

ROAD PROGRAM IS LARGE ONE

Montana Is Planning to Spend One Million Dollars on Sixteen Highway Projects.

The state of Montana is planning to spend \$1,000,000 on sixteen highway projects in 1926. These projects total 115 miles.

Financed only by a 15 per cent share of the two-cent state tax on gasoline the Montana highway commission's activities have been limited since the beginning of the present year to the maintenance of present roads, administration work and supervision in connection with projects financed by counties and municipalities in connection with federal agencies. Under government regulations road building contracts must be made with the state. Counties and municipalities cannot participate as principals.

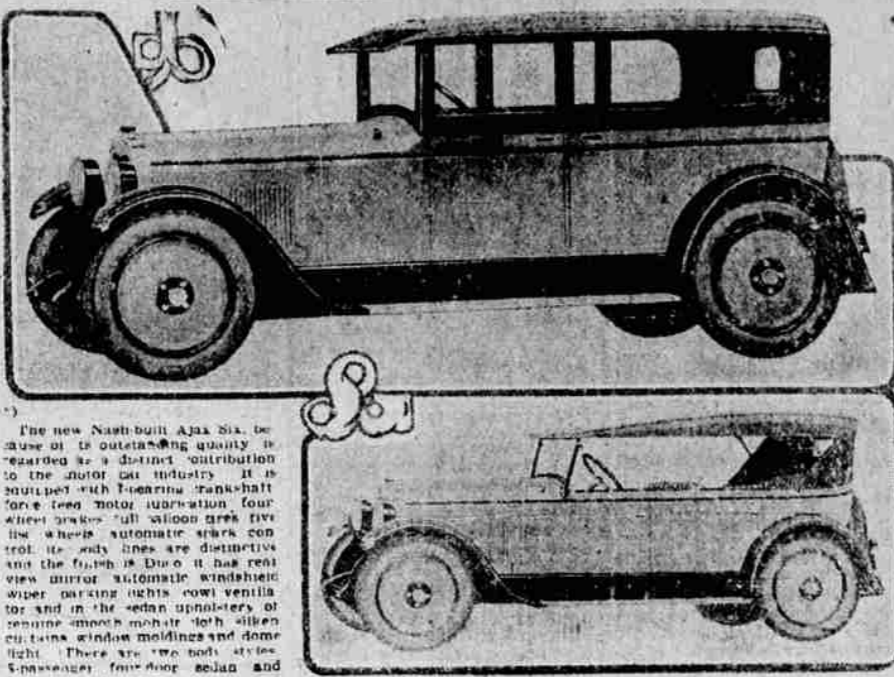
The government is now assuming 55 per cent of the construction cost. The remaining 44 per cent is divided among such agencies as counties and cities which have contracted with the state to pay a portion of this cost. Because a large part of the road work for next year is on Indian land where the government pays the entire cost, Montana will only have to bear 15 per cent of the \$1,000,000 building program.

The federal department of agriculture has approved 4700 miles of highway in Montana of which but 1100 miles have been built.

Following is a list of the road projects contemplated by the state for the coming year:

- Yellowstone county: Custer and east, 6 miles; Billings-Hardin, 13 miles; Reservation line, north, 3 miles; Billings and east, 1 1/2 miles.
- Park county: Pine Creek-Emigrant, 1 1/2 miles; Pine Creek-Emigrant, 4 miles; Livingston-Willard, 5 miles.
- Glaucier county: Blackfoot highway, 2 1/2 miles.
- Roosevelt county: Wolf Point and west, 10 miles.
- Missoula county: Evaro Hill, 3 miles; Tara and district, 3 miles; Buckhouse bridge, south, 2 miles.
- Cascade county: Vaughn-Man-

The New Nash-Built Ajax Six



The new Nash-built Ajax Six, because of its outstanding quality is regarded as a distinct contribution to the motor car industry. It is equipped with touring trunk-hill four wheel motor suspension, four wheel brakes, full width steel floor, a new automatic steering control, its body lines are distinctive and the finish is Duco. It has rear view mirror, automatic windshield wiper, parking lights, cone ventilator and in the sedan upholstery of genuine smooth mohair, soft silken curtains, window moldings and door trim. There are two body styles—two-door four door sedan and two-door touring.

CAR INDUSTRY GAIN ASSURED

More New Owners Will Appear; Better Autos Will Be Purchased in 1926.

As excellent a business year as 1925, if not a better one, is looked for in 1926 by Benjamin H. Gram, nationally known automotive economist. In an article in the forthcoming issue of "Automotive Facts and Factors," published in Detroit, not only will general business be better, employment is widespread and wages better, Gram declares, but he predicts automobile production and sales will be larger than in this year; more new car owners will appear and better cars will be bought. He adds, however, that used car values will be lower than now and while this will help the used car buyer it will interfere with the man seeking to trade in his old car for a new one.

"With 1925 drawing to a close, after an excellent setting for all things automotive, thought is directed to 1926 and its potentialities," Gram declares. "Without question it will be an excellent business year, and as such, should carry with it another large volume of automobile buying.

Money More Plentiful. "Money should be more plentiful than in the present year, and with more confidence in the business structure generally, should be more extensively employed. This means creation of business opportunities, general employment and increased incomes.

