



AUTOMOBILE NEWS

BUS AND TRUCK IS HERE TO STAY

Railroad Men Give Views on Automobiles and Short Hauls

"The bus and truck are here to stay and will become more and more factors in the transportation of short-haul passengers and less-than-carload freight traffic."

This statement by a railroad president indicates the intense interest which railroad officials are showing in the problem of the ever-increasing growth of automotive highway transportation.

J. S. Pyatt, president of the Denver and Rio Grande Western railroad, finds that "Motor trucks have brought about in some areas increased production and consumption, and have consequently added to railway traffic." But he adds: "Undoubtedly there is some freight traffic that can be handled to greater advantage by motor truck than railway, but I am convinced it has not yet been demonstrated that their use is the most economical method of transportation. I believe, therefore, that it will not be long before the cost feature of this class of freight transportation will be the most important and, when that time comes, economic law, which is inexorable, will prevail."

Road Uses Trucks

The Lehigh Valley railroad has already been using motor truck service on its lines since 1924 and its president, E. E. Loomis, declares that the experiment has been highly successful. He says: "These trucking operations have proved of value to our patrons as well as to ourselves. Deliveries are made more promptly and the same is true in connection with the pick-up of freight at the way stations. Elimination of such local freight as has been possible has enabled us to speed up the movement of our through trains. We are constantly making studies at other points on our lines to determine whether it would be practicable to extend the motor service."

Ralph Budd, president of the Great Northern railway, which road has taken over a number of bus operations in Minnesota and is at present operating approximately 135 buses, says: "We feel that the operation of these lines is part of the obligation of the Great Northern Railway to get adequate transportation to the territory it serves. The railway company only in this way can give the public a choice of service and should be able to eliminate a wasteful duplication by withdrawing whichever service is not well patronized."

OUT OUR WAY



Experiment is Tied

The Canadian Pacific railway is experimenting in the use of both motor trucks and buses. E. W. Hearty, president of the road, says: "The opportunity for economical establishment of truck service in Canada are comparatively few. The problem here is one which I believe calls for continued study and observation with a view of being prepared to supplement or replace some of the existing services when favorable conditions develop."

M. M. Goodsell, general passenger agent of the Northern Pacific railway, says: "The policy of the Northern Pacific has been to replace steam train service with

gasoline-electric cars, and in several of these cases where there has been a substantial loss with speed service operation, the company has been able to show small profits with the gasoline-electric cars, due largely to the difference in cost of operation taken in conjunction with other factors."

President Frederick D. Underwood of the Erie railroad, says: "Both trucks and automobiles are here to stay; not necessarily on the present basis. The harm done the railroads is exaggerated. One difficulty is that the patrons of the railroads who do not patronize the omnibuses insist upon the maximum train schedule. Hence railroads are keeping a maximum train schedule for more or less skeleton patronage. This is out-

By Williams

Car Accessories Held Good Xmas Gifts for Driver

Now is the proper time to give your friend's car the once over to see what it needs most for Christmas.

The motorist is in an excellent position to know the many things that add to motorist comfort and safety, so it should be an easy task to select an accessory. Christmas gift for his fellow motorist.

"The idea of giving accessories for gifts has gradually increased during the past few years until people are becoming accustomed to this practice," says R. E. Wilcox, local manager of the Western Auto Supply company. "With the host of new articles on the accessory counter, it should be an easy task to select something that is both useful and lasting—and if it is something for the car it is sure to be appreciated."

"There is a world of new accessories this year that may be purchased for the automobile owner. Competition has been keen among manufacturers, consequently many new and novel accessories are offered this Christmas. An accessory gift is a gift to the family as the car is enjoyed by all the family, and something for the car would be a constant reminder of the donor's thoughtfulness in selecting something that is really useful and appreciated the year 'round."

MUCH RUBBER USED IN AUTO CONSTRUCTION

Probably few people not familiarly identified with motor car manufacture, realize the great extent to which rubber is employed in the construction of the modern automobile.

Some idea of the importance of the use of rubber in contributing to finer motor car performance may be gained from the fact that the rubber industry employs more than 120,000 men directly engaged in producing rubber elements for the automobile industry.

Of course, a large share of this production consists of tires but there are also a great number of other rubber devices that the average owner knows little or nothing about but which are essential to the satisfactory operation of his car.

Nash is recognized today as having been most active in the employment of rubber in points throughout the construction of the car where rubber would be of greatest benefit. Trachsel and Trekel,

CHEVROLET IS POPULAR OVER COAST DISTRICT

During the past nine months one automobile in every four bought in California was a General Motors car.

Nearly one-half, 47 per cent to be exact, of the General Motors cars that were sold to make this record were Chevrolets, according to figures appearing in the Motor Registration News.

The grouping together of strong companies makes possible important economies in research, in purchasing, in manufacturing and in financing. These advantages benefit the buyer, hence the great sales totals.

WHY TEMPT FATE? CRAWFORD: How is it you never take your wife when you go motoring? CRASHAW: That old car of mine can give me all the arguments I want.—Automobile Bulletin.

