

# TREES, ROCKS ATTRACT MANY

Splendors of Nature Along Pacific Highway Bring Numerous Motorists

Natural history heightens the charm of the Pacific highway with especially interesting pages open to observing eyes, points out the Pacific highway association in a summary of the scenic features of its territory which reveal their scientific fashioning. Everchanging trees and flowers, with curiosity-arousing rocks, free this route from monotony, the association sets forth.

Palms and pines, like blondes and brunettes, blend contrasting attractions near San Diego, down where the West Coast highway begins. There, the garbled Torrey pine grows exclusively. More of a mixer is the Monterey pine, now widely planted from the Mexican border to 1000 miles in latitude northerly. The Monterey cypress has been given equal distribution by nurserymen. These unique confers have made their natural habitat (the headlands beyond California's first capital) all the more picturesque. The weirdness of the Pinnacles of San Benito county are accentuated by the Sabine pine, palmlike in its branching shape. California's famous redwoods are to be seen at their best on side strips from the Pacific highway among the Santa Cruz mountains.

### Spruces and Sequoias Giants

From the magnificent live oaks of the Sacramento valley to the "continuous woods" of the Oregon region traversed by the Pacific highway, the transition of trees is a fascinating study. First the yellow pine holds full sway, then gives way to the wide-branched sugar pine and the silver fir near Mt. Shasta. More numerous to the north is the Douglas spruce, or fir, as some lumbermen term this tree. Nearly nine of each ten trees in the Evergreen playground about Puget Sound are said by government authorities to be of this species. Second only to the sequoias in height and girth, are these giant cone-bearers through which the Pacific highway passes.

Motorists driving southward in winter see masses of ruddy madrone and toyon berries with flashes of flamboyant poinsettias by the wayside. In Maytime, the tide of travel is flooding northward, where the dogwood's white clusters enliven the shadowy stream courses from Shasta northward.

### Scenery Teaches Geology

Perhaps more people are attracted by trees, rather than by rocks, yet, the rare formations along the Pacific highway are of more than passing interest. Every ridge and every valley teaches geology to the traveler. Each scene is a sermon in stone or soil, a revelation of the prehistoric. Deep beds of sandstone along the Southern California coast tell the story of their slow deposition, at times beneath the sea or as layers of alluvium spread by ancient streams.

Folded and fractured by titanic forces, the coast range buckled up. Fissures formed through which lava poured, sometimes swallowing up stream-beds as in the case of the Vancouver Pinnacles, one of the most fascinating sights for side trips from the Pacific highway via Soledad, in Monterey county, or San Juan through San Benito county.

Mt. Lassen Volcanic park is a world-famous attraction of this nature, reached by laterals leading from Red Bluff and Redding on the Pacific highway. Shasta and the ice-cones of the Cascades once flamed fiercely in the skies as their molten streams spread far and wide. Many sided are their angles of interest to the nature-loving tourist. Their structure and their sculpture afford fascinating studies. Live glaciers are carving their contours today. Most accessible to the motorist is the largest, the Nisqually glacier on Mt. Rainier.

One of the most striking illustrations of the creation of scenic marvels is to be viewed along the Columbia River highway. From rim to rim, the valley was once filled with low-accumulating sediments. Uplifting of the strata caused the Columbia to dredge its course to sea-level, leaving the hard lava rocks stripped clean where streams now leap hundreds of feet in such falls at Multnomah and Latourelle.

## Bellefontaine, O. Concrete in Use Thirty-Six Years

During 1892 the first concrete pavement was laid in the United States at Bellefontaine, Ohio. This was a narrow strip along the hitching rack on one side of the court house square. In 1893 the rest of the street was paved with concrete as well as the three other streets around the square.

All of this pavement is giving excellent service today, although more than 35 years old. This pavement was constructed much as concrete sidewalks of today. The paving was marked off in squares and built to a depth much less than the modern street. With all its structural handicaps the court house square pavement in Bellefontaine is serving the needs of automobiles as it did the horse-drawn vehicle of the 19th century.

## GENERAL PETROLEUM WINS NATIONAL SAFETY PRIZES



COMPETING WITH REPRESENTATIVE oil companies throughout the country, the General Petroleum Corporation recently brought signal honors to California by winning two of the prizes which were awarded by the National Safety Council in its recent six months' safety campaign.

