# Hitting on All Twelve

by C. E. T. Scharps

DETROIT, Nov. 28.—Highway Transport—it deserves capital letters—is the biggest thing in the country. The development of the motor car industry in the United States is wrapped up in this, the hauling of goods over country roads and other highways from grower to market, without the intervention of a middleman. Getting merchandise and produce from city to city, without recourse to many handlings and all the delays of rail transportation, is the thing that is going to solve the often stated problem of the cost of living.

Instead of rail trains made up of locomotive and freight cars, the time is bound to come when tractors hauling trailers over the highways will do the trick. The development is coming fast and with the latest improvements in air braking for the trailers, so as to make them not only safe to run, but easy to stop; the problem is that much nearer its solution.

Looking into the future, it is going to be easy to see whole trains going down the highways, a tractor in the front, whether with crawlers—"caterpillar tread"—or wheels, dragging along a set of trailers, so that a load of tonnage, the total produce of a whole group of farms, may be hauled to the nearest market at a speed, say, of ten miles an hour. Plenty fast enough that is, too, and means an enormous saving of time over any other method. The biggest saving comes in the handling. One loading at the start and one unloading at the finish, instead of the laborious and repeated handling of goods, as under the present system of rail transport.

Intercity transportation by motor truck, for hauls of varying distances, has been tried out by a great many lines of business. Some of the best examples are the New York-Philadelphia, Akron-Boston, Akron-Cleveland, and then such extraordinary long distance performances as the excursion, Boston-San Diego and return, and the coast to coast run, West to East, of the Maxwell truck. The latter two are more by way of showing that in spite of atrocious road conditions transcontinental trucking is not only possible, but eminently practical. There are all kinds of shorter runs, from city to city, with loads of goods and return loads arranged, that prove beyond any question the truck haulage proposition is fully adapted to all such needs.

It is going to be a question of highways. Unless there are the right kinds of roads trucking cannot be successful. It will be necessary for the government to coöperate with the various state governments to make good roads and maintain them. Unless the roads are up to the jobs for which they are needed, truck hauling cannot be done with the economy and dispatch that insure lower prices to the consumer. Not only will it be a question of main roads, but of feeders leading to these roads, because not all the farmers and other shippers are all on the main highways. Even if horse hauling is done on the feeders, better roads will mean a lower cost and greater speed.

Just as soon as the manufacturers of goods get going again the railroad transportation systems will be tangled up again as they were some months ago. Embargoes and the limiting of shipments to government work relieved the situation somewhat, but with the country on a peace basis and manufacture in many lines getting back toward normal, the railroads will again be congested. Before this has a chance to affect the shipment of necessities and vital goods, the motor truck must go to work to relieve the tangle. Unless the roads are adequate, the motor truck cannot perform to its limit of possible service. So it comes down to a question of roads on which the trucks, tractors and trailers can run.

This country has made the greatest advances in motor vehicle transportation of any in the world. This will have to continue. The prospect of the future is for the haulage of an enormous tonnage of goods along the roads of the country from producer to consumer direct. The more goods so hauled the lower the cost to the man who buys. Here is the solution of the high cost of living. And with reduced commodity prices, the problem of labor will go far to be settled. Labor will be able to readjust itself to the conditions arising out of less work at lower wages, which is the threatening element in the United States as a result of our going out of the war.

### *Price Situation Still Unsettled*

IT IS not going to be a simple matter to "adjust" prices in the automobile business. There have been an increased number of cuts in automobile prices by companies in several classes, the reductions running all the way from $200 to $600. In some cases this has been no more than to remove the most recent advances before the armistice was signed. In other cases, the prices have gone back to summer levels and involve lopping off two advances.

There is a feeling in some quarters that the temporary advantage gained by those who have cut prices will hardly offset the public view that the makers who have reduced have tacitly admitted that they were "profiteering" when they shoved prices up in the early part of autumn. If not, it is argued, how can they now, when materials and labor are no cheaper, announce lower prices for their cars? Again, too, it is argued that cutting prices will not attract additional customers, on the ground that the public does not buy on a falling market.

But it is also agreed that there is no use dilating upon the situation and adding to the difficulties of the problem by talking about the unpleasant side of it. One sure thing is that all the automobile makers have to sell automobiles this season, and their problem is not so much to worry over what some scattering others in the business have done, as to make up their minds what they themselves are going to do now that it is done.

