

# WHO WON THE WAR? WELL, AUTOS HELPED

### Americans Could Not Have Been Properly Rationed Without Aid of Good Roads and Endless Truck Trains Carrying Supplies to Front

By TOMMY GREEN  
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THE tourist who is fortunate enough to carry his car to France this summer will have an advantage of seeing what is to be seen in the nature of war ruins. A French train may get you somewhere, but how and when are other matters of concern. There is only one way of thoroughly visiting the Chateau-Thierry and Argonne sectors and that is by the motor routes. Europeans may have the patience to hoof it for kilometers after kilometer, but the average American who plans a trip abroad will find the days monotonous if depending on shank's naves. For this reason, if for any at all, drag your own gasoline wagon with you. You will find it just as essential toward your having an extensive tour as the allied armies did in closing up the world war. In brief, motor power had more to do in winning the war than man power did. Had it not been for the camion our soldiers would have had to go for months sans rations instead of days and weeks, as hundreds did, depending on limited supplies of goldfish and hard tack.

One of the most important functions of the armies during the war and following the signing of the armistice was to keep up good highways for the purpose of rapid transportation of ordnance property, foodstuffs and men. During the war the French and English placed several battalions on labor from the Colonial troops. The American engineers, who for months and months refilled shell-torn roads, more than contributed toward the upkeep of passable thoroughfares.

**German Work**  
In the late summer of 1918, when German prisoners were gathered in by the thousands, these men were placed at work, mostly on road construction. The Germans showed a tendency to give in to American captors and for this reason the Yank reconstruction officials did not want for labor. Within a month's time following the armistice the roadbuilders had the sectors that had already been fought over in remarkably good condition.

Shell holes were soon converted into normal smooth surfaces. At this time last winter the highways leading through the Chateau-Thierry and Belleau Wood regions were well repaired for transportation purposes. Even then those who ventured from Paris to gaze upon the ruined villages found no difficulty in traveling. The roads of crushed stone, there being an abundance of stone in that country, were in every way suitable to motor travel. These roads were made use of by army couriers mostly. The ban on civilian ownership had not as yet been lifted for the French, who, in fact, suf-

ferred from a scarcity of motor power, owing to the long siege of war. By early spring of 1919 the highways leading to Soissons, Rheims and Fismes were put into such shape that any person having a car could very advantageously enjoy a day or two in motor-land about the various historical sectors. The roads to these parts were put into condition even more rapidly than the railroad routes. At the same time that Yank engineers were shaping up the highways of their sector, the British were carrying out the same progress in their region of the western front, making entrance ways to Cambrai and St. Quentin. Belgium's highways were also being treated with the same carefulness. Despite the fact that America was a great distance from home and its source of material, she appeared to make more progress in reconstruction. The boys enjoyed working under Yank guards primarily because of the abundance of foodstuffs and tobacco that was at this time available in the prison camps operated by Uncle Sam's guards. It was apparent the boys were reluctant about working under French guards, who at times met with the amount of trouble in conducting labor details.

**Made Much Progress**  
Where good roads were most appreciated early in the summer of 1919 was through the Argonne and around the Verdun sector. It was amazing to note the progress that had been made in repairing highways through the ruined section. It was necessary, however, that chemins should be in good condition in view of the fact that while the American Army of Occupation were in Germany there was a constant stream of conveyances operating from the various bases in France up to the Rhine. Roads were also important factors in hauling war material back to the interior of France for the purpose of storage and repair. The railroads, of course, shared in the burden of this transportation to S. O. S. lines.

Even through the no-man's-land beyond Verdun, where France was hit the hardest, there were well-laid highways over which tourists from all parts of England and France visited for the purpose of getting an eyeful of the section. A week may be spent with a motorist of the Verdun sector, and in that time he will scarcely find a road that does not come up to the taste of a motorist.

The most dangerous phase of motoring through France is not for the motorist but for the peasant, who naturally depends on cow drawn carts or wooden shoe feet as means of traveling. Motorists are cautioned to guard against running down the aged pedestrians of the villages. While there is plenty of space in the outlying districts, motorists will find the streets of the rural villages small and well populated by children, goats and cows. There is, however, no limit to the driving other than that superinduced by the care of the car driver. Motoring through France will be highly enjoyable this summer.

## PAIGE PUTS NEW MODEL ON MARKET

### Five-Passenger Sedan Also a Car That is Attracting Much Attention

Paige comes out with an after-the-war surprise—a new Light Six chassis, known as the new series five-passenger Light Six. In this model the engineers and designers have developed a car that combines style, riding comfort and mechanical excellence to an exceptional degree. The five-passenger sedan, mounted on the sturdy light-six chassis, is worthy of special note.

The interior, with its ample roominess and complete fittings, breathes comfort and refinement. The Paige closed cars have a straight-faced sloping windshield. It maintains Paige reputation that has made it popular with all classes.

The new light-six, five-passenger touring model, with its striking appearance, is a car bound to attract the attention of motorists. The seats set rather low and the hood, a little larger than ordinarily seen, gives the appearance of raceiness without getting away from the beautiful distinctiveness noticeable in Paige cars.

