

# NATIONAL TRANSPORT BUREAU IS APPROVED

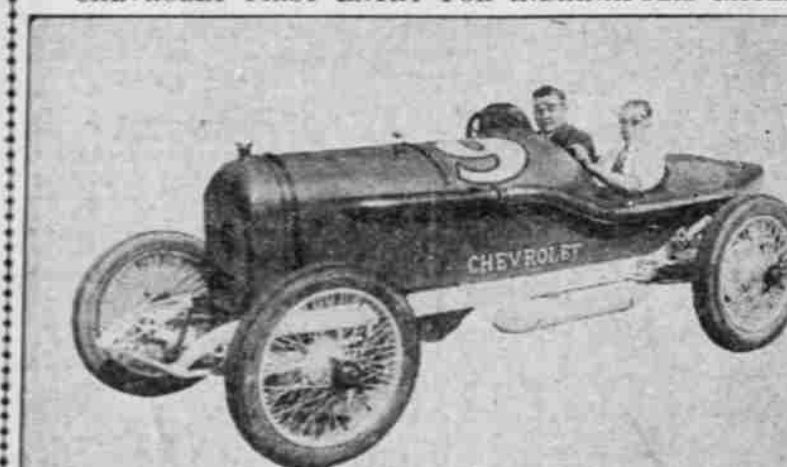
Highway Officials Recommend Permanent Organization.

## RECONSTRUCTION IS TOPIC

Fund of \$500,000,000 Wanted for United States Road Work in Next Seven Years.

Creation of a permanent national bureau of transportation, together with continuance of state organizations, was recommended as one of the most important steps in the work of reconstruction at a meeting of highway transport officials from all parts of the United States held recently in Chicago.

### CHEVROLET FIRST ENTRY FOR INDIANAPOLIS RACE.



"Cliff" Durant, Fred Comer, Mechanician, and the Chevrolet Which Won the Coast Championship at Tacoma Last July and Which Is Entry No. 1 in the \$50,000 Race to Be Run at Indianapolis in May.

larger load a longer distance at a lower grade. The effect which utilization of highways for commercial purposes throughout the United States 265 days in the year would have upon the prosperity of the country and in turn its effect upon the export trade thus linking up the question of highways, railways and waterways. And finally a close investigation into comparative operating costs on steam and electric railways, waterways and highways, with a view to distributing the volume of trade into its proper economic channels so that there could not at any time be any competition between the four, but instead a co-operation which would be of benefit to all.

**Work Will Go Ahead.** While all of these points as considered from a national standpoint must await action upon the legislation already mentioned which now rests upon the decision of Congress, it was the sense of the various state highway chairmen that as far as possible they would go ahead with these various problems in their own states. Thus the Minnesota board, will be concerned first with the question of roads, Illinois is studying the question of feeders to electric and steam railways, Colorado is interested in roads and marketing problems, South Dakota in roads and educational work together with other problems, Missouri is working on traffic costs, and so on throughout the list. From this work it is expected that a vast collection of data will be gathered which upon the passage by Congress of the legislation referred to, will give

### BUICK PRICES WILL HOLD

**PURCHASERS OF 1919 MODELS NOT TAKING ANY CHANCES.** Four of Latest Productions Show Slight Reduction, While Other Two Remain Untouched. "Purchasers of Buick cars between now and the end of the 1919 season, June 30, are not taking any chances that the price will be subject to further change during that period," announced George W. Dean, manager of the Howard Automobile Company, local Buick distributor, yesterday. Mr. Dean has just received a letter from the home office containing the revised price schedule effective yesterday, covering the various Buick models during the remainder of the season. Four models have been reduced in price and the other two remain untouched. "There has been considerable speculation as to what the Buick Motor Company was going to do about the prices of its cars," added Mr. Dean, "as the close of the war left things in such an uncertain condition regarding the price and quantities of raw material available that a good many people felt it would be impossible for the really big manufacturers to find their bearings for some time to come. This prompt action on the part of the company shows that it has been able to clear the situation up sooner than many had expected. "The company's war orders, which have been demanding the major part of its energies, have been completed and the announcement of the present prices is evidence that the Buick Company now has not only a measure of the situation, but sufficient material in

the Federal board, tangible basis from which to work in the future for a national system of transportation.

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When buying a used car there are several things to be taken into consideration besides the condition of the car mechanically. It pays the man who buys a used automobile to deal with reputable houses and let the fly-by-night dealer alone, when it comes to the investment of several hundred dollars and sometimes thousands. Reputable dealers know that they must sell used cars as they do new ones. Most of them guarantee used cars to be in good condition when they are delivered.