They are all looking forward to getting into production as soon as they can. They are getting figures of materials for the production that they intend to put out, and they are figuring that by the end of March they will be in good shape. If they can get production enough they will naturally reduce prices, because they can realize, as well as any one else, that they cannot expect or hope to go on selling automobiles after the war at war-time prices. In the meantime some makers are guaranteeing to their dealers that present prices are fixed for sixty days, so that the dealers will feel free to buy cars and also to sell them to their public.

Though it has been an unsettling thing, the cutting of prices was bound to come, and perhaps from that point of view it was a good thing that it starts early and is got over with. The manufacturers who were unpleasantly affected now know the worst and their plans to adjust are being made from the go-off.

### *A Very Serious Problem*

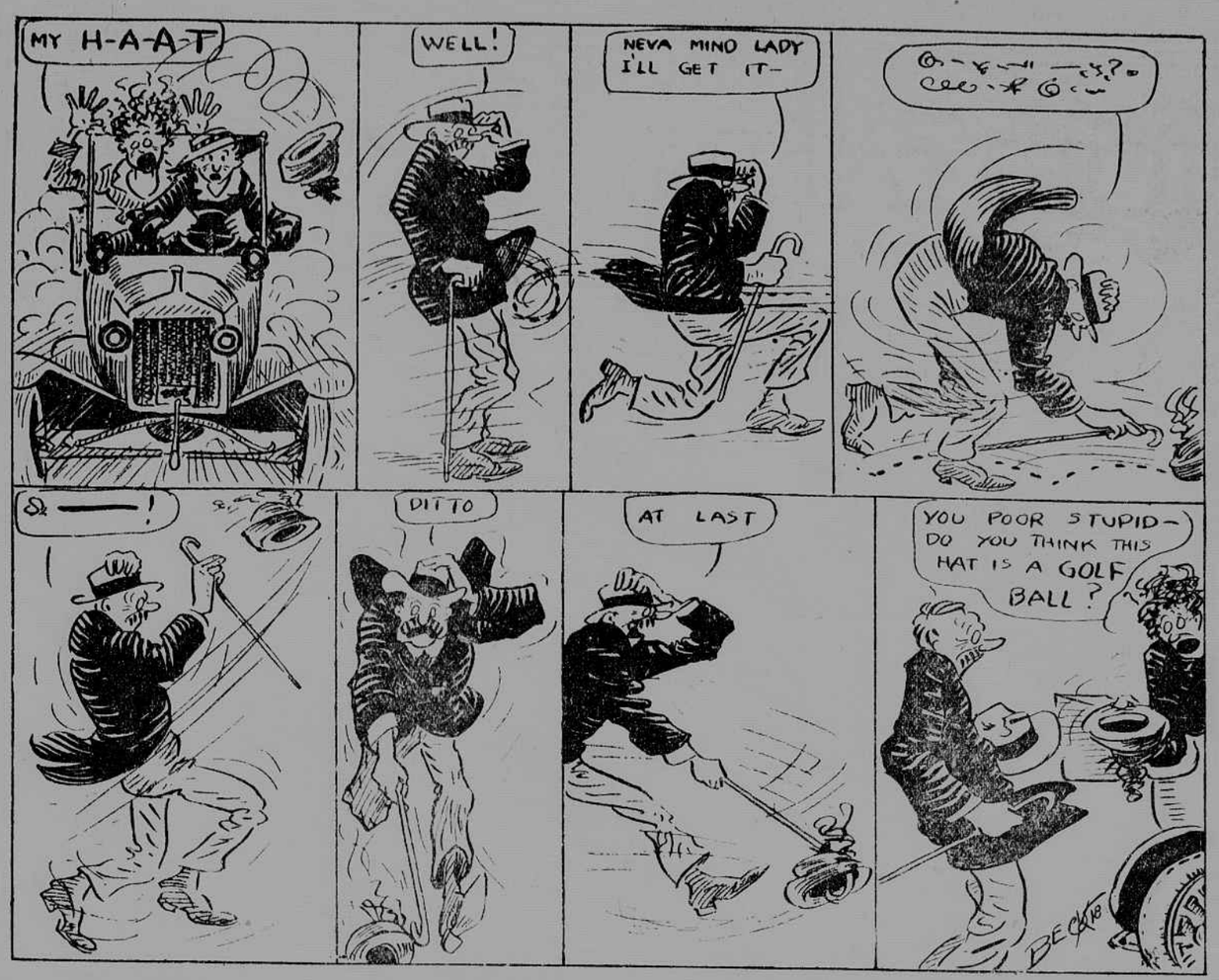
IN ALL this discussion of prices, however, there is one thing that must not be lost sight of. That is the labor question, by all odds the most important thing that confronts the American people to-day. With the government ordering cancellations of all sorts of war contracts, without apparently inquiring into what the effect may be on labor, the manufacturer must assume the burden of regulating the labor question. When even such contracts as for motor trucks are suspended, and obviously there is big use for enormous fleets of motor trucks in the postal service, it does not look like a well thought out or sympathetic attitude.

