

**SAFETY OF NATION
DEPENDS ON GOOD
ROADS, SAYS HILL**

Better Highways Make Better
and More Contented Farm-
ers, It Is Stated.

MEAN FEWER IDLE MEN

Much Depends on the Soil and Along
With Husbandry of Modern Times
Goes Problem of Good Roads.

By Fred Lockley

Somewhere in the Bible is a verse that says "And the old men shall dream dreams and the young men shall see visions." Some men claim that Samuel Hill is a dreamer. Others say, "His plans sound well, but you must remember he is a visionary."

Both of these classes are right. He is a dreamer and a seer of visions, but he makes his dreams come true. Some of these self-satisfied, sneering believers in getting well on their own, who call him a visionary occasionally drift across his right way and wake up with a rude shock and a cry of anguish, and wonder why a stroke of lightning or an earthquake that hit him. A Kansas cyclone removes obstructions from his course, so does Samuel Hill. About the only difference between Samuel Hill and a Kansas cyclone is that one is a destructive force, the other a constructive force, but they are about a standard in getting obstacles out of the way.

Samuel Hill is the apostle of good roads, and he has all the enthusiasm of the apostle of old for his cause. He is like one of those old Crusaders who buckles on his armor to smite the Saracens.

Spends His Own Money.

If you can imagine one of those old Crusaders with a stenographer across the table from him, a Home Telephone at his elbow, and a book on good roads in his hands, with fiery enthusiasm and tireless zeal working toward the realization of his ideal, you have a good picture of Samuel Hill.

Does it sound like a contradiction to say that a man who spends 16 hours a day and hundreds of thousands of his own dollars to promote good roads, cares nothing for them? It is true nevertheless. It is also true that, although he is the president of the Home Telephone Co., he cares nothing about telephones. He is a worker for and a believer in better rural mail delivery, parcel post, cheaper express rates, water transportation and a host of other things, yet he cares nothing for them.

"No," said Mr. Hill, "in themselves, I care nothing for these things. They are merely a means toward a desired end. I am interested in the man on the land. The country that loses its producers will soon go into decay. The safety of the republic lies in the hands of the man on the land. We don't want to turn the running of our government over to the Mellens and Wall street speculators, neither do we want the soap box orators to run it. We want the man on the land whose only interest is to see that we have good government to be in control."

"We can't keep the man on the land unless we can give him good roads, telephones, freight trucks and some of the comforts and conveniences his labor helps to earn. The man on the land who is a thinker, and by that I mean a pro-

gressive and enterprising man, will not stay on the land unless he is enabled to raise his family in comfort. He will come to the city."

"Did you ever notice that the sons of farmers who come to the city do not have families such as their fathers had? They may have one or two children, but they are not the all-around resourceful men that their fathers were."

Commissioner Wamed.

"Some time ago there was a commission appointed in Massachusetts to investigate abandoned farms. A good highway was built through the district and to their surprise the commission on abandoned farms found there was no problem to investigate—there were no abandoned farms."

"With a good road will go and from the abandoned farms, they had all been purchased and were being farmed."

"The trouble is too many people fall to realize what good roads mean to our nation. They say indignantly, 'Oh, good roads is his hobby, my hobby is golf.' They fall to realize the safety of the republic is involved in the building of highways, while we could manage to struggle along without golf."

"Yes, I mean just that—the life of the republic. The safety of our nation is involved in getting good roads. Without good roads the drain on the blood of the nation will not stay on the land. The girls, who are intended to become the mothers of the future, will go into the cities, and virile race, come into town to become stenographers or manicurists, while the boys quit the gang plow or the prairie and become chauffeurs or laborers in the city."

"Did you ever stop to think of the menace to our institutions of a top heavy population, a one-sided population, where our cities are crowded and the farms are half worked? Can't you see what it is doing, over-crowding the cities, increasing the cost of living, making an unhappy and discontented class—a ready field for the seeds sowed by the agitator?"

"Did you ever stop to think of the battles of the world have been fought by the farmers? Look it up. The farmer, when aroused, will settle the matter. Do you remember how Paul Revere aroused every Middlesex village and farm? It was the embattled farmer that threw off the yoke of England."

