

## Automobile Notes

(By Stephen Golder)

### Meeting the Growing Danger of the Road

The growing danger of the road due to increased motor traffic is puzzling other cities beside Vancouver. The matter is being discussed in virtually every state across the line. Many suggestions of drastic changes have been made from time to time. One of these suggestions comes from Massachusetts, where Sunday motoring has so crowded the highways that it has been proposed that a regulatory licensing system be adopted which would permit motoring only on certain days of the week.

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Although the State of Massachusetts was one of the first of the states to put into effect an elaborate programme of highway improvement, it seems from recent reports that the growing number of automobiles has already over-crowded the highways there, especially on Sundays in the summer season. The number of automobiles in the New England States has nearly trebled in the past five years, and there has been little increase in the mileage of improved highways.

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California has more automobiles than Massachusetts, and the number of cars is increasing more rapidly than in any other state, yet it is not likely that this state will have to limit the use of automobiles to certain days, because it has greater highway mileage and good prospects of adding to that mileage. Californian highways leading to the beaches are terribly crowded, so much so that additional outlets from the centres of population are necessary, and the plan adopted by the railway companies of providing certain portions of the highways for rapidly moving vehicles has been taken up.

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So far as crowded highways on Sundays are concerned, California has some notable advantages over the Eastern States. Here motorists do not need to concentrate their pleasure riding in a few summer months, for every month is a motoring month.

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One cause of congestion experienced in the Vancouver district during the past season has been caused through enforced detours during highway construction along the Pacific Highway, and it is feared that we shall have the same trouble again during the early part of 1923. Assurance has been given that the "missing link" at the end of the present paving will be paved as soon as the roadbed will permit—early next year—but the rest of the highway between Cloverdale and Blaine, some six or seven miles, will take many months to complete, and it is feared that we shall have to put up with another detour for the best part of the year—always providing that the Government can see their way to continue the much needed work.

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How will the advance in radio engineering affect motoring? This is a question often asked at the present time, and I know of one member of the Vancouver Automobile Club, and a college professor, too, who has been experimenting in this line for some time. It does not require a great tax on the imagination to forecast a day when communication will be as simple a matter as transportation and when the two will go hand in hand. The time is fast approaching when touring motorists will take along with them a suitcase full of

radio apparatus that will provide a pleasing recreation for the motor camp. Radio sets have been put into use already on motor cars for both sending and receiving, and soon a means will be developed to keep the motorist, no matter how far from home or into how solitary a wilderness he essays to drive, constantly in touch with the progress of the world and in touch with business or home affairs.

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Certain it is that eventually the radio will be as common a part of the equipment of an automobile as the electric starting and lighting systems. What a change has been made in our modern life since the advent of the automobile. The automotive industry covers almost the whole field of achievement in the line of modern invention.

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"The Elimination of Traffic Hazards in Highway Improvement" was recently dealt with by Arthur H. Blanchard, President, National Highway Traffic Association, and Professor of Highway Engineering and Highway Transport, University of Michigan, in an address before the Congress of the National Safety Council at Detroit.

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In his remarks Mr. Blanchard said that an intimate relationship exists between the elimination of traffic hazards and the efficient design, construction and maintenance of highways. A momentous responsibility rests on federal, state, county and municipality engineers to realize constantly the public duty which is imposed upon them to safeguard, to the maximum extent, the life and property of persons using the highways.

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In the field of municipal highways' improvement, more attention should be concentrated on methods to relieve congestion of traffic on city streets. The construction of ample widths of roadways, or arterial diagonal streets and circum-

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