

## ARMY CHIEFS FAVOR MILITARY HIGHWAYS

New Army Roads Are Given a Boost By Congressmen to Help Work in Cantonments.

### BAKER ADVOCATES BILL

War Department Desires Assistance From Government on Roads.

Sentiment for the Chamberlain-Dent military highways bill is accumulating rapidly, and its expression to members of Congress not only comes from seacoast and border states, but also from the Mississippi Valley and Rocky Mountain sections. It is not certain now that the measure will have to await the regular session, as the evidence daily accrues of the timeliness of this legislation.

Secretary of War Baker in a communication to Chairman Diehl of the A. A. good roads board snatches opportunity thus to express himself: "This great project has its value both in time of war and peace, and its consideration should not be unduly postponed. But I fear that present conditions may tend, at least for the time being, to delay action on this as well as some other urgently needed measures not directly connected with immediate war preparations."

#### Too Much to Do Now.

Brigadier General Joseph E. Kuhn, chief of the War College division, in commenting upon the bill, has this to say:

"It apparently covers the ground quite well, but, like other matters thrashed over and subjected to many modifications before it becomes a law. Naturally at this time of emergency, when all departments of the government are seriously strained, new legislation does not stand so good a chance as in normal times." Of course the measure, which has the distinction of being introduced in both branches of Congress by the chairman of its military affairs committee, is being called particularly to the attention of the chief executives and state highway engineers of the seacoast states. Governor Walter E. Edge of New Jersey promptly replied to this effect: "I am greatly interested in this proposition, and no doubt General Goethals will be also." Though having devoted much of his time to the federal shipping board, the general still retains his place as New Jersey state engineer, for which he was recently engaged.

#### Roads Are Important.

In preparing the cantonments, distributed as they are in different parts of the country, the question of roads has obtruded itself in no small degree. Undoubtedly this will be a forceful reason for empowering the Secretary of War to concern the War Department quite substantially in the matter of highways improvement, which now commands a country-wide attention never before attained.

#### Electricity.

Electric generating stations in this country generated 23,300,000,000 kilowatt hours, or \$417,000,000 worth of current, in 1916.

## Motor Events

August 5—Track—Billings, Mont.  
 August 17—Track—Flemington, N. J.  
 September 3—Track—Albuquerque, N. M.  
 September 3—Speedway, Union—September 3—Speedway—Uniontown, Pa.  
 September 3—Speedway—Cincinnati.  
 September 6—Track—Red Bank, N. J.  
 September 8—Hill climb—Pike's Peak, Colo.  
 September 15—Speedway—Providence, R. I.  
 September 22-9—Ford accessory show—Chicago.  
 September 28—Track—Trenton, N. J.  
 September 29—Speedway—New York, N. Y.  
 October 6—Speedway—Uniontown, Pa.  
 October 6—Track—Danbury, Conn.  
 October 13—Speedway—Chicago.  
 October 13—Track—Richmond, Va.  
 October 27—Speedway—New York, N. Y.

### AUTO TRUCKS ORDERED FOR PERSHING'S ARMY

#### U. S. War Chief Demands Facilities to Handle Supplies for Men.

Thousands of standardized motor trucks, fitted with flanged wheels, will be operated on the 300-mile railroad system connecting the American army base in France with the ports at which troops and supplies are being landed.

The trucks will be coupled into trains and run on schedules. The shortage of engines and rolling stock in France and inability to purchase equipment in England forced the adoption of this novel plan.

Major General Pershing has notified the War Department that transportation facilities between the coast and the American base must be improved or he will not be responsible for the consequences. He demanded an adequate number of trucks be shipped for this service before many additional troops are sent across.

Already several hundred sets of flanged wheels, used when the American expedition entered Mexico, have been shipped.

#### Carburetor Trouble.

If you suspect carburetor trouble try the following test: Run your car at closed throttle for two blocks. Choose a moment when there is a clear space ahead, and suddenly press accelerator pedal all the way down. The motor should pick up smoothly to as high speed as you care to run. If motor chokes, stalls, misses explosions or labors, or gives backfire at carburetor or muffler explosions, it shows the carburetor is out of adjustment, the valves need grinding or the ignition is at fault.