Manufacturers of motor vehicles who have reduced prices in the hope of getting bigger production and keeping the largest number of men employed are, it seems to me, entitled to the help and support of the general public, if that is really their reasons. These manufacturers say they are fighting to meet a situation which every one knew must come. Whether to reduce prices is the solution, or whether other means will prove better is perhaps a matter for the future to determine. But in any event, it is a struggle toward a sympathetic solution of the problem and one that from that angle deserves public support.

The point of view that a lot of idle labor puts the manufacturer in the position of being able to choose men, rather than let the men choose their jobs, may be all right in normal times. A surplus of idle labor may cut down the number of floaters, those who idle from job to job. But it is only seemingly a good situation. Vast numbers of men out of employment who only a short time ago were enjoying overtime and Sunday work prices and were making big envelopes each week won't conduce to settled conditions within the country.

This is fine material for the Bolsheviki and the I. W. W., who thrive on discontent and unrest. It is the patriotic duty of workmen to bide with the situation as patiently as may be, but it is hard work arguing with empty stomachs. It is not to be an alarmist to say that the motor car industry is faced by the hardest task it ever has tackled, and that peace times are far harder than war times, as far as these and other manufacturers are concerned.

## *A Pedestrian Is Human, Too - - - - - -* By BECK




## Materials, Not Markets, Problem of Auto Industry

The problem of the automobile industry in reverting to peace business will be materials and not markets, according to Alvan Macauley, president and general manager of the Packard Motor Car Company. The supply of labor skilled in automobile making will increase gradually and become available, Mr. Macauley thinks, about as fast as materials are received, and ultimately there will be employment in the automobile business for every man formerly in it.

The Packard company began moving on to a peace basis two days before the armistice was signed, when the manufacturing department was authorized to resume the making of motor cars. Thus, the company, which two years before the declaration of war began work on the aviation engine from which the Liberty motor developed, became one of the pioneers in the resumption of the industrial programme of peace times.

"The automobile demand before war conditions interfered was at its maximum," says Mr. Macauley. "The business declined, not for lack of demand, but on account of war conditions, which made even transportation by automobile of secondary importance. In brief, the industry, with all its facilities and special talents, was called to the colors.

"Now that the stress and strain incident to equipping for war against the most powerful military nation the world has ever seen is past, the automobile demand will certainly reassert itself.

"Markets undoubtedly will be there. The problem will be to obtain the proper materials from the makers of steel and other products of which automobiles are made. They are now working on war materials. The government's announced policy is to taper down the demand for these materials. It follows from this that they can only taper up—if that's a correct expression—in supplying materials for the manufacture of automobiles.

"As to labor skilled in automobile making, that will become gradually but steadily more available, and at an increasing rate as war contracts are completed or diminished. Probably the labor will become available about as fast as we can receive materials.

"Generally speaking, I predict that the automobile industry will reassert and reestablish its former splendid proportions as rapidly as is wise in existing circumstances. There will ultimately be employment in the automobile business for every man formerly in it."

## Dealers Pour in Orders Now That War Is Over

E. A. Scheu, Eastern sales manager of the King Motor Car Company and general manager of the local King 8 organization, says the signing of the armistice produced an immediate and almost unbelievable change in the attitude of dealers throughout his territory.

"As late as the last week in October," says Mr. Scheu, "these dealers had no new orders to give to the factory, explaining that the unsettled conditions and the importance and difficulty of just keeping going made it impossible for them to make further investments. Then, almost out of a clear sky, came the signing of the armistice. Immediately these same men put in their orders for new King 8s, being determined to get what cars they could because of the shortage which is sure to prevail before very long.

