

U. S. Army Buys 33 New 4-Wheel Drive Trucks

The United States Army has taken delivery of thirty-three four-wheel drive motor trucks worth approximately \$100,000, manufactured in Indianapolis by the Marmon-Herrington Company, Inc., a subsidiary of the Marmon Motor Car company.

Col. Edgar S. Stayer of the Army quartermaster corps and commanding officer at Camp Holabird, Baltimore, made the trip to Indianapolis to inspect and officially receive the

trucks from A. W. Herrington, chief engineer and director of the Marmon-Herrington company, and from other officials including G. M. Williams, president; Walter and Howard Marmon, directors; and P. H. Noland, general manager. These men hold similar positions in the parent company. Mr. Herrington designed and supervised the manufacture of the trucks which introduce a new principle of heavy duty transportation.

The trucks will be equipped with special bodies to carry gasoline, oil and water and will be used by the

U. S. Army Air corps. They will be assigned to army air fields as airplane refueling units. The trucks will be shipped from Indianapolis to Milwaukee where bodies will be installed and will go into service in approximately ninety days.

Since 1927 the number of head of livestock transported by motor trucks throughout the country has more than doubled, according to the Chicago Motor club. The total head carried in 1927 was 8,393,101; in 1930, 16,947,803.

Many Men Obtain Work During Road Building Programs

By E. E. Duffy

Construction work, despite the widespread introduction of machinery, still needs great numbers of workmen and few, if any, of the large industries require as much hand labor. It is estimated that in highway building from one-half to three-fourths of the money goes into the pockets of workmen. It is estimated that about 300,000 men are at work building the nation's roads.

The magnitude of highway building is pointed out in a recent announcement of C. M. Babcock, highway commissioner of Minnesota. Mr. Babcock shows that in concreting 284 miles of trunk highway in Minnesota last year it was necessary to ship by freight 24,933 carloads of equipment and material at a total freight cost of \$1,477,000. Of the average cost of \$23,848 per mile for finished concrete pavement, \$5,188 was required for freight, not including sand and gravel hauled locally by truck.

This year Mr. Babcock estimates that the concrete paving program of 425 miles will require railroad loadings of 37,400 carloads of paving materials, for which the freight charge will be \$2,650,000. In addition to this there will be about 1,000 carloads of brick material and about 3,000 cars of tile, culverts and culvert material for use in grading projects.

Helps Railroad Men

Mr. Babcock points out that this business with the railroad means the keeping of a great many railroad men in work this summer who might otherwise be unemployed. At present about 10,000 men are working directly on Minnesota state highway projects, not including the great numbers of men employed in producing and transporting the thousands of carloads of materials.

Practically all states have accelerated highway construction work this year and it is believed that a little later in the summer the effect of this wide disbursement of cash to workmen will be evidenced in business conditions. These large highway programs, however, are being offset in a large degree by the lack of activity in municipal construction. A few cities, however, are taking advantage of present bargain prices in materials and construction by inaugurating programs for municipal improvement construction. Some of these cities are: Kansas City, Memphis, Tacoma, Houston, New Orleans, Chicago, Duluth, Rochester and Syracuse.

Most Drivers in Fatal Accidents Are Young

An interesting phase of the figures on automobile deaths issued by the National Safety council is that thirty percent of the drivers involved in fatal accidents last year were under 25 years of age.

When you consider that the average boy or girl isn't allowed to drive before the age of 18, you have a period of just a few years left. Roughly a third of the death drivers last year were between 18 and 25 years of age.

The figures point rather clearly to what has long been suspected. Youthful drivers, as a whole, are careless and reckless. Probably selfish would be a better term. They don't realize the seriousness of the accident problem.

Incidentally, it has been found that ninety-four percent of the drivers involved in the 33,000 motor vehicle fatalities last year were men. That gives the average masculine motorist, who holds the lady driver so heartily in contempt, something to think about.

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4.40-21 Ford Chevrolet	\$4.98	\$4.98	\$9.60	5.00-19 Roosevelt Willys-K.	\$6.98	\$6.98	\$13.60	6.00-18 Chrysler Viking	\$11.20	11.20	\$21.70
4.50-20 Chevrolet	5.60	5.60	10.90	5.00-20 Essex Nash	7.10	7.10	13.80	6.00-19 Franklin Hudson Hupmobile	11.40	11.40	22.10
4.50-21 Ford	5.69	5.69	11.10	5.25-18 Marquette Oldsmobile	7.90	7.90	15.30	6.00-20 LaSalle Packard	11.50	11.50	22.30
4.75-19 Ford Chevrolet Whippet	6.65	6.65	12.90	5.25-21 Buick	8.57	8.57	16.70	6.00-21 Pierce-A.	11.65	11.65	22.60
4.75-20 Erskine Plymouth	6.75	6.75	13.10	5.50-18 Auburn Jordan Reo	8.75	8.75	17.00	6.50-20 Stutz	13.10	13.10	25.40
5.00-19 Chandler DeSoto Dodge Durant Graham-Pontiac	6.98	6.98	13.60	5.50-19 Gardner Marmon Oakland Peerless Studebaker	8.90	8.90	17.30	7.00-20 Cadillac Lincoln	15.35	15.35	29.80

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