POSTPONEMENT PAYS

Sparks—If you know who stole your car, why don't you get it back? Larks—I'm waiting for him to paint it—Life.

EVENING UP.

Jones—Sorry, old man, that my hen got loose and scratched up your garden.

Smith—That's all right; my dog ate your hen.

Jones—Fine! I just ran over your dog and killed him.—WHL.

Proof of Anti-Knock Quality of Veltex Gasoline

Motor fuel experts recognized by the industry have proved that gasoline with the highest percentage of aromatic equivalents is the best anti-knock gasoline. Samples of six kinds show our gas 5 per cent higher than the best sample in the lot. Ask your supplier to give you the percentage in the gas he sells. We will give you ours upon request. Compare them.

FLETCHER OIL COMPANY

First Independent in State.

38.6 Miles on a Gallon

5,205 Whippet Drivers Establish Record in Nationwide Economy Test

Thirty-eight and six-tenths miles on the gallon of gasoline is the economy record established by 5,205 Whippet drivers during "Economy Test Week" recently held by Willys-Overland dealers throughout the country to demonstrate the efficiency, economy, power, speed and stamina of this famous car.

Each car used in this test was a regular stock model Whippet. The test was "open to everybody." Before each test was made the fuel tank was sealed and the driver then went as far as he could. In several instances more than 50 miles to the gallon were secured.

Never before has any car made a record like this. Never before has any car so convincingly demonstrated its economy to the motorists of America. "30 miles on a gallon"—4-wheel brakes and outstanding performance have made the Whippet America's most popular light car.

\$695 WHIPPET SEDAN

Other Whippet prices are: Coupe \$845, Touring \$845, sedan \$845, sedan \$845, sedan \$845.

OVERLAND Whippet GETTINGS & HANKS

Demand Heavy For Chryslers In Pacific Area

A local reflection of the phenomenal demand for Chrysler cars reported in Pacific coast states recently is seen in the official figures on motor car registrations in September for the city of Sacramento, Cal. These figures show Chrysler leading all automobile manufacturers for the month, and so far ahead of the second entry as to be in a class of its own.

"More Chryslers were sold in Sacramento during September than any other make of motor car, without exception," said H. O. Harrison, president of H. O. Harrison company, Chrysler distributor for Sacramento in commenting on the official report. "It is indisputable proof of Chrysler merit, and as Sacramento acknowledges it so do motor car buyers everywhere."

Chrysler officials have been receiving similar reports from many sections throughout the country and find in them corroboration of factory figures which reveal an unprecedented activity in sales, production and shipments during recent weeks. In October of this year Chrysler reached the highest shipment point in the company's history, 22,124 cars being shipped from the plant. This was 12 per cent above the total for the preceding month, which was the former plant record, and represented a gain of 21 per cent over October, 1925.

STATE HIGHWAYS NOW 4,471.6 MILES

(Continued From Page Seven)

way department during the current year were motor vehicle license fees aggregating \$4,240,800 and gasoline taxes totaling \$2,612,148.25. Interest on balances amounted to \$28,723.84, while fines from violations of traffic laws aggregated \$22,579.67.

Federal aid was received in the same amount of \$1,244,688.74 while county cooperation was \$715,781.27. Miscellaneous cooperation was listed at \$78,914.53 and net equipment earnings \$22,655.48. The balance on hand on Dec. 1, 1925, was \$1,432,938.41. The report showed that the total receipts of the state highway department for the year aggregated \$10,888,940.73, which left a balance on hand on Dec. 1 of this year of \$170,467.38.

The word "chival" came into being in 1671, when the English cabinet consisted of five persons (Chifford, Arlington, Buckingham, Ashby and Lauderdale), the initial letters of whose names made up the word. They made that appellation so infamous that it has never since their time been used except as a term of reproach.

side the unfairness of taxing railroads for the maintenance of highways."

Co-operation Essential

Of particular interest in the statement of Britton I. Budd, president of the Chicago North Shore and Milwaukee railroad, who says: "The necessity for coordinating motor coach and railroad service in the interests of the public as well as the companies is daily becoming more apparent. It is the point toward which railroad companies and bus manufacturers are aiming today."

"After the novelty of the motor coach has worn off, the problem will resolve itself into an economic one and the motor coach with the steam and electric railroad will each be found performing the public service to which it is best fitted."

THIS Big Six Custom Brougham has the distinction of custom design, the luxury of custom quality, the faultless harmony of custom finish, plus performance that is uniquely Studebaker—all at the lowest price ever placed on a Big Six four-door enclosed car. Only seven American cars equal it in rated power—and they cost from two to five times more. See the Big Six Custom Brougham in our showroom—it is the crowning achievement of Studebaker's One-Plant manufacture.

STUDEBAKER BIG SIX CUSTOM BROUGHAM

\$1785

f. e. factory, including tax, wheels, and four-wheel brakes.

M. J. GOSS

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