

CAR BUILDING DATA SHOWS HEAVY GAIN FOR TOTAL OUTPUT

NEW YORK, May 23.—The remarkable rise of the automobile industry to one of leadership among manufacturers, is reflected in the following list of outstanding facts compiled by the National Automobile Chamber of Commerce.

These facts point to improvement not only in automobile production but in highway development, in railroad transportation and in the general industrial trend of the country. For practically every other major industry has had some hand in the advancement of the automobile, and has been repaid through the progress engendered by the automobile.

The list follows:

Cars cost today 29 per cent less than before the war. Commodities in general cost 67 per cent more.

Railroads received \$400,000,000 in freight revenues from automotive products in one year, and paid \$34,364,000 in taxes for highways.

The automobile industry ranks first among all U. S. manufacturers, rated according to wholesale value of production.

It requires only 71 cents per dollar compared with pre-war prices to buy an automobile today. General cost of living is on the basis of 167 cents per dollar.

Motor vehicle special taxes are paying 43 per cent of the total highway bill.

Half for Roads
Federal highway payments 1917-1923 were but 47 1/2 per cent of total federal excise taxes paid by the automotive industry.

Railroad taxation going to highway purposes is 3.5 per cent of the total highway bill.

The average retail price of new cars sold is \$825.

Eight hundred million dollars in federal excise taxes have been paid by the automotive industry in seven years.

Seventy-nine cities had fewer fatal accidents in 1924 than in 1923; there were 5 per cent fewer grade crossing motor fatalities in 1924 than in 1923.

There are 60,000 buses in operation in the U. S. Of these 3250 are owned by 200 electric railway companies.

Paper is Cited
Automobile time-payment paper is 90.82 per cent good. Averages of 50 leading finance companies give losses of less than one-fifth of 1 per cent (.15 of 1 per cent).

The average outstanding note on motor vehicles is \$252.

Motor transportation employs more than one-tenth of the male population, 3,110,000 workers.

More than 2,000,000 freight carloads of automotive products are shipped over the railroads annually.

Motor vehicles registered in the United States total 17,502,000.

Motor trucks are 12 per cent of the total motor vehicle registration. Exports of automobiles in 1924 increased 17 1/2 per cent over 1923.

Foreign markets consume 12 per cent of the output of American automobile factories.

Cars and trucks aggregating \$6,000,000 have been sold under the Chevrolet "Six Per Cent Purchase Certificate Plan" since this copyrighted method was inaugurated among Chevrolet dealers seven months ago.

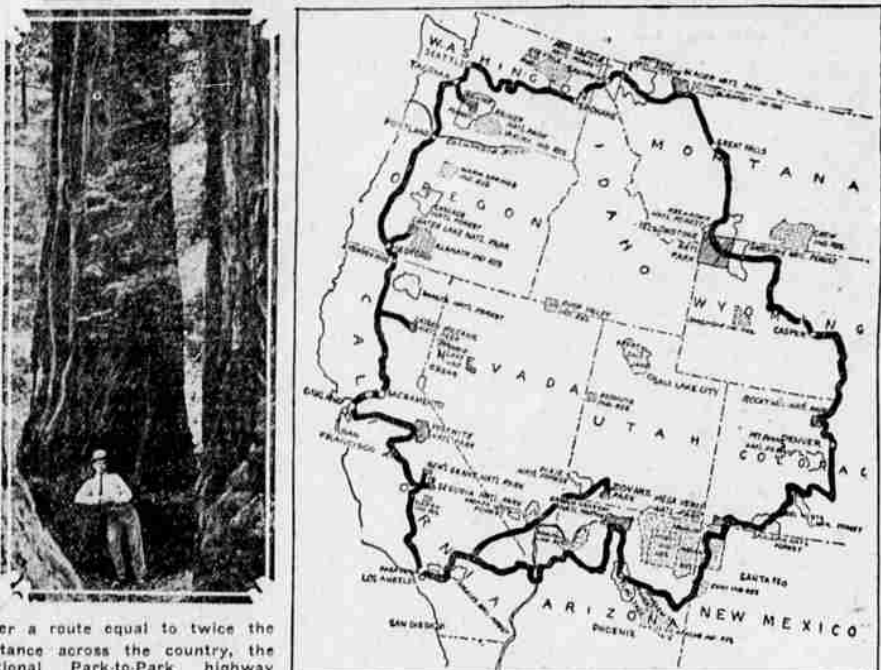
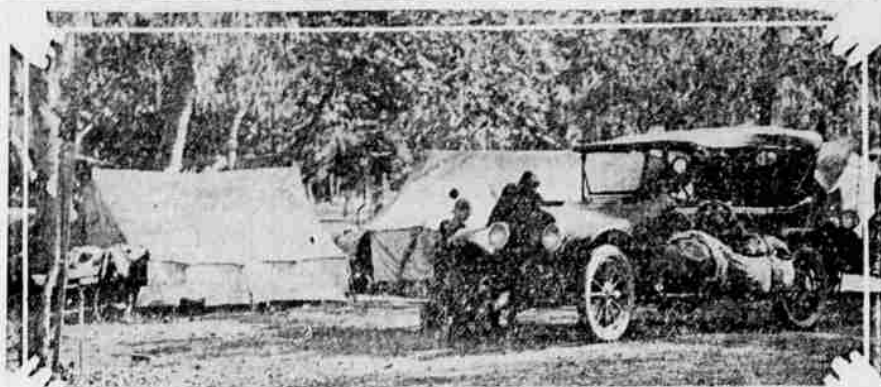
The plan, regarded as a fundamental improvement in automotive merchandising, has met with such uniform approval that now more than 2,000 of the Certificates are sold each month.

