

## GOOD ROADS ARE A SAVING TO CARS

Improved Roads Prove Saving to Motorist, Says A. A. A.

American motorists cash in a yearly dividend of 10 per cent on the capital invested through federal aid in the improved highways of the country, according to a statement issued today from the national headquarters of the American Automobile association.

This dividend actually goes into the pockets of the motorists and represents the difference between the cost of motor vehicle operation over unimproved and improved highways. The differential, which is conservative, is based on extensive engineering tests of motor vehicle operation costs made in different sections of the country and for different types of roads.

It has been estimated many times that the average car runs approximately 6000 miles a year. A saving of two and a half cents a mile for 6000 miles amounts to \$150 a year. For 17,000,000 automobiles, this would mean a saving of \$2,500,000,000 a year on gasoline, tires, parts, upkeep, renewals and all phases of operation.

This would be the total saving if every mile over which an automobile traveled was improved. But of course only 60,000 miles of highway have been improved by federal aid. This 60,000 miles represents slightly more than two per cent of the total highway system which amounts to approximately two and a half million miles.

Two per cent of \$2,500,000,000 gives \$51,000,000 which can be legitimately credited to federal aid. The total capital expenditure for federal aid was \$500,000,000 which yields \$51,000,000 a year or 10 per cent in saving to the user of improved highways.

The study made by the Iowa State College, the Iowa highway commission and the bureau of public roads showed that the gasoline consumed on a paved road was only approximately one-half the gasoline consumed on a dirt road per unit of traffic. Incidentally the investigation developed that the gasoline consumed per unit of traffic can be taken as an index of the other costs of motor vehicle operation.

It showed in fact that there is a definite relation existing between the gasoline consumption per unit of traffic and other items of cost in vehicle operation. F. R. White, chief engineer of the Iowa highway commission, estimated that through improvement of a road surface the gasoline consumption is cut in two, the cost of tires is cut in two, the same ap-

## Postmaster General with Gun Sent to Him by Jailed Mail Bandit as It's Now Useless to Him



Postmaster General Harry New was photographed in his Washington office while holding the gun of Brent Glasscock, the bandit sentenced to twelve years in the penitentiary for his part in the great mail robbery last June at Roundout, Ill. The bandit asked that

the gun be given to the Postmaster General with the compliments of his wife and himself since he would be unable to use it in the near future. Chief Post-Office Inspector Rush D. Simmonds is holding the gun case.

plying to other items, including depreciation and repairs. For the first time these studies make it possible to present in terms of dollars and cents the difference in cost to the motorist and the public in general between improved and unimproved roads.

According to the Iowa study, traffic equalling 500 vehicles per day over earth roads requires an annual expenditure from both private and public funds of \$25,600 per mile, while a similar amount of transportation over a concrete surface costs \$20,650 per mile.

This means that for a light traffic earth road carrying 500 vehicles a day there would be saved \$4,950 per mile, per year, if the same traffic went over a paved road surface. Assuming the cost of paving a dirt road to be \$25,000 per mile, the saving in transportation cost would actually pay for the capital outlay in from four to six years. The difference between the cost of operation on a gravel road and a paved road would pay for the difference in the cost of construction in three years.

### HOLD BUFFALO DEALER MEETING

One hundred and fifty were present at the annual dealer meeting of the Oldsmobile Company of Buffalo, held at the Hotel Buffalo during the week of the automobile show in that city. Every dealer in the Buffalo territory was represented. This 100 per cent record is the first reported this year. Louis Engel, Jr., president of the Oldsmobile Company of Buffalo, presided at the meeting following the annual dinner. Talks were made by A. B. C. Hardy, president of Olds Motor Works; L. G. Dodge, assistant sales manager of Olds Motor Works; R. M. Hatfield, service manager of Olds Motor Works, and George Carroll of General Motors Acceptance Corporation. Optimism prevailed at the meeting and many orders for cars were taken.

## BITS OF REAL LIFE

By Esther L. Williams

### KEEP GOING

"The real reason why a lot of folks never get anywhere," said Aunt Charlotte the other day as she settled herself down in the breakfast nook for a chat while I made a birthday cake for Jamie, "is that they don't really know where they want to go. It's just like as if I'd start from my home here in Kansas thinkin' I'd go to New York, then when I got half way there I'd decide I wanted to go to San Francisco. Then after I'd gone a ways towards San Francisco I'd take a notion I wanted to go to Winnipeg. So I'd start off for go to Winnipeg. So I'd start off for a third of the way there that the real place I wanted to go was Galveston, some other place would catch my attention and the result would be that I wouldn't go anywhere in particular—just go meandering around, and getting nowhere.

"I can't see for the life of me why folks don't use as much common sense in their affairs as they do when they start on a trip. First thing they do is to decide where

they want to go, then start out and just keep a going and they're sure to get there. They may come to some mighty steep hills and find some miserable roads, but if they just keep on going they'll get there sometime. The main thing is to know where you are going and then keep your face set towards your goal.

