AUTOMOTIVE SECTION

NATIONAL ROADWAY BODY ADVOCATED

AUTOMOTIVE SECTION

FRENCH AUTO MEN ADOPT U. S. PLAN

Briscoe & Stahl, of Detroit, designers of a car which is to be manufactured in France under American methods and of American material, by Bellanger Freres, of Paris, in an immense plant which will allow of production almost on the basis of the Ford Motor Company, have received a cable stating that two of the five Bellanger brothers, the president and the mechanical superintendent, will sail for America June 28, to inspect the completed car.

Benjamin Briscoe announces the completion of this car, and says that it will be ready for inspection on the arrival of Bellanger Freres, who will immediately make the trip to Detroit after their arrival in New York. The only surprise of the great French makers will be the fact that the car is all completed and ready for their inspection. They have been in close touch with all the plans and have seen the drawings and approved them.

American methods have made it possible to bring this car to completion and to make it ready for an early start of manufacturing. The factory in Detroit, in which tuning up is being done, and machines tested and made ready for shipment for work in the huge French plant, and the warehouse in New York at which will be gathered the material purchased in America for assortment before shipment to France, will all be ready for inspection.

France, according to information received by Briscoe & Stahl, is already set for a most successful business. The country has reduced the import tax on American cars and parts from 70 to 45 per cent, and there is already a movement on to reduce this tax to 15 per cent within a year. Automobile men who have seen the Briscoe car and who know of its construction and of its possibilities in France, have said that it would be a wonderful seller in Europe. They have watched the development, and many of them know the market conditions and are confident that Bellanger Freres will score a remarkable success.

45,300 YANKS TO GET WORK ON ROADS

Thousands of soldiers coming back to civil life with a preference for outdoor work will find employment in building highways in their home States. Reports from State highway departments of eleven States, sent in to the B. F. Goodrich Rubber Company, say that 45,300 men will be employed on their roads this year, and that soldiers will be given the preference.

The States and the number of men needed follow: Nevada, 600; Mississippi, 3,000; Nebraska, 2,500; Georgia, 9,000; Maryland, 5,000; Minnesota, 5,000; Massachusettts, 3,000; Arizona, 1,200; Delaware, 3,500; Texas, 7,500; Virginia, 5,000; total, 45,300.

CITY OPPORTUNITY LIES IN HIGHWAYS

"Improved highways of a permanent type providing motor express and passenger transportation facilities spell opportunity today to the city which intends to lay the foundation for a healthy, permanent future growth.

"Improved highways that make possible rapid motor transportation 365 days out of every year will just as certainly permit and stimulate our people to move out on to the surrounding country acres as a fast and free flowing stream will deliver at its mouth the piece of bark flung in at its source."

These remarks were made by W. O. Rutherford, vice president of the B. F. Goodrich Rubber Company, at a recent conference.

"Quite recently our trade extension division," adds Mr. Rutherford, "completed a survey of a large county in one of our great Eastern States that has not a single mile of railroad track within its borders. Our object in making such surveys and conducting such research is to help provide a market that will extend the field of usefulness of products made by the workers of America that are indispensable to the life and happiness of mankind—and to the strengthening of our national life. This particular county was isolated, though of great productive power, and was not harnessed up to the homes of the great industrial cities of the East nor assuming its part of the burden in our march of progress."

"Such a county, typical of many sections of our country, offers unlimited possibilities to greater usefulness. Adequate provision for improved roads and highways transportation will provide a system of veins facilitating and stimulating communication that can be linked up with main arteries of travel."

J. L. Wacksmuth, local manager of the B. F. Goodrich Rubber Company at Washington, has again urged in this connection the great opportunity before our colleges and universities for help at this time. He makes the statement: "Throughout the land in counties, as well as in State assemblies, our legislators are at a loss for scientific data on which this great development of motor transportation can be guided to the ultimate good of all.

"For this reason it becomes increasingly important that the colleges here and neighboring States should provide instruction on highways location, construction and maintenance, and on every aspect of highways transportation."

LOCK YOUR SPARE TIRES

LOCK YOUR CAR

Courtesy of The B. F. Goodrich Rubber Co., Akron, Ohio

Ridding This Country of Another Phase of Bolshevism

New Highway Measure Advocates Creation of Federal Roadway Body

Legislative attention, from the standpoint of highway development, is beginning to center upon the National Highway bill, introduced in Congress by Senator Townsend. This measure provides for the creation of a Federal Highway Commission and the establishment of a national system of highways.

