

A. A. A. FAVORS FEDERAL AID

Government Spends 50 Cents a Year Per Person for Building Highways

WASHINGTON, D. C., Nov. 3.—The nation's share in building the Federal-Aid highway system has been approximately fifty cents per year for every man, woman and child in the country.

This statement was issued by National Headquarters of the American Automobile Association, today, based on the government's expenditure of \$313,993,977 for completed highways since the program started in 1918 and a population of 129,000,000.

The national motoring body says that this forms one of the most convincing arguments yet advanced for a continuation of this program which has done more than anything else to bring national prosperity.

Policy Established

"This means that since the program was started in 1918," the A. A. A. statement points out, "the government has aided highway building with an amount less than the car owners spend for tires in one year." Car owners spent \$325,000,000 in 1927 for tires and replacements.

There have been a total of 73,119 miles of federal aid roads completed, as of September 30, 1928 and 10,915 miles are under construction, with 2,139 miles approved for construction. The cost of the mileage under construction is estimated at \$274,485,675, of which the federal government will pay \$108,742,745.

The national motoring body says the federal aid policy is now firmly entrenched in the government's program, with members of congress quick to ignore any attacks on this beneficial legislation.

"However," says the statement, "with nearly 25,000,000 motor vehicles registered in the United States and automotive production at its highest peak, road building is not keeping pace with the increase in registration."

Government Pays Half

"Since 1918, motorists as a class have paid the federal government in the form of excise taxes on automobiles and parts, the sum total of approximately \$1,100,000,000. This means that the government has spent just a little more than fifty per cent of the amount of motor vehicle revenue paid by the motorists as a class to the treasury department. At this rate, the government still 'owes' the motorists approximately \$500,000,000.

"In addition to the great need for continuing federal aid on an undiminished scale, there is also a pressing demand for federal assistance in building roads through the public land states of the west. In order to protect national resources and at the same time connect up important transcontinental routes."

CITY WILL HONOR GRAHAM BROTHERS

EVANSVILLE, Ind., Nov. 3.—Herbert Males, mayor, has officially proclaimed Tuesday, November 20, a holiday for a great civic celebration in honor of the three Graham brothers, heads of the Graham-Paige Motors corporation. In recognition of their contributions to Evansville's prosperity, factories, business houses and schools will be closed to enable Evansville's 95,000 inhabitants to express their appreciation of what the three Grahams have done to promote the industrial importance of the city.

The holiday has been officially designated "Graham Day." The reasons for the celebration, unique in the history of American municipalities and of American industry, are summed up in an editorial

in the Evansville Courier as follows:

"We owe the Grahams a great deal. Everyone knows that after building up a truck plant here that compelled world-wide recognition in the automotive field, the Grahams came back to Evansville for a factory site after they had embarked on an entirely new venture at Detroit. They came back because they liked Evansville, and because they believed in Evansville."

The new Graham-Paige body plant will be finished by November 20, and will be opened for inspection during the morning. In the afternoon there will be a civic parade of seventy-five floats depicting the history and growth of Evansville, and a great public meeting in the Coliseum. A banquet will be given by the Manufacturers club in the evening, with the three Graham brothers as guests of honor, and a public ball in the Coliseum will follow.

'70' ROADSTER GOES MANY MILES

The speedometer on Richard Arlen's 1926 Chrysler "70" roadster has just clicked 100,000 miles. The car has been more places and seen more things than a Broadway chorus girl. Paramount's leading man has piloted his busy little brown "gas chariot" over good roads and bad, from the Mexican border to the Canadian line, and he expects to see the speedometer touch the 200,000-mile mark before he parts with it.

"I'd no more think of going out without that car than a trans-Atlantic flyer would think of trying to take off without an engine," he says. "I've made two trips east, one to New York and return and one to St. Paul and back. Last year I drove to Vancouver, B. C., and before this year is out I'm going to take another long trip."

Whenever the young actor goes on location he drives his car if the location is within any reasonable driving distance. He doesn't consider Arizona, New Mexico or Mexico long jaunts from the Paramount studio in Hollywood.

It was a gasoline motor that enabled Arlen to win a place in motion pictures after a year of fruitless effort. He had come to Hollywood from St. Paul at the close of the war but, with the exception of an occasional few days of work as an extra, his film experiences were limited to standing on the outside and endeavoring to look in until the day he got a job delivering film for a laboratory and used a motorcycle for a conveyance. While shooting through the iron gates of the Paramount studio he was injured and carried into the studio hospital. He became acquainted with various studio people. On his recovery he got his chance before the camera.

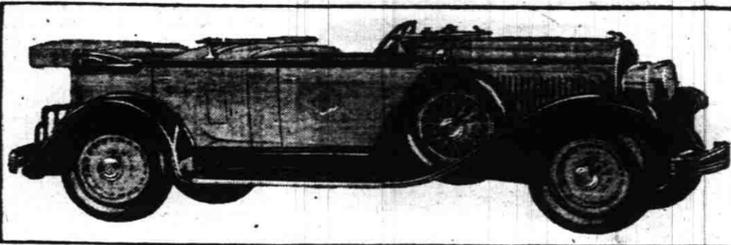
"Haven't paid a dime for anything except gas, oil, tires and the valves ground twice," he says. "Nothing passes us on the road unless we're willing. If the radiator wings were larger and back further on the body I guess it could fly."

WHIPPET DESIGNS LEAD AUTO STYLE

With even the larger and higher priced cars adopting the low center of gravity type of construction, which was first seen when the Whippet four was introduced more than two years ago, it is interesting to recall that John N. Willys, president of the Willys-Overland company, predicted at that time that within two years' time there would be a general trend toward this design throughout the entire automobile industry.

