

AUTO ROAD PLEAS EQUAL TARIFF CRIES

Demands for Better Highways Increase in Importance as a Commercial Question.

A. A. A. PRINTS MAGAZINE

Initial Copy of Motor Organ Received by President of Local Branch.

"The automobile is causing the good roads agitation to assume such huge proportions that in a few years it will equal the tariff question in importance as a leading commercial question," said a local manufacturer yesterday.

Indianapolis automobile builders and dealers are being asked for support in the general wave of demands for better road ways. The crusade is to take definite form in a meeting of the National Good Roads and Legislative convention, which will be held soon. This convention will be called by the A. A. A. and will be co-operated in by the National Grange, the American Roads Makers' Association and the entire automobile industry. A convention of similar nature was held last year, but, being an experiment, its main good has been in guaranteeing a successful one this year by creating wide spread

interest. H. O. Smith, president of the local branch of the A. A. A., is in direct communication with the promoters of this movement and expects to receive word soon as to the exact date and location for this gathering. Experts will address the meeting, describing the best methods of proper organization for road bureaus, the necessity of national and state appropriations and the need of repeated local and general conventions. The majority of the local men interested

THE KNOX.

The five-passenger Knox touring car, a strictly high-grade automobile, is handled by J. A. Boyd. It is selling for \$2,950 to \$3,750.

facturers' Association, representing the automobile makers.

"It will be but a few years before we must stop using the terms farmers and motorists and say, rather, farmers and tourists, as, with a properly developed system of good roads, the farmer will find it more economical to market his produce with motor vehicles."

The federal good roads department states that the direct saving to the farmers of this country from properly constructed roads would be \$250,000,000 annually; that there would be a saving of over \$10,000,000 in marketing the wheat crop alone; of over \$12,000,000 in marketing the corn crop, and of \$5,000,000 in marketing the cotton crop.

Issues A. A. A. Organ.

The first copy of a new automobile paper, the American Motorist, has been received in this city by H. O. Smith. This new departure in motor journalism is the official organ of the A. A. A. John M. Bruce is the editor and the initial copy, while containing an interesting variety of club news showing what is being done in different sections of the country, has several special articles which will be of interest and value to the motor tourist. E. T. Tomlinson tells about the pleasure of touring in a light runabout, and Ezra H. Fitch gives some entertaining experiences of fishing and campaign trips by aid of a motor car.

Mr. Bruce will be assisted in his editorial work by a special committee of the A. A. A. consisting of F. B. Hower, chairman; O. A. Quayle, C. H. Gillette, W. H. Hotchkiss and F. H. Elliott, comprising the publication committee. The magazine will cover a wide field in all departments of motoring, thus appealing to all of the interests of the A. A. A. members.

What the possibilities of such an official magazine are in advancing the best standards of automobiling in this country may be seen from the fact that less than three years ago the A. A. A. had barely 3,000 members, while today the membership is over 22,000, and strong efforts will be made to double it by the end of the year.

ISLAND NEIGHBORS BUY U. S. MADE AUTOMOBILES

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The first trip about the French Lick. This is the first time the automobile owners of Indianapolis have organized a small party of owners during the summer.

The Outing party, composed of the president, secretary, treasurer, pilot, Premier Stoddard car; G. W. K. ward Basset Wilkes, Th Mitchell car; Henry Dollman, White car.

W. U. Bens for the valve headquarter's more automobile class and have valveless motors. Mr. to this type crease of our years has been made in seven for \$1,750, \$2

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The majority of the local men interested in the industry have expressed intentions of being represented at this congress. B. W. Twyman of the Motor Car Sales Company is enthusiastic over this meeting. He said: "The automobile is to play the same part in the road building of the next twenty-five years that the steam locomotive played three-quarters of a century ago. To waken the people from their lethargy concerning proper road building, some such force as the locomotive or the automobile must come. Men may use horse-drawn vehicles all of their lives and never get beyond the point of saying that the roads should be improved. But no man can own an automobile and drive it 100 miles without becoming a strenuous advocate for good roads.

Europe Is Awake.

The United States is far behind Europe in this character of internal improvement, although excelling in most others. The causes may be stated generally as follows: Imperfect state laws, inefficient and improper administration and management of roads, ignorance on the part of local road builders of the principles and methods of road construction, ignorance of the qualities essential in road building materials and lack of facilities for ascertaining such qualities, lack of sufficient research and experimental work to devise changes or improvements in road materials or existing methods of construction sufficient to meet modern conditions, reduce cost or increase efficiency.

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

Farmers Receive Benefit.

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ISLAND NEIGHBORS BUY U. S. MADE AUTOMOBILES

Waverley Electric Builders Ship Many Machines to Santo Domingo and Elsewhere.

The island neighbors and dependences of the United States are proving excellent customers for American-made automobiles. It was but a short time ago that a Waverley electric was sold to a sugar planter of Santo Domingo. Last week an order was received from Honolulu for a Model 67 Waverley Victoria phaeton. This is an especially popular model for Southern climates, and the appearance of the new electric carriage of this type in tropical Hawaii can hardly fail to attract attention among other possible purchasers.

A letter recently received by the Waverley Company from Manila, P. I., refers to the active competition in that faraway city 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 herculean 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

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Farmers Receive Benefit.

"The farmers and motorists, among many others, receive direct benefits from the construction of good roads," said Cecil Gibson. "Although every one practically receives direct or indirect benefits, the most active agencies to secure good roads must be the farmers and motorists, as organized in the National Grange, with its hundreds of individual and subsidiary 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-

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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.

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