"I know it's a hard prescription for I've tried it. Anybody knows this if they've honestly tried to get somewhere or do something worthwhile. Many a time I've started out to do some certain thing every day—a definite task, that would leave me each day a little nearer the goal I'd set for myself than it found me, and it seemed as if every time there would be something turn up that would make it impossible to keep going. That's why I'm not any further along than I am. Tisn't human to just drive yourself every minute of the day and that's about what one has to do to accomplish work in this world. Working while other folks take their sleep, that's the way most of the folks who have climbed to success have made the grade. It's a lot easier to roll into bed at night when you're dead tired than it is to buckle on your harness and work some more. I guess that's why

there are so few who reach the top.

"I never see anybody who has done something worthwhile but I think I see the traces of toil written upon them. That's the way they get there. There just isn't any other way, but just to keep on going."

### Noted Doctor's Own Land Last to Know His Fame

GLASGOW, Feb. 28.—The fame of Sir James Mackenzie, heart specialist, who died last week, had spread to the United States, and to other parts of the world, long before he became a figure in the medical world of Great Britain. In connection with his passing the story is told of the visit of Dr. Simon Flexner, director of the Rockefeller Laboratories of Medical Research, who came to London in 1911 and was entertained at the London Hospital. At a distinguished assemblage of surgeons and physicians, Dr. Flexner inquired why James Mackenzie was not there.

"Mackenzie" every one queried and answer all round was: "Why, we have never heard of a doctor by that name who has accomplished anything of note."

### FLAGSHIP IS FLOATED

MANILA, Feb. 26.—(By Associated Press.)—The USS Huron, flagship of the American fleet in Asiatic waters, which went aground yesterday off Malampaya sound island of Palawan, 200 miles southeast of Manila, was floated at midnight.

Silver City Man Wins Honors in the National Egg Laying Contest.—Santa Fe (New Mexico.)

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### Freaks of Human Conduct Revealed to Dry Cleaner

SAN FRANCISCO, Cal., Feb. 28.—The old saying that no man is a hero to his valet might be transposed to say that no man or woman either is entirely a mystery to his or her dry cleaner, if one accepts the views of Miss Elizabeth Santry, receiver at a local cleaning establishment.

Miss Santry sums up her reactions severely as follows: "The men are unfaithful and careless. The women are stupid and indifferent." She explains that men are prone to leave love letters in their clothes, and that women make a habit sending garments with jewelry adhering.

"Life in a dry cleaning office is just one piece of jewelry after another and one love letter on the heels of another. When we send the letters home in the cleaned clothes, wives always get them and trouble follows.

"I called one woman up at a hotel and told her we had her diamond sunburst, worth a fortune, dearie. I'll send a bell hop over some time today."

### Australia Cares Little For Titled Personages

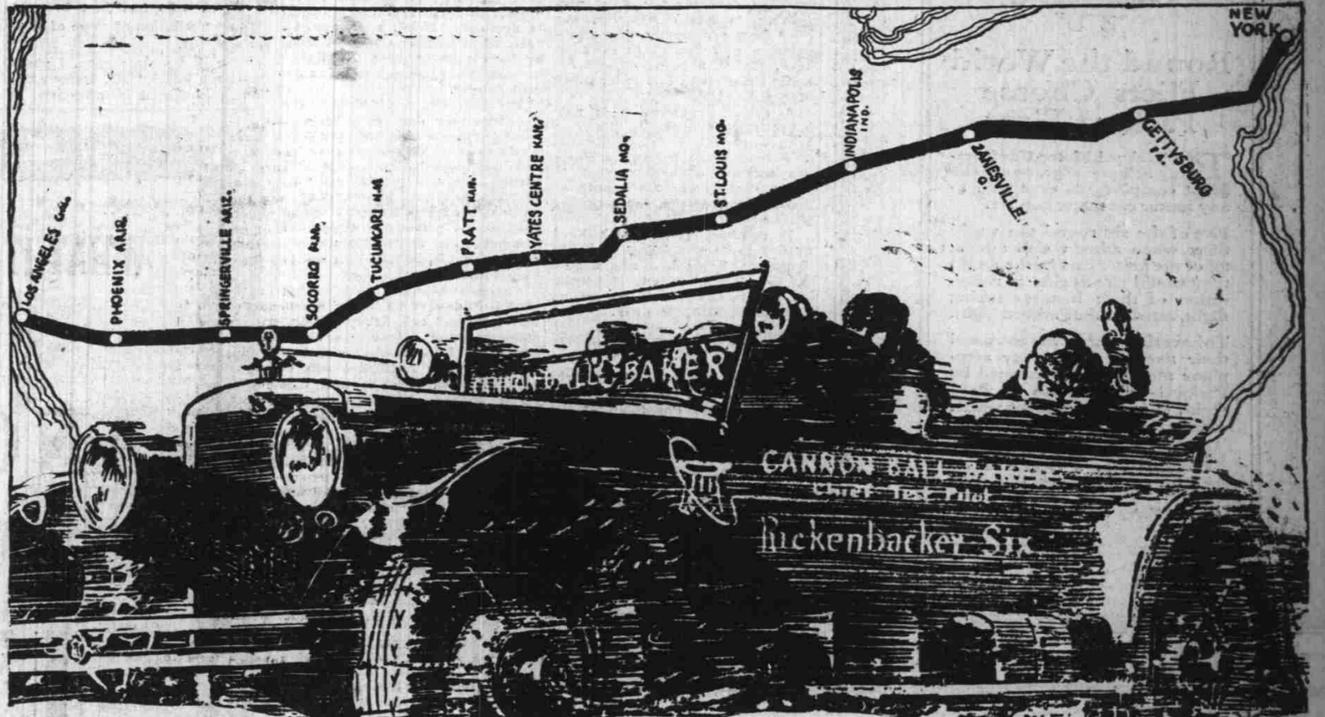
MELBOURNE, Feb. 28.—Australia is emphasizing its democracy; the list of New Year honors was the shortest on record.