"There will be an increased volume of automotive buying, though possibly not a largely increased sale of units. We mean by this there will be an inclination to buy better cars on the part of those ordinarily buying in lower ranges. Manufacturers and dealers in the lower priced lines will probably see many of their present owners ascend into better grades—many more than in the ordinary business year.

More New Owners. "To compensate for these they must develop and sell a new group of owners—persons formerly without cars. More first buyers will buy in better grades because of improved economic status, but there should be a greater number of first buyers than ever before, the large percentage of whom will be in the lower grades.

"There will be a tendency to quicken the general automotive market through many buyers coming in with cars practically new which they seek to trade on better cars. The result of this will

Use of Motor Bus in Nation Shows Marked Increase During 1925

Of marked significance in connection with the growth of highway transportation has been the enormous increase in the use of motor busses during the present year.

This increase has been shown not only in the establishment of many new independent bus lines in various parts of the country but also in the very wide recognition by steam and electric rail lines of the necessity for using busses and trucks for satisfactory public service.

The old style "jitney" has practically disappeared and in its place has come the motor coach, often styled, for want of a better name, the deluxe or parlor car motor bus.

In connection with the important part it is playing in modern transportation, Vice President Conrad E. Speus, of the Chicago, Burlington & Quincy railroad, has the following to say: "The motor vehicle as a factor in transportation will stay until superseded by the airplane or something like it, and the only recourse for railroads is to adopt it and work it into existing lines."

be a general lowering of used car valuations and prices. So many cars of one to three years' use will be offered on the used car market there will be practically no market for the cars older than this except in the better grades.

Schedules Are Increased. "Plans of manufacturers are for largely increased schedules, but unless buying develops on a scale which permits dealers to move these increased numbers at a profit, the present announced schedules will be curtailed. This means that dealers need not anticipate the necessity of excessive allowances to move their increased new car quotas.

"Lines which cannot be moved without excessive allowances will not be made in large numbers and dealers will be fully justified in switching to lines for which there is ready demand at fair terms."

Motorists Are Warned On The Use of Air-Cleaners

"An effective air-cleaner is an excellent thing for an automobile, but a word of caution seems to be necessary for individual owners who are having cleaners installed on cars not so equipped by the makers," according to Harris French, local Paigo-Jewett dealer. "The manufacturers of Paigo and Jewett cars are sending such a warning to all owners, advising them strongly not to use any air-cleaner that has not been approved by the factory, and the same advice is good for owners of other makes as well.

"A little thought will show why this advice is good, yet there are indications that many owners are purchasing air-cleaners without considering their adaptability to their particular engines.

"A cleaner that will function efficiently on one engine may be either useless or actually detrimental when installed on an engine of different characteristics.

"There are two general types of air-cleaners. One filters foreign particles from the air by means of fine-meshed screens; the other separates the solid particles from the air by centrifugal action or by

inducing high air-velocity that causes the solid particles to shoot past the inlet because of their momentum.

"For any engine, the filter type must have sufficient area of screen to permit enough air to be readily drawn through it for all engine speeds, and this area must not be reduced by the collection of dust and dirt on the screen.

"The problem with the centrifugal or velocity type of cleaners is more complex. Their efficiency depends on the speed at which the air passes through the cleaner and, unless the cleaner is designed for use with the particular engine on which it is installed, there is danger that it either will fail to remove the dust particles or else so restrict the air passages that it will act as a drag on the motor.

"Rather than incur the latter danger, it would be better to do without the cleaner. If the cleaner drags on the air intake, the result is just the same as if you run the engine with the choke partly closed. That is, excess fuel will be drawn through the carburetor jet and raw gasoline will enter the cylinders. This is not only wasteful of fuel but causes crankcase oil dilution, faulty lubrication, excess carbon formation and other troubles.

"It will be readily seen, there-

(Continued on Page 12.)

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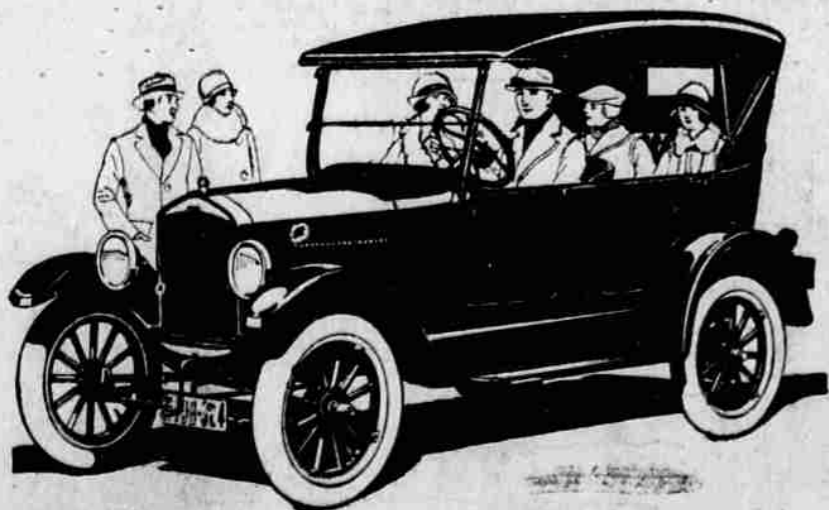
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