"This eagerness of the dealers to get cars ought to indicate to the public the importance of getting orders in before the big shortage comes. A dealer is an experienced buyer who is in closer touch with conditions at the production end than the layman is. He wouldn't stock up now if he did not know that cars were going to be scarce before very long."

## *Automobile Thefts Increase; Public Warned to Lock Cars*

### New York State Association Says Owners Leave Cars Unprotected—"Joy Riders" Are Reported Responsible for Stealing Many Automobiles

ALBANY, Nov. 30.—From the great number of automobile thefts reported to the headquarters of the New York State Automobile Association at Albany there is an apparent epidemic of thefts of this character prevalent throughout the state. Automobile owners are themselves to blame for a large number of these thefts, because they continue to ignore the oft repeated admonition to lock cars unattended, whether in private or public garage or parked on the street.

No positive means has been invented to prevent the theft of automobiles. Methods of locking the electrical equipment and the motor have prevented thefts and some owners lock the wheels with chain guards, but the great majority of automobile owners, while taking the precaution to lock up Liberty bonds and other securities in safety deposit boxes, deliberately leave their automobiles, which in many instances greatly exceed in value the value of their bonds, standing about the streets, unlocked and unattended and at the convenience of the "joy rider" and professional thief.

Nor does there seem to be any particular organization of automobile thieves. The New York State Automobile Association may receive a report of a stolen car from its club at Gouverneur one day, from Troy next, then Binghamton will follow with a stolen car report. While Albany has practically a daily stolen car record, Geneva, Oneida, Oneonta, Utica and other places seem to suffer at the same time from the same cause.

"Joy riders" are responsible for a large number of thefts, but in such cases these cars, if not wrecked, are usually found abandoned along the road as soon as the gasolene has become exhausted, but a large number, and the number is growing rapidly, of automobiles are stolen of which no trace whatever is ever found, and this seems to be the work of professionals at all hours of the day and night in all sections of the state.

As long as the original license plate remains on the car there is a fair chance of recovery, but very few cars are ever identified or recovered after the original license plate has been exchanged for another. Some thieves, it is said, purchase their own license plates through the mails, giving as resident address some hotel, to avoid suspicion, and it is also said that many stolen cars are reconstructed in the larger centres and sold by well organized gangs of thieves.

The New York State Automobile Association with its state-wide affiliation of 120 local automobile clubs, with the coöperation of local police departments and especially the state troopers, has recovered a large number of stolen cars during the last year for its members, but there is also a large number of stolen cars for which this association has offered its usual reward, but of which no trace whatever has been found.

The New York State Automobile Association has time and again suggested that manufacturers stamp the car number in the steering post. This method would not prevent theft, but it would prevent sales of cars to honest dealers and individuals in many instances. A method has now been suggested which sounds just as practical as other equipment, and that is to have all automobiles equipped with a secret device known only to the owner, which, when the car is moved or motor started by other than those authorized to do so, would automatically display a conspicuous sign with the word "Stolen."

The New York State Automobile Association again warns all automobile owners and operators to lock your car when unattended, no matter where it may be.

## *Congress To Be Asked to Pass Comprehensive Highway Bills*

### Adoption of Federal Road Plan Will Be Urged—Effort Will Be Made to Provide Each State With Two Main Highways

WASHINGTON, Nov. 30. — Several comprehensive highways measures will be introduced in the present Congress soon after it reassembles next week for its concluding session.

Present indications are that the bills will agree in fundamentals and all will call for the creation of a Federal road plan, in which each state relatively will be provided with two main highways, one running transversely and the other longitudinally across the state and connecting with similar arteries of communication in adjoining states or countries. Both Canada and Mexico are desirous of making trunk highway connections with the United States, in the belief that an interchange of road travellers will do much to further friendly international relations.

An understanding has been reached between the American Association of State Highway Officials and the American Automobile Association to support the same measure. It will be remembered that these organizations led the successful campaign for the passage of the Federal road aid act, whereby $75,000,000 is now being expended in connection with $75,000,000 contributed by the several states on highways which form parts of state road systems. The next effort will concern interstate or Federal highways, and $100,000,000 annually for five years is one sum that has been suggested. In addition, there would also be appropriated an amount yearly for the continuation of the present road act.

