

GOOD ROADS DECLARED PROFITABLE VENTURE

SEATTLE, Wash., May 15.—Good roads are paying Seattle and nearby communities real dividends daily, according to an editorial in the Seattle Times. The editorial sketches the growth of motor transport in that section of the country. It says:

"A hundred of these machines now are operating over the fine thoroughfares leading out of this city in every direction. They handle several hundred tons of freight every twenty-four hours—handle it swiftly, surely and cheaply."

"So well organized has this business become that tariff schedules have been drafted, regular hours of service provided and bounding arrangements made to protect shippers against loss. Moreover, this business still is in the stage of development. It is much larger today than it was a year ago. It will be a great deal bigger a twelve-month hence."

"The swift, truck, operating over a specified route and serving a specified district, assures the rural merchant and the rural dweller service such as neither ever previously has had. The same trucks bring to Seattle, from innumerable points, farm products desired by urban dwellers."

"Every time a new road is built, opening up a farming district previously served indifferently, if at all, new possibilities are presented for truck freighting."

"Good roads pay by attracting tourists during the summer."

HUNDREDS OF CARS GO TO NEW OWNERS DIRECT

Plant, the "Vehicle City," would have the setting of the war times if a few more of the citizens were in khaki. Grocers are parceling out sugar in small quantities, coal men are hoping everywhere there is the same conservation that obtained in the days when our boys wore across the Atlantic.

The scene at the big automobile factories is just the same as that of three years ago. Labor conditions have so handicapped shipments that drive ways are daily occurrences. In fact the number of Dord cars that have been driven to destination this spring is surprising. Hundreds have gone to Detroit, Chicago, Indianapolis, Toledo, Pittsburgh and other points, some traveling far greater distances.

"The war showed the possibility of driving cars over all kinds of roads and distributors lost no time in putting the old human machinery back to work," says John D. Mansfield, general sales manager of the Dord Motor Car Company. "In more ways than one is the buyer profiting by this method. He gets early delivery, which would be impossible otherwise. And then the car that comes to him is broken in, ready for ordinary use, the trip overland tuning up the motor and bearings."

"Some have an idea that cars driven two or three hundred miles are apt to show signs of handling. Bodies are so well smeared with paraffin and other parts protected that these cars are not treated as badly as others being hunted around freight terminals."

FRANKLIN CAPITAL IS RAISED TO \$40,000,000

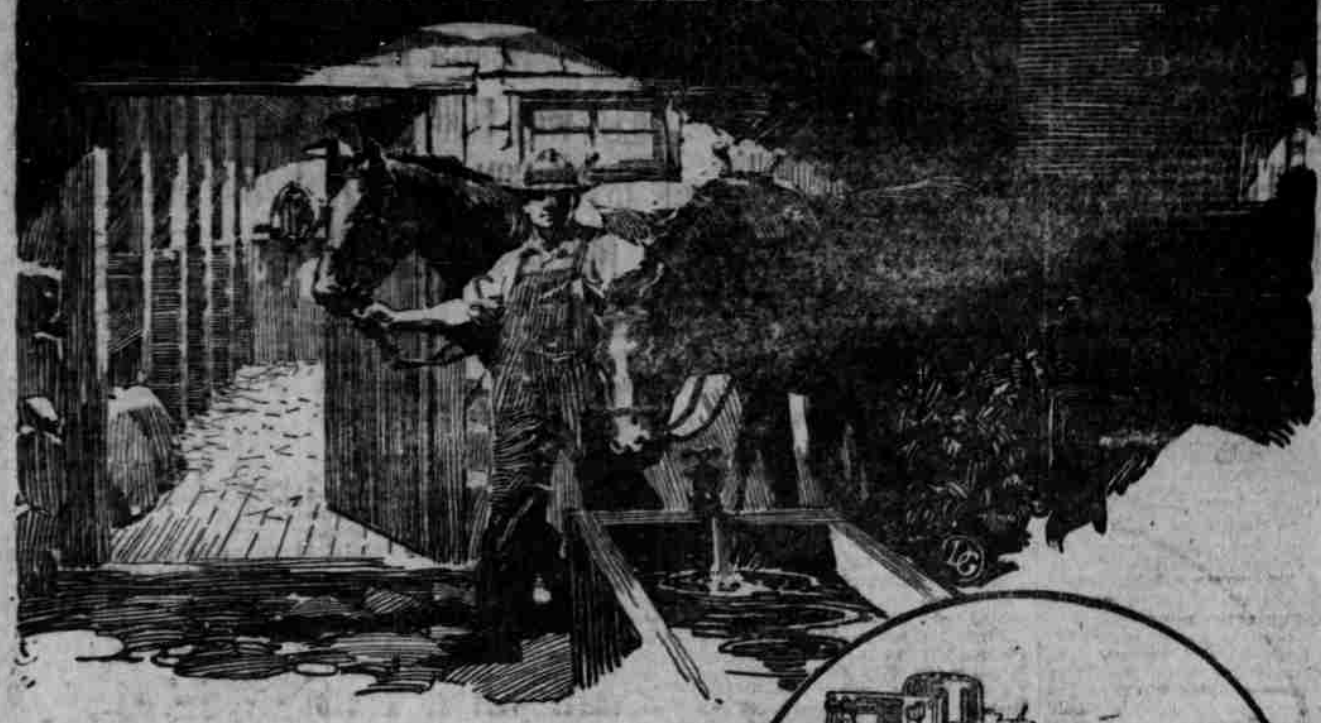
Announcement has just been made by the H. H. Franklin Manufacturing Company (the manufacturing end of the Franklin Automobile Company) that the capital stock of the corporation will be increased from \$7,000,000 to \$40,000,000 at a special meeting of the stockholders to be held in the near future. The stockholders will, it is expected, authorize an increase in the preferred stock from \$5,000,000 to \$15,000,000 and in the common from \$2,000,000 to \$25,000,000.