Examine the motor number very carefully. If it seems to have been tampered with, put off sale until the car has been inspected by the club's theft bureau or public officials to see if it is stolen property.

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## TIRES

SPECIAL PRICES STANDARD MAKES—FIRSTS

3500-Mile Guarantee		
20x3 1/2	Plain	\$11.50
20x3 1/2	Non-Skid	\$2.40
22x3 1/2	Plain	16.70
22x3 1/2	Non-Skid	3.90
24x3 1/2	Plain	22.50
24x3 1/2	Non-Skid	3.50
26x4	Non-Skid	22.70
26x4	Non-Skid	4.00
28x4	Non-Skid	23.75
28x4	Non-Skid	4.00
30x4	Plain	31.00
30x4	Non-Skid	5.40
32x4 1/2	Non-Skid	35.00
32x4 1/2	Non-Skid	5.50
34x4 1/2	Non-Skid	38.50
34x4 1/2	Non-Skid	5.45
36x4 1/2	Non-Skid	43.00
36x4 1/2	Non-Skid	6.40
38x4 1/2	Non-Skid	44.50
38x4 1/2	Non-Skid	6.75
40x4 1/2	Non-Skid	49.00
40x4 1/2	Non-Skid	6.95
42x4 1/2	Non-Skid	52.50
42x4 1/2	Non-Skid	7.25
44x4 1/2	Non-Skid	55.00
44x4 1/2	Non-Skid	6.95

**5000-Mile Guarantee**

20x3	Rib.	\$13.50
20x3 1/2	Non-Skid	17.50
22x3 1/2	Rib.	21.00
22x3 1/2	Non-Skid	24.75
24x3 1/2	Non-Skid	25.75
26x4	Non-Skid	27.50
28x4	Non-Skid	35.00
30x4 1/2	Non-Skid	48.75

### SPECIAL PRICES ON CORD TIRES.

**Malcom Tire Co.**  
Goods Shipped C. O. D. Parcel Post, Express, etc.  
Money Refunded on Goods Returned Intact Within 10 Days.  
80 N. Broadway  
New York Postoffice  
30 Branches

sight that will permit laying out a definite building schedule. This insures the buyer of a Buick protection against unwarranted price changes. "Orders for Buick cars are piling up on us very fast, but I feel reasonably sure that we shall be able to take care of the greater part of them within a reasonable time. We shall continue to follow our old policy of filling orders,

and will make every effort to see that no favoritism is shown on our waiting list. "Buick enthusiasts appreciate the importance of this announcement, because all uncertainty has now been removed, both as to the possibility of getting Buick cars this year and the possibility of the prices being raised or lowered. We now have several car-

loads en route and will commence to make deliveries at an early date."  
**LYON GOING EAST THIS WEEK**  
Paige Truck Shipment Is Due Here Early in February.  
H. W. Lyon, manager of Cook & Gill

Company, distributors of the Paige car, will leave this week for the factory at Detroit. He expects to be gone three weeks or a month and make arrangements for enough Paige passenger cars and trucks to last his company through 1919. "The Paige people have entered the truck field and are turning out vehicles which are giving the best of satisfac-

tion," said Mr. Lyon Thursday. "We will receive a shipment of the two and three and a half-ton models some time next month and the other capacities later on." "Cut down aimless and needless use of cars. Do a number of errands in one trip."

## How Many Tires Does Your Car Need To Go 10,000 Miles?

**THE** above question goes straight to the root of one of the largest items of motoring expenditure. For tires cost money—how much money depends largely on whether your car is or is not easy on tires.

The average car (on the right) heavy, or rigidly built, or both—to go 10,000 miles, needs an extra set of tires, or eight tires in all.

The Franklin Car (on the left) to go the same distance—and further—needs only the four tires on the car, or half as many as the other.

There could be no clearer illustration of the splendid economy of the Franklin—America's First Light Weight Fine Car; nor a more direct indictment of unnecessary motor car weight.

**Heavy Weight Pounds Out Tires**

It is excess weight that prevents the average heavy and rigid car from equaling the publicly-known Franklin tire-mileage. The action of the weight of an automobile on its tires is similar to a hammer blow—and the heavier the hammer, the harder and more destructive the blow. Heavy weight pounds out tires prematurely. And the heavy car owner, accustomed to paying for tire-mileage he doesn't get, accepts it as part of the game—until he meets a Franklin owner.

For Franklin owners in every part of the country, get a consistent delivery of 10,000 miles and more to the set of tires.

