

# TRAINED MEN BUILD ROADS

## Highways No Longer Built by Rule of Thumb

In the early days of road building, any contractor who could spread stone and roll it was good enough to "engineer" the road to be built, states the National Highways association bulletin. Today all organizations engaged in road building are looking for the trained road engineers, and when there are not enough to go round, sending their own men to college for better training in highway building.

In 1919 the University of Michigan, which has departments of Highway Engineering and Highway Transport (Professor Arthur B. Blanchard) offered graduate short period courses in highway engineering and highway transport, leading to the degree of Master of Science or Master of Science in Engineering, arranged especially for men engaged in the practice of highway engineering and highway transport.

In 1919-20 the attendance was 29; while in 1922-23, 110 men attended these courses, the average age of the men being 27 years, ranging from 23 to 56 years. These men came from the U. S. Bureau of Public Roads, state, county, and municipal highway departments, contractors' organizations, companies manufacturing motor trucks, highway machinery, and materials, universities, and from the field of highway transport. During 1923-24, 18 graduate short period courses will be offered, 10 in the field highway engineering and 8 in highway transport. These courses will be given by a staff of 8 professors and 10 non-resident lecturers.

The road building world is looking to the engineer, the trained man, the technician, for light on how to build better, less expensive, more permanent highways. It is generally recognized now that the day of the rule-of-thumb builder is gone, and that only the engineer, proficient in the art and familiar with the best practice, is the economical spender of the taxpayer's money!

**Want Your Car to  
Look Nice; Take  
This from Robert**

By R. W. McINTYRE

(McIntyre Auto Painting, Wilmette) "How long will the finish last?" and "What can I do to prolong the life of the finish?" are two questions which

are very frequently asked by the average automobile owner.

Unfortunately, there is no positive or definite answer to either. In fact, it is impossible to truthfully say just how long the finish of an automobile body will last, because its durability is wholly and entirely dependent upon a number of factors, all of which are controlled by separate individuals.

First, there is the quality of the varnish and other finishing materials used. Then there is the correct application of the various coats of finishing materials, and last, and probably the most important of all, is the care of the finish for which the automobile owner himself is responsible.

Most of the grief and disappointment in the failure of automobile finishes to retain their lustrous beauty is caused by improper care or lack of care entirely. Read over the following "don'ts" and put them into practice. Your doing so may greatly lengthen the life of the finish on your car.

**DON'T** allow your car to stand out in the hot sun any more than is necessary. Park in the shade, if possible, and, when at home, run it into the garage instead of letting it stand along the curb. The sun not only damages the finish, but melts the grease cups, allowing it to run out over the finished parts.

**DON'T** expose your car to rain or severe weather conditions any oftener than necessary.

**DON'T** slam the doors. The sudden jar has a tendency to cause the finish around the doors to crack and check. Keep your hand on the door until the lock fastens.

**DON'T** drive through shrubbery or weeds or close enough to trees to allow their limbs to rub the finish. All of these are sure to cause fine scratches.

**DON'T** allow mud to dry hard on the finish.

**DON'T** use or permit the use of wax, polish, or renovators on your car.

**DON'T** neglect to have your car repainted just as soon as it needs it. The services of the automobile painter are just as important to the proper upkeep of your car as are those of the garage or service station.

### One-Cylinder Enough in Those Early Days

Among some old papers at his office, 79 Wall street, New York, G. E. Warner recently found a number of letters which are rather amusing in view of present day automobile manufacturing methods and the elaborate systems for service that have been built up by automobile companies.

All of the letters were written in 1901 by J. W. Packard, president of the Automobile company, maker of the original Packard car. In one letter Mr. Packard wrote that he "regretted to say

that he did not have a single spark plug in stock." He explained in a later letter that his company was forced to import spark plugs from Europe to obtain the most reliable plug made.

"It should be hardly necessary to carry an extra pneumatic tire in stock," he wrote in another letter. "These tires are very durable and it is exceptional to have trouble with them. We could always ship one from here on telegraphic order."

