

TOLLS MENACE ROAD PROGRAM

Freedom of Highways Put in Jeopardy by Grants to Private Firms

The battle cry of freedom, as far as the highways of the United States are concerned, resounded in a vigorous declaration of national road policy issued from the headquarters of the American Automobile association here today.

The A. A. A. statement, made under the signature of President Thos. P. Henry, was a reaffirmation of the policy of the national motoring body to fight to the very limit any and all proposals to foist toll roads on the car owners of the country.

Free highways, continuation of government and state cooperation under the federal aid policy, express highways as needed but under state control and owned by the people, must be the fundamental conception underlying and motivating the road policy of the nation, Mr. Henry asserted.

Threatens Federal Aid

"The agitation of private interests for charters for toll highways threatens all these principles," he said. "It offers a particular threat to the federal aid principle which has made possible our great interstate highways."

Pointing out that at the moment high-powered attorneys for private corporations are planning to appear before legislatures to secure charters, preliminary to buying rights-of-way for toll roads, the A. A. A. president urged the states to stand fast by the free principle and warned them against any movement that will tend to alienate the rights-of-way that are vital to the construction of the roads of the future. He continued:

"The states must not lose sight of the fact that money to build new roads can be secured by the state itself at a much lower overhead cost than it can be secured by private interests, while at the same time, the capital floated by the state on sound financial principles is a bulwark rather than a competitive threat to the hundreds of millions of dollars of state road bonds now outstanding.

Foreign Success Small

"Many of the projects advanced for toll roads savor of real estate ventures, which would strike at the very foundation of America's investment of ten billion dollars in highways in less than ten years. Of this amount, the car owners have contributed more than five billion in taxes and have thereby gained a right to be heard when any road policy is involved.

Widely advertised to be reaped from toll bridge franchises and the steady increase in the number of motor vehicles has led to the agitation for toll highways. There has also been advanced the success of toll roads abroad, but as a matter of fact, the development

New Oakland All-American Six Convertible Cabriolet



of such roads is negligible. There are two such roads operated in Italy. Others of limited mileage are underway. The conception of the Italian 'autostrada' is primarily a road reserved for motor vehicle traffic, an outgrowth of the prevalence of slow-moving animal drawn traffic and pedestrians. Such conditions do not prevail in this country.

"Likewise in England there are a few toll roads, but these are old and there is nothing to justify the belief that England will grant franchises for private toll roads on an extended scale.

"While it is true that the highways are congested and there is a crying need for more roads, eighteenth century methods must not be employed to secure them. President-elect Hoover said: 'This administration has recognized the public necessity of federal contribution to the creation of a definite system of modern, interstate highways. This program is far from completion and I stand for its continuance.'

"Continuation of the federal aid policy on an enlarged scale is the answer to those seeking to build private fortunes through toll roads. Organized motordom will oppose to the limit any interference with the principle of free highways."

EXTREMES HARMFUL

Driving extremes in climbing hills are found to be extremely harmful to the engine and running gear. Struggling up a hill in high or going up with the engine racing in low gear are equally bad. The speed at which the engine pulls easiest, any one of the three, is the best to use. The driver can easily tell.

Rumble seats, particularly those operating from the inside of the car are found to open more satisfactorily if the hinges are kept well oiled. Care must be taken that the oil does not get on the upholstery where it can injure the clothing of passengers.

Cities Demand Ventilation In New Passenger Coaches

The flu epidemic has brought about renewed agitation for efficient mechanical ventilation of motor coaches, street cars, airplanes and even private automobiles in many American cities.

City and state health commissioners, besides the United States public health service, are issuing warnings and asking for laws which will thoroughly protect the health and comfort of passengers who ride in public vehicles, while some prominent manufacturers, sensing the trend, already are providing these facilities.

Of nearly 500 huge motor coaches recently ordered by officials in Toledo, Detroit, Columbus, Cleveland and other cities to supplement street car service, every one is provided with a complete, compact mechanical system of ventilation which is capable of changing the air every three minutes without opening windows or causing drafts. Bad, germ-laden air and disagreeable odors are taken out continuously by blower fans which also pump in fresh air, take it through a heater and distribute it evenly among the passengers. Each of 120 busses just purchased by the city of Detroit is provided with three ventilators in the roof, one in the cowl and an electric ventilating fan overhead near the door.

