

BETTER AUTOS MAKE ROADS OF SAFETY NEEDED

Modern Traffic Demands a Wider Lane for All of Traffic

Most automobiles now being made have a speed of at least 50 miles an hour.

Car speeds and the great volume of traffic now thrown on the roads are exerting a beneficial influence on highway design and construction. In the early days of rural pavement laying, for instance, many surfaces were built to a width of no more than 16 feet, scarcely room enough for a load of hay and a car. Later, an 18-foot pavement width was adopted by most states with the thought that six yards would surely be adequate for two passing automobiles.

10-Foot Lane Needed

Recently, however, experience and government tests have demonstrated that in the interest of speed with safety a rapidly traveling car should have a ten-foot lane. Some drivers, of course, should have even more space, but highway authorities are in accord on a 20-foot width for the ordinary rural road subjected to fairly heavy traffic.

Oregon, Illinois, Michigan and Wisconsin are among the states now specifying 20-foot pavements on well traveled roads. Twenty per cent of the mileage of rural pavements built on federal aid projects last year were 20 feet in width. New York, particularly, has gone in for even wider rural pavements with many being built 27, 36 and 40 feet wide.

Pavements Improved

Safety is being introduced into pavements through other mediums, such as smooth surfaces, easier curves of a pitch suitable for fairly high speeds, wider shoulders, greater sight distance at curves, better guard rails, better grade crossing facilities such as under-passes, and better designed highway intersections.

Where traffic is quite heavy, streets and roads are in some instances being separated at intersections through the elevation of one thoroughfare over the other. The cost of such structures is soon returned through the elimination of congestion.

Rotary Intersections Feature

Less expensive but quite suitable arrangements for continuous and safe travel at intersections may be made. Notably in New York and New Jersey, traffic circles, sometimes called rotary intersections, are in service. These consist simply of a circular pavement into which traffic pours from the intersecting highways. This avoids all left hand turns—one of the greatest contributors to accidents.

Some states are adding two extra lanes to all highways at the intersection. This extra space permits a free flow of cars. Another method is the curved intersection wherein each of the cross roads is joined to those adjacent by a curve, cutting off the corner and forming a simple design similar to that on some of grandmother's old comforters.

TO TOUR ALASKA

Karl W. Onthank, executive secretary of the University of Oregon, will direct the summer season tour next August when the steamer Queen will take 185 students along the picturesque Alaskan shores.

Durant Dealers Elated by Spectacular Ascent of Big Mountain by Sport Roadster

OAKLAND, May 11.—Climaxing a series of glowing demonstrations staged by Durant dealers throughout the country to prove the power, speed and durability of Durant motor cars, a new Durant Six Sixty sport roadster has broken all speed and high gear records up Mount Diablo. News was received here by the Salem Auto company.

Driven by H. T. Kuhlman of Oakland, and officially observed by Forrest Predmore, well known Eastbay newspaperman, the Durant clipped 27 and 2-5 seconds off of the former record to win the famous challenge trophy offered by the Oakland Post-Enquirer for the fastest time for the run. The new Durant mark is 23 minutes, 15 and 4-5 seconds.

President Views Triumph

The coveted cup, offered as a symbol of outstanding performance, was awarded last week to Norman de Vaux, president and George R. Scott, vice president of the Durant Motor company of California, by Predmore, who acted also as the newspaper's official observer during the record run.

In order to give previous holders of the cup an opportunity to protest the run, which, under the rules of competition must be made in a strictly stock car by an amateur driver, the record-breaking Durant was held under lock and key for forty-eight hours by Predmore.

Eleven and six-tenths miles of steady climbing that reaches the highest point in the San Francisco Bay region, makes Kuhlman's remarkable time average approximately 30 miles an hour. The toll road leading from the south gate near Danville to the summit of Mount Diablo is known throughout the west both for its many scenic attractions and for its steep gradient.

Locked in High Gear

Not satisfied with winning the honor of making the fastest time up the famous slope, the Durant Six Sixty was sent over the route locked in high gear. Previous to the start of this event, the gear shift lever was removed by Kuhlman and given to the custody of Lieut. Charles Hemphill, head of the Oakland Traffic squad, who participated in the tests as an official observer.

With seldom a straight-away on the entire course, on which to gain momentum for sharp turns and steep grades, the Durant Six Sixty easily negotiated the steep grade in high gear. Gleaming in its finish of polished lacquer and chromium plating, the roadster literally climbed the rocks on the Diablo summit in the presence of Hemphill, Predmore and a score of observers.

