SHACKLEFORD GOOD ROADS BILL UP TO U. S. SENATE

Measure Passed by House of Representatives by Vote of 281 to 81 Now in Committee.

SEVERAL COUNTER BILLS

Senators Gore, Bankhead and Swanson Each Having Measures Pending Embracing Federal Aid for State Highways.

WASHINGTON, D. C., February 19.—To the Senate Committee on Post-Offices and Post Roads finally has gone the Shackleford good roads measure, passed in the House of Representatives by a vote of 281 to 81.

Opinion at the moment in Washington is divided as to whether this means as favorable a consideration of the bill as seemed to be assured at the hands of the Committee on Agriculture, to which the measure first was referred. Senator Gore, of Oklahoma, in a bill of his own, is squarely on record for a comprehensive Federal policy in roads and his fellow-committeemen in great degree shared his views. Senator Sheppard, of Texas has a draft which contains much of the House bill.

While Senator Bankhead, of Alabama, is a highways advocate of many years' standing, some of his associates on the Post-Office and Post Roads Committee are very much divided as to the plan which will logically concern the national government and insure resultful co-operation between the Secretary of Agriculture and the highway departments of the several States.

Senator Bankhead has his own bill, which, like the House measure, obtains its fundamentals from the bill drafted by the American Association of State Highway Officials, and that proposition obtained the approval of the American Automobile Association and other bodies interested in roads progress throughout the country.

Senator Swanson, of Virginia, and Senator Bryan, of Florida, both members of the Post Roads Committee, have introduced bills which have been referred to their committee. The Swanson plan is not dissimilar to the Bankhead bill, but the Bryan proposition is a renewal of the so-called Bourne idea, wherein the Federal credit would be loaned to the several states so that they could issue $500,000,000 worth of highway bonds. Opponents of this bill point out that many states do not want nor require this Federal backing, and, furthermore, over a score of states would have to change their Constitutions before they could participate in its provisions.

Urged against the House bill are arguments which represent two extremes. It is asserted by city spokesmen that Federal money would be employed on dirt and other practically unimproved roads to do work which should devolve upon township or county. It is also alleged that the purpose of the bill is to provide roads for touring.

Before a dollar is expended of the joint Federal and State money, the Secretary of Agriculture and a State highway department must agree on the roads which shall receive attention. Hence, it is set forth this double check on the money means a minimum of extravagance and waste.

A well-traveled road serves the double purpose of getting the products of the farm to market and the transportation of commodities and the carrying of mail to the man in the country. Of course, the touring motorist uses the roads, for which he contributes much of the cost and then pays yearly a large part for maintenance. But in seeking first aid to the main arteries and the gradual working out of connected systems he is doing that this common, sane, and economical view has accumulated a multiplying support.

Good roads advocates are hopeful that the House bill will be reported favorably by the Senate Committee, though probably in a somewhat amended form and embracing some things contained in the Bankhead, Gore, Swanson and Sheppard measures. Highways, it is vigorously insisted, must be included in any effective war preparedness program.

Senator Shafroth, recognizing a growing tendency of men of means to give money for roads has introduced legislation which provides for its acceptance by the States. For instance, in the building of the Columbia River Highway, wealthy citizens of Portland contributed quite liberally.

GOODYEAR LOCAL BRANCH WILL TEST WHEELS FREE

Alignment Tester Will Determine Whether Wheels Are True, and Will Save Wear and Tear.

Whenever unusual tread wear is detected, motorists should at once make certain that the wheels are true, declares C. W. Turner, branch manager of the Goodyear Tire and Rubber Company. Upon the dealer or garageman will usually be passed to examine them, and if his equipment does not cover this will suggest where it can be done. As an addition to our own service and to supplement that of the dealer with the purpose of aiding motorists to save tires, we have recently installed at our branch a wheel alignment tester of the latest approved model, an instrument used in determining if the wheels are out of line. All motorists, whether users of Goodyear tires or not, may now have their wheels tested at any of the various Goodyear branches, and in a few minutes learn whether out-of-alignment is one of their troubles.

The tester need is a simple instrument which registers accurately the distance between the same relative spots of the felloe band on opposite wheels. By its use the slightest variation is detected.

When the wheels of a car are not parallel, the tire must undergo a diagonal grind as it passes over the road surface. Sometimes an axle becomes bent by a severe blow—or the steering apparatus gets out of adjustment. Often demountable rims are not put on straight. In any case, the tread soon grinds off, and you have a choice of three courses. You must run on the fabric of the tire, with its susceptibility to puncture and weakening by the moisture that works its way into the fabric, causing separation of the plies, or you must have the old tire retreaded or replace it with a new one. But whatever course you select, the wheels should immediately be placed in alignment.

