

Motor Car and Good Roads



Reflections Suggested by Recent Automobile Shows

By JOHN DICKINSON SHERMAN



UTOMOBILE shows in several big American cities recently have been huge successes. These shows attracted enormous attendance. They were informative and were marked by the sale of many cars of all kinds. They were especially informative for the reason that they showed what has been accomplished in the quarter of a century during which the automobile industry has grown up from an exceedingly modest beginning to its present enormous proportions. Reading between the lines of the facts brought out at these shows, it is to gasp with amazement at the changes that have been wrought in the industry itself and in American life through the motor vehicle—the automobile, the motor truck, the motor bus. It was approximately twenty-five years ago—as I well remember and doubtless many of you do—that the first automobile made a journey by highway from Detroit to New York City. And what a trip it was! There were no service stations, so a complete set of replacement parts was carried. The tires usually deflated at 15-mile intervals. Horse power often had to drag the car from mudholes. And it took a whole week to make the trip! Today the same trip is made comfortably in three days.

The other day a car—no; never mind the make, this is not an advertising story—was driven from New York City to San Francisco—3,423 miles—in exactly 102 hours and 45 minutes—elapsed time, not running time! This was within 6 hours of the fastest train schedule. The route was over the Lincoln Highway—a highway that 25 years ago was not in existence.

The point of the foregoing is that motor cars and good roads are inseparably bound together. Everywhere the traveler with eyes sees the truth of this. Take the Scenic West as an illustration. It was only a few years ago that the tourist traveled by railroad and then got into a horse-drawn vehicle—the old stagecoach was the thing. Now the Scenic West is alive with motor cars from every state in the Union—and with public motor busses. There were 308,212 private cars admitted to the national parks last season. Everywhere are seen road gangs in the mountains, which were only foot and horse trails before. Rocky Mountain National Park has a highway over the Colorado Continental Divide that climbs up to 11,797 feet. The cog road up Pikes Peak used to be considered a marvel; now there is an automobile road to the very summit.

New York City has a breathing space in the Interstate Palisades Park. Highway after highway on both sides of the Hudson has been constructed to take care of the motor traffic—and even a suspension bridge over the

Hudson, Wisconsin, Minnesota, Michigan—state after state—have fallen in line in the making of good roads to attract tourists as well as to take care of business. They are reaping an annual reward of many millions of dollars. Illinois, a state of black soil, has literally lifted itself out of the mud by its bootstraps—through the construction of 5,575 miles of hard roads—and had 1,278,114 motor vehicles on its registry last year.

In short, there were approximately 20,000,000 motor vehicles under registry last year in the country. Our highway program appears to be stabilized at about a billion dollars a year. We have today about 3,000,000 miles of highways, ranging from mere trails to the highest type of improved road. A central system of highways has been established—the federal 7 per cent system of about 200,000 miles. The federal appropriation for the fiscal year beginning July 1, 1925, is \$73,125,000 for federal aid roads; 10,000 miles of such roads were built in 1925.

Do you remember how solemnly and forebodingly the automobile manufacturers and the financial experts and the general public used to talk about "the saturation point" in the industry? Apparently "there ain't no such animal," as the farmer's wife said when she first set eyes on a hippopotamus.

As a matter of fact the automotive industry has been greatly astonished more than once by developments. First, by the increasing demand for automobiles; next, the tremendous popularity of the motor truck; now the spectacular development and ramifications of the motor bus service. On top of this last surprise comes the export last year of 550,000 American cars.

There is, however, a saturation point in the general situation, as most big cities of the country know to their perplexity, and that is the inability of the roads to furnish the room for the automobile traffic. This almost paralyzing congestion obtains at all business hours, and is worst of course in the business centers.

Chicago has just put into effect a new system of traffic control lights and calculates that it makes a theoretical "economic saving" of \$100,000 a day in the saving of time. New York estimates its daily economic loss at a much larger sum.

This congestion of traffic obtains not only in the business centers but also on approach roads. Many residents of the big cities have given up week-end auto trips because the patience of Job himself would be inadequate to the task of getting back home Sunday evening.