It is not unlikely that President Wilson in his address to Congress on its opening may make reference to highways transportation in his reconstruction programme.

A. A. A. officials are quite in accord with the action of the Senate Finance Committee in deciding to cut out of the war revenue bill the proposed gasolene tax of two cents a gallon. Some weeks ago President David Jameson of the National Association of Motorists presented to Chairman Simmons and his associates a forceful and logical argument against the gasolene impost as being a tax on industry.

Earl Curzon, of the British War Board, recently declared to the Inter-Allied Petroleum Conference that the Allied cause had been "floated to victory on a wave of oil," because "if it had not been for the great fleets of motor trucks the war could not have been won." The oil, of course, had to be obtained from America. "It was a victory of automobiles over railroads," was the apt expression of the British war authority.

## Los Angeles Auto Club Has 'Anti-Glass' Week

LOS ANGELES, Nov. 30.—The "anti-glass week" observed by the Automobile Club of Southern California in Los Angeles resulted in the collection of 186 pounds of bits of glass on the streets, each piece of which was a constant menace to motorists.

An average of thirty-one bad smears of tire destroying substance were removed each day during the week of the campaign. Broken milk bottles, windshields and lamps were the chief contributors to the menace to automobilists.

## Packard Company Has Built 5,000 Liberty Motors

The 5,000th Liberty motor built by the Packard Company was shipped on November 21, a week after its final assembly in the Packard shops, and a week ahead of the first anniversary of the completion of the first Liberty engine ever made from standard tools.

It was on Thanksgiving Day, 1917, that the first Liberty motor to come from an organized production line came from the production line of the Packard. Wrapped in an American flag, it was shipped the same day to the American aircraft forces.

Between Thanksgiving and the following March the process of the new war engine's development was that of the accommodation of tool to design and design to tool always necessary in the preparation for quantity production of a quality motor. The work of pioneering this development was either given by the government to the Packard or assumed by the Packard for the government. Consequently, as late as February 25, Packard had produced the only Liberty engines in operation, and to date Packard has built more Liberty motors than any other manufacturer has made.

The great results of that development period are measurable by the fact that the improvements effected raised the horsepower of the Liberty motor from 367, at which the government had accepted it for production, to more than 450. Another result was that large scale production rapidly followed final standardization of tools and design, so that by the end of the war, eight months' later, Uncle Sam had more than 15,000 Liberty engines.

Packard's original order, for 6,000, will be completed, at the present rate of production, in less than thirty days.

## Single Motor Truck Helped Turn Tide Of Battle

The victory at Château Thierry—that furious engagement which turned the tide of the war forever in favor of the Allies—was made possible through the performance of a single motor truck. How this came about is related by Captain Guy A. Whitcomb, of the Motor Transport Corps.

"The marines, who were smashing the last German offensive, were running short of machine gun ammunition," said Captain Whitcomb. "Their commander telephoned back for more. The motor transport commander called for four volunteers from among his ninety trucks, and every driver volunteered.

"He chose four, loaded the trucks with 50,000 rounds apiece of machine gun bandoleer ammunition, and they set out—four trucks made in Detroit, turned out of the Packard factory just a few months before. Three of them were caught in the German barrage and their cargoes blown up and their drivers killed. The fourth made his way through with the priceless 50,000 rounds that put the finishing touch on the American victory and saved the day at Château Thierry.

"The driver made his way back to the transport park and reported in these words: 'Sergeant Anderson reports, sir, the delivery of 50,000 rounds and requests permission to make another trip.' But his captain noticed the blood pouring from the sergeant's wounds, ordered him to the hospital, and the brave Anderson died ten hours later from fourteen shrapnel wounds."

## Goodrich Co. Will Reward Its Employes

The "Stick to Your Job" slogan has its reward with employes of the B. F. Goodrich Rubber Company, which has been making a large share of the truck tires and other rubber goods used by the government since war's inception. President B. G. Work announced that as a reward for their loyalty the company's salaried employes would receive by the first of the year as a bonus 25 per cent of their yearly salaries. This means the distribution of at least two million dollars.

The bonuses apply not only to those salaried men and women in the huge factories at Akron, but also to the field force.