#### English Use Coke.

Another new development in England is the use of coke as a motor truck fuel. An English concern, which has been manufacturing steam trucks and buses for years and which has always used kerosene, has developed the coke type of steamer. This fuel has proved entirely satisfactory as one of these trucks with a three-ton load on a test run of 200 miles consumed approximately five pounds of coke per mile. This put the cost of fuel at 1.8 cents per mile.

## FRANKLIN CARS WILL FAVOR TIRE EXPENSE

### Experts of Company Figure Weight of Motors Cut Rubber Costs.

If the tires on the best water-cooled cars were 9 or 10 inches through instead of 4½ or 5 inches, they would need to be blown to only 35 or 40 pounds pressure and would last at least three times as long without blowouts, and would have enough give to prevent punctures almost altogether, and the car would ride a great deal easier.

The weight of the Franklin car is less than half of some of these fine water-cooled cars and if the tires on the Franklin were as small in proportion they would only be as large as those on the Ford car. Instead of this, however, they are full size. Therefore, being blown to only 35 to 40 pounds pressure, the result that would be obtained from using tires as large through as a water paid on the heavy cars is obtained and the above advantage secured. The tires on the Franklin car are guaranteed for 10,000 miles, while these same tires on other cars are guaranteed for only 3,500 miles and sometimes do not last even that far.

#### "Pinhole" Puncture.

Many repair men in repairing a "pinhole" puncture use a patch several times larger than the injury. This requires very heavy pressure to obtain a smooth surface. There is a much better way. Trim the hole just enough to remove all ragged edges, but enlarge it as little as possible. Clean thoroughly and cement. When the cement has dried, force a small thread of gum through the hole with an awl, trimming flush on the outside.

#### Cooling System.

Best results can be secured from a motor cooling system by keeping the radiator cells free from foreign matter. Particularly on long trips over bad roads, the interstices of the radiator are packed with dirt and mud, retaining the heat which should be dissipated in radiation.

#### Spare Tires.

Don't forget the spare tire when inflating. Pressure in this casing goes through a steady process of reduction, and when one needs the tire after a puncture on the road, he find the spare tire is also useless.

#### Cement.

A total of 91,521,198 barrels of Portland cement was produced in the United States last year. Shipments amounting to 94,552,296 barrels and valued at \$100,014,882 set new records for the industry.

WascO Ready-to-set-up

## Garage Heater

"WASCOS" are for any private garage holding from 1 to 10 cars. "INSTALLED INS DE THE GARAGE"

The chief features of the "WASCO" are the AUTOMATIC CONTROL, the simplicity and ease of installation, economical in fuel consumption, and about two minutes time daily. 1-car system burns only about five cents worth of coal daily. We guarantee "SATISFACTION" or your money back. D. mostration plant at my office, 513 Fourth St., Wilmette. Phone Wilmette 1304 Ask for list of those who have used the system.

JOHN B. BOOMER, North Shore Distributor

## CENTRAL MOTOR LIVERY & EXPRESS CO.

NOT INC.