**FIRM CHANGES NAME**  
Root & Van Dervoort Co. to Be Known as R. & V. Knight

The makers of the Moline-Knight car, the Root & Van Dervoort Engineering Co., of East Moline, Ill., have decided to change the name of their firm to the Moline-Knight to the R. & V. Knight. The change was brought about and caused by the Willys-Overland Co. having purchased the Moline-Knight Co., thereby causing a confusion in the minds of the people as to the makers of what has been known as the Moline-Knight car.

The new management, however, continues to manufacture the car on the established principles of the Moline-Knight, including the six-cylinder Knight type motor. It is made in the following body styles: Four-passenger sport, seven-passenger touring, four-passenger coupe, seven-passenger sedan chassis.

**Mechanical Improvement**  
Mechanically the King "57" has been improved in many vital details, the engine, due to reduced weight of reciprocating parts, shows better response. A new lighter clutch, longer and better springs, Thermoid-Holly universal joints, better radiator, improved wheel or tire carrier are some of the new features.

## CARRYING SUPPLIES TO FRONT



The photograph shows an American truck train entering Bazelles, or Verdun sector, after the roadway had been repaired. In the picture also is the peasant woman returning from a neighboring field, where the cow, perhaps the family meal-ticket, has been grazing while the aged femme knitted.

## SEVENTH YEAR ON MARKET

Chandler Car Presents Many Innovations in Its Latest Models  
The Chandler car is well in the seventh year of its production, and each year has been a record year of both output and popularity.

As exhibited at New York last week and now here, the Chandler line shows no definite change of design. The power plant is essentially the same that has maintained for the Chandler the reputation for quiet, flexible, efficiency, although two-score refinements appear, including a greatly enlarged battery, placing of a lower piston ring that prevents oil from rising, spark plugs from fouling and eliminates slapping; addition of ninety-eight annular ball-bearings in steel ring gears; adjustable housing and a means of withdrawing the entire pinion assembly.



1917-19-51 Fairmount Ave., Phila., Pa. A FISCHER BUS BODY MOUNTED ON A REO CHASSIS WILL BE EXHIBITED AT THE SHOW

## OPEN BRANCH HERE

Delton Tire & Rubber Co. Offices at 1408 Girard Avenue  
The Delton Tire and Rubber Co., of Baltimore, Md., has announced the opening of its Philadelphia branch at 1408 Girard avenue.

Charles V. Lynch, formerly buyer of the automobile tire and accessory department of one of Philadelphia's leading department stores, has been appointed manager of the Philadelphia branch, and will be pleased to welcome his many friends and acquaintances at "Tooth 'N'" of the Philadelphia Auto Show and explain the merits of the Delton tire, both cord and fabric.

The Philadelphia branch will maintain a complete line of tires and tubes and will be fully equipped to render complete tire service at all times.

## RESUME MANUFACTURE OF MOST MODELS

### Pierce-Arrow, After War Work, Back in Field With Antebellum Designs

Pierce-Arrow is linked with all that is best in motorcar history. They announce that they have resumed production of one of their most popular models, temporarily suspended during the war, the thirty-six-horsepower dual valve six.

During the war they had to concentrate on the model forty-eight horsepower, which is now being produced along with the thirty-six horsepower, both being equipped with the dual valve motor. The adoption of this motor met with instant public approval, more spontaneous than anything they had done in their eighteen years' history. But experience has taught them how to work out further minor improvements which are embodied in the latest models, adding to smoothness and general efficiency.

There are no radical changes, however, in the cars shown. A modification of the transmission makes gear shifting easier. A new design affords an almost perfect guarantee against leaking radiator.

But all the main Pierce-Arrow essentials are maintained, and all those advantages on which customers have for years based their preferences for Pierce-Arrow products are retained. The comfort and safety of the cast aluminum body continue to make their appeal. Comfortable riding for the long distance tour, or the flexibility so essential in the congestion of city streets, is provided.

## Essex Tops Hand Tailored

The tops on Essex touring cars are hand tailored to each car in the big body trimming department at the Hudson factory. The tops are cut by expert designers, the material is sewn by a small army of women and then both curtains and top are carefully fitted to each car.

## It Wasn't a Success

The Chevrolet Review says: "At 11 o'clock on Thursday, July 13, 1919, the start was made on the first attempted transcontinental automobile trip from New York to San Francisco. Owing to mechanical difficulties the trip was given up at Toledo, O., after nearly six weeks."

# for the Cold Garage

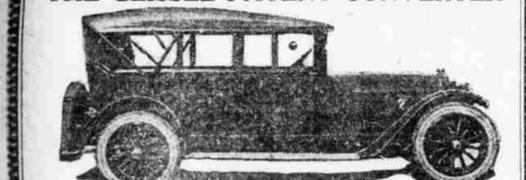
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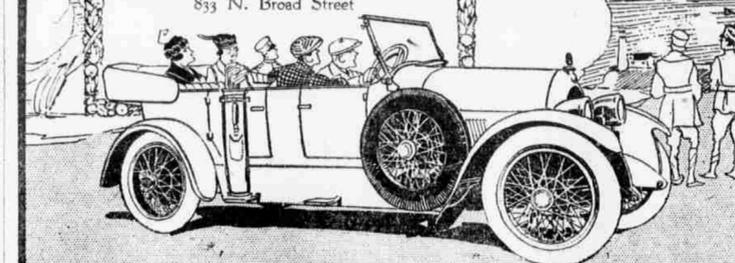
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