Only three prizes were awarded to California companies, and no competitor matched the record of General Petroleum in capturing two first place trophies.

The photograph shows R. S. Durkee, Comptroller of the General Petroleum Corporation, presenting the prize-winning plaques to A. O. Woll and H. H. Isaacs, representatives of the marine and the engineering departments of General Petroleum which established this unprecedented record for safety.

## States Widen Main Roads To Meet New Traffic Needs

Although most roads, because of their narrowness, compel motorists to drive in tandem fashion only, noteworthy strides are being made in highway building where cars may travel two, three or four abreast.

Wide rural highways, wholly unheard of until a few years ago, are now being built all over the country, and practically all sizeable communities are saying plans for their construction.

Outstanding among the current achievements is that of New Jersey. That state is building an express highway from the mouth of New York City's Holland vehicular tunnel at Jersey City to Trenton, sixty miles away. From Jersey City to Elizabeth, a distance of 15 miles, the roadway is five traffic lanes wide, and from there on to Trenton the width is 30 feet. This latter stretch includes per-

haps the longest straight piece of roadway in the United States as it runs for 22 miles without a curve. This New Jersey superhighway is protected from cross-traffic throughout its entire length by means of elevated road intersections and stoplights.

New Yorkers are now speeding over a 32-mile long superhighway on Long Island. The Conduit boulevard, also known as the Sunrise highway, provides speedy access over its 40-foot width to 11 towns.

In Westchester county, at the north of metropolitan New York, numerous wide highways have been constructed which along with other improvements have in six years doubled the valuation of Westchester county property, according to the last report of that county's park commission. Cahuenga Pass road, connect-

## MAINTENANCE COSTS FOUND

Concrete Reported to Have Lowest Upkeep of Materials Studied

With the thought in mind of determining economical paving methods, many state highway departments have been keeping exact highway cost records for the last several years. Maintenance records enable highway departments to eliminate expensive types of pavements.

The state board of public roads of Rhode Island has kept close account of the maintenance costs for the last seven years. During this time it cost the state \$77.08 per mile per year to keep up portland cement concrete; bituminous macadam through the same period averaged \$185.85 per mile per year; bituminous concrete built of coarse aggregate cost \$721.25 and bituminous concrete built of graded aggregate \$132.

### Ten Year Study Made

Pavement upkeep for the three major types of highways in New York state during a ten-year period from 1916 to 1925 was as follows:

Bituminous macadam, \$656 average per mile.

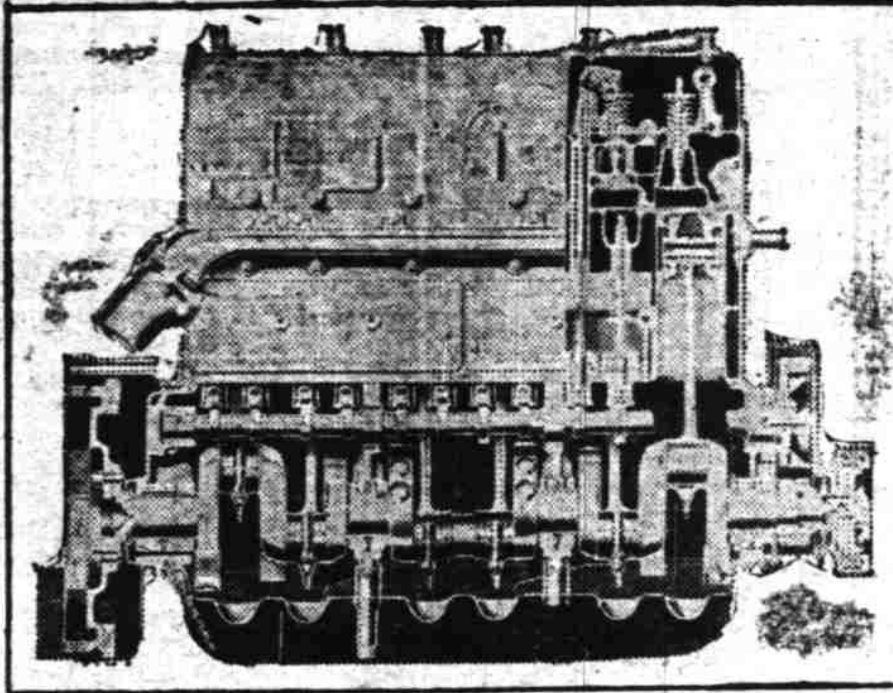
Waterbound macadam, \$864 average per mile.