It is presented by its supporters as a piece of legislation designed to bring about the construction of a national highway system within a reasonable length of time, to coordinate all the highway activities of the Government, and to publish statistics and data on highway transportation, construction, and maintenance for the benefit of all of the people.

Secretary Houston, of the Department of Agriculture, has raised a question as to the desirability of the proposed legislation. In reply to an inquiry recently he said, "that the roads in each section of the country vary in degrees of importance in the service rendered or that may be rendered to any particular locality, that the traffic conditions vary greatly in the different sections, that the State highway departments are better able to classify the roads than anyone else, that under the present Bankhead bill the Government is co-operating with State highway departments in the classification of the roads, and when the classification has been carefully made, and by agreement between the State Highway Departments of adjoining States the roads of first importance generally meet at State boundaries." Having the above points in mind the secretary added he could not see the wisdom of "substituting for the present co-operative program a plan which would commit or limit the Federal Government to the construction of two Federally owned trunk line highways in each State."

Bill Does Not Conflict.

H. G. Shirley, member of the Federal Highway Council, and former State highway engineer of Maryland, stated that the national highway bill does not interfere with the co-operative plan existing among the States with the Federal Government. It only substitutes for the Secretary of Agriculture the Federal Highway Commission, which, under the law, is charged with the duty of carrying out the provision of the Federal aid law as now operated, and all other obligations or contracts entered into by the Secretary of Agriculture with the respective States. Therefore, the effectiveness of the Federal act plan, as argued by the Secretary of Agriculture, will not be interfered with in the least. The bill has further made it the duty of the commission to make a recommendation to Congress as to the future operations of the Federal aid law after 1921.

"The national highway bill is entirely a new piece of legislation. Its object is to build in each State trunk line highways to the extent of not less than 2 per cent nor more than 5 per cent of the total mileage of the State, and to join them up with the main trunk lines of other States so as to make a complete national system connecting the entire country together. It creates a system of national highways, independent of the States, and highways that will carry interstate traffic, and that are necessary for the welfare of the country as a whole.

"Under the present Federal aid law the Federal Government has no power to select the roads in any one State that will be improved. The initiative is with the State highway departments, and in many instances is really with the counties themselves, who have to put up the State's portion of the money.

Constitute Rural Post Roads.

"The only limitation prescribed by the Federal aid law are that the roads shall be rural post roads. When a road has met this condition, it is the duty of the Secretary of Agriculture to give his approval to its construction. All Federal aid projects start with the forty-eight different State highway departments, and such projects are considered in forty-eight different lights, by forty-eight different men holding forty-eight opinions, and it can be seen that a national plan that would evolve from such a procedure would be most chaotic, to say the least. It is also impossible under the Federal aid law to so coordinate the forty-eight State systems that a plan would be finally evolved that would form a connected system throughout the country in a lifetime.

"The personnel of the State highway departments is constantly changing, and in a more or less degree the State highway systems are changed with the changing of the State highway officials. It is, therefore, out of the question to expect any connected system of roads between the forty-eight units, over which there is no supervisory power or anyone with authority to bring these forty-eight units into accord, or to direct them in improving those roads that would form a national system.

"Many of the States have laid out a system of State highways. A number of these highways are designated by law and have been laid down by the Legislatures, and are not always the roads recommended by the State highway departments. Even these roads are being constantly changed at each meeting of the Legislatures, so that the system as now laid down will not be the system as finally constructed. Many of the roads as laid out in the State systems on which Federal aid is being expended, should not and never will be classified as national highways, but they constitute a large portion of the mileage of the plans that have been approved as a general State system, and on which there has already been granted Federal aid.

Work of Many Years.

"It will take many years to complete these State systems under the Federal aid allotment, and at the present rate of construction it will be at least fifty years before there will be connected up a few roads in all the States approaching a national system, and at least 100 years before the entire State systems have been completed and built up so as to form a general system of roads from which a reasonable national system could be established.

"We have seen the road work of the country expand from the township unit into the county unit; from the county unit into the State aid unit; from the State aid unit to the State unit; from the State unit to the Federal aid unit, and it is but logical and reasonable that the final steps should be taken by establishing a Federal unit.

"Many of the highway activities of the States, when they first entered into road construction, were in cooperation with the agricultural departments of the State or agricultural colleges, but it was soon found by experience that as this work expanded and grew it became so important that it was necessary to provide an independent unit of the State government, whose duty it would be to look after this one important development of the State.

Advocates Commission.

"Likewise, the day has come when the road work of the Federal Government should be separated from the Agricultural Department of the Government and put into the hands of a strong commission which will devote its time and energy to this most important work of the nation, and place it in the position it should occupy to be of the most benefit to the people.