Under its provisions a prospective car owner may start with an initial payment as low as \$5. If desired, a larger first payment may be made. This is followed by weekly or monthly installments until the convenience of the purchaser. These payments are then entered upon the back of the purchase certificate. When the sum of the payments plus the six per cent interest reaches one-third of the retail price the car is delivered. The balance may be met either outright or on a deferred payment plan.

The certificate savings are amply safeguarded. They are banked in a separate trustee's account, in a local bank. Over 2,000 of these accounts are established in different banks in the United States.

6000 MILES OF WONDERS AWAIT TOURISTS

National Park-to-Park Highway Traverses Famous Beauty Spots of West; Many Expected to Take Trip



Over a route equal to twice the distance across the country, the National Park-to-Park highway winds its way through the greatest collection of beauty spots in the United States. Map shows the layout of this journey. Upper photo gives an idea of a typical municipal tourist camp, one of 200 scattered along the route. Photo at left is a typical part of some of the west's redwood forests with trees towering high above the heads of visitors.

By ISRAEL KLEIN
(NEA Service Writer)

PERHAPS the most attractive tour that the United States offers to motorists is the 6000 miles of continuous travel along the National Park-to-Park Highway.

Between the Rocky Mountains and the Pacific Ocean, this scenic highway offers a gorgeous collection of beauty spots. National parks, national forests, national monuments, are offered to view, in greater number than any other highway can offer.

Indian villages and modern commercial centers, desert areas and thriving ranches, petrified forests, gold mines, geysers—from the "low-est" part of America to the highest—all may be taken in on this trip through western America.

The road makes a circling tour through 11 states, practically all of it on improved highway. It can be reached by every transcontinental highway, for it stretches almost from southern to northern boundary line.

Because of its length, the highway is subdivided for the convenience of tourists who cannot take a 6000-mile trip and see the entire show. Route maps are available for sections of the highway, as the traveler prefers. Every section offers a spectacle that is peculiar to its region and something new to tourists from the rest of the country.

Record Expected

This highway is expected to carry a record-breaking number of tourists this year. The famous Pacific Highway in California, part of the National Park-to-Park route, will draw

enough tourists to reap a harvest of \$100,000,000 for the towns it feeds.

California will be the special attraction this year because of its diamond jubilee celebration, in honor of the state's admission into the Union 75 years ago. In fact, celebration has already begun, and plans for more and bigger festivals will keep the Californians busy the rest of the touring season.

More than 200 tourist camps are maintained by cities along the route. They are, with few exceptions, free, and most of them have shelter-houses and fireplaces for cooking. Some are open all year round.

The highway passes through some 30 national forests, some of which have camp sites and shelter-houses of their own.

The entire route may be divided into stretches of 500 or 600 miles, each of which can make an attractive week's trip for tourists. All days, or even less, the scenic wonders are so many and so great that though the driving may take three at least a week should be devoted to each division to give it justice.

These short routes are as follows:
Rocky Mountain National Park, north of Denver, Colo., to Mesa Verde National Park, in the southwest corner of Colorado, a distance of 585 miles, passing Pikes Peak, through Colorado Springs and along one of the most picturesque roads of the west.