During this same period gravel roads cost on an average \$914 per mile to maintain. These figures, compiled by David Noonan, deputy commissioner of highways, include cost of maintaining road-sides as well as pavement surfaces.

### Wearing Surface Only

Illinois, which has more miles of concrete pavement than any other state in the union, reports the following average cost for maintaining roads for the years 1922 to 1926 inclusive: average upkeep costs on concrete, per mile, \$80.24; brick, \$117.99; bituminous macadam, \$179.52; waterbound macadam, \$393.87. The maintenance costs reported by the Illinois division of highways are for the wearing surface

## Hudson F-Head Motor Design



In the motor of The Greater Hudson, the combination of valve-in-head with valve-in-side principles—known as the F-head design—has been carried to additional power, the actual output having been raised from 80 to 91 horsepower.

only and do not include the keeping up of roadsides.

Figures compiled by the Minnesota highway commission show the yearly cost of maintaining state trunk highway number one, formerly a gravel road was twice that of state trunk highway number three, a concrete highway. Both are heavy traffic roads. Depreciation, interest on investment and upkeep of the concrete highway number three amounted to \$1,678 per mile per year while on the gravel road the annual cost per mile was \$8,101.

### LOOSE STONE HAZARD

Driving over loose stone is hard on tires as well as presenting a steering danger. Coasting is recommended where possible. A moderate speed is desirable at all times when on loose stone as the front wheels will not steer the car well.

### LIGHT FLICKER STOPPED

Tightening wire connections will usually stop light flickerings. The bulbs may also be slightly loose. Care should be taken that one bulb is not put in bright and the other dim.

road, providing two lanes in each direction and carrying twice as much traffic at an increase in speed with greater safety constitutes a sensible, modern thoroughfare near cities.

Light oil will silence the whistling noise set up by vibrating spark and gas control rods. Tightening will sometimes stop the noise—oil is more effective. Heavy oil will not penetrate and remedy the malady.



## Shadowed!

Free yourself from the ever-present Phantom of Wash Monday by letting us take care of your laundry. So many women say it's an actual pleasure to look at the things we've laundered—they're so beautifully done.

**Japanese Hand Laundry and Cleaner**  
455 Ferry Street  
Telephone 752

## Forty Foot Road Makes Speed And Safety Realty

Speed with safety has been answered in New York's greatest single highway project, a pavement 40 feet wide running thru towns on Long Island for a distance of 24 miles.

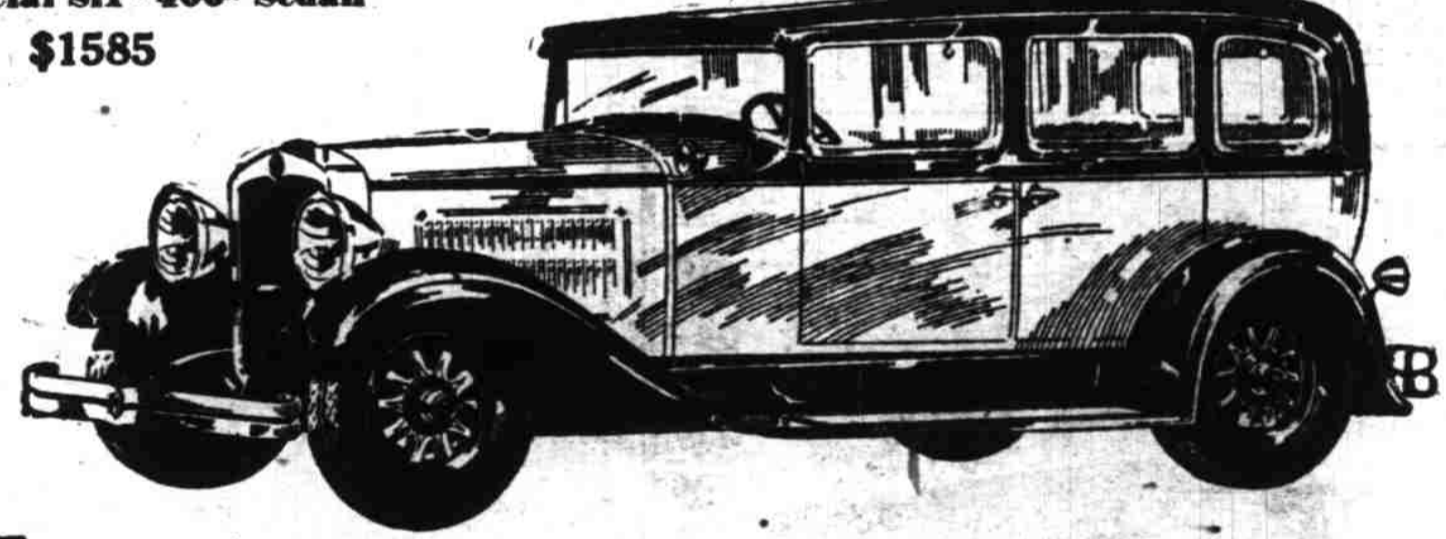
An 18-foot road, with one traffic lane in each direction, will carry 1969 cars per hour in safety according to the Pennsylvania department of highways, provided the cars are driven at exactly 22 miles per hour. On the other hand, the 40-foot