By close observation, you can distinguish many cars being driven with wheels perceptibly out of true. In numerous instances the motorist is not aware that his tires are being subjected to abnormal wear until the announcement comes in the form of a worn-off tread or blow-out.

After your car has received a hard bump you should see at once that the axles have not been bent or the wheels knocked out of true. By having your car examined by a Goodyear dealer or driven into a Goodyear branch and tested for wheel alignment, you may prevent the early demise of your tire and postpone the purchase of a new one.

EPOCH-MAKING NONSTOP PERFORMANCE IS ENDED

Maxwell Touring Car Breaks All Records—Stopped to Give Other Cars Chance to Mark.

After nearly doubling the figures that have, for three years, represented the motor nonstop record, the Maxwell touring car which has created a complete set of long distance marks, has been stopped at Los Angeles.

The Maxwell's motor nonstop record is 22,022.5 miles. This replaces a former record of 12,404.9 miles.

The end of the run was almost a civic holiday in Los Angeles. Thousands gathered at the appointed place, choking traffic and rendering the new endurance champion and its crew an ovation new in the annals of motoring. Mayor Sebastian of Los Angeles himself stepped to the driver's seat and switched off the ignition. For the first time in nearly forty-four days the Maxwell motor missed its life-giving spark and stopped.

Officially the run was declared ended. Practically it will continue for many more days as the car was immediately restarted and left for a triumphal tour through Southern California and Arizona, where it will be shown to thousands of enthusiastic motorists who have watched its progress to its championship.

That the run might have continued indefinitely without a motor stop was the belief of the Maxwell's crew and the official American Automobile Association observers. As a demonstration of its perfect condition, the final day's run was made the longest and fastest of the entire forty-four which comprised the whole trip. During this twenty-four hours, the car covered 862.5 miles.

At no time in the tour was the cars average below 500 miles a day. This fact resulted in its annexing all long-distance records from 2,000 miles upward, thus adding to the laurels of the new endurance champion.

Sportsmanship was the chief factor in putting an arbitrary stop to the run when even more striking results might have been attained. It is the hope of the Maxwell forces that other Pacific Coast distributors may emulate the example of the Lord Motor Car Co., which conducted the run. At least two other large dealers had informally promised to attempt to beat the Maxwell record. These promises were made early in the history of the run. It was feared that, in case the Maxwell continued further, the result would thoroughly discourage competition.

Motoring authorities nationally and on the Pacific Coast realizing that motor nonstop competition is now about the only form open to stock cars, are anxious to encourage its revival in every way. Their requests were joined to the fact that the sales activities of the Lord organization demanded the attention of the members of the race crew.

The test was throughout under the care and observation of the contest board represented by Earl Cooper, the race driver who was in charge of all details. The car was taken at random from a recent shipment and was declared stock in every detail before the start. Observers appointed by Cooper, checked every foot of the run.

More Maxwell Branches.

Recent expansions of the Maxwell Motor Sales Corporation include retail sales branches in Philadelphia, Atlanta and Providence, in charge respectively of L. G. Peed, C. H. Batchelor and O. C. Reed.

WILLYS DISCUSSES ROAD WORK IN UNITED STATES

President of Willys-Overland Company Says $250,000,000 Was Spent on Highways Last Year.

FARM VALUES ARE INCREASED

Motor Car Responsible for Start of Lincoln Highway and Dixie Highway—Only 10 Per Cent of All Roads Are Improved.

The awakening of public interest to the importance of good roads in this country was given its chief impetus through the agency of the automobile, according to John N. Willys, president of the Willys-Overland Co., who has made an exhaustive study of the good roads subject.

"The amount of money spent in this country last year on highway construction amounted to approximately $250,000,000, but this huge expenditure was more than offset by the fact that land values in most localities were increased anywhere from 100 to 400 per cent by the road improvements. If an equal amount of money is put into road improvements each year for the next ten years, the United States will be able to boast of more than 500,000 miles of good roads, representing a cost of $2,500,000,000, and an appreciation in land values of fully $25,000,000,000.

"The big trunk lines, such as the Lincoln Highway and Dixie Highway, never would have been started had it not been for the motor car," says Mr. Willys. "And these two, I believe to be but the forerunners of others that in time will give the United States as fine a system of highways as can be found in the world.

"What the coming of the automobile has accomplished in the way of road-improvement work during the past ten years is nothing compared to what it will do in the future. When you stop to consider that there is more than one motor vehicle to every fifty people in this country, it is easy to understand the tremendous interest taken in the good roads movement.

"With over 2,000,000 cars in use at the present time, and with an additional 1,200,000 planned for the year 1916, it is only logical to believe that in the years to come the proportion of good roads in the United States will be far in excess of what it is to-day.

"Figures compiled by experts show that only 10 per cent of our public roads are improved, while in many States the improved roads number less than 5 per cent. And, had it not been for the motor cars, this percentage would be still lower, for during the past ten years we have built more good roads than in all our previous history.

