

BUS DIVISION TO FRAME LAW

Uniform Interstate Rules Goal of Directors at Conference

WASHINGTON, D. C., Sept. 25. (Special)—Plans for securing favorable action on legislation to regulate the interstate operation of motor bus lines will be made at the semi-annual meeting of the board of directors of the bus division of the American Automobile association, at the Hotel Winton, Cleveland, Ohio, September 25, it was announced today.

The A. A. A. bus division, it was stated, has been advised by members of congress engaged in studying the need for bus control legislation, that the outlook is most promising for action in the final session of the seventieth congress. It was recalled that the Interstate Commerce Commission has already recommended that congress pass legislation to protect the rights of regularly operated bus lines from the operating methods of irresponsible owners, who are unable to guarantee proper service to patrons.

Control Advocated
The bus division directors, the statement continues, will continue to advocate a plan of control of bus lines by state utilities commissions, with right of appeal to the Interstate Commerce Commission.

Announcement was also made that the legislative committee will meet with the directors and will hold meetings with a similar committee of the American Electric Railway association, which will hold sessions in Cleveland at the same time. The statement by the bus division continues:

"Steady progress has been made in adapting the motor bus to the transportation needs of the country. Its importance and economic value are being recognized in all territories at a time when new railroads are being built and new railroad construction is practically at a standstill. Many steam and electric lines have realized this and substitution of the motor coach for non-paying train and trolley service has, during the past few years, been the rule rather than the exception. Economists claim that the motor bus has improved the suburban standard of living to a degree heretofore unknown.

"With this condition prevailing, congress can hardly afford to further postpone action on legislation affecting the welfare of such a large number of people. The motor bus operators of the country are as a unit in the determination to demand that needed legislation be passed, as recommended by governmental agencies. Transcontinental service, the sleeper bus, improved equipment, better highways and a demand on the part of the public for efficient service, makes it necessary."

VAST POWER SHOWN BY GREAT TRACTOR
One of the most interesting as well as one of the most costly exhibits at the state fair is that of A. C. Haag & Co. distributors of the Cletrac tractor and heavy duty road machinery, an exhibit housed in the machinery shed near the main entrance to the fairgrounds.

The value of the exhibit runs in the neighborhood of \$21,000, according to A. C. Haag, head of the firm. It includes a No. 12 tractor, two No. 20 tractors, a No. 30 tractor, No. 40 tractor, and the "100" tractor which is the feature of the exhibit, representing a combination of drawbar power and speed never before attained with any road hauler.

Salesmen and factory representative; Jack Greene, Roy Godfrey, H. A. Tucker, M. Cook and A. P. Rutherford.

The "100" Cletrac is described as a super-power tractor, developing greater horsepower at the drawbar with higher operating speeds than any crawler tractor manufactured. The power rating is 100 horsepower at the power pulley, 120 horsepower, with a maximum of 21,000 pounds pull at 1 1/2 miles per hour.

A. A. Haag & company now have three direct branches, one at Salem, one at Portland and one at Arlington, Ore.

Latin Countries Show Big Gains In Truck Using
Increase in prosperity in the Latin republics through the aid of trucks and busses was outlined by John V. Lawrence, special representative of the National Automobile Chamber of Commerce, before the Overseas Club in New York last week. A growing commercial belt is developing along the road from the Maracaibo district of Venezuela to Bogota via Cuzco.

Busses are helping to meet the urgent public demand for riding on rubber. Mr. Lawrence indicated individual passenger cars are heavy aptons of the public motor transportation lines.

From the way amateurs brag about their fishing exploits you'd think the fellows who fish for a living and really know how to do it would be the most honored of men.—Baker Democrat.

Supplies Sent Porto Rico



Food, clothing and medical supplies are being rushed to hurricane-stricken Porto Rico aboard the U. S. S. Bridge. Upper picture shows supplies being loaded at the army base in Brooklyn. Lower picture shows G. Wolfe, United States navy food inspector, putting seals on barrels of pork that are being rushed to the storm area.

Automobilists of Nation Proved Their Patriotism During World War Times

Some of the motorists who tune up their cars for a Sunday spin or for a week-end tour during August and September may recall that ten years ago at this time—during the most critical stages of the World War—the family car was left in the garage on Sunday and the streets had the primitive appearance of the days of the horse-drawn vehicle. Occasionally a doctor's car with a Red Cross placard on it would flash by and now and then motor cars and trucks directly engaged in some war service would be seen but otherwise throughout the country no vehicle using gasoline was to be seen, for these were "gasolineless Sundays."

