

INDIANA ROADS ARE IN GOOD CONDITION

Motorists of the State Enjoy Late
Fall Automobiling on Splendid
Highways.

SHOULD AVOID ALL THE RUTS
Tendency of Drivers to Run After
One Another Is Too
Strong.

The pleasant weather which has been prevalent during this fall up until the last week has been a big inducement to Indianapolis motorists to make pleasure spins around this vicinity. The roads in Marion County, and Indiana roads in general, are in very good condition at the present time, and every Sunday has seen many auto parties spinning along the highways.

Although good roads are found in this locality, it is noticeable that there is an increase in the depth of the ruts and motorists should know that they are in many instances responsible, particularly those whose cars are fitted with steel-studded tires. The depth of these grooves in an otherwise good road is on the increase and it betrays the fact that the tendency of drivers to run after one another in the same tracks is too strong.

The combined folly and lack of thought displayed is clear, when it is considered how on a road twenty feet wide, nineteen feet six inches remains practically unused, and when we remember that into these

The Premier 6-60, the 1910 model, has put in an appearance. The car is especially large and comfortably carries seven passengers.

consequences. Will, for example, such measures make the teamster more considerate of motorists in the future? Will it induce a kindly feeling for motorists and motor cars? Certainly it does not provide an example of thoughtful consideration for others, nor teach anything of politeness.

"Thank You" Policy.

On the contrary, unless the horse driver be meek and lowly, which he seldom is, it makes him mad. It makes him swear at "autos," and gives him an impetus to further inconsideration and thoughtlessness. Some motorists make it a point to say "Thank you!" in a cheery way, when passing a driver who has responded reasonably to the signal of the horn. It is probable that every half dozen, or less, of these "thank yous" makes one more considerate road user, with no war in his heart for motorists.

By the same system, which has its logical proposition that motorists are gentlemen, and that hired chauffeurs are the employes of gentlemen, disagreeable things which can not be avoided should be ignored. In the end the car driver will find far more satisfaction for himself and more courtesy from the horse drivers, if he will get by as best he can, when he can, after he is sure that the toot of his horn has been heard, and overlook with equanimity the inconvenience of changing gears, or of running one side of the car off the road.

INTEREST IN ROADS.

Growing Recognition of Need for Improved
Highways Encouraging.

That all our road construction throughout the country for the last decade and more has been a mistake is not pleasant to believe, but such is the conclusion which practically all who have studied present conditions have reached. It is the widespread knowledge of these conditions, and the growing desire to remedy them, which made possible the first great national good roads convention at Buffalo last year.

The ideal highway is yet to be discovered, or invented, says Automobile Topics in a recent issue, and when this happens it will be many years before any really appreciable progress is made in the work of replacing the roads of today. That journal says:

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The combined folly and lack of thought displayed is clear, when it is considered how on a road twenty feet wide, nineteen feet six inches remains practically unused, and when we remember that into these very depressions on the road are gathered sharp stones, nails or whatever may injure tires. The unthinking motorist should take a little pains to use another six inches of the twenty feet of highway. To accuse motorists of stupidity in general would be silly and untrue; they are by far the most intelligent users of the road. But want of consideration and absence of thought are evidenced by the rutting of our roads. The Automobile Club might put up signs, with good effect, reading: "Don't be sheep," "Avoid the rut," or "Be considerate of your good friend—the road."

Returning Evil for Evil.

To the motorist who allows it to arouse him, the average horse driver's frequent monopolizing of the road and street is a source of great annoyance. Every driver of a car is familiar with the way in which horse-drawn vehicles take the middle of the highway and stick to it persistently until the last minute, despite the pleading of the horn or open exhaust in the rear. The wrath of the car driver may be just, but it is questionable whether it makes for a diminution of the evil.

Frequently the motorist thus outraged, as soon as he is able to pass, will turn in so sharply that the rear of his car grazes the horse's nose. Sometimes it makes the animal jump and gets the vehicle well off the road, to the discomfort of the teamster. Again, the car man will, as soon as he has passed the horsed vehicle, throttle down or shift his gears so that he advances at a snail's pace, and for some time blocks the passageway of the other vehicle, adding a flood of smoke and a rattling of open exhaust.

Let the motorist who does these tricks,

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"It is a certainty that for a long time to come we shall be compelled to put up with the dirt and macadam highways which now bisect the country from the Atlantic to the Pacific coast and from the Canadian to the Mexican border. How inadequate they are to our present needs even, much less those of the next decade or two, we all know.

"In wet weather, muddy and slippery, and in dry weather dust heaps, which are blown hither and thither and yon by even the gentle summer breezes, we put up with them simply because until within a very few years highway building has been a science which we deemed unworthy of notice.

"The two great problems connected with the roads are their inadaptability to automobile traffic and their tendency to migrate in dust clouds under the

stress of automobile traffic. The first is receiving serious consideration at the hands of municipal, county and state bodies responsible for their maintenance.

"So far, it must be admitted, they have not met with any considerable measure of success, and the probability of their doing so does not appear to be very great. There is only one thing that is quite beyond dispute. The system of road building invented by Macadam and added to by Telford is not adapted to automobile traffic, whatever it may have been for horse-drawn vehicles.

"If we turn to the dust evil and the methods employed to lessen it, we find a more encouraging outlook. Much has been done in this direction and a great deal more can be done. The treatment of both macadam and dirt roads by the various preparations compounded of tar

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