That the continual striving of quality in Packard cars started with the making of the first cars a quarter of a century ago is indicated in a paragraph of one letter which reads "Parts which are apt to give out on our carriage are very few. There is not a bolt on the carriage which is not riveted; pinions, gears, etc. have never in our experience been broken."

In reply to an inquiry from Mr. Warner, Mr. Packard on February 14, 1901 wrote "we do not expect to put a multiple cylinder machine on the market this year. In fact, we consider a single cylinder for anything less than 20 h. p. much preferable to a double or four cylinder machine. Ask any user of a gasoline motor vehicle if a single cylinder does not give him trouble enough without adding another one."

# CADILLAC HAS SPRING SALON

## "Spring Colors" Features in Exhibits

Cadillac's fourth annual spring Salon, Thursday, May 1 to Saturday, May 10 inclusive, will present a special display of standard and custom-built bodies, on the new V-63 chassis, in a selection of "Spring Colors." The color combinations and the upholstery patterns of the cars which will be on exhibition during the salon are some of the most pleasing ever offered by automobile body designers.

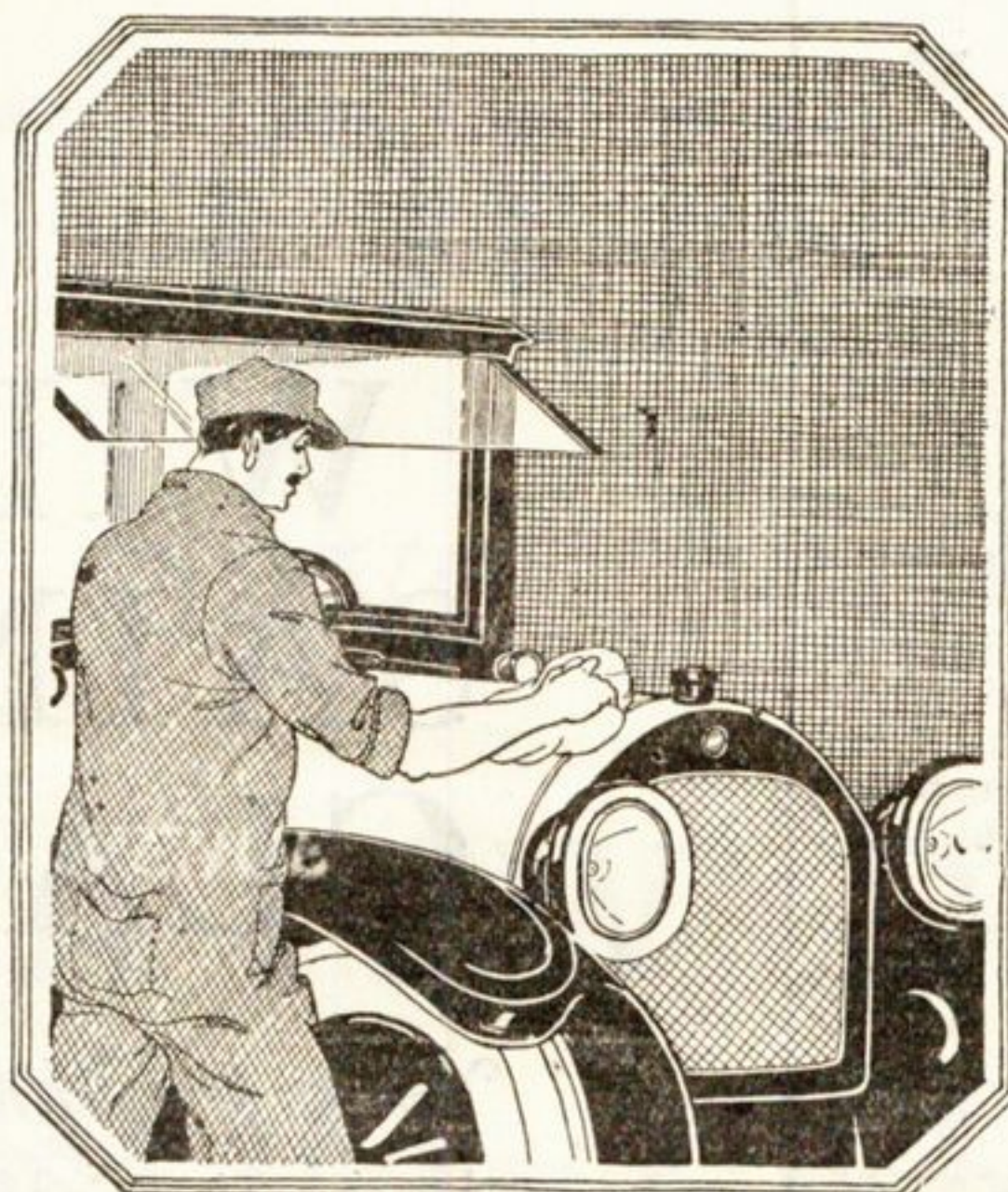
"The Spring Salon has come to be recognized by north shore motorists as an authoritative showing of the latest developments in motor car bodies and color schemes," says Lester F. Lines, manager of the Cadillac Evanston Branch. "In increasing numbers each year, prospective purchasers

