

AUTOMOBILE SECTION

MERCHANTS, TRANSPORTATION DAY JUNE 28

AUTOMOBILE SECTION

NEED ROADS BUILT WITH VIEW TO LOAD

"Along with the great national movement for better highways comes the question of weight of loads, speed, and many other factors," says R. E. Fulton, vice president of the International Motor Company.

"In the solution of the matter, plain, ordinary common sense should prevail. Unimproved roads, in good weather when they are dry and sound, can stand a great deal of traffic with little or no damage.

"They can even bear tremendous loads if the width of the tire is sufficient. When these roads are solid, big steam traction engines, with threshing machines or corn shellers, run over them with no damage; in fact, with benefit, as they act like rollers.

"Moderately improved roads likewise can stand much traffic in good weather. The big trouble with these roads is that they are not what can be called all year 'round roads."

"They should be improved to meet the normal requirements of traffic, so that full benefit may be derived from them at all times.

"The weight of the load should be

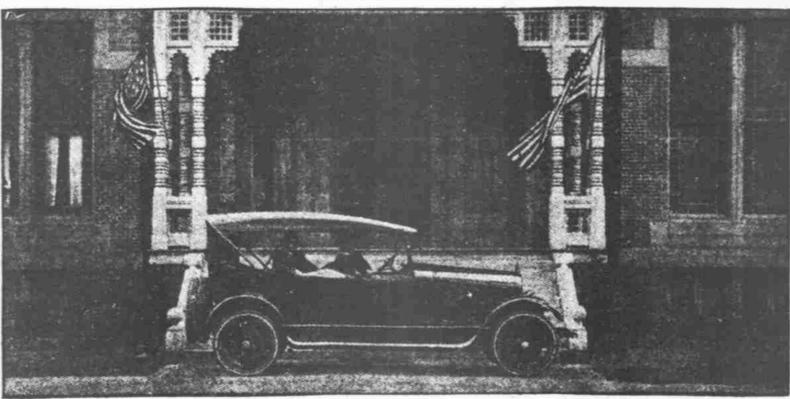
determined on the basis of width of tires. Routes between large cities or important commercial and industrial centers serve an enormous tonnage, and the larger the units in which the tonnage is hauled the greater the economy of hauling.

"On these roads the weight is fully taken care of by the 800-pound limit per inch width of tire. For every 800 pounds an inch is added to the bearing surface of the tires. With the addition of a trailer the weight of the load can be doubled without doubling the strain on the road. You simply add to the wheel base. The load, while greater, is distributed over more wheels of proportionate tire width.

"It would have been as sensible fifty years ago to have prohibited the use of locomotives larger than the little four-wheel drivers, as it would be today to limit the weight of the motor truck on any other basis than tire width, and the number of wheels under the weight, which, in the case of our large locomotives, gives several hundred per cent greater hauling capacity with probably only 100 per cent greater weight of rail.

"If we set an artificial limit on motor trucks, we are handicapping what is fast becoming an important means of transportation, and adding to the cost of every article of food or clothing we use, and placing a generally greater economic burden on the country. We must build the road to carry the load."

Governor of North Carolina, Wife, Mansion and Car



W. T. Bickett, governor of North Carolina, and Mrs. W. T. Bickett in their Marmon 34 in front of the Governor's Mansion. The car was purchased by the State of North Carolina for the use of the governor in conducting the affairs of the State.

SARLES TO DRIVE ROAMER RACERS

KALAMAZOO, Mich., June 21.—Rocco Sarles, the brilliant California race driver, has concluded a deal with A. C. Barley, president of the Barley Motor Car Company, whereby he will drive a Roamer the balance of this season, also during 1920.

Sarles' first contest under his new contract will be to compete in the Elgin road race in August. He will then take his car to the Pacific coast and prepare to compete at the opening of Ascot Park on Thanksgiving. He will start in all the important track and speedway races in California during the winter months, and come East early in the spring for the 500-mile contest over the Indianapolis speedway.

Mr. Sarles has gone to Indianapolis to get the Roamer that was wrecked and bring the car to the Barley plant where it will be entirely rebuilt and made as good as new. Fortunately the motor was not injured in the accident and will require little work to make it operate perfectly as in the past. Mr. Sarles considers this motor one of the finest power plants ever turned out by the Deussenberg Company. Sarles will be at the Kalamazoo factory for about six weeks and will have full supervision of the reconstruction of his car, and intends to embody therein several interesting and unique features.

Sarles' Fame Spreading. Sarles is one of the best known Pacific coast drivers, and his fame is rapidly spreading throughout America. He added greatly to his laurels early this year by numerous dashing victories at the wheel of the Roamer special, and doesn't hesitate to express his warm admiration for the merits of the car in general.

He is confident that his new Roamer, built just as he wants it, will be one of the fastest things on the track and capable of trying conclusions with the best made domestic and foreign racing machines.

Discussing his hopes and aspirations for the future, Mr. Sarles said: "I shall not rest content until I have won at Indianapolis, and intend to bend every energy to secure a car fast enough to finish in front on that speedway. Fortunately, closing the deal with Mr. Barley makes it possible for me to begin preparations for next year's racing at once. I will take my new Roamer to Elgin and compete there, then go on to California, where a splendid series of contests is promised for the coming winter. From Thanksgiving to April I there will be four races at Ascot Park, four races at San Francisco; also the road races at Santa Monica and San Francisco. In case I care to try my luck on the dirt tracks, abundant opportunity will be offered at various California points. The San Francisco road race promises to become one of the great automobile classics on the Pacific coast. It is being planned on big

lines, and is certain to attract the best drivers and cars from everywhere.

