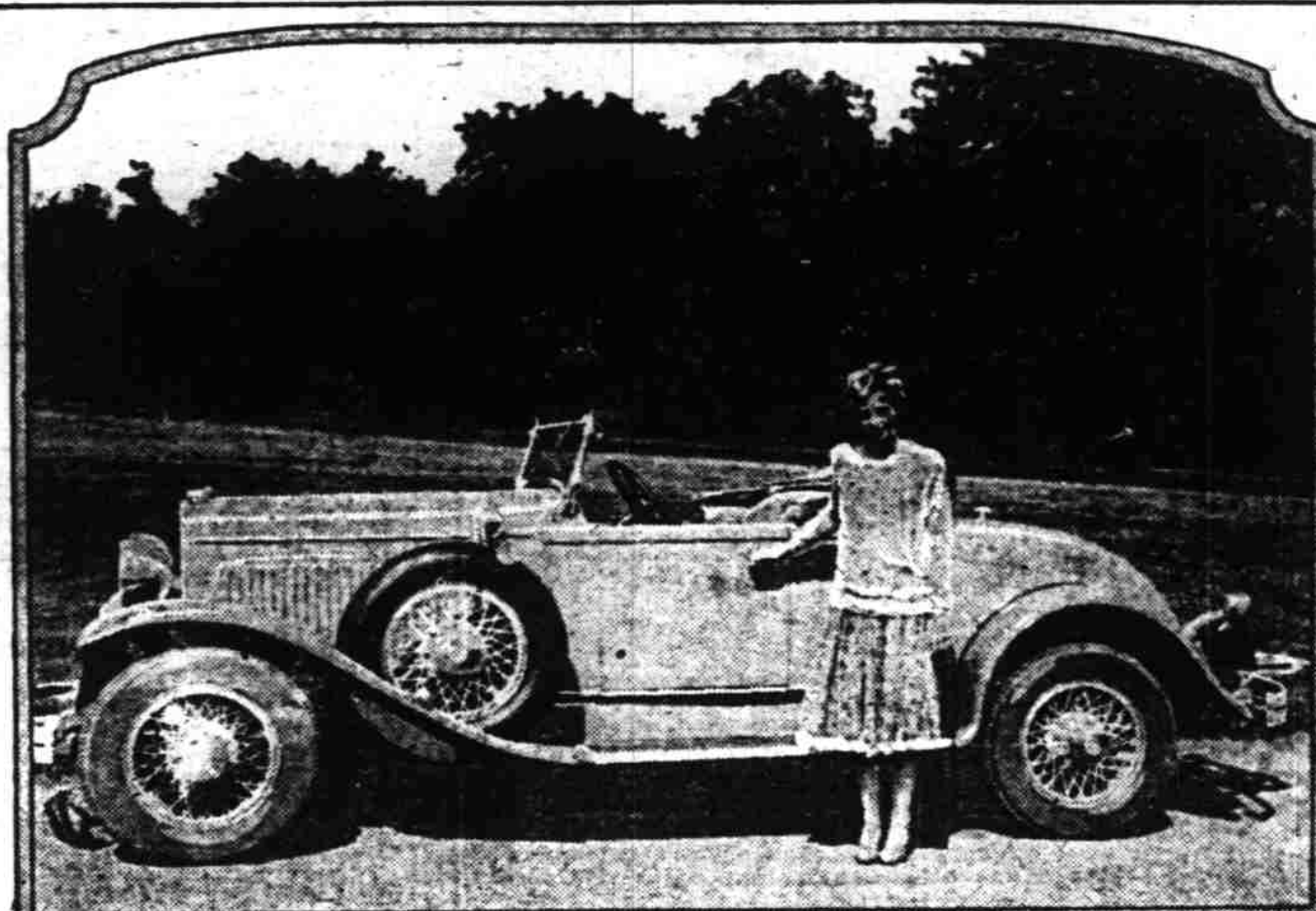
- Alabama, 30 to 54 miles; Arizona, 30 to 35 miles; Connecticut, 30 to 35 miles; Delaware, 30 to 35 miles; Florida, 30 to 45 miles; Georgia, 30 to 40 miles; Idaho, 30 to 35 miles; Indiana, 25 to 40 miles; Iowa, 25 to 40 miles; Kentucky, 30 to 40 miles; Maryland, 25 to 40 miles; Michigan, 35 to 40 miles; Missouri, 35 to 40 miles; New Hampshire, 25 to 35 miles; New Jersey, 30 to 35 miles; North Carolina, 30 to 45 miles; North Dakota, 30 to 35 miles; Oregon, 30 to 35 miles; Pennsylvania, 30 to 35 miles; Rhode Island, 25 to 35 miles; South Carolina, 35 to 45 miles; Tennessee, 20 to 30 miles; Vermont, 25 to 30 miles; Virginia, 30 to 35 miles and Washington, 30 to 40 miles.

The A. A. A. survey shows that the speed limit was increased by specific legislative action during the 1927 sessions of the state legislatures in at least ten states, and that it will be considered in numerous others at approaching sessions of the legislative bodies.

The statement by the national motoring body continues: "In the first place, there has been a very notable development in the tendency to divorce speed and recklessness and to judge the recklessness of the driver on the facts in the case and the situation confronting him, rather than on the mere question as to whether or not he was overstepping a speed limit at the time of the accident."

"Secondly, there was a very marked increase of opinion in favor of liberalizing speed laws."