The success of this type of construction in the Whippet and its subsequent adoption by practically all the leading motor car manu-

Phaeton Added to Chrysler Line



facturers of the nation, is cited as a tribute to the Willys-Overland engineering departments. At the time the first Whippet appeared on the market in the summer of 1926, Mr. Willys declared that in design and advanced features the Whippet set an entirely new trend in the light car field and that in the near future many of these new Whippet features would be generally adopted by other car manu-

facturers. A casual inspection of practically every modern motor car will show that Mr. Willys' farsighted prediction ran true to form. Although the Whippet enjoyed a remarkable sales volume during its first 18 months, it was immediately following the price reduction last January that the demand for these cars and other products of the company reached such a tremendous volume that production schedules were pushed month after month to the highest mark in the company's history.

Each successive month since the first of the year has seen the Toledo manufacturer establishing new sales and production records, making 1928 the greatest year in the company's 20 years' history. As a matter of fact, before the end of seven months, Willys-Overland's

THIRTEEN STATES USE UNIFORM CODE

"Oregon is one of the thirteen states which have already adopted the motor vehicle laws so as to conform closely to the uniform motor vehicle code," said George O. Brandenburg of the Oregon State Motor association.

Mr. Brandenburg bases this statement on a report received from the A. A. A. research department. The uniform vehicle code was adopted in 1924, after months of study of traffic conditions by experts and represents the successful experience of regulation in many states.

"The states of North Carolina, North Dakota and Idaho have enacted the provisions of the code covering registration, certificate of title and rules of the road provisions. New Jersey, during the present year, passed an act embodying parts of the rules of the road provisions."

of title and rules of the road," Mr. Brandenburg reports. "Arkansas, Michigan, Minnesota and Washington have enacted the rules of the road. California, New Hampshire and Oregon have supplemented existing legislation to bring it more in line with the code. Pennsylvania is the only state that has adopted the uniform code in its entirety.

traffic engineer of the Oregon State Motor association. "According to a survey made in 1926 by the National Automobile Chamber of Commerce" continued Mr. Reusswig, "signal lights are both reducing the number of accidents and increasing the vehicle capacity of streets.

"A questionnaire was sent to 26 cities. Twenty-nine of these cities reported that the use of signal lights reduces the number of accidents, two stated that it does not, and the remainder made no comment.

"Twenty-six reported that the adoption of lights has made it possible to increase the volume of traffic on streets. Five, that signal lighting is not helpful in this regard, even though useful as a safety measure, and the remainder made no comment."

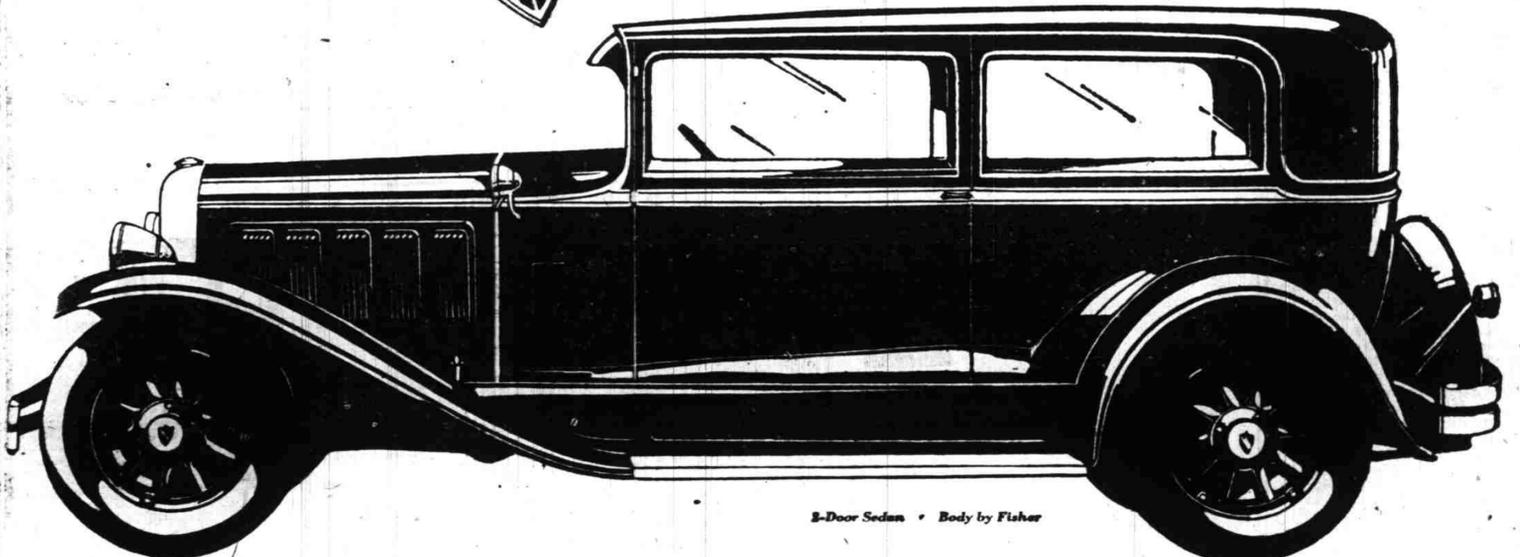
Traffic Signals Reduce Number Of Auto Mishaps

Signal traffic lights have increased the capacity of streets in addition to reducing accidents according to Frank E. Reusswig,

A NEW



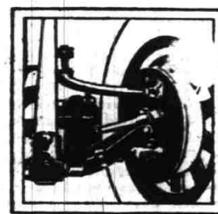
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