

Keeping Street Records Is Neglected in Cities

Nine of every ten American cities are neglecting fundamental street problems to an alarming degree, declared Captain H. C. Whitehurst, president of the newly organized city officials division of the American Road Builders association, in an address delivered here before the Advertising Men's Post of the American Legion. Captain Whitehurst is also Assistant Engineer Commissioner, Washington.

The seriousness and scope of the street problems were stressed by Captain Whitehurst who pointed out that there are in all cities of the United States more than 20 billion square yards of improved streets, over which traffic volumes varying from a few hundred to thousands of cars travel daily. Reports and estimates of new construction undertaken during 1927 indicate a total expenditure of over

\$400,000,000 for street roadway and alley paving to which must be added more than \$100,000,000 for upkeep.

Despite the importance of the street problem, few cities keep accurate cost records, declared Captain Whitehurst. He further stated: "Some cities have records of labor and material but only a few can give accurate cost data of various operations. Without these, how can we compare methods, how can we say we are operating economically, or how can we say we are getting the most out of our appropriations?"

Oregon Man in First Ride; Chevrolet Gives Him Thrill

In these modern days of motor travel it would be hard to find a person who never has taken a ride in an automobile, but a man was found a few days ago who had just experienced the thrill of his first ride in a car.

This man is a U. S. postmaster and he lives at Agness, Oregon. His name is George Rilea and he is 63 years old.

No mere superstition was responsible for Rilea's failure heretofore to ride in a motor vehicle. It happens there are no automobiles in Agness. This was learned by a Chevrolet driver of Portland and he made the trip to the little northern Oregon town in a brand new Chevy roadster. It was a hazardous trip which included a shaky ferry trip over the Rogue river.

But the Chevrolet made it and Rilea was found.

So it was that one of America's postmasters, who had not ridden in an automobile, got his first ride. And now the modernization of Rilea is going to go a step further. "I'm going down to Portland with mother one of these days," he said, "and see my first movie."

Chevrolet Manager Predicts Export of Million Cars

Automobile leaders of the country are paying special heed, in their surveys of 1929 market trends, to the export aspects of the industry, conscious of the fact that overseas trade has been growing consistently until it stands today third in the list of American exports with a valuation of four hundred and six millions of dollars.

Chevrolet Motor company officials predict that America will be exporting 1,000,000 cars annually within the next few years. One official says:

"One million American made cars will be shipped overseas and sold in the next few years. Today there are upwards of 29,505,475 motor vehicles in the world, and of this number 23 million are in use in the United States. I feel that this is altogether out of proportion. The United States has only about one-twentieth of the world's population and only a fraction of its inhabitable land. Yet it owns 80 per cent of all the motor vehicles in the world.

"Chevrolet cars and trucks are now being sold in 104 countries from Iceland in the North to New Zealand in the South, and each one of these cars is serving as an individual ambassador of the superiority of the American product. Each is educating the world at large of the advantages of economical transportation that cannot be surpassed.

"During the first six months of this year General Motors Export reports the sale of 57,808 Chevrolet passenger cars and 50,542 trucks as compared with 38,594 passenger cars and 32,799 trucks for the first six months of 1927."

Truck Lines Soon May Be Operated on Fixed Routes

America of the future will gear its commercial hauling to organized motor truck transport operated on regular schedules and over fixed routes. This will link distributing centers with the individual consumer or producer in the most economical and flexible manner, according to W. T. Wersted, Winnetka Dodge dealer.

"The future use of motor trucks depends not so much on advances in engineering design as it does on the public's realization of its possibilities—in other words on truck consciousness," said Mr. McDonald. "With increased application of motor trucks along the lines in which they have already proven their value, special types of service will develop which will in turn provide a market for specialized designs best suited for each type of service.