Dr. Paul F. Orr, health commissioner of Toledo, has investigated the ventilating system provided in 200 busses purchased during the last three months by the city of Toledo, besides insisting that this type of ventilation be provided for the city's 300 street cars. He is also making a survey of public schools, hotels, restaurants, theatres and other places to determine the extent to which the systems of ventilation are being operated with the view

Gravel Surfaces Worn One Inch in Year By 500 Cars

An inch of gravel will be worn away in the course of a year by a traffic of 500 vehicles per day, according to N. M. Isabella, Wisconsin maintenance engineer, estimating a loss of 400 cubic yards of material for every mile of 18-foot gravel road. At a cost of \$2 per yard the total yearly loss in material amounts to \$800 per mile.

In actual experience the maintenance of inferior highways often runs to considerably more than this figure, road engineers point out, whereas maintenance charges on hard pavements are negligible. Iowa reports that in 1927, 940 miles of hard pavement on the primary road system were maintained at an average cost of \$247 per mile.

SEASIDE MAN HERE Philip R. Pollock of Seaside is spending several days in the city on business.

BILLION AND HALF SPENT FOR ROADS

America spent approximately \$1,500,000,000 for highway construction and maintenance in 1928, an increase of about \$350,000,000 over 1927 and the present decade will go down as possibly the greatest period of road-building, according to the American Automobile association.

The national motoring body pointed out that there are not only more miles of roads being built, but they are better roads and constructed along sound engineering lines.

"There have been marked changes during the last several years in the standards of construction," says the A. A. A. "New problems have been presented not only in the increased number of motor vehicles, but in the fact that they travel at greater speed. The result has been more durable roads, built wider and with curves of a longer radius."

The A. A. A. said that more than 600,000 miles of the total of some three million miles of highways in the United States have been surfaced. Moreover, it was pointed out that this improvement program is being carried on at the rate of between 30,000 and 40,000 miles per year.

Several important manufacturers of the cabin air cruisers have given particular attention to the proper mechanical ventilation of these enclosed airplanes as well as other conveniences for the comfort and health of passengers. These features recently were noted in a special report of the Aeronautic division of the American Society of Mechanical Engineers.

Practically all the quantity producers of automobiles recently have bulletined their dealers and branch service managers to make certain that ventilating systems are operated during the cold spell which brings with it the menace of carbon monoxide poisoning in closed garages.

GAS GIVEN CREDIT FOR PLANE RECORD

That the amazing performance of those tireless Wright whirlwind motors in the gigantic army flier, "Question Mark" may well be accredited in good part to the excellence of the unfailing gasoline which powered the record-smashing plane, was the opinion expressed by motor experts here at the conclusion of the successful endurance flight.

That gasoline, it was disclosed, was Richfield—made and distributed on the Pacific coast. And a gasoline, incidentally, which holds more records on land, on the sea, or in the air, than any other fuel. It took precisely 5250 gallons.

Concrete Used By Scotch 56 Years

Fifty-six years ago Liven Terrace, Glenyle Terrace and Gillespie Crescent, Edinburgh, Scotland were paved with concrete. Though constructed in 1872 these streets are still carrying traffic today. Built without much scientific knowledge concerning concrete paving these three streets today withstand modern traffic.

The plane averaged 7 minutes for each refuelling, the "tender" job being handled by two big Douglas C-1 Army Transports. The average gasoline usage by the Question Mark was given as 35 gallons per hour.

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Implement	Size or Width	Acres per Hour
Plow (moldboard)	Tw 14 in.	2/3
Plow (disk)	3 disk	2/3
Plow (one-way disk)	6 ft.	1 1/4
Lister (or lister-planter)	2 row	2
Disk Harrow (standard weight)	8 ft. double	2 1/2
Disk Harrow (heavy cover crop)	5 ft. double	1 1/2
Spike tooth harrow	4 section (20')	8
Spring tooth harrow	8-10 ft.	2 1/2-3
Land rollers, light weeders	12-17 1/2 ft.	5-9
Rotary hoes	One 12-14 ft.	3 1/2-4
Grain drills	Two 7 ft.	4 (second speed) 5 1/2 (third speed)
Mowers	Two 7-8 ft.	4-5
Grain binders	One 10-12 ft.	2 1/2-3 1/2
Combined harvester	(on level land)	1/2
Corn picker	One or two row	1 1/2
Potato planter	Two row	1 1/2
Potato picker	Two row	1 1/2

COMBINATIONS OF IMPLEMENTS

1. Ten foot single disk harrow and two sections of smoothing harrow—3 acres per hour.

2. Ten foot single disk harrow and ten foot land roller or pulverizer—3 acres per hour.

3. Eight foot spring tooth harrow and eight foot land roller or pulverizer—2 1/2 acres per hour.

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