Many Sharp Turns on Road

No finer demonstration of mechanical excellence and perfect balance and roadability could be given than that shown by the Durant Six Sixty, is the opinion of those who witnessed the performance. While the distance is comparatively short and the roadway is an excellent mountain road, there are many sharp turns around which high speed must be maintained to establish such a record as that made by the new Durant.

Two facts which further indicate the power, speed, stamina and in-built quality of Durant motor cars were pointed out by those in charge of the run. One, that the car was practically new, having been driven less than 1,000 miles. The other, that nothing except the top was removed to make the car lighter.

"The performance of Durant in these events certainly bears out the claim of Durant builders for their newest product," said Predmore following the run.

CAPITALIST DIES

SAN DIEGO, Cal., May 11.—(AP)—A. S. Bridges, widely known San Diego capitalist and philanthropist, died late last night at his home on Point Loma.

CHEVROLET ON WAY TO MILLION MARK

Half of the Goal Passed This Month; Orders Flood Factory

DETROIT, May 10.—Evidence of the widespread popularity of the new six-cylinder Chevrolet was revealed here this week in an announcement by R. H. Grant, vice president of the Chevrolet Motor company in charge of sales, that more than a half million of the new cars have been placed on the road since the first of the year.

A significant feature of this achievement, it was noted, is the fact that Chevrolet in four months built a greater number of six-cylinder cars than any other automobile manufacturer has ever produced in an entire year.

This figure would have been even greater, Mr. Grant pointed out, if Chevrolet had been able to take immediate care of the tremendous volume of orders with which the factory has been flooded since the introduction of the new car.

New Records Set

"Nearly every month this year has seen a new monthly production record," said Mr. Grant. "In order to satisfy the demand for cars pouring in from nearly every section of the country our output has been increased as fast as consistent with the precision-manufacturing methods which Chevrolet employs."

To signalize the achievement of placing on the road more than 500,000 cars in less than four months' time, Chevrolet secured John Phillip Sousa and his world famous band for an hour's broadcast over a nation-wide hook-up Monday, May 6th. Only once before has the celebrated march king had one of the largest audiences that ever listened to one musical offering.