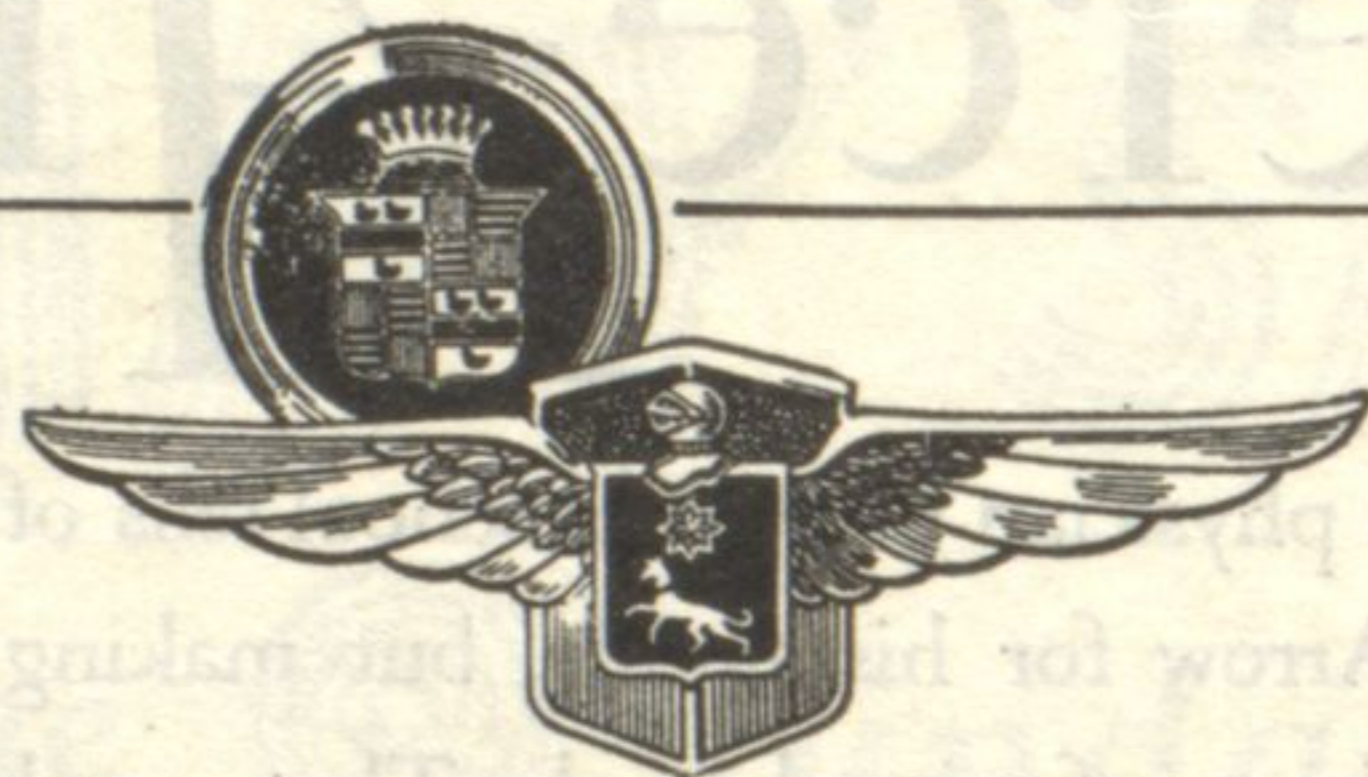
"Engineers have facilities for designing trucks meeting transportation needs not yet developed. It remains only for the market to open under direction of experienced operators to bring about the production of trucks that will fill any requirement. In spite of the widespread use we now make of motor trucks, the present application to hauling problems falls far short of obvious possibilities.

"Paramount requirements for realization of the nation-wide network of motor truck lines are the continual construction and widening of paved highways, and the adoption of trucking terminals for transfer and routing purposes. With these developments, a system of coordination with rail freight facilities will bring the distributor and consumers in close touch, and will be a most vital agency in promoting national prosperity."

GRAHAM-PAIGE IN BERLIN

Johanistahl, Germany, near Berlin, is to have a Graham-Paige automobile plant, according to announcement.

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