On August 27, 1913, the fuel administrator, acting on the suggestion of the National Petroleum War Service Committee, issued the now famous request that the American people forego the use of their motor cars on Sundays, so that there could be made available an increased quantity of gasoline for the use of the Allied naval, army and air forces.

Loyalty Shown
Mark L. Requa, General Director of the Oil Division of the United States Fuel Administration during the war, recalling the voluntary action of the people in Sunday gasoline saving, says that no single demonstration was forthcoming during the war that showed more clearly the solidarity of the American people.

"Foreign representatives, frankly skeptical, viewed the request with distrust, amusement, or downright protest," he says, "because of the moral effect a failure would have upon the Al-

lie. But it was not a failure. On the contrary, it was one of the outstanding voluntary accomplishments of the war. Nor was it a haphazard conclusion that prompted the action. As early as January, 1913, the question of aviation naphtha was discussed, and in March it was pointed out what the situation would probably be in the fall. All sorts of controls were suggested; all finally abandoned in favor of the simple request for "gasolineless Sundays."

Demand Heavy
The Armistice brought gasolineless Sundays to a close but some idea of the demand being made upon the American oil industry for war purposes may be gained by the fact that had the war continued into 1919 Mr. Requa says that domestic consumption of gasoline was to be reduced one-half. Gasoline was to be brought from California to the Atlantic seaboard for shipment abroad in solid trains on passenger schedule, the limit to be only the capacity of the railroads to haul. Tankers were to load gasoline in California for Europe if tankers could be found for the service. Closings of refineries were planned, with diversion of crude oil to the more efficient and better located plants.

"The Allies," said Lord Curzon the day that peace was declared, "floated to victory on a sea of oil." America supplied 80 per cent of the Allied petroleum requirements.

True Coincidence
It is an interesting coincidence that the day the gasolineless Sundays request was issued—August

Traffic



Traffic congestions cause bumps and damages. Bring the car to us. No repairs too small or trifling for us.

Vick Brothers



27—was the anniversary of the drilling in the Drake well in western Pennsylvania in 1859. This well demonstrated that petroleum could be raised from the ground in large quantity provided the producing sands. It was the beginning of the oil age.

Only in 1913 has the motorist laid up his car because of a restriction in the supply or use of gasoline since the Drake well was brought in. This is the more amazing when it is considered that today there are over twenty-three million motor cars on the road while in 1913 there were only slightly over six million cars in operation. A Sunday's motoring in seasons today means something like 42 million gallons of gasoline while in 1913 it amounted to probably no more than 12 million gallons.

NEW TRAFFIC CODE WILL BE UNIFORM

Success in the effort to establish uniformity in motor laws both in state and city throughout the country depends on the interest exhibited by the motoring public, according to Richard S. Armstrong, representing the National Automobile Chamber of Commerce, speaking before the Maine Automobile association at Augusta, this week (September 20).

"The National Conference on Street and Highway Safety perfected a Uniform State Motor Vehicle law in 1922, and has just issued a Model Municipal Traffic Ordinance," said Mr. Armstrong. "Accordingly, the motorist now has a standard which he can call to the attention of his local public officials."

"In many communities the public officials are already taking the leadership in seeking to modify local ordinances, where this is necessary, to conform with the standard in process of adoption throughout the country. The motoring public, especially as represented in motor clubs, will give encouragement to such officials, by heartily approving of their activities in this direction."

BOTTLE-NECK DOOM SEALED

Pacific Highway's Widening at Pinole, Cal., to be Welcomed

Official confirmation of the starting of work on the widening of the Pacific highway where it narrows to a "bottleneck" in the town of Pinole, Cal., is announced by E. A. Crowley, general manager of the Pacific Highway association in quoting a communication from B. B. Meek, director of the California department of public works, as follows:

"I have for many months appreciated the seriousness of traffic congestion in the Pinole 'bottleneck', and steps were taken some time ago to correct this condition. I am sure you will be glad to know that surveys are now being made and rights of way secured in cooperation with the town of Pinole."

"From the progress being made, it seems certain that the engineering work will be completed in time to get action on the project within 90 days. An allotment of funds has already been made."

Directors Pleased
Together with a recent announcement from Director Meek that the Pacific highway would be widened to 40 feet, this improvement, strongly urged by the Pacific Highway association during the past year, is most gratifying to its directors, declares Crowley. He reports that the narrow lane that now runs through this town of Contra Costa county is to be transformed into an 80 foot thoroughfare by the removal of buildings at a cost of \$50,000. The expense will be met equally by the county supervisors and the town of Pinole, states Crowley.