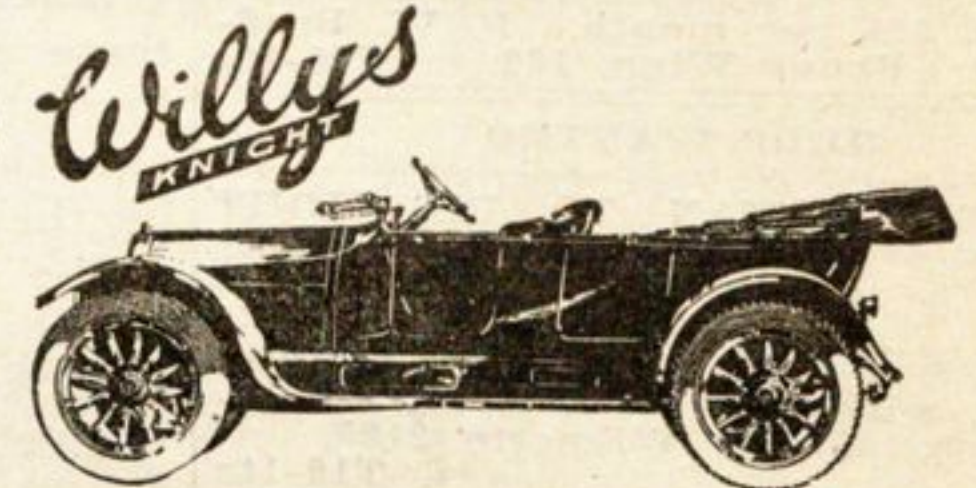
ALL NIGHT SERVICE TAXICABS MEET ALL TRAINS  
 TELEPHONE 40

AUTO STORAGE, \$7.00 per month

LEE AND FISK TIRES FOR SALE

BAGGAGE TRANSFER

TOURING CARS FOR RENT  
 \$2.50 per Hour



# Overland

TRADE MARK REG.

### Both Pride and Purse Commend This Motor Car To You

Ride in this Country Club and you make no sacrifices.

For this sporting car meets every demand of appearance and comfort.

It is a four-passenger car—comfortable both in physical proportions and riding ease.

It has a powerful motor, ample wheelbase, large wire wheels with 31 x 4 inch tires, strong cantilever springs and electric control.

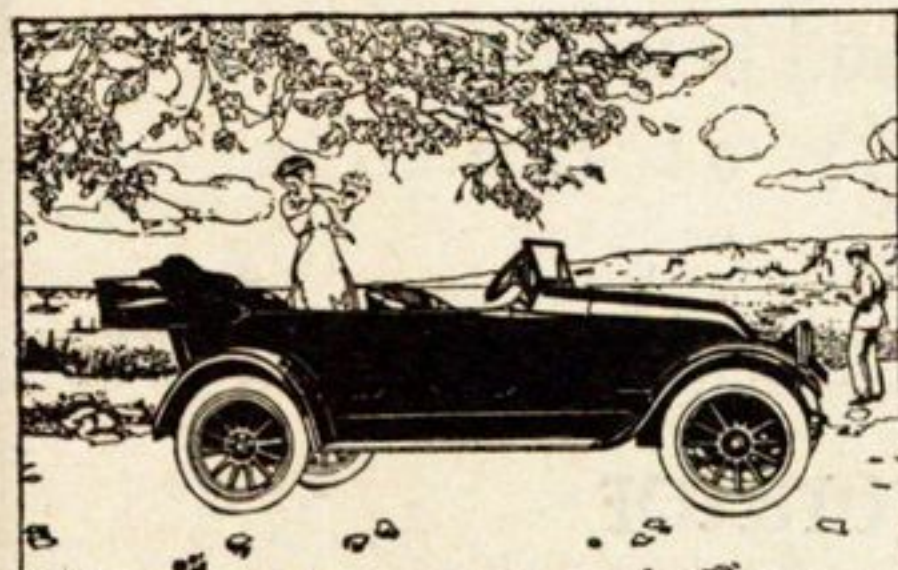
You not only can afford to own a Country Club—but you will be proud to do so.

We will be glad to show you this beautiful car.

Come to our store.

## WINNETKA MOTOR CO.

562 Lincoln Avenue Phone 166



A gentleman living in Evanston has driven his Franklin car 21,000 miles without a puncture.

The tires on a Franklin car are blown to only 40 lbs. pressure instead of 80 or 90 pounds as on other cars; therefore, punctures are almost unknown and blow-outs are not experienced.

#### The FRANKLIN has

No radiator to freeze up or leak  
 No charge for repair service.  
 A non-stalling engine.  
 Aluminum body and fenders.

#### The FRANKLIN goes

twice as far on a gallon of gasoline as the average car.

#### The FRANKLIN is the

easiest riding car in the world.

Even if this remarkable car had none of the above features, the absence of tire trouble alone is sufficient to cause a person of discretion and experience to choose the FRANKLIN.

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