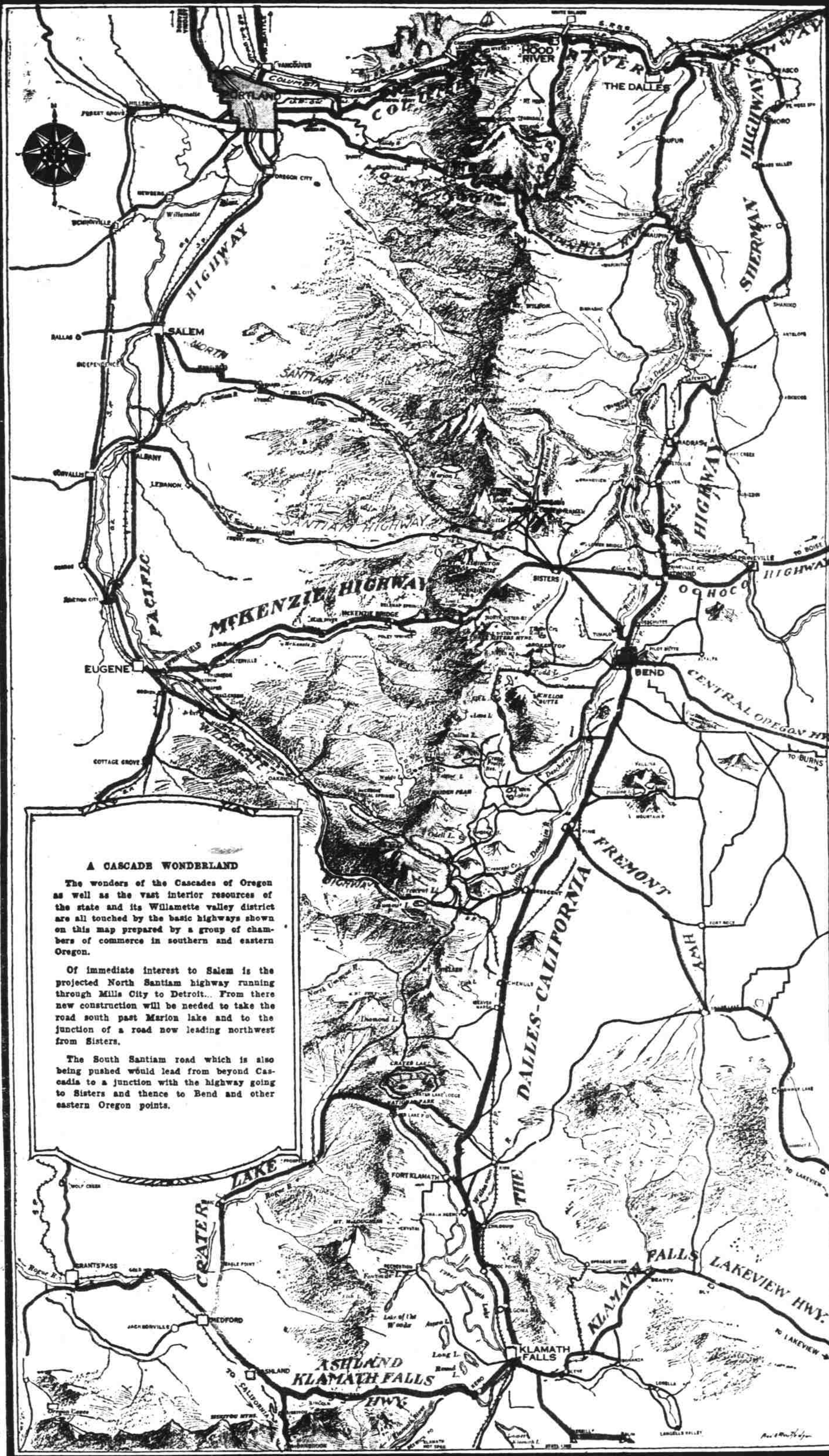
SOUSA WELCOME TRIUMPH

Although Sousa has played to more people than any other director in the history of band music, appearing once before a single audience of 153,000 people at the International Exposition in Glasgow, America's grand old march king had one of the largest audiences that ever listened to one musical offering.

Thirty-nine stations, extending from coast to coast and from the Great Lakes to the Gulf, were linked together for Sousa's Chevrolet concert.

Chevrolet officials expressed themselves as highly gratified that Sousa accepted the Chevrolet hour on the General Motors program to make his second appearance before the microphone.

Here is Vast Area for Oregon's Playground



A CASCADE WONDERLAND

The wonders of the Cascades of Oregon as well as the vast interior resources of the state and its Willamette valley district are all touched by the basic highways shown on this map prepared by a group of chambers of commerce in southern and eastern Oregon.

Of immediate interest to Salem is the projected North Santiam highway running through Mills City to Detroit. From there new construction will be needed to take the road south past Marion lake and to the junction of a road now leading northwest from Sisters.

The South Santiam road which is also being pushed would lead from beyond Cascade to a junction with the highway going to Sisters and thence to Bend and other eastern Oregon points.

TRIPS BY LOOP PROVED AS ONE OF BEST PLANS

Oregon Motorist Indeed Is Fortunate in Being Free to Travel

"Oregon motorists who desire to see more of Oregon are very fortunate in the number of loop trips available to them," stated A. E. (Ed) Shearer, manager of the touring department of the Oregon State Motor association. "Alternate routes have been developed by the extension of our state highway system in almost every section of the state making loop trips possible which add a great deal more variety to the trip without additional expense or mileage."

"These numerous loop trips in Oregon make unnecessary the 'bee-line' tour of going straight to the motorist's destination and returning by the same route. In traveling this way, the motorist misses one of the most glorious aspects of long distance traveling—its variety."

"Bee-Line" Routes Avoided

"In its vast experience in mapping the routes of millions of motor travelers, the Oregon State Motor association has conferred one of its most valuable services by avoiding bee-line touring where possible," continued Mr. Shearer. "Where the trip is one in which speed is the most vital factor, of course, this is not done. In those instances in which pleasure, relaxation and education are the primary objectives of the journey, however, variety adds greatly to the fruits of the trip."

"The wonderful development of Oregon roads has changed the situation in which there was only one good link between various points. While one may be more direct than another, there generally is an excellent way to go and an equally splendid one by which to return. Motor club touring counselors regard it as one of their duties to point out this fact to the member whose trip they are mapping out."

Race Against Clock Opposed

"Making the tour as inclusive as possible within a limited time and yet avoiding the danger of making it a constant race against the clock demands an advance preparation that the prospective traveler should undertake because of the rich dividends it pays," said Mr. Shearer. "To follow any other course is to chance mistakes along the route which will prey heavily upon one's time and one's enjoyment of what should be the greatest event of the motoring year."

"Among the sections of Oregon with alternate routings which allow for loop trips, Mr. Shearer pointed out the numerous loop trips available between the coast points on the Roosevelt highway and the Pacific highway such as Portland, Astoria, Tillamook, McMinnville loop, the Newport-Corvallis loop, the Redport-Marshfield loop and the Coquille, Gold Beach, Crescent City, Grants Pass loop."