## *Learn How to Test Batteries, Little Care Avoids Trouble*

### Short Circuits May Be Eliminated by Watching Insulation of Wires—Duplicate Set of Lamp Bulbs Should Be Carried for Your Car

By Wm. H. Stewart, Jr.,
*President of the Stewart Automobile School*

"The lighting system on a car is so complicated that few owners ever attempt to master it, but it is easy to learn how to care for it. Some parts, such as the regulator and cut-out, must be left to the experts at the service station, but the battery, ammeter fuses and wires should be understood so that proper care may be given them.

"The battery will first engage our attention. Learn to read a hydrometer, as it is the best way of testing a battery. Get one made of celluloid instead of glass, as there is less danger of breakage. A reading between 1.275 and 1.300 shows that the battery is being kept properly charged by the generator. If the reading gets down to 1.200 you may be using the lights or starter too much. If the engine is difficult to start, excessive use of the starter will run down the battery. If the car is not run much daytimes the battery may not get enough current to carry the lights. In case none of these troubles are shown the system should be gone over by an expert, as the generator may not be delivering the amount of current necessary. Keep the battery terminals tight and covered with cup grease to prevent corrosion by the battery acid. Prevent short-circuits by watching the insulation of the wires and cover worn plates with tape.

**Watch the Ammeter**

"Keep close watch of the ammeter to make sure that the battery is charging when the engine is running. The best type of ammeter is one which shows the rate at which charging or discharging takes place. When the car is running at normal speed, say about twenty miles per hour, with all lights turned on, the ammeter should show charge. If it does not the battery will be discharged. This calls for expert regulation, as the generator is capable of delivering more current than is usually required of it. Also see to it that the ammeter doesn't indicate discharge when lights and ignition are turned off. This would be caused by a short-circuit between ammeter and switch, which must be found and taped immediately. Occasionally an ammeter needle becomes bent, giving an incorrect reading in consequence. This may be determined by shutting off the lights and disconnecting the wire from ammeter to switch. If any variation is noted it must be allowed for when making a reading.

"Always carry a duplicate set of lamp bulbs for your car. Make a list of them, noting the voltage and candlepower of each lamp and its location. This is a great convenience in replacing burned out lamps or buying new ones. Note particularly the voltage of the tail light and the instrument light. If these are marked 3V instead of 6V it means that they are wired up in series—that is, the current must pass through one and then through the other before it grounds. This is done to notify you that the tail light is burning or that it isn't. If either light goes out the other goes out also. These lamps must not be put into sockets intended for 6V lamps, such as the side lights, as they would burn in a few seconds. On the other hand, a 6V lamp put into a socket for a 3V lamp would give very little light, but no harm would be done to it.

**Keep Supply of Fuses**

"Keep an extra supply of fuses. Learn the location of the fuse for each set of lamps. This is easily determined by turning on all the lights and pulling out one fuse at a time, noting what lamps go out. When a fuse burns out find the short circuit before replacing the fuse, otherwise the fuses will burn out as fast as you replace them.

"The only attention the wires need is to see that they do not come loose or become short-circuited. By going over the thumb nuts occasionally and glancing at the rest of the wiring such troubles will be avoided.

"If they do not fit properly they will permit free passage of the current and so cut down the efficiency of the system. This will also cause sparking, which will damage the commutator and brushes, making the contact just so much worse. If the brushes are seen to be sparking they must be refitted by an expert.

"The few things mentioned above may be attended to by the ordinary driver, but when anything else occurs the owner should seek the help of the experienced trouble man."

## Auto Engineers to Consider Post-War Subjects

The carry-through meeting and victory dinner of the Society of Automotive Engineers will be held January 12 to 14.

The technical sessions will be devoted to war and post-war subjects. The views of many men who have been engaged actively in France with our army or in the work of the Allies will be given. There has never been a time when S. A. E. members were so active as now in joint professional work, because there are so many absorbing subjects before the engineering world of fundamental value to the nation.

A number of scientific subjects relating intimately to the automotive industries include fuel, thermo-dynamics of the internal combustion engine—the most important factor of the kind we have before us to-day. It is expected that tanks, types of post-war automobiles, radial-type aeronautic engines and farm and road tractors will be discussed at the coming meeting of the S. A. E.

The recent intensive work in aircraft engines and the lessons to be learned therefrom for use in automobile practices will be discussed thoroughly. Facts ascertained from the use of motor trucks in the war will be pointed out as affecting commercial practice. The development in motor patrol boats will be explained, as well as important features of stationary and farm engines and motorcycles for delivery and messenger service.

