

## AVOID RUTS; AID MOVEMENT FOR GOOD HIGHWAYS

This is Advice Given Motorists by Commissioner William D. Sohler of Massachusetts—\$300,000 for Oiling Roads.

Automobilists are quick to complain about poor roads or the lack of what seems to be a proper care in maintaining them to a proper touring standard. Yet comparatively few automobilists seem to realize that they themselves may be of great aid to the various local and state highway authorities by observing proper discretion at times while driving over stretches of road just beginning to deteriorate or which may be undergoing temporary repairs.

By endeavoring through careful driving and an intelligent observation of road conditions, the motorists of the country may become a very valuable and active adjunct in the good roads movement, a movement in which motorists and automobile organizations are vitally interested, but in which the individual motorist often forgets his own responsibility.

**Reasonable Driving.**  
The Touring Club of America through its various branches, has made a special effort this year, to impress upon tourists the great majority of whom use the splendid highways all over the country without paying additional fees, the importance of reasonable driving wherever conditions show that a little care will help immediately in benefiting the roads.

Commissioner William D. Sohler of the Massachusetts Highway commission, in a recent statement to Secretary F. H. Elliott of the T. C. A., on road conditions in his state and the increasing amount of work done every year to properly maintain them, shows very clearly how motorists may render very practical aid to the commission in its efforts toward road perfection.

**Keep Clear of Ruts.**  
"All drivers of automobiles," he says, "must have noticed the ruts that have formed not only in gravel roads, but also in the oiled roads."  
If the owners and operators of cars would only drive out of that rut or wheel mark, and spread the travel over a width of 10 or 12 feet on the roadway, many miles of road, which are now rapidly deteriorating, would be injured very little, if at all. On the oiled roads the automobiles would improve the surface and compact the oil and sand together.

Every one also must have noticed places where the travel had spread all over the road, and also roads where the wheel tracks of the automobiles had smoothed down and compacted these oiled roads, but continuous operation in one place naturally produces a rut and wears the oil out at that particular place. Where the road is oiled perhaps 15 feet wide, the tracks only run over a space of about 18 inches wide on each side.

**Instance Is Cited.**  
As a sample of this lack of care in driving and the evils that it causes, Commissioner Sohler cites the fact that the macadam road around Jacob's Ladder, used by all tourists in the Berkshires, which was opened in September, 1909, was torn up by ruts and several holes before July 1910. It cost about \$1400 a mile to put the road into good condition and oil it.