of automobiles in the 'quality class' visit these annual display before selecting their new cars.

"This year's Spring Salon will feature 'Spring Colors' in body finishes and upholstery. Open and enclosed bodies, both standard and custom-built, will be on display in a wide variety. Particularly attractive are the special five passenger Sedan in Cleopatra Green, and the convertible Sedan in Cinderella Brown with special striping, by Dayton Wright body works; and the standard V-63 Town Brougham in Monterey Blue with harmonizing Weise broad-cloth upholstery, the sport Phaeton in Highland Brown and Scotch Mist Gray, and the five passenger Sedan in Brunswick Green with Ivory stripe.

"V-63 standard bodies, is standard colors and upholstery will also be displayed during the Salon. For the ten day period of this special showing, the Evanston, Broadway, and West Side Branches located at 1810 Ridge avenue, 5139 Broadway, and 4660 West Washington boulevard respectively, and the Cadillac building at 2301 South Michigan avenue will be open from 8:30 o'clock in the morning until 10:30 o'clock in the evening every day except Saturday, May 10, when they will close at 6 o'clock.

# Washing and Polishing



**DAY** and night service is given in this department by experienced workmen and you are assured a good job.

## OIL and GREASING

Our service in this particular is as thorough and satisfactory as in all other branches of our garage. A properly oiled and greased car will last twice as long. We do it properly.

## Richardson's Garage

WINNETKA

"The Home of the Well-Groomed Car" 724 Elm St. Phone 841

# HANSON MOTOR Co.

555 Chestnut St.

Phone Winnetka 330

## ACCESSORIES

### Good Auto Repairing

Electrical Repairs on Generators, Starting Motors, Ignition Systems and Wiring—all makes.

# Oakland Motor Cars

### BALLOON TIRES FOR FORDS

They fit the Rim you are now using. If you want Real Riding comfort put them on now. They cost no more than standard size tires.

#### PRICE

Ford Size Tire .....	\$14.95
Ford Size Tube to fit .....	3.25
<b>Total .....</b>	<b>\$18.20</b>

**NO NEW WHEELS NEEDED**

# Finest Automobile Painting and Trimming

## Important to Automobile Owners

We have taken over the automobile trimming business of Charles R. Petersen and will operate it along greatly improved lines in connection with our automobile painting business.

The trimming department has been put in charge of an experienced and expert specialist, who understands how to get the work out **right**, and we can assure patrons of lower charges than have been made heretofore.

This consolidation has placed the responsibility for a fine appearing car upon one management. We can take your order for top, side curtains, seats, upholstery, carpet, seat covers, painting and nickeling—or a repair job along those lines—and give you work **guaranteed to your satisfaction**, both as to quality and price.

Bring your car over to "Gasoline Alley" and we will show you **real value** in having it "dolled up."

# Robert W. McIntyre

"Gasoline Alley," rear Wilmette State Bank, Wilmette

Phone Wilmette 684