Must Not Neglect Farmer.

"We can not afford by neglect of the man on the soil to draw him to the city, and have his place taken by foreigners."

"Good roads are more than a matter of providing a safe and speedy highway for the pleasure tourist in his automobile."

"It is the thing that will break up our large ranches into small farms and put a contented, industrious productive and independent class of people on the land."

"The day is not far distant when the auto truck will go to the farmer's field, get his wheat or corn, run to produce, take it over good roads to the river for shipment to the market. Then we will make use of the natural highway water transportation to supplement good roads in getting the farmer a large share of the price paid by the consumer for his goods, while at the same time the consumer by paying less will be able to consume more."

Much Depends on Soil.

"I remember how, in the folk lore of the Greeks, Antinous, when he wrestled with his antagonist, renewed his strength when he touched the earth. The earth was his mother. So the earth is the mother of peoples and nations. We came from the dust of the earth and we go back to the earth, and we lose our vitality and vitality when we get away from the soil. The strong nations have their roots in the soil. How long will a tree live if you remove it from contact with the soil?"

"How long will this republic live if you force on it an artificial life in the city, a hot house existence, an abnormal fibre destroying existence? The tree which wrestles with nature becomes strong. You do not grow oak trees in a hot house. We grow our

**REDUCTION OF FUEL
CONSUMPTION AIM
OF MOTOR INDUSTRY**

Indianapolis Motor Speedway
Sets New Mark for Next
Year's Races.

Already the people of Indianapolis are making arrangements for the next 500 mile race to be next year over the great brick speedway. One of the most notable changes announced for the next year is the reducing of the displacement allowed for motors from 450 to 300 cubic inches.

Five hundred miles at 100 miles an hour, without a stop or tire change, on one gallon of oil, and 25 gallons of gasoline, is the difficult target the management of the Indianapolis motor speedway has set for the motor industry of the world to shoot at during the next three years. Nineteen fifteen is already expected to show a distinct step in the right direction.

First, to reduce fuel consumption, the cubic inch piston displacement of the next Hoosier contest has been cut to 300, the minimum weight, however, remaining the same at 1600 pounds. These specifications are expected to stay in force at least three seasons, or until every branch of the science in this class of competition has been thoroughly probed. When there is no more to learn, a further reduction will be effected, less than 161 cubic inches being the final goal.

Regulations of this character naturally put automobile racing into the experimental division of the industry, where, properly, it belongs. The day when makers can take stock or semi-stock models and compete with them successfully is past, as the last 500 mile sweepstakes race, won by foreigners in specially built cars, amply testifies. Europe has for some time regarded gas contests as a laboratory, not a proving ground, which explains in a large measure her success.

In line with this idea, it is thought a number of American factories will enter the game from business if not patriotic motives. Special racing departments, having no connection whatsoever with the ordinary branches of production, except to lead the way, will be instituted, and a determined effort to put the United States once more on a footing with her foreign competitors begun.

Debt of Gratitude.

"Our nation owes a debt of gratitude to the automobile, for it has attracted universal attention to the need of better roads. It has caused the city man to apply his intellect to the effort of improving our highways."

"Making a road is an art, yet you will find thousands of land surveyors and road commissioners who think they are road builders. I can find 10,000 men who can make a passable road for one who can make a passable road. We need to realize that road building is a science and not waste our money in allowing amateurs to experiment with our roads."

"Oregon is putting herself on the highway of progress. I hope she will not let the politician in search of a job, or the camp follower seeking the spoils, divert her from the splendid work she is doing. Money spent on roads, if wisely spent, is better spent than if spent for militia to handle the I. W. W. In other words, roads mean fewer idle men in the cities, as there will be more work for them in building the roads and in handling the work on the farms."

pany, Grove City, Pa., \$2265, delivery at New York; \$2290, delivery at El Paso; deliveries within 90 days. Driggs, Seay & Co., truck company, Washington, Pa., \$2440, delivery at Washington or New York; four within three weeks and four per week thereafter. Lord Baltimore Truck company, Washington, \$2500, delivery at Washington within 90 days. Kelly-Springfield Motor Truck company, \$2400, delivery at Springfield, Ohio; four in seven days; eight in 14 days; five in 21 days. It is understood early deliveries will be considered in awarding contracts.