In 1925 the motor truck industry had its most successful year, with the manufacture of 232,000 units, an increase of 100,000 over the previous

record. The volume of business in dollars also set a new record of about \$500,000,000. The development of the foreign market is rapid. Fifty-one American railroads are now using motor trucks as a part of their shipping service, as compared with 33 in 1924.

The automobile industry, directly and indirectly, provides a living for 3,200,000 persons. About 350,000 are actually engaged in the manufacture of cars, trucks and busses. Over 9,000,000,000 gallons of gasoline were consumed in 1925 in American cars. The total public investment in automobiles today is about \$16,500,000,000. According to present rate of production and replacement seven seasons will be required to replace the 20,000,000 now in use.

In January of 1925 American automobile manufacturers foretold an output of 6,000,000 for the year. About 3,750,000 cars were made. This year they are estimating the demand at from 4,000,000 to 6,000,000. They count on the steady increase of wealth in the country, the increase in good roads; the extension of the automobile's usefulness; the tendency of the well-to-do to own two cars or else invest in a better car; the desire of every family to own a car and travel.

The motor-bus business is springing up like a mushroom. One hundred thousand are predicted for 1926. You can get in an inclosed bus de luxe in almost any large city and go almost anywhere on regular schedule. The city streets are full of great double-deckers.

The foregoing outstanding facts of the automotive industry, together with others that might be mentioned did space permit, seem to indicate that the developments of the next ten years will be exceedingly interesting as well as of national importance. For example:

Organized society will have to take a definite stand as to the respective rights of motorist and pedestrians. The appalling needless loss of human life must be stopped.

The fuel situation is ridiculous. There is energy in a gallon of gasoline converted 100 per cent into mechanical power to propel a light car 450 miles.

How far can the practice of time payments on cars be carried? Shall we have perpetual license plates?

Shall we have federal control of through highways?

Shall highways provide for express, local and freight traffic? Shall we have double-deck roads at congested points?

One thing seems to be certain: Upon the permanent roadways will depend the extent to which the motor vehicle may be operated for pleasure and profit.

Wise Old Mahomet

"If the mountain will not come to Mohammed, Mohammed must go to the mountain." This well known phrase is often used of one who, being unable to have his own way, bows to the inevitable and does the best he can under the circumstances.

The saying originated with the prophet himself near the beginning of his career. The Arabs wanted a proof of his miraculous powers, whereupon

he ordered Mount Safa to come to him. Of course the mountain stayed where it was, but equal to the emergency, Mohammed announced, "God is merciful. Had my command been obeyed it would have fallen upon us and we would all have been destroyed. Instead, therefore, I shall go to the mountain."

Dirigible Is Success

A successful flight of the giant semi-dirigible RS-1 was recently made by a crew of nine officers and

men of the American army at Scott field, near Belleville, Ill. The shape of the ship takes the form of a heart with a depression on the upper surface. It is capable of attaining a speed of 70 miles an hour.

More Chance

"You say that Miss Agely is desperate for a man?"
"Yes. She had twin beds put in her room, so she'd have twice as many to look under."—American Legion Weekly.

IMPROVED UNIFORM INTERNATIONAL Sunday School Lesson

(By REV. F. H. FITZWATER, D.D., Dean of the Evening School, Moody Bible Institute of Chicago.)
(E. 124, Western Newspaper Union.)

Lesson for March 21

JESUS DIES AND ARISES FROM THE DEAD

LESSON TEXT—John 19:11-30; 20:1-29.
GOLDEN TEXT—Therefore doth the Father love me, because I lay down my life that I may take it again.—John 10:17.
PRIMARY TOPIC—Jesus Dies and Rises From the Dead.
JUNIOR TOPIC—Jesus Dies and Rises From the Dead.
INTERMEDIATE AND SENIOR TOPIC—Jesus Dies and Rises From the Dead.
YOUNG PEOPLE AND ADULT TOPIC—Christ Dying for Our Sins and Rising Again for Our Justification.