It is understood the plans for additional financing carry an extension of the privileges to holders of the preferred stock of the company to purchase certain allotments of shares of the common under conditions which will be later determined and announced when the new issue is actually offered.

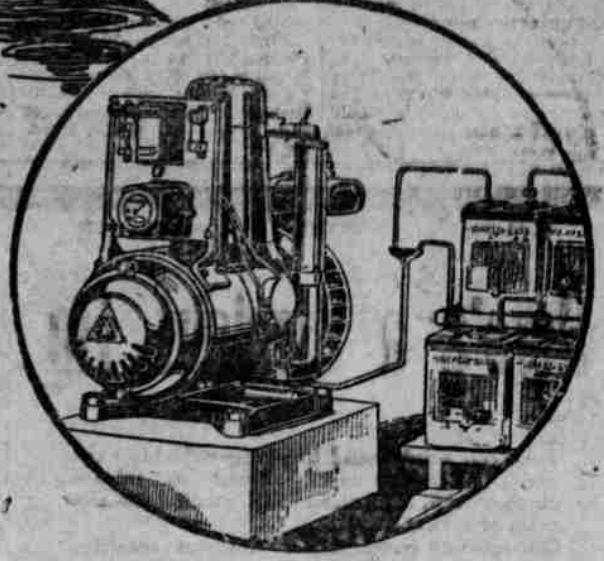
The Franklin Company is the largest industry in Syracuse and gives employment to 5,999 persons. According to present plans this number will be increased to at least 6,800 before the first of the year. Production at the present time amounts to 65 cars daily. Next year's schedule calls for 51 cars daily or 25,000 cars for the twelve months ending December 31, 1921. Unfilled orders for cars now amount to over 1200 of three months' production. The new financing will, it is understood, have nothing to do with the manufacture of the new one ton air-cooled Franklin truck, which is to be carried on by a separate corporation in a separate plant.

The unprecedented demand for Franklin Cars has been instrumental in causing officials of the company to shape their future program on the broad scale indicated. During 1919 the Franklin Company did a business of \$24,000,000 and from the present outlook those figures will be doubled this year. Within the past few weeks

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Clean, safe electric lights make the house, barns and premises as bright as day. Electric power does the pumping, separating, churning, washing, ironing, sweeping and a score of other tasks. Greater convenience and comfort come to those who have Delco-Light.

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name the permanent athletic field at a football star at the state college, have made a grease spot on the new institution "Gatton Field." In honor of "Cy" Gatton, who was killed in France. Gatton was one of the best known college athletes in Montana. Mamma—"Alfred, you had boy, you there's company in the parlor."

Tire Prices Advanced

There is a greater demand for tire economy than ever before. Every motorist is naturally thinking of just how he can reduce his "tire expense."

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- 1 1918 model Paige—Sport roadster, perfect condition.
- 1 1919 Model Lexington Touring Car—Cord tires, snubbers, 1 extra tire; mechanically perfect.
- 1 1918 model Willys-Knight Touring—Cord tires, 1 extra tire, spotlight and bumpers.
- Late Model 5 Passenger Buick Touring.

These cars will be sold at a price that should interest any prospective purchaser and must be seen to be appreciated.

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AUTO WORLD CLAIMS NEW ACE FOR SPEED

The automobile world has now a new "Ace," a real speed demon. His name is Tommy Milton, already famous on the speedway of the country. But his performances on the sandy beach at Daytona, just completed, marks him as the present day automobile speed king. Tommy has succeeded in clipping off all the records for one mile up to five miles set last year by Ralph De Palma.

Driving a Duesenberg car equipped with Goodyear cords, he drove one mile in the really remarkable time of 22.7 seconds as against the world's record of 24.2 seconds. He set a new world's record of two miles in 46.24 seconds; three miles in one minute 2.18 seconds; four miles in one minute 38.14 seconds and five miles in only four seconds beyond the two minute mark.

The establishment of these new records in a great victory for Goodyear straight-side tires for Milton's big Duesenberg was equipped on all four wheels with these tires which despite the terrible grinding they endured in setting up these new speed marks, hardly showed that they had been used at all. Few persons, except those acquainted with tire performance, fully appreciate the terrible greuling a tire must withstand at a speed of 158 miles an hour.

At the conclusion of these speed tests, Tommy Milton wired the Goodyear company that these new world's records were made possible by the wonderful performance of the Goodyear cords and said: "Owing to changing wheels to get different gear ratio I used fourteen tires during my trials. None were specially prepared and many were hurriedly mounted but not once did I have any trouble of any nature with my tires. I firmly believe that three miles a minute speed is possible. It is solely up to the motor builders for Goodyear is ready with the tires. I would go after such a record tomorrow with the tires I used here in my record work."

WOULD NAME FIELD FOR HERO BOZEMAN, Mont., May 15.—A proposition will be placed before the faculty and student body of Montana state college, it is announced here, to

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