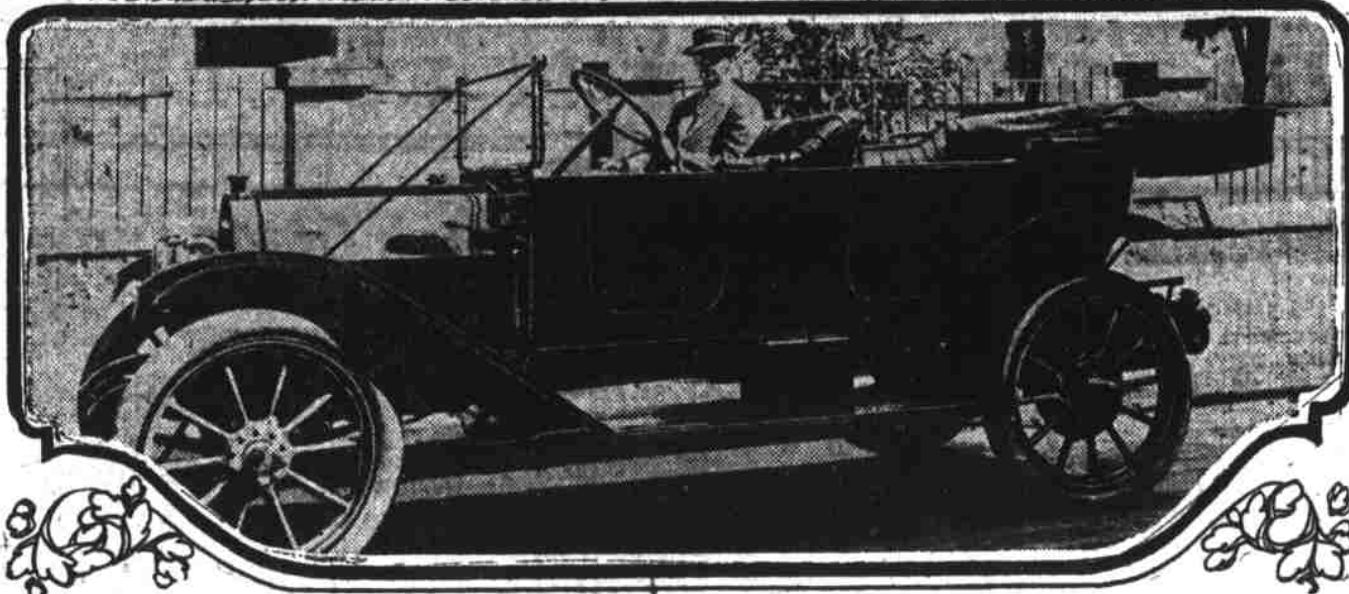
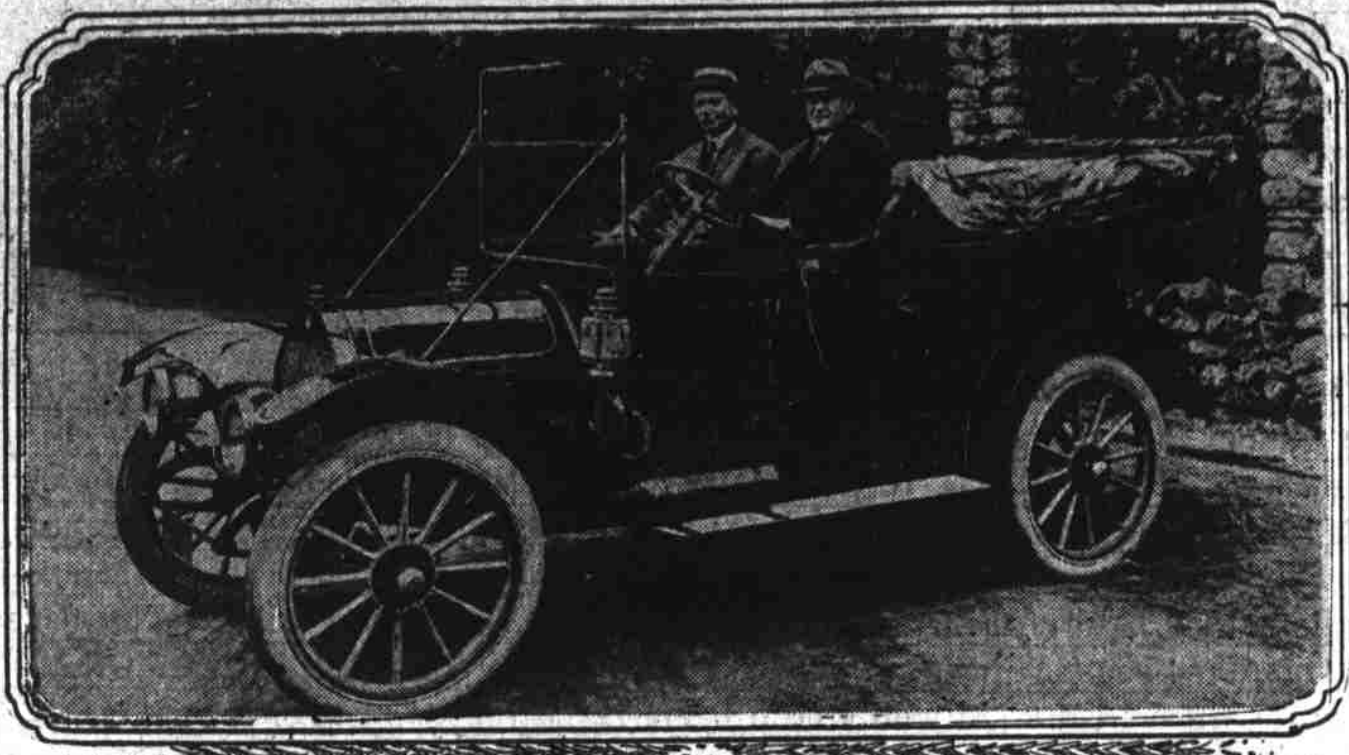
Massachusetts has about 850 miles of state highway, but there are many other miles of good roads in the main routes. How the road cost has increased to keep pace with the increasing popularity of automobile travel may be seen from the statement of the Massachusetts highway commission, as follows:

"The Massachusetts highway commission formerly spent only \$100,000 a year for the maintenance of its state highways, and this at a time when there were substantially 700 miles."  
**Fund Available.**  
"Since 1908, it was found that very much more money would be needed. In 1909 the legislature of Massachusetts more than doubled its appropriation for the maintenance of roads, and the automobile fees and fines were also made available for use on the roads. The legislature increased its appropriation from \$100,000 to \$200,000 and has been appropriating \$300,000 a year since, or double what it appropriated four years ago."

"It is estimated," says Commissioner Sohler, "that about \$300,000 will be available from the automobile fees this year for use in oiling the roads. In 1910 the commission spent over half a million dollars for the maintenance of state highways, whereas five years before it spent but \$100,000 a year."  
"The Massachusetts highway commission is spending in treating the roads in this manner considerably more than the total amount which is available from the automobile fees secured in that state; and it should be remembered that all the other items for the repair of roads, like new surfacing, cleaning gutters and catch basins, etc., etc., have also been paid for just as they had been before the automobile came into existence."