**Watch Sunday's papers -- ANNOUNCING MOST SENSATIONAL SIX EVER BUILT**

**Mutual Savings and Loan Association**  
A Salem Institution Organized in 1910  
Place your savings with us  
Let us finance your home on weekly or monthly payments  
142 South Liberty Street

## THE RECORD-BREAKING NEW NASH "400"

Special Six "400" Sedan \$1585



## TAKE THE WHEEL and learn why NASH can say: "World's Easiest Driver Control"

**EFFORTLESS steering... softness of clutch action... quick brake response—these are features of the Nash "400" that give new delight to motoring.**

Thousands of "400" owners will tell you that to them driving is never tiring. For the Nash "400" has "World's Easiest Driver Control."

This is a strong claim, but we make it earnestly, and with the firm belief that it is an unvarnished, accurate statement of fact.

We invite you to test it. Ask us for a Nash "400" to drive. Take it through the severest traffic, up to and away from stop-lights. Try parking in difficult places.

See how effortless are even the sharpest turns, with what ease brake and clutch pedals operate, how swiftly motor and brakes respond. You'll find yourself driving with more driving confidence than you ever had before.

And you'll know what a truly remarkable car the Nash "400" is!

9 Sedans from \$1085 to \$2265 Delivered—8 Coupes, Cabriolets, Victorias from \$1080 to \$2040 Delivered

## The New NASH "400"

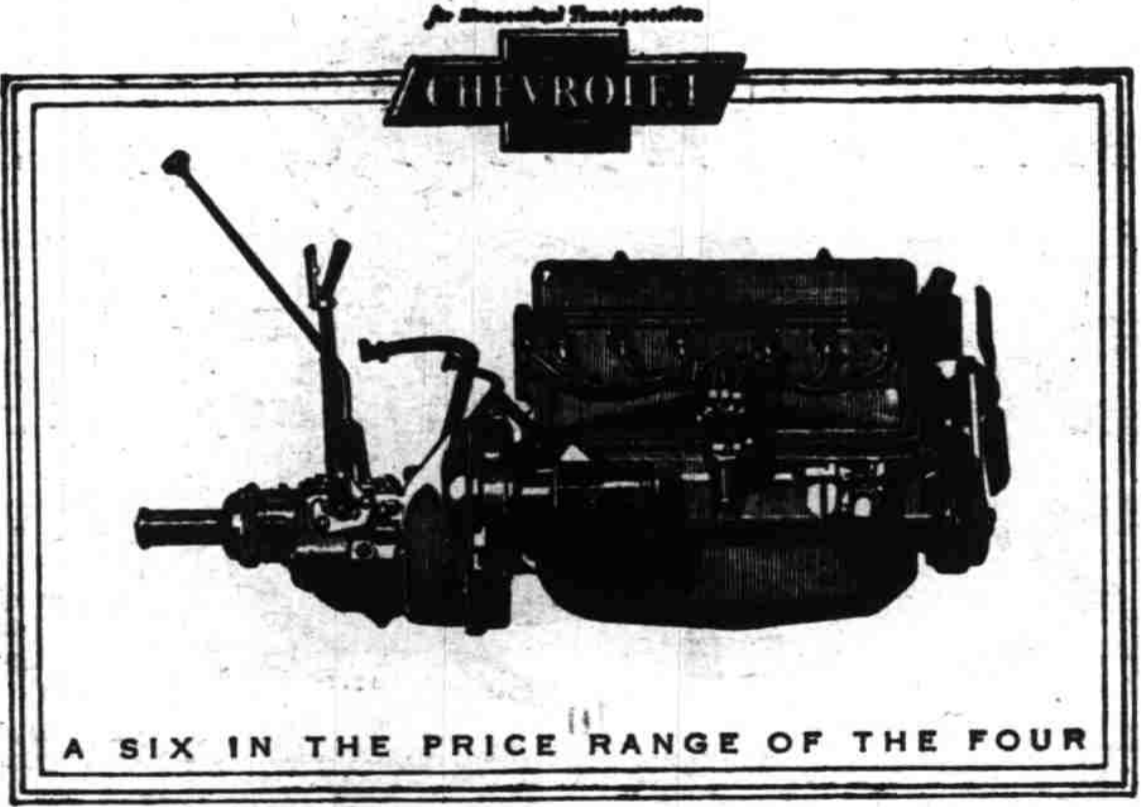
Leads the World in Motor Car Value

### IMPORTANT "400" FEATURES—NO OTHER CAR HAS THEM ALL

- |                              |   |                            |  |
|------------------------------|---|----------------------------|--|
| Twin-ignition motor          | Houdaille and Lovejoy shock absorbers (exclusive Nash mounting) | Salon Bodies               | Longer wheelbases                          |
| 12 Aircraft-type spark plugs | Aluminum alloy pistons (Kaiser Strain)                          | Torsional vibration damper | Nash Special Design front and rear bumpers |
| High compression             | 7-bearing crankshaft (bottom crank pin)                         | World's easiest steering   | Exterior metal chrome plated over nickel   |
