

ularity.



# GOOD ROAD FIGHT MEETING RESULTS

Never Before in History Has  
Activity Now Shown Been  
Equaled for Success.

## AUTO PLAYS PROMINENT PART

Motor Car, Come to Stay, Will  
Revolutionize Methods of  
American Farmer.

Never before in the history of the United States, perhaps not in the world, has there been such widespread interest and practical activity for good roads as is the case today. The good roads conventions that have been held during the last year have been remarkable, not only in number but in the results accomplished. In the South sentiment for improved highways has crystallized into definite action, in most cases being led by the Governors and leading state officials. Many miles of new roads are now about to be built, hundreds of miles are already under improvement, and substantial appropriations have been voted by scores of counties and townships.

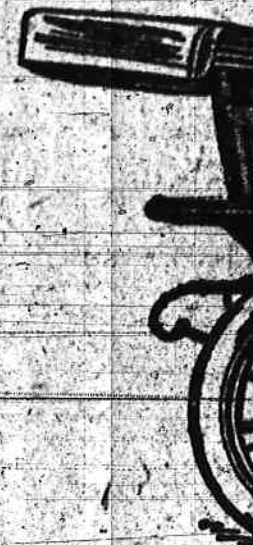
Conventions have been held in Louisiana, Mississippi, Tennessee, Virginia, Arkansas, North Carolina and Georgia; on the Pacific coast, Seattle had the first conference of road builders; the American Roadmakers' Association held its sixth annual convention in Columbus; Cleveland was the scene of the second annual National Good Roads convention, which, organized the previous year by the

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FIELD LARGE ENOUGH FOR  
TO EXPAND AND DIVIDE IN  
AGREEMENT DECLARED,  
TO BE FRIENDLY

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Important change, to be effected during the next six months, operating plans of the Chalmers and the Hudson Motor Car companies has just been announced, coming not later than July 1 next, two companies will be owned and operated separately. Heretofore they have been largely owned and controlled by a group of men, the controlling interest in both companies consisting of Chalmers, E. R. Thomas, R. D. Coffin, H. E. Coffin, F. O. Bezner, James Lee Counselman, J. L. Hudson, Jackson and George W. Dunham. At this time during the spring, according to an announcement given out by Mr. Coffin and Mr. Chapin, three of the Chalmers-Detroit officers, namely, Coffin, Bezner and Chapin, will give up control of and devote their time and attention to the Hudson Motor Car Company, while Messrs. Chalmers, Counselman, Brady, Ford and Pfeffer will continue with the Chalmers-Detroit Motor Car Company. Mr. Chalmers as president and general manager; Mr. Counselman as vice president and assistant general manager; Mr. Brady as second vice president and factory manager; H. W. Coffin as secretary, and C. A. Pfeffer as chief engineer of the Hudson Motor Car Company, will assume a large capacity in the Chalmers-Detroit Motor Car Company. The new officers of the Hudson Motor Car Company will become: J. L. Hudson, president of the board; R. D. Chapin, vice president; H. E. Coffin, vice president; F. O. Bezner, secretary; R. B. Jackson, chief engineer and general manager; E. C. Thomas, sales manager. Mr. Jackson has been treasurer and general manager of the Hudson Motor Car Company since its inception.

**Shift Was Brought About.**

A business transaction which makes a change of the official personnel of the companies possible, was a very simple one. Messrs. Chapin, Coffin and Bezner, of the Chalmers-Detroit held

Conventions have been held in Louisiana, Mississippi, Tennessee, Virginia, Arkansas, North Carolina and Georgia; on the Pacific coast, Seattle had the first conference of road builders; the American Roadmakers' Association held its sixth annual convention in Columbus; Cleveland was the scene of the second annual National Good Roads convention, which, organized the previous year by the American Automobile Association in a big convention in Buffalo, is now ably supported by the National Grange, United States Office of Public Roads, farmers' clubs of the country and every other body actively at work in the good roads propaganda. It has been a year of good roads conventions and the meetings already planned for the coming year indicate that the good roads agitation will reach a higher standard of efficiency in 1910 than ever before.

**Auto Plays Its Part.**

The much maligned automobile has played an important part in this great movement for serviceable highways. Once regarded as the enemy of roads and, in some measure, of mankind, the benefits of the motor vehicle are now acknowledged as of inestimable value. If the automobile aroused discussion and criticism by destroying the roads considered good enough for the last generation it is now widely recognized as the forerunner of better roads. It has forced the road builders and engineers to deal with new problems, the old system of high-class construction has been revolutionized and the methods of proper maintenance are being studied with more care.