"In the report of the United States Department of Agriculture it is estimated that the farmers of this country are losing $250,000,000 annually on account of the inaccessibility of their products at certain times of the year, due to bad road conditions. This loss to the farmers is equal to the amount spent last year in road-improvement work, and it will be interesting to note the next government report to see if the farmers' losses have not been lessened materially by this huge expenditure for better roads.

"Too much credit cannot be given to the automobile for the road improvements that are going on all over the country. The town or village that neglects its streets or roadways is given a wide berth by tourists and motorists in general. The ability of the motor car to cover long distances quickly and economically enables its owner to do his trading in the town that offers the best approach to its stores.

"That is the chief reason why the more progressive towns to-day are paying strict attention to the roadways that lead into them. Competition between cities and towns has forced them to take care of the needs of the motorist, and by improving their thoroughfares they have benefited the whole community.

"Newspapers and magazines are doing all in their power to further the good roads movement. Many of them are going so far as to publish automobile routes that tell at a glance which towns are to be avoided, and which ones are to be recommended for tourists. The town or village that is advertised as a hard place to reach by automobile has little chance to get out of the rut. Its neighbor may be less than five miles distant, but if the roads leading into it are in good shape, it is bound to grow and prosper."

FAITHFUL WORK ON ROADS WILL SHORTEN SENTENCES

Kansas Will Allow One Day Out of Three Off Every Convict's Sentence Who Does Good Work.

Kansas is to allow one day out of every three off the sentence of every prisoner who labors faithfully and cheerfully upon the public roads. Road work is to be organized at once, and the plan has the enthusiastic support of J. D. Codding, the warden, who in former years did much to better the condition of Kansas prisoners, and who has just been reappointed to office by Governor Capper.

Warden Codding is a firm believer in the opportunity afforded the convict in road work, and he was instrumental in securing the passage of the bill providing for the extra good time allowance for road work. He has written the National Committee on Prisons that the proposition is to furnish twenty-five men and one of the penitentiary officers to superintend the work and establish the road camps.

The municipality for which the work is done is to pay the State $1 per day per prisoner. About 50 cents per day will be used in feeding and caring for the prisoner and the other 50 cents will be paid the prisoner or his family. The wage, together with the time off for good conduct, is an evidence that Kansas is to organize the road work in a way which will secure the co-operation of the prisoners towards making it a success.

The National Committee on Prisons hopes that co-operation between the State Highway Department and State Prison Department will be worked out as in West Virginia and Ohio. Kansas would then reap the full benefit from the experiment of placing her prisoners out on the roads.

Maxwell Helps City Grow.

Under the direction of President Walter E. Flanders, of the Maxwell Motor Co., Inc., Maxwell interests, combined with home capital, have formed the Greater Newcastle Co., a corporation with $100,000 active capital, which will build, rent and sell attractive homes to workingmen drawn to Newcastle by the increasing scope of Maxwell manufacturing operations in the Indiana city.

GOODRICH TIRE COMPANY CHALLENGES COMPETITORS

Will Permit Special Audit of Books to Prove Its Claim as Largest Producers of Tires.

In a challenge issued to other tire manufacturers, the B. F. Goodrich Co., of Akron, O., through its local manager, R. G. Dunn, declared itself willing to throw open its books and records to an independent audit company if other companies will do the same, that the Goodrich Co. may prove it manufactures more automobile and truck tires combined than any other concern in America. The challenge states that the Goodrich Co. manufactured in the last year more than 2,950,000 tires.

In part the challenge says:

"We claim and know that the Akron, O., factory of the B. F. Goodrich Co. makes and sells more auto and truck tires combined than any other rubber factory in America or any rubber company which operates five or more tire and rubber factories in the United States.

"We extend this open challenge to all doubters and all tire advertisers, who should now either justify their claims for the largest volume by accepting this fair challenge or cease making such misleading claims."

Supplementary to the challenge is a statement issued by the B. F. Goodrich Co., in which it denies certain reports that it had abandoned the manufacturing of white rubber tires because of prohibitive war prices for white pigment, or for other reasons, and is building the so-called black tread "barefoot" tire as a substitute. To support the denial the company declares it has tons of white ingredients necessary to build white rubber tires on hand at market prices, and that it knows where plenty more is available.

She'll Never Be a Soldier.

"I didn't raise my Paris distributor to be a soldier," declared E. W. Davenport, Maxwell export manager, after three successive representatives in the French metropolis had joined the colors, leaving their business to take care of itself. So Mr. Davenport sailed for Paris and appointed as distributor for all France Madamoiselle Helene Dutrieu, member of the Legion of Honor, first French aviatrice and an expert saleswoman and motorist. Mlle. Dutrieu is associated in the business with Pierre Mortier, a staff officer in the French army and directing owner of Gil Blas.