| New double drop frame        | Bijur centralized chassis lubrication                           | Electric clocks            | Clear vision front pillar posts            |
| One-piece Salon fenders      |   | Short turning radius       |  |

**F. W. PETTYJOHN CO.**  
365 North Commercial Street  
"AFTER WE SELL—WE SERVE"  
Telephone 1260

**DOUGLAS McKAY CHEVROLET CO.**  
430 N. Commercial Tel. 1802  
QUALITY AT LOW COST



## Smoothness

Never Before Achieved in a Low-Priced Automobile

Of all the exceptional performance qualities resulting from the advanced design of the new Chevrolet Six, none is more impressive than its remarkably smooth operation.

Although the new six-cylinder motor develops 32% more power with correspondingly higher speed and faster acceleration... although it delivers better than twenty miles to the gallon of gasoline—

—its outstanding feature of performance is a degree of smoothness never before achieved in any low-priced automobile.

To achieve such remarkable performance in a car of such low price, Chevrolet spent years in development work. Over 100 different engines were designed, built and subjected to over a million miles of testing at the General Motors Proving Ground before the present motor was adopted. The new power plant has many unusual features, such as the new acceleration pump, the new gasoline pump and filter, and the new automatic lubrication of the rocker arms.

The four-wheel brakes have been newly designed to assure positive, quiet action. Steering has been made easier. And the new Fisher bodies with their new lines, new colors, adjustable driver's seats and new appointments represent new heights of style, distinction, comfort and value.

We extend you a cordial invitation to see and drive the new Chevrolet Six. We believe it an experience that every motorist should have—and we want you to know how finely the new Chevrolet Six is built and how smoothly it performs!

The Roadster, \$1425; The Phantom, \$1525; The Coach, \$1595; The Coupe, \$1625; The Sedan, \$1675; The Sport Cabriolet, \$1695; The Convertible Sedan, \$1725; Sedan Delivery, \$1825; Light Delivery, Cabriolet, \$2000; 1 1/2 Ton Chassis, \$2425; 1 1/2 Ton Chassis with Cab, \$2625. All prices f. o. b. Flint, Mich.