The reason lies in the sixteen-year old Franklin principle of Scientific Light Weight and Flexible Construction. The Franklin

weighs 2445 pounds—the right weight for a full-size five passenger car. Moreover, it carries the minimum unsprung weight—weight below the springs, that contributes to the pound and shock tires must meet.

Franklin Flexible Construction—full elliptic springs, instead of the usual compromise type; chassis frame of tough, resilient ash instead of unyielding steel—is still another reason why tires on the Franklin get every opportunity to deliver the full mileage that is in them. This flexible construction reduces road-shocks on tires. There are no torque bars or strut rods to cause the rigidity that leaves tires unprotected.

**Light Weight Also Means Gasoline Economy**

These facts of Franklin construction affect the whole performance of the car. Because of Scientific Light Weight, because of Flexible Construction, the Franklin is not only economical in tires, but also gives a day-by-day delivery to its owners of 20 miles to the gallon of gasoline instead of the usual 10, besides remarkable riding-comfort and ease of handling.

Think of these things—and decide that any car that combines fineness with motoring economy such as this, is worth your immediate inspection.

For, any way you look at it, your motoring satisfaction in 1919 is going to depend on whether or not you have a car that will give you efficient transportation, with the utmost comfort, safety and reliability—at the least expense.

# BRALY AUTO CO.

601 Washington St., Cor. Nineteenth Phone Main 4880

It for themselves. It was the opinion of the officials present that such investigations as had been undertaken in the several states of the Union investigations, as had been undertaken in the several states of the Union during the brief six months of existence of that committee, had disclosed an immediate economic need for the continuance of the work which has for its basis elimination of waste effort in transportation with a resultant decrease in living costs and an immediate development of the vast potential resources of the nation now lying dormant for want of means of conveyance.

As a result of the deliberations of the meeting, upon a motion introduced by the Colorado delegate and seconded by Michigan, the committee went on record as favoring these points:

**Engineer Commission Wanted.** The enactment by Congress of an amendment to the present Federal Aid Road act which would provide \$50,000,000 for work on the roads of the United States during the next seven years; the creation of a Federal highway commission of five skilled engineers who should have charge of the expenditure of this fund in conference with the highway commissioners of the various states; the construction of a national system of highways, the location of which is to remain in charge of the state highway departments; and finally changes in the present Federal Aid Road act which would do away with the restrictions now limiting Federal aid to roads on 70 per cent of the mileage of which there is post delivery and of the limitation of \$10,000 per mile under Federal aid.

In arriving at this resolution, it was the sense of the meeting as brought out by discussions presented by the Minnesota and Missouri delegates, and later generally participated in, that after all, the fundamental problem in all highways is the condition of the road. Without it there is no load and unless it is solidly built, traffic must always be limited while maintenance costs will always remain high.

**Good Roads Quickened Trade.** Reports from all sections of the country showed that it has been possible to bring about a very marked increase in marketing through improved transportation wherever the road would stand the traffic. The conclusions reached were that all that is necessary today to speed up the country together with an enormously stimulated production of all kinds of supplies, is a road system which will not only open up the virgin territories of the West and South, but which will quicken the pulse of trade in the most congested districts of the East, where the casual observer might believe that traffic has been fully developed, but which close students say could be geared up to a remarkable extent through efficient use of the highways.

In standing by the creation of a Federal road commission, the officials of the body, expressed their belief in the feeling now generally prevalent throughout the United States among road men, that the time has come when transportation on the highways is deserving of more substantial recognition than that accorded it as a bureau, which, while it has been as efficient as the limitations of the law has permitted, would make possible representation of five different districts of the United States with their diverse needs.

**Vast Field Is Opened.** As for the future of the highways transport committee, the work already done by the voluntary organizations has opened such a vast field for research in the economic life of the country, that it is believed this work should be continued as a branch under the proposed road commission by salaried men who should be experts in the field, and who would give all of their time to a close development of the problems which the present committee has thus far only had time to uncover. In this field are classified as subjects of utmost importance to the future development of the United States, these points:

A study of the relationship of transportation to cost of living. A study of the development of the railroad lines through a vast new business which would be brought to them through the utilization of every highway as a "feeder."

A study of the relationship between the costs of transportation on a dirt road as compared with that on gravel and hard surfaced highways with the idea of placing before the residents in every community what the improvement of the road means to the business of each one of them whether he be in the city or the country.

**Grade Research Planned.** An analysis of the traffic limitations imposed by grades and research which would disclose at what point it becomes cheaper to carry a smaller load up a steeper grade than to carry a