Knighthood and other imperialistic decorations have lost much of their significance and dignity here because of the scandals attached to their bestowal. Certain wealthy political workers are still prepared to pay the price to become knights, and British government is quite willing to grant the appointments, but the Australian state governments, wisely gauging public feeling, has practically vetoed the wholesale distribution of these gifts.

The Labor governments in Tasmania, Western Australia, Queensland and South Australia have legislated against these awards, and even the Liberal governments are going slowly in recommending the granting of British honors.

Dignified reward for meritorious service to the state is still understood, but many public men who have rendered signal service have insisted on remaining plain Mister.

ive peer, the late Lord Forrest who peer, the late Lord Forrest, who did so much work in exploring unknown Western Australia that the country forgave him his title.



# Coast to Coast Record BROKEN!

## Cannon Ball Baker Driving a Rickenbacker Six Sets New Motor Record and Beats Time Fastest Trains Across Continent By 15 Hrs. 2 Min.

Beats Former Auto Record By 30 Hrs. 10 Min.

Consider what this means!

Starting from the Atlantic Coast in the worst month in the year, and just after the worst snow and sleet storm of the season—first day between canyons cut through snow banks—then ice-sheeted roads for hundreds of miles—

Wallowing through Nebraska gumbo in February;—

Slithering over the greasy red clay of New Mexico and the shifting sands of the Arizona Desert;—

Over mountains that are snow capped even in summer;—

Through passes almost impassable;—

An automobile makes this trip—hours faster than the three fastest railroad trains that cross the continent!

Seventeen locomotives—each costing tens of thousands of dollars—make it in relays.

Yet this Rickenbacker Six—selling at \$1,395—made the entire trip, a total of 3106.5 miles in 71 hours 33 minutes—actual driving time.

Driven by one man—a very Hercules in strength, else he could not have withstood the terrific strain of a long drive—all the way.

No relief for car or man.

Here was a feat!

Average for entire distance was 43.4 miles per hour!

Did it in the worst season—worst weather—worst roads—of the year, while former attempts carefully chose their time.

There's stamina for you!

There's speed—long sustained speed—for you!

There's power plus—for this car knew no grades nor mountains!

At one stage "Cannon Ball Baker" drove 75 miles in low and second gears for hour after hour—at 45 miles per hour in second.

At that speed, in "second", the motor was turning over 4,000 revolutions per minute.

There's a lubricating system for you!

Try that feat with any other car.

Rickenbacker "Six" averaged 46.7 miles per hour from New York to Indianapolis and 57.6 from there to St. Louis—thus beating "St. Louisian" crack Pennsylvania Flyer by over two hours.

To do that, Baker had to go over 70 whenever he could see far enough ahead.

He says Rickenbacker mechanical 4-wheel brakes did it—for he could drive faster, with safety, than ever before on country roads.

Baker insists that no driver—no car—can hope to equal this record with any other than Rickenbacker 4-wheel brakes, and a motor with 7-bearing crankshaft properly lubricated.

On its fight from Atlantic to Pacific this Rickenbacker Six clipped one inter-city record after another—all of them!

Beat running time three fastest trains—Pennsylvania, New York to St. Louis—Missouri Pacific, St. Louis to Kansas City—Santa Fe, Kansas City to Los Angeles—by 15 hours 2 minutes. Train time is 86 hours 35 minutes—Rickenbacker Six actual running time, 71 hours 33 minutes.

If there has been any doubt in your mind that this New Rickenbacker Six is the greatest car in the world, here is proof.

And any Rickenbacker Six will duplicate this performance—for this was a stock car. We will deliver you an exact duplicate for \$1,395 f. o. b. factory.

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