George C. Diehl, chairman of the good roads board of the American Automobile Association, spoke very truly when he said at one of the recent conventions:

"A great deal has been said about automobiles ruining the roads. Automobiles do disintegrate the water-bound road. But the interesting fact is that automobiles have come to stay. It is only a question of time when the automobile will be used in hauling farm products. Then when we have arrived at the question of proper road construction, we can say that the automobile not only solves the problem of rapid travel but also has solved the problem of road maintenance."

As a contrast to the automobilists' point of view it is interesting to see the farmers' attitude of the present day. The time was, and not so very long ago, when the farmer and the motorist were supposed to be at cross purposes and, to a large extent, they were. But that is now ancient history. T. C. Laylin, master of the Ohio State Grange, voiced very forcibly the agriculturists' point of view on this question at the recent convention.

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### Low Shift Was Brought About.

... business transaction which makes lift of the official personnel of the companies possible, was a very alm- Messrs. Chapin, Coffin and Bezner added their Chalmers-Detroit hold- Mr. Chalmers for his Hudson s. Mr. Chalmers paying a very me cash bonus. Thus Mr. Chal- acquires control of the Chalmers- Motor Company and Messrs. Cha- fflin and Bezner acquire control of Hudson Company.

... were facing a business problem to met it in a business-like way." Mr. Chapin in discussing the an- nement. "We have thought for time that the field of both the rs-Detroit and Hudson companies broad that both should be worked limit.

... common with my associates I ne greatest faith in the future of nt car business. I believe that ties such as the Hudson and Chal- troit, making good cars at low and n prices, and in a position to pro- n large quantities, will reap the t measure of prosperity within the w years. It is our belief in this future for the maker of the light t has influenced all of us to re- our lineup so as to take the ut- advantage of the opportunities of-

Chalmers's statement of the new nment follows:

... simply an expedient business We reached the conclusion that mpanies would develop faster, and erved in them prosper more rapid- here were more concentration of long definite lines on the part of the officers.

... policy of the Chalmers-Detroit Company will not be changed in y. We shall continue to make the rs-Detroit 'Thirty' and 'Forty.' It en the established policy of the y to offer the public the greatest values at the prices asked, and ll continue to follow this policy."

### NEW RESOLUTIONS ARE NEW.

Washington Herald. psychological moment counts for s right. Almost any town could l dry along about the first of Jan-

... solved the problem of road maintenance." As a contrast to the automobilists' point of view it is interesting to see the farmers' attitude of the present day. The time was, and not so very long ago, when the farmer and the motorist were supposed to be at cross purposes and, to a large extent, they were. But that is now ancient history. T. C. Laylin, master of the Ohio State Grange, voiced very forcibly the agriculturists' point of view on this question at the K. A. A. convention in Cleveland by saying:

"Although the question of road improvement is of direct interest to the residents of our towns and cities, it is, and always must be, one of prime importance to the farmers. By far the greater mileage of our roads is located in the farming districts and the chief use of these roads is by the farmers in getting their products to market and for social intercourse with their neighbors. While we join with our friends, the owners of automobiles, in the discussion of plans for advancing the good roads movement, we of the Ohio State Grange believe that in spite of all that is said or done, this will remain a farmers' question and to be settled rightly must be settled in accordance with the wishes of the farmers."

### Western States Are Leaders.

And, as the farmers in the Western states are becoming enthusiastic automobile owners, realizing the benefits of the motor vehicle for purposes of economy, pleasure and business, they are virtually looking upon the good roads problem in the same light as the motorist, and with these two forces of the country working in harmony great changes for the national good are certain to result.

In mileage, the United States has the greatest system of roads which any country has possessed since the world began. According to a careful road census the length of all our roads amounts to 2,155,000 miles. The annual expenditure on these roads is approximately \$90,000,000 a year. Road administration has been placed on a practical basis in about half the states of the union, comprising the New England states, New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia, West Virginia, Ohio, Michigan, Illinois, Wisconsin, Minnesota, Missouri, Kansas, California and Washington. These have adopted in principle or practice the system of centralizing under a state highway department the road work of the state, thereby securing uniformity in methods, economy in administration and skill in supervision.

An important meeting of the A. A. A. good roads board has been called for next Thursday, Jan. 6, by Chairman George C. Diehl at national headquarters, 437 Fifth avenue, New York.

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