Private enterprise has made possible the bridging at California's inland sea at two strategic points with gigantic structures of steel. Approximately \$12,000,000 have been expended by the

American Toll Bridge company in spanning Carquinez Straits and the mouth of the San Joaquin river near Antioch, cites Crowley, as an example of the more direct action of private initiative in serving public traffic needs.

BURK JOINS TRUMM
A. C. Burk who has been salesman for the Chrysler automobiles in Salem for the past three years has accepted a position with the Trumm Motor Car company, local Graham-Paige dealers.

Australia has an automobile registration equivalent to that of North Carolina. Automotive products are the third largest exports from the United States, the largest being cotton goods and the second, petroleum products.

IT is in just as good working order TODAY as it was 8 years ago

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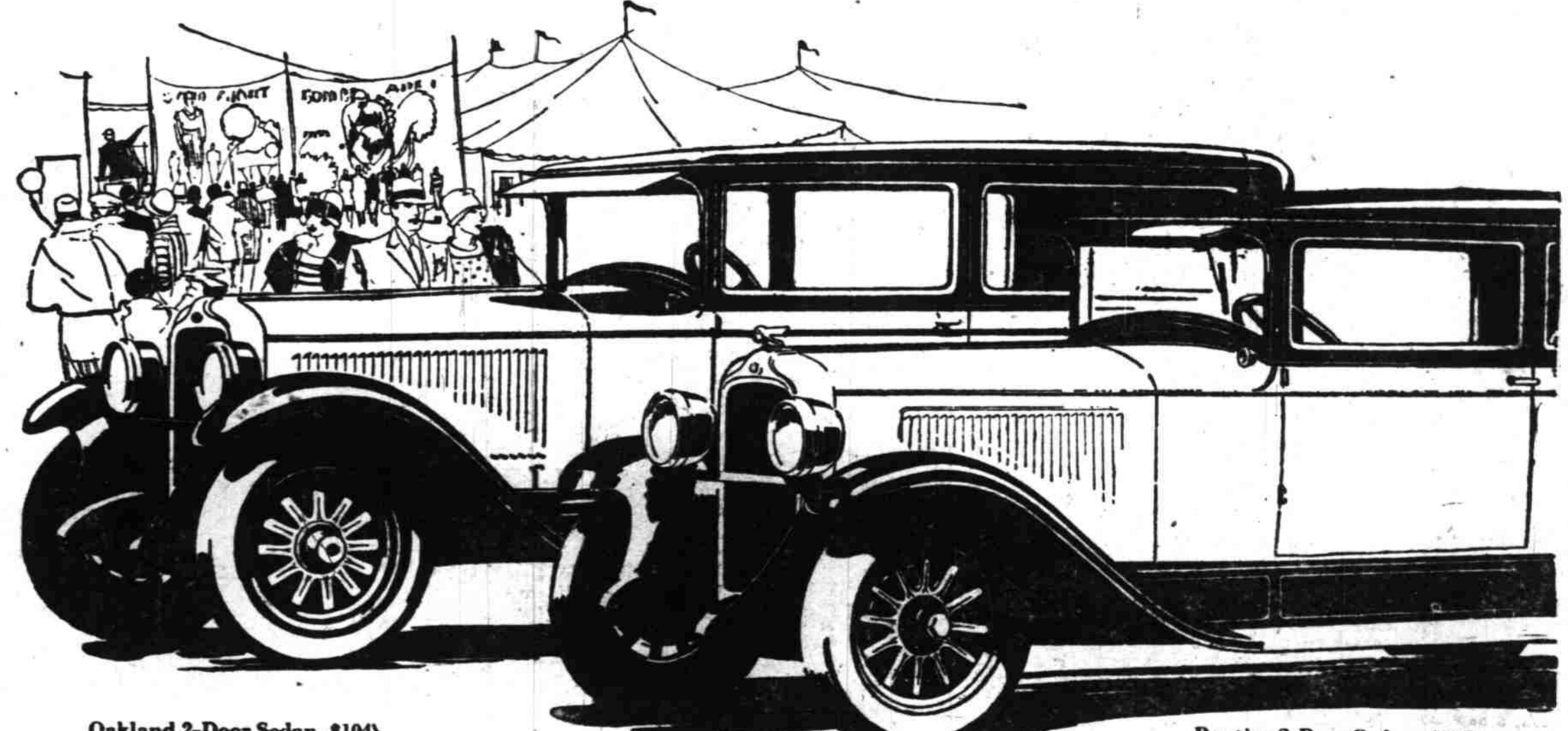
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