**FALL CROWDS GATHER IN NEW YORK HOTELS**  
(Publishers' Press Leased Wire.)  
New York, Sept. 2.—The hotels are beginning to fill up with visitors from all members of the country, buyers and merchants most of them, but a good sprinkling of just plain visitors and voyagers returning from Europe.

## ARRIVAL OF 1912 MODELS CARTERCAR AND REO SHOWN



Top picture—F. W. Vogler, manager Northwest Auto company, and Frank Finger, salesman at wheel of new five passenger Reo. Lower picture—J. C. Hess, manager local branch Cartercar agency.

## GOVERNMENT MAY AID ROAD CAUSE WITHIN ONE YEAR

Speaker Champ Clark Says That Nation Should Cooperate With States in Building the Highways.

Federal aid in road building may become an actuality within the next 12 months. From all over the country accumulates positive evidence of the pronounced belief that the national government should give attention to better interstate communication by road, and men prominent in affairs of state are declaring themselves one after another as being in accord with this progressive policy. Of the nation's leaders, none is more emphatic than Speaker Champ Clark, who, in a communication to President Robert P. Hooper of the American Automobile association, expresses this opinion:

"I believe the time has come for the general government to actively and powerfully cooperate with the states in building a great system of public highways. I believe the building of the Lincoln highway would be the entering wedge for the creation of a splendid system of roads that would bring its benefits to every citizen in the country."  
Congressman Borland, of Missouri, who is putting forward the Lincoln highway bill in the house of representatives, summarizes the matter very briefly:

**Highway Best Monument.**  
"What we need is a monument that will be of some use to the people now living on earth. If we could have the views on the subject of the great commoner, Abraham Lincoln, himself, I am satisfied he would be in favor of such a tribute. There is no monument so enduring as a highway."  
In commenting upon the proposed route, Chairman George C. Diehl, of the National Good Roads Board, concisely puts forth these words:

"A good broad highway, connecting historic Gettysburg with the capital of our nation, to be traveled by thousands, where now the route is followed by hundreds, owing to its serving as a road in name only. Motor driven vehicles are interstate as well as intrastate, and that which they accomplish in obliterating state lines will prove more effective than any other means in cementing this nation into a solidified whole, for, where men meet and exchange views, there has been a broadening of the viewpoint, and a more thorough understanding of the wants of one another."

**Good Roads Needed.**  
"With the time-saving and distance-decreasing vehicle at our disposal, it follows as a natural sequence that we must supply the right kind of road, and maintain it properly, in order to secure and retain the benefits that have been brought about by the coming of the automobile—a thing more valuable to the farmer than to the urban resident, a fact which is daily becoming more apparent to the man in the country."  
"Exceptionally good confirmation of the statement of Chairman Diehl, that the man in the country is realizing that the motor-driven vehicle is more for him than for the man in the city, comes from Kansas. Thomas McKay is a farmer who lives 14 miles from Oberlin, where the local farmers' institute held a session. Thereat Farmer McKay spoke as follows:

agree to take my boy and my team, if necessary, and grade another mile of that 14 miles if the rest of you busy men and farmers living along the road will do your share."  
Some of the farmers in attendance wanted to know the cost, and then agreed to do their share if McKay would superintend the job. McKay would not be bluff, and his fellow farmers supplied their share of the money and the 14 miles stretch of improved dirt road was soon placed in travelable condition.

**USES HORSEWHIP TO MAKE HIM CROSS LINE**

Port Jervis, N. Y., Sept. 2.—Mrs. Lena Stahl said today she was sorry

she did not hit harder when she applied a horsewhip to the shoulders of Robert E. Smith and drove him across the Delaware river into Pennsylvania. He was arrested on complaint of Samuel Vanlezen, who accused him of agreeing to sell 200 bars of toilet soap for \$10.50 and deliver 40 yards of carpet as a premium. Wood was dismissed after he had gone to the town of Cuddebackville and returned to several housewives the sums they had paid to him.

Mrs. Stahl came from Montague, N. J., to ask Wood why the soap and the carpet had not appeared at her home in accordance with an agreement. When she found that she could not obtain a warrant in New York state because she had dealt with the man in New Jersey she produced her lash and drove the soap seller out of the jurisdiction of both the commonwealth mentioned.

# G. & J. Tires M. & W. Tires Hartford Tires

## Announcement:

This is to inform you that on and after September 1 we shall distribute the three well known lines of tires named above, "AMERICA'S PREDOMINANT TIRES," and shall be in a position to fill all orders promptly.

We will be in larger quarters at our new location, 80-82 Seventh Street, about September 15, where we will be in a position to handle our business with greater facility.

## BALLOU & WRIGHT 86 SIXTH STREET

Automobile Accessories of All Kinds. Motorcycles and Bicycles

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