**AUTO MAY DISPLACE
MULE IN THE ARMY**

War Department Rapidly Motorizing
Its Military Equipment These Days.

The government is fast motorizing its military equipment, and it is predicted that within a few years the mule will have passed out of the army as the horse from the streets of the large cities throughout the country.

Bids for furnishing 17 motor truck chassis to the United States government were opened Monday, May 25, by depot quartermasters in Washington, D. C.; El Paso, Texas; Fort Sam Houston, Texas; Chicago, and St. Louis. Those opened in Washington were: The Kenosha B. Jeffrey company, Kenosha, Wis., \$2300 each; delivery within 40 days at Kenosha; Velle Motor Vehicle company, Moline, Ill., \$2022, delivered at Moline; \$2074 delivered in New York; \$2112, delivered in El Paso; deliveries within 44 days. Federal Sales & Service company, Washington, \$2200, delivered at Detroit within 50 days. Bessemer Motor Truck com-

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I'LL OWN A LOZIER TOO"**

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PERHAPS YOU, LIKE MANY OTHERS, have tried to appease, to allay, that longing by a substitute—an automobile of similar size or price. Or perhaps a cheaper one.

IF THAT IS THE CASE then your longing for a Lozier has only been accentuated—intensified—as your appreciation will be when that coveted Lozier is eventually yours.

AND THAT MAY BE SOONER than you had hoped. It is now within your reach—that Lozier. Assuming of course that price has been an impediment.

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IT'S A SEVEN-PASSENGER CAR, TOO—by making it a four we are able to utilize the extra wheel base for passenger space instead of for extra motor length. And to make it first class in every detail.

BUT YOU'LL HAVE TO SEE and ride in this Lozier Four in order to appreciate it. And to fully appreciate the excellence of mechanical construction and finish, you will have to spend time enough to look it over critically. "Closer scrutiny will disclose Lozier superiority" as we have said many times.

SUPERFICIALLY some other cars at similar prices may look all right—though they cannot look like Loziers. But close inspection discloses those properties that make Loziers famous as the cars that Stay Good.

AND IT'S BECAUSE YOU KNOW Loziers do stay good, long years after other cars have become old and gone out of fashion, that you have said so often "Some Day I'll Own a Lozier, Too."

DON'T TRY TO SUBSTITUTE—you can't fool yourself. You want a Lozier. You always have wanted a Lozier. And you will continue to want a Lozier until you get one. If your order comes at once you can have that coveted Lozier within a few days. But as our allotment is limited, don't delay.

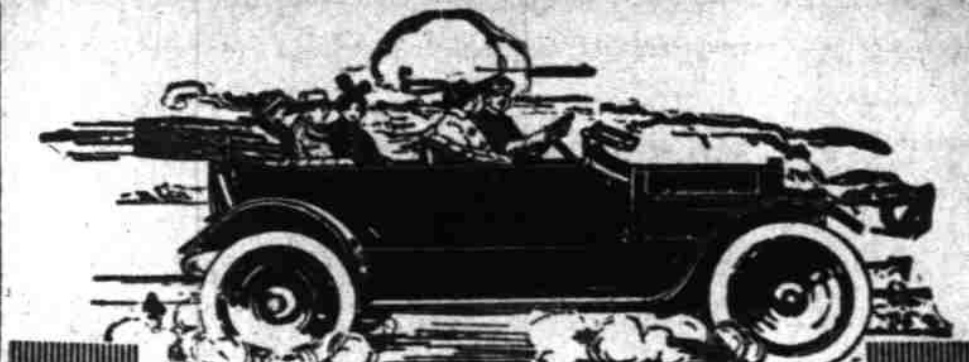
BESIDES, THE OUTDOORS CALLS—and think of the pleasure that will be yours when you sit behind that Lozier radiator—that imposing front—and see in the envious eyes of acquaintances that desire inspired in those words, "Some Day I'll Own a Lozier, Too."

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Written by E. LeRoy Pelletier
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