AUTOMOBILE SECTION

WIDEN HIGHWAYS ON HOOSIER SIDE

Motorists Look Forward to Better Indiana Roads

Motorists who are compelled to travel over Indianapolis avenue in going to Indiana points will rejoice to know that the near future will see a portion of this thoroughfare widened and repaved, at least on the Hoosier side, according to information supplied by the highway department of the Chicago Motor Club.

The Indiana state highway department has completed surveys and plans for the improvement of Indianapolis avenue from the state line southeasterly to 116th street in Whiting and of Calumet avenue from Indianapolis avenue for a little over a mile.

From the state line to Calumet avenue the distance is 1.4 miles and from this point three-quarters of a mile. The new roadway will have a drive on either side of the street car tracks, each 30 feet wide, making the roadway proper 80 feet wide, and there will be an 8-inch concrete base, a 1-inch binder and a 1¼-inch wearing course or surface. East of Calumet avenue, however, the road will not be quite so wide, the plans calling for two 22-foot driveways and 20 feet for the street car tracks.

Calumet avenue from Indianapolis avenue south will have two 11-foot driveways of brick surface.

That portion of Indianapolis avenue east of the Illinois state line will require heavy filling, inasmuch as the ground is low. There has been some delay in getting the improvement under way, owing to lack of agreement between the street car company and the highway commission, but it is expected the work will begin soon.

DODGE CAR WILL HUNT MAN ORIGIN

Famous Scientists Plan Asiatic Expedition

Having established to their own satisfaction the fact that man existed 600,000 years ago, scientists will now attempt to trace his origin back another million years.

Led by Roy Chapman Andrews, who returned from Asia a year ago, with a nest of 26 dinosaur eggs ten million years old, another expedition sailed from the United States May 25 for China. Thence the party will proceed into the heart of the Gobi desert, in Mongolia, where it is hoped a five-year search will reveal further amazing secrets concerning the early life of man, beast and reptile.

As in the previous expedition, the scientists will rely on American-built motor cars and trucks for transportation, although roads are unknown in most of the vast territory to be explored. Mr. Andrews recently visited Dodge Brothers factory in Detroit, where five cars were being equipped for the expedition. Mr. Andrews expressed great satisfaction with the new equipment and repeated that he attributed a great share of the success of his last memorable expedition to the remarkable endurance of Dodge Brothers cars. These made it possible to accomplish a 30-year task in three years. In view of this experience it was only natural that he should again insist upon Dodge Brothers cars for his next expedition.

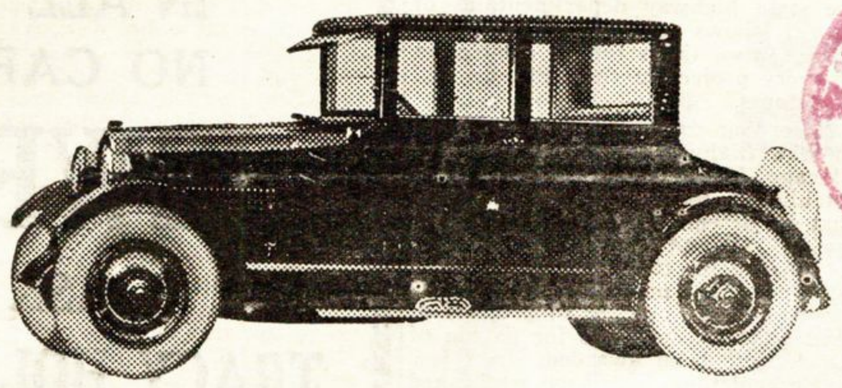
Fifteen scientists representing twelve branches of learning, chosen from 4,000 applicants constitute the party.

While scientists differ on the subject, especially since the discovery of the 600,000-year-old Foxhill man in England, Mr. Andrews is of the belief that man evolved in Asia and that it will be in the younger rocks of Mongolia, if anywhere, that traces of his first activities will be found. He is strongly supported in this theory by such an eminent scientist as Henry Fairfield Osborn who was referred to by William Jennings Bryan, in their famous debate on evolution, as "a tall professor who comes down out of the trees to push good people who believe in God off the sidewalk."

"When we found the ten-million-year old dinosaur eggs, we were examining rocks older than humanity," said Mr. Andrews. "But now we are going to the rocks where human remains are more likely to exist. It is a gamble, but we think the prospects justify gambling."

In their quest the scientists will push farther west than they have ever gone before, working both to the north and the south of the Altai Mountains. As the beginning of exploration will be made about 1,000 miles from the nearest base, Kalgan, it will be necessary to organize with especial care. Arrangements have been made for 200 camels to carry provisions ahead of the motor trucks.

Balloon Tires Are Proving Highly Satisfactory Says Reo Engineer



"Balloon tire pioneering and development in this country is due in a great measure to Mr. J. E. Hale, Tire Engineer, and a great deal of his early work was done on a Reo car," says H. T. Thomas, vice-president and chief engineer of the Reo Motor Car company.

"The low pressure or balloon tire has been tested under every conceivable condition and after many thousands of miles of driving it has proven that the average mileage obtained from these tires is in almost every case higher than the mileage obtained from high pressure tires.

"There are many features in connection with balloon tires which make them especially desirable and have led to their adoption by Reo 1924 passenger car models.

"In the first place they give greater driving safety and increased comfort. There also seems to be less tendency for bad blowouts and tread cuts. Their superior flexibility makes them yield and escape damage when high pressure tires are easily cut or bruised.

"Theoretically, fuel consumption should be a little greater when balloon tires are used because of their increased deflection and road contact over that of a high pressure tire. Short tests on smooth pavements may also prove this to be true to a very slight degree. In practice or actual use the fuel consumption of cars equipped with balloon tires proves to be no higher than that of cars equipped with the ordinary type of tire. Balloon tires do not increase gasoline consumption due to the fact that a more even driving pace is maintained; the rough spots that would ordinarily cause the driver to apply his brakes and slow down are not noticed and the car maintains a more even speed, less energy being wasted on the brakes and less gasoline used for acceleration.

"Balloon-tired cars accelerate just about as rapidly and coast just as freely as the car equipped with the high pressure tires. This type of tire is not recommended for high speed or racing work, and while it can be driven very comfortably at speeds up to 55 and 60 miles per hour its greatest value lies within the range of the ordinary driving speeds.

"Most important is the fact that with these tires you can drive over rough roads with a greater average speed and with maximum comfort and safety."

Washington Speaks From Mt. Vernon

By Rev. Francis C. Young
Author of "Our Nation's Prayer"

My son, you boast of liberty,
You wave a flag and sing a song,
Then dare to call this loyalty.
Wake up, my boy, you're wrong, all wrong!

My boy, the liberty we bought
Was dearly paid with blood and life.
With thoughts for you, we left unsought
The hands abroad that kindle strife.

Just take a tip from me, my boy;
At home, let charity begin;
So fill your brother's heart with joy
That my God-given aims may win.

My son, if you make U. S. A.
A model, loving family,
You've done a man's work, let me say,
And lived a life most loyally.

'Tis this the lesson we must show,
To those, who seek true liberty.
With this in heart and love aglow
Wave flags and sing in unity.