1. Jesus Crucified (vv. 17-30).
1. The place (v. 17).
It was on a hill called in Latin Calvary, in Hebrew Golgotha, which in shape resembled a skull.
2. His companions.
Two malefactors (v. 18, cf. Luke 23:32).
This shows how completely Jesus was identified with sinners.
3. The inscription over Him (vv. 19, 20).
It was customary to place an inscription over the cross stating the crime for which the victim suffered.
4. Gambling for the garments of Jesus (vv. 23, 24).
This is an exhibition of how men's hearts may be so callous as to plan and act for present gain under the shadow of the cross of Christ.
5. Utterances from the cross (vv. 25-30).
(1) "Behold thy son"—"Behold thy mother" (vv. 25, 26).
In this crucial hour He forgot His own bitter anguish and interested Himself in those He loved. Though He was leaving the earth and its struggles, He made provision for the dear ones left behind.
(2) "I thirst" (v. 28).
As the sinner's representative, He suffered not only untold agony of mind, but of body as well.
(3) "It is finished" (v. 30).
While no one can fathom the depth of meaning in these words, they do no doubt indicate (a) that the calamities and indignities heaped upon Him were at an end.
(4) His death (v. 30).
His death was voluntary. With full consciousness that all things which He had come to do had now been accomplished, He dismissed His spirit.

II. The Resurrection of Jesus (20:1-29).
1. The empty tomb (vv. 1-10).
(1) The testimony of Mary Magdalene (vv. 1, 2).
This woman, out of whom Jesus had cast seven demons (Mark 16:9; Luke 8:20), announced the fact of the empty tomb to Peter and John.
(2) Personal investigation by Peter and John (vv. 3-10).
The news of the empty tomb which Mary brought with breathless haste so moved John and Peter that they both ran to investigate.
(3) The manifestations of the risen Lord (vv. 11-29).
(1) To Mary Magdalene (vv. 11-18).
(a) Mary weeping at the empty tomb (v. 11).
Peter and John went home, but Mary could not—she stood weeping. She should have been rejoicing that the grave was empty, for the empty tomb was an eloquent proof of His messiahship and deity.
(b) Mary questioned by the angels (vv. 12, 13).
She viewed through her tears angels at the tomb, who inquired the cause of her sorrow.
(c) Jesus reveals Himself to Mary (vv. 14, 15).
She first saw angels, and then her eyes lighted upon the Lord. She did not recognize Him in His resurrection body but His voice was familiar to her. As soon as her name was called she recognized Him and worshiped at His feet.
(d) Jesus forbids her to touch Him (v. 17).
This shows that she was now coming into a new relationship with Him. Besides, there was no time for such familiarity while the disciples were in darkness. "Go tell my brethren," was the message for her to carry.
(e) Mary's testimony (v. 18).
(2) To the disciples (vv. 19-20).
(a) When Thomas was absent (vv. 19-23).
He came to them with the message of peace (v. 19), showed His hands and side (v. 20), commissioned them (v. 21) and bestowed upon them the Holy Spirit (v. 22).
(b) When Thomas was present (vv. 24-29).
Victory over Thomas' skepticism was realized by the sight and touch of the Lord.

To Make True the Dream
The most valuable possession which Christianity holds for me is this conviction: That the task is unfinished, that the conflict is still on, and that it is my business to invest my life in such a way as to make true the dream of the Son of Man.—Edward A. Steiner.

Depend on Jesus
Never let earthly things, not even the bitterest sorrow, blind you to the presence of Jesus.

On the Funny Side



SHOCKING
Mrs. Teller—I hear that Mrs. Naylor, the last time she went to the city, took her young daughter to Sheridan's "School for Scandal."
Mrs. Lisner—Isn't that perfectly terrible! I should think Sheridan would be ashamed to conduct a school of that sort—but everybody seems to be going to the dogs these days.—*Trouveur de Sentiers.*

Revealed
She (expectantly)—And what is it, Mr. Richey, that you so specially want to tell me?
He (earnestly)—Well, I couldn't tell you out there with all those people about, but—
She (encouragingly)—Yes?
He—You've got a smudge on your nose.

WOULD HE REMEMBER?



