

MEASURES INTEREST USER OF MOTOR CAR

HIGHWAY IMPROVEMENT

Plan to Lend Latin American Countries Road Engineers; Build Roads on Public Lands

Favorable report on three measures, of interest to the automobile users of the country, have just been made by the Senate Committee on Post Offices and Post Roads, according to a special message received from Washington.

Two were introduced by Senator T. L. Oddie, of Nevada, one of which authorizes the President to lend to Latin American countries, Highway Engineers of this Government, with the end in view that they might profit by our highway construction experience. The second measure authorizes an appropriation of the construction and maintenance of roads through unreserved public lands in western states, which will link up the highway systems of the country.

To Improve Roads
The third measure was Senator Kenneth McKellar's bill, which authorizes a separate and independent appropriation of \$50,000,000 a year for the fiscal years of 1930, 1931 and 1932 for improving rural post roads. The McKellar bill is in addition to the so-called Federal aid bill which provides \$75,000,000 a year for Federal aid.

"Passage of all three of these measures would be of inestimable benefit to the motorist of this country," according to Si. Mayer, vice-president of the American Motorists' association, and president of the Automobile Club of Illinois, which is actively supporting legislation for increased Federal aid in highway construction.

Outstrip Road Building
"Registration figures of the states show that the use of automobiles and motor bus transportation is increasing approximately three times as fast as the country's road building program. It is elementary to say that bad roads are the most expensive for the motorists. He must pay for good roads whether he has them or not and a speeding up of the federal government's highway construction program is regarded by the motorists as essential," Mr. Mayer declares. According to figures of the bureau of public roads, highway construction during 1928 will at least equal and probably slightly exceed that completed and undertaken last year. It is estimated that more than 20,000 miles of new highways are being planned by the states for this year, consisting of 12,000 miles of less expensive surfaced roads and 8,000 miles of road adequately graded and drained suitable for motor vehicle use at a total cost of \$1,300,000,000.

WATCH FOR TRAFFIC FROM SIDE ROADS
Accidents Often Caused From This Source; Better Be On Safe Side
"Cars coming out of side roads at high speed are responsible for frequent accidents," says Charles M. Hays, president of the Chicago Motor club. "Many of the side roads have been paved, and traffic on them moves as rapidly as it does on the arterial highways. Often, at road intersections, the view is obscured by buildings, shrubbery or trees; and motorists come darting out into the main highways without first stopping or slowing down to see if the way is clear. This makes it incumbent on the through road traveler to watch the side roads that come in from the right or left. Some careless driver may cut straight across his path," warns Mr. Hays.

TRAFFIC COST IS HIGH ON BAD ROAD

SURVEY SHOWS REASONS

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Studies Point Way Toward Better Measure of Highway Service; Examples Are Given

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each mile of roadway. The average cost of highways per ton-mile of traffic carried in 1926 was less than one-half the cost in 1923, due to the increasing mileage of permanent type roads.

The cost of providing and maintaining the road surface to serve a one-ton automobile driven 6,000 miles during the year 1926 was as follows: Waterbound macadam, \$114; bituminous macadam, \$37.00; sheet asphalt, \$23.40; and portland cement concrete \$18.90. These figures show definitely the close relationship that actually exists between the automobile and the road surface.

Figures Show
Just what \$100 buys Erie County in the way of roads is shown by the following figures which give the ton miles carried by each type of road for that sum during the year 1926: Waterbound macadam, 5,263 ton-miles; bituminous macadam, 15,873 ton-miles; flexible pavement 26,641 ton-miles; concrete 31,746 ton-miles.

For the most part, car operating expenses are awaiting a substantial reduction. With automobiles now models of efficiency, the greatest possible reduction will come through the construction of better roads. Money saved through lessened upkeep costs will buy more good roads, which cut motoring costs still further.

SPARE TIRE PRESSURE SHOULD BE MAINTAINED

"Spare tire pressure should be tested," says a bulletin from the mechanical first-aid department of the Chicago Motor club. "Many a motorist is driving around the country cheerfully ignorant of the fact that he has no air in the spare tire. Sometimes slow punctures and valve leaks

let the air out, and when the time comes to put the spare tire on, it is just as flat as the punctured tire that is being removed.

"It is a good plan occasionally when you are pulling into a gas station to have the attendant check over the pressure in the spare as well as in the other tires," counsels the bulletin, which goes on to say that once a month is about right for balloon tires.

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