The dinner will be held in the grand ballroom of the Hotel Astor.

## Motor Truck Carries Coal From the Mines

### Mining Firms Haul Thousands of Tons by Trucks When Unable to Get Railroad Cars

What the motor truck is doing to alleviate the coal situation is illustrated by the case of the Dixie Bee Line Coal Company, of Morton's Gap, Ky., which through the use of one motor truck has been enabled to supply to the nation 17,250 tons of coal which otherwise never would have left the mine, according to a letter to the Federal Motor Truck Company written by G. E. Henry, secretary of the mining company.

"This truck has been our salvation in the coal business," says Mr. Henry. "The Fuel Administration ordered the railroads not to furnish cars to 'wagon mines,' as the mines using teams and wagons for haulage from the mine to the car are called. As we were a wagon mine, we would have been compelled to close down, as did other wagon mines, if it were not for the fact that we were able to get a Federal truck in time.

"We haul in this Federal fifty tons a day over a mile of common dirt road, and are able to do the work of hauling as economically as the big mines."

Mr. Henry states that his company saves $334.26 a month on haulage, the figure being arrived at by comparing the costs of their present truck haulage with that of team and wagon haulage.

Another mining firm, Browning, Medlock & O'Briant, are operating a Federal truck and are loading on the same spur as the Dixie Bee Line Company. In event of truck trouble with the trucks of either mine the other truck is thrown into the temporary haulage gap.

## *War Over, Work on Lincoln Highway Will Be Resumed*

### State of Illinois Has Already Voted $60,000,000 Bond Issue for Construction of Permanent Roads—Nebraska and Other States Expected to Resume Road Improvements

DETROIT, Nov. 30.—With the ink scarcely dry upon the armistice which closed the greatest of all world wars, tangible evidence is already coming to light of one of the important forces of good resulting from our participation in the great struggle. Definite plans are now being made for the building of through, connecting, permanent highways destined to be of value to the entire nation. The war brought home a national appreciation of our imperative need for permanent, through, connecting highways. Transportation conditions existing in 1917 and 1918 focus attention upon this need.

With an eye to the future the Lincoln Highway Association anticipated developments in this connection, and is prepared for a greater measure of active, constructive endeavor in 1919 than ever before. Despite its evident importance road building was being more and more restricted as time passed, but with the cessation of hostilities a more liberal policy on the part of the many agencies governing such constructive endeavors is confidently to be expected; more, it is anticipated that every such agency will lend its full support to the immediate resumption of such work.

The State of Illinois provided for the complete hard-surfacing of the Lincoln Highway from Geneva to the Mississippi River, but war-time conditions prevented the undertaking of this work in 1918. The demand for this improvement has grown. At the November election the voters of the State of Illinois approved a sixty million dollar bond issue, by an overwhelming majority, for the construction of a state-wide system of permanent roads. The bonds were not to be sold nor the work started until after the war. The end of the war came within a week of the approval of the bond issue. It is but fair to assume that the work of finishing the construction of the Lincoln Highway in the state will be undertaken at the first available opportunity in the spring.

The action in Illinois set a precedent. Information has just been solicited of the Lincoln Highway Association as to the ways and means of providing for the adoption of similar measures in the State of Nebraska. Within the week thirty-six letters have been received at the offices of the Lincoln Highway Association, in Detroit, from representatives of the national organization, located in each of the eleven states crossed by the route, from coast to coast, advising of plans for the furtherance of actual construction, now that undivided attention may be given to such projects.

The war is over. The period of reconstruction has come. Highway improvement, along the lines advocated by the Lincoln Highway Association, seems destined to receive the first attention.

## Use of Pneumatic Tires Extended to Trucks

### Lumber Company Tries New Equipment on Hauling Logs Over Four-Mile Route

That the use of big pneumatic tires is rapidly extending to fields where they have never been expected to appear is indicated by the use of two International trucks, with trailers, all equipped with Goodyear cord tires, by the Mickler Lumber Company, of Thonotosassa, Fla. These trucks are being used to carry log loads averaging three tons over a four-mile route. Pneumatic tires were resorted to only after solid tire equipment had been proven impracticable, because of their inability to secure traction in the soft ruts. A comparison of the work performed on these pneumatics with that performed by mule teams shows that 54,000 pounds of lumber are now being delivered daily, against 18,000 pounds formerly.