L. Anderson, Inc., local DeSoto dealer, recently. Ruth has been in the automobile business seven years.

Henry Idear, used car man at Vick Brothers, returned last week from a two weeks' trip in California. Idear claims to have seen "all 150 Mexican soldiers down in Calexico."

A. J. Vick and W. J. Barham accompanied by their families fished in the Salmon river Sunday.

H. F. Bonesteel was in Portland Friday on business.

Offers Real Service

Each Sunday the Oregon Statesman issues the latest news of motor-club to its readers in the form of a special auto section.

New roads to travel, new tales of the cars being produced by leading manufacturers, these and other up-to-the-minute developments are relayed to the public in this section which is an exclusive feature with The Statesman in the Salem newspaper field.

Truck Has Varied Qualities



—W. C. Conner, Statesman Staff Photographer.

Chevrolet, with its new, larger and more powerful truck, enters into a new and varied field this year. The Browning Shows play many out-of-way places as well as the larger cities and those the Chevrolet Truck because of its abundance of power when power is needed, and for its smooth high speed on the highways. The picture shows one of the several distinctive original units put out by the Douglas McKay Chevrolet company. George Allen of the local Chevrolet Agency is responsible for the sale to William Browning, manager of the Browning shows.

Heard Along Auto Row

G. W. Wentworth, president of Wentworth & Irwin, Inc., of Portland, was a visitor at the F. W. Pettyjohn Motor company early in the week. Mr. Wentworth was in Salem in connection with Nash affairs of Marion and Polk counties.

F. W. Pettyjohn was in Salem Thursday from Eugene.

The new "400" Nash Special Six roadster, Nash's latest creation, was received in Salem early in the week and is now on display in the showrooms of the F. W. Pettyjohn company.

The new car is finished in cecy and beige with orange wire wheels.

Pettyjohn's received one of the first of the new models to be shipped to the Pacific coast.

C. A. Bullwinkel, branch manager of the Ford Motor company in Portland, conducted a meeting of Ford dealers of McMinnville, Sheridan, Mill City, Stayton, Dal-

las, Falls City, Independence, and Salem Friday evening in the assembly-room of the Valley Motor company. The meeting was called in order that an explanation of the increased production of Ford factories be given.

The Firestone Tire & Rubber company called a meeting Thursday night at the Valley Motor company assembly-room for service men employed by the Valley Motor company. The processes used in manufacturing tires were shown in moving pictures.

E. O. Welling, foreman, and Walter Holman, mechanic, of the State Motors, spent Sunday fishing in the Santiam above Stayton. Although there were many fishermen in that district the catches were reported as small. Welling and Holman brought home nineteen trout.

The family of L. E. Keithly, mechanic at State Motors, arrived in Salem from Los Angeles last week. Mr. Keithly came to Salem eight months ago and plans to make his home here.

The Marquette, new companion car to the Buick, will be on display June 1, in the showrooms of the Otto J. Wilson Buick

agency. The Marquette is a cheaper car than the Buick and will be carried by Buick dealers. Five models will be on hand for the first showing in Salem.

A new "Station Wagon" which was built for a local country club has been received by the Valley Motor company. The automobile is of Ford make and will accommodate six people in addition to the driver.

The light-colored wooden body is by Murray and is very striking in appearance.

The new country club bus will be on display in the Valley Motor showrooms for several days.

F. G. Gordon, sales manager for the Reo Sales & Service company, reports a thirty-pound salmon as part of his last Sunday's catch at Neskovin.

O. S. Lapham, who for seven years was connected with the Ford Motor company in Portland and who for the past year has been representative for the Chevrolet company in that city, arrived in Salem Thursday to take over his duties as sales manager of the Valley Motor company.

Mr. Lapham fills the place left vacant by the resignation of Bar-

ney Wright, who purchased the Ford agency in St. Helens a few weeks ago.

A peculiar story is that being told at the Otto J. Wilson Buick agency: One of selling to a butcher, a baker, and almost to a candlestick maker in the same day. Recently a butcher in Independence and a baker in the same town bought Buick cars and a dealer in electric fixtures in another valley town became a prospect for a sale.

For the first time in years the Valley Motor company is keeping its display rooms open until 9 o'clock each evening except Sunday.

Troy Wood took delivery on a new model Ford town sedan last week. This is the second Ford in Wood's "Drive Yourself" fleet.

J. W. Smithpeter, formerly sales manager of the Nash agency in Klamath Falls, arrived in Salem early last week to take over his duties as manager of the sales department of the Fitzgerald-Sherwin Motor company.

E. W. Ruth, formerly of the W. R. Delay Motor company of Portland, joined the sales staff of W.