Putting It Into Action
Customer—Have you finished printing those signs, you know. "Don't put off till tomorrow what you can do today," and "Procrastination is the thief of time"? You promised them for today.
Printer—But I'll have them tomorrow.—*Dartmouth Jack o' Lantern.*

The Fatal Glance
"What! Hilda Hay fired? Why, she's been dancing at the Cavilare for the last four years. How comes she's fired?"
"Well, it seems that she's cross-eyed and her nose slants to the left, and last night somebody happened to notice it."—*Washington Star.*

Gentlemen Friends
"Who's that waiting for you, Myrtle? Your Candy-and-Flowers or your Dinner?"
"Now, that's my Transportation. He's taking me downtown to meet my Theater Seats."—*Life.*

Need Help?
Basil—I am a special investigator.
Beryl—What are you investigating?
Basil—The theory that kissing is dangerous.—*Michigan Gargoyle.*

They Would Be
She—Are you in favor of women taking part in public affairs?
He—It's all right if you really want the affairs public.

STILL HAD HIS FAULTS



Efficiency
"Why do you have your number on the front bumper?"
"Cops make me."
"Why?"
"It stamps it on the pedestrians so they can tell my car hit 'em."

Some Other Person
Motorist—Didn't I run across your face somewhere or other?
Pedestrian—No, it's always been like this.

Afraid of Encyclopaedia
Newrich—I'm proud of our son, mother. He wants us to buy him an encyclopaedia.
Mrs. Newrich—A bicycle is much safer, dear. I would always be worrying for fear he would fall off the encyclopaedia and break an arm.

GLAD TO SPREAD GOOD NEWS

Helped by Lydia E. Pinkham's Vegetable Compound



Cleveland, Ohio.—The friends of Mrs. Helen M. Kowalczyk of 6819 Hope Avenue were glad to hear that she has regained her health. For quite some time Mrs. Kowalczyk was quite ill and it was impossible for her to work. She took Lydia E. Pinkham's Vegetable Compound to build her up. After she had started taking it, she wrote to the Pinkham Company as follows: "I certainly boost Lydia E. Pinkham's Vegetable Compound. I feel stronger already and sleep sounder. I am very glad to spread the good news of how it has helped me."
Detroit, Michigan.—"I heard of this medicine through an advertisement in the 'Detroit News' and wrote to Mrs. Grace Gillem, whose letter was published. Then I started taking the Vegetable Compound and got the best results. I used the Sensitive Wash, too. I am really happy if I can advise women to take your medicines."
—Mrs. M. E. MURPHY, 12163 Washburn Ave., Detroit, Mich.
Lydia E. Pinkham's Vegetable Compound has been in use by women for over fifty years. It is a vegetable tonic made from root and herbs and is sold at all druggists.

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For Tender Faces
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Putting Clam to Work
Injecting small organisms into salt-water clams is to be given a trial in an effort to produce pearls in such numbers as will reduce the cost and make the near-gems available for buttons and other ornaments. The foreign object sets up an irritation on the fold of the bivalve, causing the formation of a number of tiny "seed" pearls. These are removed and inserted in the folds of other clams, where they grow to considerable size and luster in a few months. The clam "incubators" can be used repeatedly for successive crops of pearls. They are kept in salt water at a higher temperature than that of the ocean and are fed to stimulate their growth.
When you decide to get rid of Worms or Tapeworm, get the medicine that will expel them, with one dose—Dr. Peery's "Dead Shot." 372 Pearl St., N. Y. Adv.

Affectionate
Nora—Do you mean to say that your new boss is cross-eyed?
Dora—Well, I wouldn't like to say he squints, but one eye is apparently so beautiful it can't help looking at the other.

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Logic either proves or disproves all things, but it doesn't accomplish any of them.
It's too much to expect cross-bred dogs to be amiable.

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A Tonic which Dr. Pierce prescribed when in active practice 60 years ago. In Liquid or Tablets, at your Dealer. Send 10c. to Dr. Pierce's Invalids' Hotel, Buffalo, N. Y., for trial pkg. Tablets.