"Lady Lindy" Gets Chrysler Roadster



In honor of her accomplishment in being the first woman ever to fly the Atlantic, G. A. Putnam, sponsor of the flight of Miss Amelia Earhart, who accompanied Lou Gordon and Wilmer Stultz from America to Europe in the "Friendship," has presented Miss Earhart with this new Chrysler "75" roadster.

GRAHAM BROTHERS PRODUCTION SOARS

With July production of trucks and motor coaches averaging 298 units daily, Graham Brothers, the truck division of Dodge Brothers reports the best July business in history and the heaviest sales of any month since June, 1926.

Unfilled orders are working all plants to capacity, and officials expect the new line of sixes, featuring four speed transmissions and four wheel brakes, to continue production records for the second half year.

Whirling off the swift miles between sales calls, the motor super-salesman is the latest figure in the intricate scheme of American economic life.

That alert manufacturers of America no longer permit their traveling representatives to wend a slow way from town to town by train, or trolley, was emphasized by a recent survey of Dodge Brothers, Inc., among the business houses maintaining fleets of Dodge Brothers passenger cars.

Sizes and Sevens Predominate Among Car Registrations

Things haven't been at "sixes and sevens" at the city auto camp but the registration for this week seems to have come that way Monday and Tuesday nights there were 37 registered, and 36 were signed up for Wednesday and Thursday nights.

Night Shifts Needed To Keep Up With Call For Buick Production

FLINT, Mich., Aug. 11.—E. T. Strong, president of the Buick Motor company, this week confirmed a report that Buick was making emergency preparations to increase its production far beyond its highest previous peak.

All Vick Brothers Employes Attend Big Annual Picnic

Cascadia, which is always a popular place during the summer season, was unusually crowded last Sunday. About 100 employees of Vick Brothers, local Pontiac and Oakland distributors, arrived at the springs early and spent the day at play.

SALES MARKS SOAR WHEN AUTOS USED

Whirling off the swift miles between sales calls, the motor super-salesman is the latest figure in the intricate scheme of American economic life.

Dr. McDaniel Elected Director of AAA At Recent Annual Meet

Dr. E. B. McDaniel, president of the Oregon State Motor Association, was unanimously elected a director of the AAA at its annual meeting in Cincinnati, Ohio during the latter part of June.

General Now Employs 209,423; New Record

General Motors corporation had 209,423 individuals in its employ as of June 30, 1928. This constitutes a new high record for General Motors employees, exceeding the previous record of 205,293 completed and that the required emergency plans were virtually completed and that the required production would be attained with existing facilities and the factory's

TRAFFIC ROUTE STUDY NEEDED

Course of Highways in Relation to Cities and Towns Big Problem

The problem of routing through traffic on Oregon highways in relation to the cities and towns is one that is rapidly commanding increased attention in Oregon with the comprehensive road building program which has been carried on for the past ten years and with the detailed plans for continuing the work for many years to come.

Now is the time for both engineers and communities to give this problem the consideration it merits, according to Phil Metschan, director of the Oregon State Motor Association. He pointed out that both local and through traffic flow and congestion is involved and that the factor of safety is a major part of the problem.

With the over-increasing number of motor vehicles that travel through the highways, it is certain that these conditions in our small cities and towns will not improve in the future.

Oregon is spending and will spend millions of dollars for the construction, reconstruction and maintenance of the highways. A great deal of this expenditure is made necessary to increase the factor of safety. It would appear that the time is ripe for our road building agencies and communities whose main business streets are traversed by through traffic to take this into consideration.

Through traffic creating, as it does, traffic hazards, increased maintenance and policing costs, in addition to delays due to congestion, is considered by a great many to be a liability instead of an asset and the change in public opinion regarding the routing of this traffic is rapidly making itself felt by providing for through traffic routes around towns and cities rather than through the main business streets.

STEERING EASE AID IN GAINING SAFETY

Higher standards in traffic safety and automobile operating conditions have appeared on streets and highways in the form of a series of cars, according to reports from experts and the owners who have now had ample time to test the unequaled steering quality of the new models.

Steering ease is one of the outstanding features of the new Nash offering, and the system is an engineering accomplishment which has centered the interest of automobile experts the country over. It has been attained by the use of a new type steering mechanism which affords the fastest and easiest manipulation ever known in driving and in parking, and has reduced the Nash turning radius by 20 percent.

This exclusive Nash design is of general interest. Briefly it includes the following features: At the lower end of the steering column, under the hood, is the sector or worm gear. And the steering wheel is turned this gear also turns. Upon the easy action of this gear depends the easy action of the steering wheel. In the new Nash mechanism this gear is mounted in either roller or ball bearings.

The turning motion of the worm gear must be transformed into a transverse action to move the front wheels. This is done by means of the tooth which travels in the spiral groove of the worm. Here again is a position of hard steering—the friction between tooth and gear. Nash eliminates this friction here by making the tooth a roller tooth, which rotates with the gear at the same time that it travels along the work. In the Standard Six a slightly different mechanism—the cam and lever type—is used. It is also designed to eliminate friction.

In still another way Nash eliminates effort. The front end of the car must rest on steering knuckles. At these points Nash uses ball bearings, transmitting the weight of the car to the wheels with a minimum of friction. And to make control of the car still easier, use of an inclined king pin brings the axis of the knuckle pin and the plane of the front wheel to intersect at approximately road surface. This reduces road shocks to a minimum and controls the car perfectly at high speeds.

The entire steering mechanism is sturdily built with enlarged bearing surfaces to reduce wear. Adjustments are simple and easily accessible. A touch is sufficient to guide the car through labyrinth of traffic or straight as the cross

Knight of the Auto