"My plans for the future provide that at least thirty days in advance of the time for holding the 500-mile race in 1920 I will be at the Indianapolis Speedway. I will know my new Roamer perfectly by that time, and will use the month to tune it up to the point of perfection. I have always thought that a driver should have at least thirty days at Indianapolis before the big race in order to have his car ready to deliver all that is in it."

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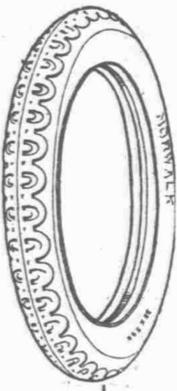
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IF THIS IS THE RIGHT DOPE ON CARING FOR HORSES IN SUMMER IT'S HIGH TIME TO BUY AN AUTO

The following suggestions for the care of horses in hot weather are offered by the Freight Transportation Department of the Packard Motor Car Company:

- 1—Load lightly and drive slowly.
- 2—Stop in the shade if possible.
- 3—Water your horse as often as possible. So long as a horse is working, water in small quantities will not hurt him. But let him drink only a few swallows if he is going to stand still. Do not fall to water him at night after he has eaten his hay.
- 4—When he comes in after work, sponge off the harness marks and sweat. Wash his feet but not his legs.
- 5—If the thermometer is 75 degrees or higher, wipe him all over with a damp sponge. Use vinegar water if possible. Do not turn the hose on him.

6—Saturday night give a bran mash, lukewarm, and add a tablespoon of saltpetre.

7—Do not use a horse-hat unless it is a canopy-top hat. The ordinary bell-shaped hat does more harm than good.

8—A sponge on top of the head, or even a cloth is good if kept wet. If dry it is worse than nothing.

9—If the horse is overcome by heat, get him into the shade, remove all harness and bridle, wash out his mouth, sponge him all over, shower his legs, and give him two ounces of aromatic spirits of ammonia, or two ounces of sweet spirits of nitre in a pint of water; or give him a pint of coffee, warm. Cool his head at once, using cold water, or if necessary, chopped ice, wrapped in a cloth.

10—If the horse is off his feed try him with two quarts of oats mixed with bran and a little water and add a little salt or sugar. Or give him oat-meal gruel or barley water to drink.

11—Watch your horse. If he sits sweating suddenly or if he breathes short and quick, or if his ears droop, or if he stands with his legs braced sideways, he is in danger of a heat or sun stroke and needs attention at once.

12—If it is so hot that the horse sweats in the stable at night, tie him outside with bedding under him. Unless he cools off at night he cannot well stand the next day's heat.

LOCK YOUR SPARE TIRES

CLAIM DARK TIRES ARE MOST DURABLE

That its tires are now made in dark colors is due not to a fad in style, but to important improvements in the compounds which make up the tire tread, is the statement of the United States Tire Company.

After a long period of experimentation, this company developed a new formula for its tread compounds, which is believed to be so much tougher and much better-wearing, that it was adopted as the standard of manufacture, even though it called for a change from the light color to which the public has been accustomed.

Before the dark tire was placed on the market it was thoroughly tested. These tests are said to have demonstrated that the dark compound produced tires of greater mileage than the lighter stock.

Aside from the matter of the quality of the tire, the dark-colored tire has a decided advantage in that it is not so easily discolored as the light tire. To keep a light-colored tire presentable required frequent dressing, but the black tire needs no attention of this sort.

LOCK YOUR SPARE TIRES
LOCK YOUR CAR

HUPMOBILE

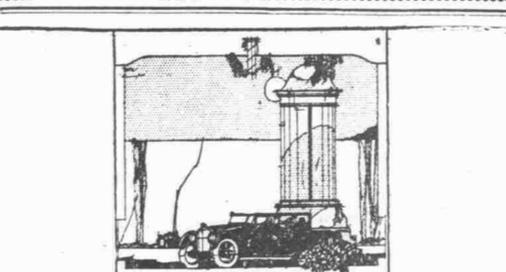
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1918 BUICK Cabriolet; practically brand new tires; shows no wear; lots of extras.

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1918 CHANDLER Speedster; 4-pass.; also 1918-17 Touring Cars, Roadsters and Sedans; large variety.

1918 FRANKLIN Sedan; like new; demountable rims. 1917 Touring; tip-top shape.

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1918-17-16 OVERLAND 4 and 6-cyl. Touring Cars, Roadsters, Sedans and Coupes; large selection; as low as \$425.

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1918-17-16 Steeplechase Touring Cars and Roadsters, 4 and 6-cyl. models; large selection. As low as \$400.

1918-17-16 CHEVROLET Touring Cars and Roadsters, 4 and 6-cyl. models; fully equipped with extras; low priced.

1918 REO 4 Touring; equal to new; used very little; splendidly equipped; will sacrifice.

1918 KING 8 Roadster; practically new; will 400 miles; 2 extra tires, bumper and spot light; snap.

1918-17 COLE 8 Touring Cars and Chummy Roadsters, 4 and 7-pass. models; excellent condition.

1918 MITCHELL SIX Touring, 6-pass.; shows no wear; equal to new; will sacrifice.

1918 GRANT SIX Touring and Roadster; excellent condition; low price.

1918 FORD Coupe, A-1 condition;

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