Mesa Verde National Park to the Grand Canyon in Arizona, a distance of 594 miles, through the famous Navajo and Moqui Indian reservations, the petrified forests of Arizona

and into one of nature's most colorful offerings.

Grand Canyon to Zion National Park in Utah, for 587 miles westward along the National Old Trail to Needles, Calif., and then back up the Arrowhead Trail for almost half the route to Zion Park.

Zion Park to Sequoia National Park, 812 miles, back to Needles, Calif., and on through Los Angeles and Pasadena to Sequoia National Park.

Sequoia Park to Yosemite, 347 miles. One-third of the way northward to Grant National Park.

Complete Circle
Yosemite to Lassen Volcanic National Park in north California is another 510 miles, passing through Oakland, San Francisco and Sacramento on its way along a variety of picturesque areas.

Lassen to Crater Lake National Park, 319 miles.
Crater to Mt. Rainier National Forest, 638 miles.
Mt. Rainier to Glacier National Park, 757 miles.
Glacier to Yellowstone, 404 miles. And back from Yellowstone to Rocky Mountain Park, 657 miles.

Some of the national parks, Yosemite and Grand Canyon, are open all year round. Others open all year are Hot Springs in Arkansas, Rocky Mountain in Colorado and the Platte Park in Oklahoma.

Sequoia and General Grant National Parks are scheduled for opening on May 24.

Later openings are: Lassen in northern California, June 1; Glacier in Montana and Mt. Rainier in Washington, June 15; Yellowstone, June 18; Crater Lake in Oregon, July 1.

STOP LAWS, NOT SPEED LAWS, TO BE AIM, IS WORD

By ISRAEL KLEIN

(NEA Service Writer)

With the new tendency to discard speed limits as an unsatisfactory way of controlling traffic, comes an even newer plan for the safety of the road. It's the "start-stop" idea, by which motorists should be expected to stop within certain distances under certain conditions.

This is the plan suggested by H. W. Slauson, mechanical engineer, who has been studying traffic conditions in the United States. He explains it in the May issue of the Scientific American.

According to Slauson, speed limitation is too arbitrary. Conditions vary to such an extent, even in the same territory that motorists must be limited in a more stable and a more definite manner.

"What we really intend to do when we enact speed laws," says Slauson, "is to insure that the driver will have the car under control at all times."

Weather Changes

Thirty miles an hour may be a safe enough speed on a certain highway under definite conditions. But if the road is wet and slippery, a driver going at that speed could not stop his car half so easily as he could on a dry surface.

"Therefore," suggests Slauson, in effect, "let's discard speed laws and 'start-stop' laws. Let's set definite distances at which drivers might be compelled to stop under emergencies and require motorists to run along at a speed at which they could stop their cars within the specified distance."

Thus one driver, with good brakes, a light car, and alert in mind, may be able to drive faster than another driver, less alert, with a heavier car and perhaps poorer brakes, so long as both stop within a required distance.

It is the definite idea of having to stop, say, within 15 feet at any time

a signal is given or an emergency arises, that should be the main factor in driving. Then, no matter what the condition of the road, or of the motorist's car, this rule will apply at all times.

Distance Unchanged

On a clear day, with good brakes and a light car a motorist may go 20 miles an hour and be able to stop within 15 feet. But on a rainy day, that same car may have to be driven at about 10 miles an hour to stop in the same distance.

That is the essential point—the short, emergency stop, Slauson stresses.

"So long as it is the inability to stop in time which is the cause of most accidents," he says, "let us go directly to the source of the trouble. Let us require that every car shall be driven only at such a rate that it may be brought to a complete standstill within specified distances; these distances varying with country and city driving conditions, much as do the variable speed rates now permitted."

"One of the principal values of such a system is that it would take into consideration, absolutely and automatically, all conditions then prevailing which would affect the stopping ability of the car or of the driver in question."

Insurance Goes Down

Competition among insurance companies for automobile business in Toronto has brought rates down 20 per cent. The cut is in all classes of auto insurance, except collision.

AUTOS IN CUBA

There are 35,000 automobiles in Cuba. Practically all are of American make.

Car Care Co.

670 Olive St.

Washing, Polishing
Oils

A new greasing service for your convenience at attractive prices.

Phone 2107-J

TUNNEL PLANS FOR SAFETY ARE URGED

LOS ANGELES, May 23.—Street crossing tunnels for school children is the idea being promoted by safety organizations in Los Angeles.