"The advocates of good roads are only asking in this national highway bill that the roads should be put on an equal footing with the other departments of the Government, so that they can be given proper consideration and study, for there is no other pursuit of the Federal Government that will develop and bring prosperity to the country to a greater extent, for the money invested, than the speedy improvement of its important highways."

CAREFUL INFLATION OF TIRE GIVES INCREASED MILEAGE

From a prominent newspaper man of the Middle West comes some advice regarding tire inflation that will interest every tire user, says the United States Tire Company.

"I get big mileage out of my United States tires," is the statement of the newspaper man, "but I am of the opinion that the records my tires give are due in considerable part to the way in which I handle the subject of inflation. Many of my friends use the same brand of tires that are on my car, and yet they don't get anywhere near the service from their tires that I do.

"This is my rule twice a week—I test the air pressure in my tires. It is some trouble to do this, and there are many warm days when it seems like a bother. But I stick to the practice religiously.

"During the period I have been making these regular tests I have learned some interesting facts. When I find a tire losing two and one-half or three pounds regularly, I figure that something is wrong with the valve and put a new plunger into the valve.

"When I find the pressure dropping as much as five pounds right along, the trouble is almost certainly due to the development of a bad spot in the tube. Experience has proved this to be the fact so invariably that now, when I find a tire losing as much as five pounds regularly, I change the tube without bothering to find the exact cause. But in the days when I did take the trouble to run the thing down I always found a porous spot in the tube.

"This subject of inflation has been harped on so much that it sounds like a chestnut to most motorists. But by following this rule of semi-weekly tests I get results so unusual that I hardly ever mention them to my friends, for fear my statements will be put in the fish-story category.'"

MOTOR OPERATION RATE A SCIENCE

A new field of opportunity will be opened to American collegians shortly through the introduction of a course in instruction for motor transport corps units in the reserve officers training camps of the United States. The course lifts motor truck operation to the dignity of a science and in effect will provide thousands of students with a knowledge that will fit them not only for actual operation of motor units but for entrance into the field of highways transportation as economists and men skilled in administration.

Arrangements looking to the inauguration of the work are now under way by the training branch of the Motor Transport Corps of the War Department in Washington.

The course is divided into two broad divisions, that of military and non-military. Under the first the student will be given a grounding in military work which will carry him through from elementary subjects to advanced motor vehicle engineering, field work, transport corps maintenance, administration, etc.

The second branch includes the usual basic studies such as mathematics, English, languages, chemistry, etc., and manual work consisting of pattern making, forging, shop work, applied mechanics, machine design, surveying, thermodynamics and similar subjects, together with a study of business law, accounting, public speaking, foundry work and a number of other topics which will serve to make the student proficient in the various lines of endeavor that are called for in the various branches of motor vehicle operation.

In addition to the foregoing it is planned to develop an elective course which will take into consideration economic surveys of territories for highways transportation operating costs, road development, finance and history.

The entire treatment of the subject is founded upon a purpose of preparing men for possible military service and at the same time for an attractive commercial field developed as one of the offshoots of the war.

It is felt that out of the course will come a large body of men equipped for efficient development of highways transportation, whose services will be much sought after by owners of motor transport lines and also by communities desirous of developing their high way transportation facilities to the utmost in a sound, business-like manner.

DUPLEX PRESIDENT SAYS BIG TRUCK SALES LOOM

"Now that the Government has announced a definite policy for the disposal of its surplus trucks, I look for a distinct increase in truck sales," says Harry M. Lee, president of the Duplex Truck Company, of Lansing, Mich.

"The various stories as to what the Government was going to do hurt the truck business. Many business men who were ready to buy trucks held off in the hope of getting an army truck cheap.

"Now that it has been decided that the surplus army trucks are to be used in road building and postoffice work, and will not be offered to the public, I believe that the truck prospects who have been holding off will now purchase.

"The bad weather of the spring has also hurt all business, but this is passing.

"Despite the Government trucks that are going into road work, the highway builders who have had experience are buying Duplex four-wheel drive trucks, because they know that where the going is bad the Duplex will go through with a load where the ordinary truck would be stalled light."

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32x3½	24.45	27.70
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32x4	33.00	35.80
33x4	34.00	36.75
34x4	34.95	38.15
35x4½	44.80	48.95
36x4½	47.35	51.45
37x5	56.90	62.35

Extra Heavy Quality Guaranteed Tubes

	Red	Gray
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31x4	4.75	3.95
32x4	4.85	4.15
33x4	5.05	4.30
34x4	5.30	4.45
34x4½	6.50	5.50
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37x5	8.30	6.95

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