

HIGHER EDUCATION RIDES ON TRUCKS, NEW BILL HOLDS

The little red schoolhouse, so romantically pictured in fiction, will be a thing of the past if the bill to be presented in congress to utilize United States

mail trucks for transporting children to and from school in the rural districts is passed. The object of the bill is to consolidate the educational facilities of the country districts, eliminating many of the school houses and thereby concentrating education in given districts with better school houses, higher paid teachers, and consequently better education. This would be brought about, it is argued by adherents of this bill, by bringing the children to the school house instead of the school house to the children.

Already many of the smaller communities of the country have put into ac-

tion through private community schools the fundamental idea back of the bill. Two counties in California, the El Cajon Union High school and Anaheim Union High school, were established for the use of trucks in a number of the nearby communities. A one-ton Federal was purchased for the El Cajon school with a bus body. Thirty-one passengers can comfortably be seated in it. The truck makes two trips a day, each eight

miles other than those motor driven must carry one lighted lamp visible from both front and rear. Motorcycles and motor bicycles, one white front light and red rear light. All other motor vehicles, one light on each side, showing white lights only to the front, one lamp showing red light to the rear. No colored lights of any kind may be shown to the front and all lights must be visible for 300 feet. Dimmers must be used on glaring lights within 500 feet of approaching vehicles.

A Translation.

The meaning of the expression "percent grade" is not clear to a great many. When you hear someone say that a car can make a 20 per cent grade, for instance, you know that he means it will go up a hill or incline that has a vertical rise of one foot for every five feet of level forward motion. If the base line of a hill is one mile long, or 5,280 feet, then its vertical height at the end of the mile is 1,056 feet or 20 per cent of the base length. The distance from which the percentage is figured is not the actual distance the car travels in going up the hill, but the length of the hill's base line.

For Heavy Duty.

Division of a Federal department of highways to construct and maintain a national system of highways with capacity sufficient to support motor truck traffic is proposed in a bill presented to Congress by Representative Raker. According to the plan, these roads, the initial cost of which would be about \$10,000,000, would be devoted exclusively to rural motor traffic. The bill proposes that the secretary of the department be appointed the President, and that the organization be advised by ten commissioners representing agriculture, commerce, military engineering, natural resources and other interests.

GRIP OF THE AUTO TRADE

When the new \$15,000,000 plant of the Packard Corporation at South Bend, Ind., is nearly finished. The work has been going on for about a year. Additional buildings are contemplated for immediate construction.

When motorists in 1919 purchased 110 cars and 4,023 motor trucks it is estimated that these purchases represented an investment of \$2,100,000.

President Alvin Macauley of the Packard Motor Car Company announces the incorporation of the Packard Motors Export Corporation, which will control the hard business throughout the world with the exception of the United States and Canada. Mr. Macauley is president of the corporation and Col. Fred Gray is vice president and general manager.

Jan Levy, Chicago Buick dealer, said the adequate system of automobile sales is becoming more necessary every day, not only for the benefit and safety of motorists, but to an even greater degree for the convenience and safety of pedestrians.

"There is no objection at all that I can see to paying high wages to mechanics," said T. E. Jarrard, vice president of the Apperson Bros. Automobile company, "so long as you can figure out a way for them to earn it."

A union depot solely for motor truck freight has been provided at Toledo, Ohio.

Harry Branstetter, Kissel distributor, says that the automobile has proved a boon to the country folks, inasmuch as they are not now isolated from a quick response to a call for a physician.

RULES PROPOSED FOR SAFETY ON HIGHWAYS

Briefly, are the general traffic regulations which will become national laws if state legislatures lend their support to Chicago's big highway safety plan.

SPEED.
Not exceed thirty miles an hour outside city limits.
Not exceed ten miles an hour in closely lit districts.
Not exceed fifteen miles an hour in residential districts.
Not exceed twenty miles an hour in sparsely settled residential districts.
Six miles an hour around corners and at road ends.

SIGNALING.
Comprehensive signals in some form must be given by drivers of all vehicles before slowing down, coming to a stop or turning.

Horn must be sounded upon entering or approaching curves or hilltops. Whistle signals are used, one blast to warn north and south traffic, two blasts east and west traffic. Three blasts shall be the danger signal to bring traffic to a stop.

At intersections, halted traffic shall stop back of the nearest cross walk.

PASSING LAWS.
In passing, vehicles must give a full and square of the road.

In most, all vehicles shall pass to the right in overtaking, vehicles must pass to the left.

Vehicle overtaking street cars in motion, pass to the right. Stop at least ten feet from the rear of any street car halted to take on or discharge passengers, no rider how wide the street.

LIGHTS.
All vehicles must carry lights from sunset to one hour before sunrise. Ve-

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The New Rayfield for Fords Insures Greater Milage

THE new Rayfield plain tube carburetor for Ford cars has a thermostatic air shutter which keeps the air passing through the carburetor at a constant temperature in all weathers.

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A month in the paint shop!
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Time and its careful employment, in fact, are the most essential elements in the fine finish of this fine, smart, low car.

It takes time to apply paint and varnish with a brush. Haste would minimize the skill of hands that spread each coat so deftly and so evenly.

It takes time to dry this paint and varnish in ovens where both the heat and the humidity are accurately controlled. Yet such thorough drying alone can give to the finish of an automobile body both that metallic hardness which makes for endurance and the elasticity to withstand expansion and contraction due to seasonal changes in temperature.

It takes time, too, to rub out by hand every hairline ripple and leave the body surface glassy smooth.

Sextet bodies, of course, are sand-blasted before painting and only the finest pigments, oils and varnishes are used.

Each operation is performed by experienced craftsmen, who have become proficient in their individual tasks through specialization in the one and only operation for which they are held accountable for perfection.

The adage of the old copy books—*time is precious*—is all very well, but in every department of the National factories, quality and the satisfaction born of it have even a higher rating.

The time taken in making the National Sextet has endowed this car with an excellence that successfully challenges time.

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