As a result of their efforts, the city council has been won over to the idea and the people of Los Angeles will have the opportunity to vote on the plan at the coming spring election.

With the people's approval, a \$50-

000 bond issue will be raised for the construction of 61 tunnels under crowded streets in school districts. This action follows the successful completion of one such tunnel which has been under the observation of school and traffic authorities. This, with a course in safety instruction in the schools, has been found of considerable advantage in the reduction of accidents to school children. The safety course alone, it is believed, has been instrumental in cutting down the child death-rate in Los Angeles by 21 per cent last year. This reduction may be further increased through the use of the tunnels as street crossings for school children.

The LAW

Does Not Require That Your

SPEEDOMETER

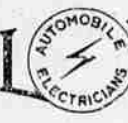
BE IN WORKING ORDER

BUT

COMMON SENSE DOES

we

REPAIR, RESET AND CALIBRATE ALL
MAKES OF SPEEDOMETERS

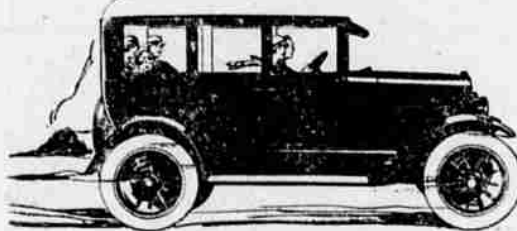
BRAKEL  **WHITE**

89 W. 9th

Phone 1610

WILLYS-OVERLAND FINE MOTOR CARS

52 weeks to pay



The Lowest Prices in the Industry

All-Steel Sedan **\$715**
Standard Sedan **\$655**
All-Steel Coupe **\$635**
All-Steel Touring **\$495**

\$985 Overland SIX Standard Sedan
\$1150 Overland SIX DeLuxe Sedan

All Prices f. o. b. Toledo

On our liberal payment plan you now can buy your Overland conveniently out of your income. A small down payment and you can drive your Overland home.

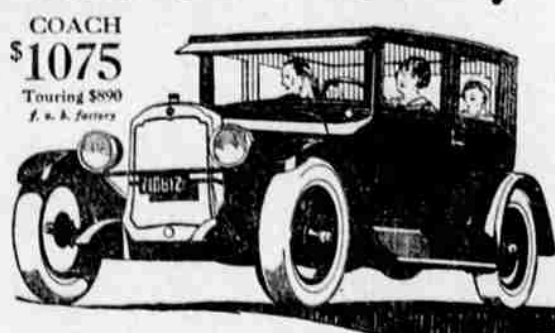
Overland four-cylinder cars have greater power, greater comfort, greater endurance, lower upkeep cost, higher resale value. Compare them with any other car near the price! You will then understand why they are outselling all previous models.

They are now the lowest-priced cars with sliding gear transmission.

The New Overland Six is creating a profound impression. No car near its price equals its speed, pick-up, power endurance, comfort or looks.

In fifteen years Overland has never equaled these values.

Where a little time will save a lot of money!



Your first extensive trip at the wheel of this Oldsmobile Six will give you a perfect understanding of the performance that can be built into a moderate-priced car.

Drive this greatly improved "Six" yourself before you definitely decide on your next car. It will save you money—and open the door to motoring satisfaction.

F. E. Calkins Motor Co.
837 Pearl St.

OLDSMOBILE

Six

Four-wheel Brakes, Balloon Tires—and Now DUCO Finish

Since the days of the first "horseless carriage," the motor car industry has been practically revolutionized. Self-starters, balloon tires, four-wheel brakes—these and a score of other improvements have changed the old "one-lunger" into the fast, noiseless, efficient pleasure car of today.

Yet until du Pont change had been made DUCO, no radical change had been made in motor car finishes.

Now comes DUCO Finish—as different from old-style finishes as day from night. DUCO has already been used by manufacturers of cars representing millions in value. Purchasers of these cars are proving to their own satisfaction every claim made for this finish.

DUCO is waterproof, weatherproof, soft, every claim made for this finish. It has a distinctive, soft, wearproof. It actually improves with age. Lustre that actually improves with age. Lustre that actually improves with age.

Come to our shop and see us test DUCO with boiling water, ice steam, caustic soda, road tar and mud. Here at least is a finish that will remain attractive indefinitely. You'll want it—You won't be satisfied until you get it. And we can refinish your car in one-third to one-half the usual time.

GENERAL AUTO PAINTING

CLAUDE VAN WYCK

7th and Charnellton. Phone 249

