

beyond the point of saying that they should be improved. But no one owns an automobile and drive it without becoming a strenuous advocate for good roads.

Europe Is Awake.

The United States is far behind Europe in character of internal improvement, which is excelling in most others. This may be stated generally as follows:—Imperfect state laws, inefficient proper administration and maintenance of roads, ignorance on the part of road builders of the principles and methods of road construction, ignorance of qualities essential in road building materials and lack of facilities for ascertaining such qualities, lack of sufficient scientific and experimental work to devise new or improved methods in road making or existing methods of construction inefficient to meet modern conditions, high cost or increase efficiency.

The development of good roads in this country has only begun as shown by the statement of the National Department of Public Roads that of the 2,150,000 miles of public roads in this country only 7 per cent can be said to be improved. The object of the good roads movement is the establishment of properly planned systems of improved main and branch roads throughout all the states of the Union, and the careful and systematic maintenance and preservation of such systems when completed.

Farmers Receive Benefit.

Farmers and motorists, among others, receive direct benefits from the construction of good roads," said H. B. Gibson. "Although every one practically receives direct or indirect benefits, the most active agencies to secure good roads must be the farmers and motorists, organized in the National Grange, the hundreds of individual and sub-organizations; the American Automobile Association, representing the motorists and the National Association of Automobile Manufacturers, the Association of Licensed Automobile Manufacturers and the American Motor Car Manu-

facturers. Active competition in that faraway field between automobiles of French, Spanish and American manufacture, and expresses an urgent desire to see a greater number of American cars represented in that city. There is undoubtedly a large field for American automobiles abroad. All that prevents our manufacturers from entering it actively and aggressively is the difficulty of filling orders from domestic sources.

A factory that is running extra hours to supply the home demand for its product may be excused for not making very heroic efforts to capture foreign trade, especially when the former is cash business, and the latter is very apt to expect concessions in the way of collections.

AUTOMOBILE RACES GIVE GOOD TIRE INFORMATION

Hard Tests Show Value of Wheel Rims, the Same Being Desired by Motor Owners.

Detailed information about the performances of tires in the world's great speed and endurance contests is of decided value to the conservative automobile owner.

The speed contests of today impose terrific wear and tear.

At the recent speed carnival at Ormond Beach, Daytona, three new world's records were established on Michellins, and two new world's records were secured last month at New Orleans during the Mardi Gras week contests.

It will be remembered that at Ormond David Bruce Brown won the Sir Thomas Dewar Trophy and established a new amateur world's record for one mile, and with the same car and Michelin equipment he lowered the ten-mile world's record made by MacDonald on a Napier car away back in 1906.

Robertson, at Ormond, not to be outdone, wiped out the old five-mile records made by Lancia and Marriott in 1906 and established a new world's record for that distance. Other Michelin victories at Ormond include the 100-mile contest for the Minneapolis Trophy, the 200-mile stock car events, the one-mile invitation and the eight-mile handicap.

This production has never been made by any factory in the state and only by one or two in the world.

The Coppock Motor Car Decatur, Ind., will supply the cars which are to be installed in the Frank Bird Transfer Co. cars have the two-cycle motor, the type that is used in cabs in Chicago and other cities. It is expected to have the operation in thirty days. They will be kept in service at hot depots and other places convenient to the public. Each car has a meter to show exact mileage and the time it occupies it and the charge is

Among the recent purchases of common cars are Thomas S. Deppol, S. E. Swayne of Richmond and Mrs. Jennie C. Caldwell of Ind. Mrs. Caldwell's car is a Singer "Fifty," and is her most common car.

PRESENTS MERITS

Jackson Auto Company Presents Merits in Catalogue.

"In our 1909 catalogue we present the real merits of Jackson cars," said Fred W. Holmes, sales manager of Jackson Automobile Company, Mich. "We have tried every course between the extreme technical analysis of details of the 1909 car and an absolute practicality."

"You are always very exact in your comments, but you have started us," said the Pioneer Implement Council Bluffs, after reading the comments made regarding the large order by the company for Jackson cars. "We did not order 700 cars, but we did a lot of difference, and we really ordered more cars than that to meet the demand in the district. It is impossible for us to realize the demand for cars we have among the farmers."

"THE CAR AHEAD"

The Automobile that Outclashes all others in simplicity, never-failing reliability and long service is the "CARTER"

P POINT FOR POINT, the "Cartercar" is the most efficient because it follows absolutely the laws that govern perfection in the transmission of power. It is this vital point in every automobile that is wholly responsible for its certainty or