SHOWS FURTHER EXPANSION

Business Good All Around—That Is the Opinion of the Dun Agency.

R. G. Dun & Co.'s special report covering local conditions for the past week is as follows:

"General business shows further expansion, and in almost all lines the volume of orders booked is highly satisfactory. The most notable feature is the prevailing confidence with which merchants and manufacturers view the future. Factories, though working full time, are unable to keep up with orders, and some have enough business booked to keep them busy for twelve months. About the only cause for serious concern is the scarcity of some kinds of raw material.

"Conditions with textile mills are more stable. There is a steady demand for knit goods at higher prices.

"Manufacturers and wholesale dealers of paper report business better than for years.

"Collections on the whole are from fair to good.

"Dealers in building supplies and hardware are enjoying a brisk trade, and electrical goods are in greater demand.

"Cold, rough weather has retarded the delivery of leaf tobacco, and sales were lighter than previous week."

LARGER DEVELOPMENT

Virginia Paper-Making Company to Establish a Plant at Kingsport, the New Tennessee "Hopewell."

BRISTOL, VA., February 19.—Roy B. Embree, of the Columbian Paper Company, with plants here and at Buena Vista, confirms the report that he and his associates are going to establish a pulp and paper mill at Kingsport, Tenn., twenty-five miles west of Bristol. The new plant will give employment to about 100 men. Its erection has been encouraged by reason of the fact that a contract has been made with the company there operating a large wood-extract plant, whereby the spent pulp of the extract company is to be converted into paper.

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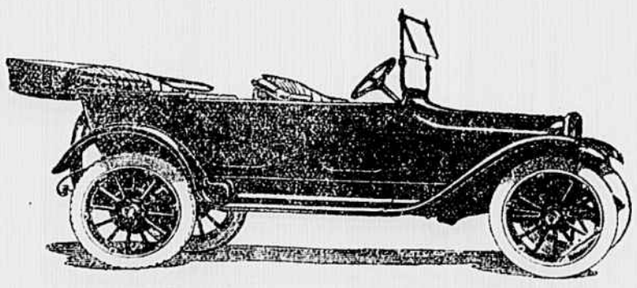
DODGE BROTHERS MOTOR CAR

It is interesting to stop and recall how many good things you have heard of the car and how very few of the other sort.

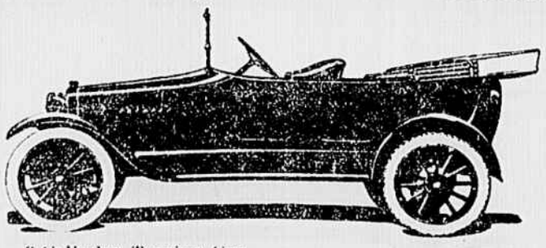
It is not over-stating the case to say here that the very large first year's production did not develop a single serious fault. This notable achievement surely justifies public confidence in Dodge Brothers as close and careful manufacturers.

The gasoline consumption is unusually low. The price of the Touring Car or Roadster complete is $[illegible] (f. o. b. Detroit)



Commonwealth Motor Co., Inc.
1617 West Broad. Randolph 3558.

Saxon vs. High Price of Gasoline



6-Cylinder Touring Car $785.00
6-Cylinder Roadster $785.00
4-Cylinder Roadster $395.00
4-Cylinder Roadster, Electric Equipment $445.00

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Dealers Wanted in open territory.

Maxwell

Conservatism

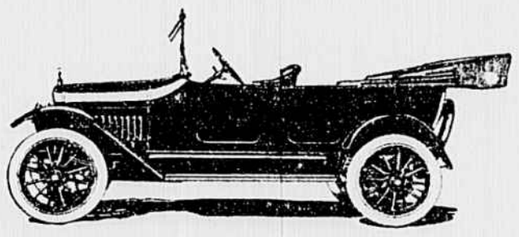
HIGH-SOUNDING and extravagant phrases, as applied to motor cars, are all too common. Thus their force is lost, and they convey no thought other than the impotence of the user.

Unfortunately, too, generalities are often resorted to in the absence of significant facts and convincing evidence.

For every effect there is a cause. The prestige and favor acquired by Maxwell Motor Cars are due to tangible and commanding reasons.

The comeliness of design, the solidity of structure, the economy in upkeep and operation, the ease and comfort in driving and lastly the innate integrity of the whole (exemplified by the World's Motor Non-Stop Mileage Record, recently established by one of our stock touring cars)—these are the powerful contributing factors to Maxwell eminence.

Maxwell Motor Car Owners are people who recognize the wisdom of economy. They expect surpassing service and everything that such service implies. They pay tribute to value and worthiness whether in major or minor car.



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