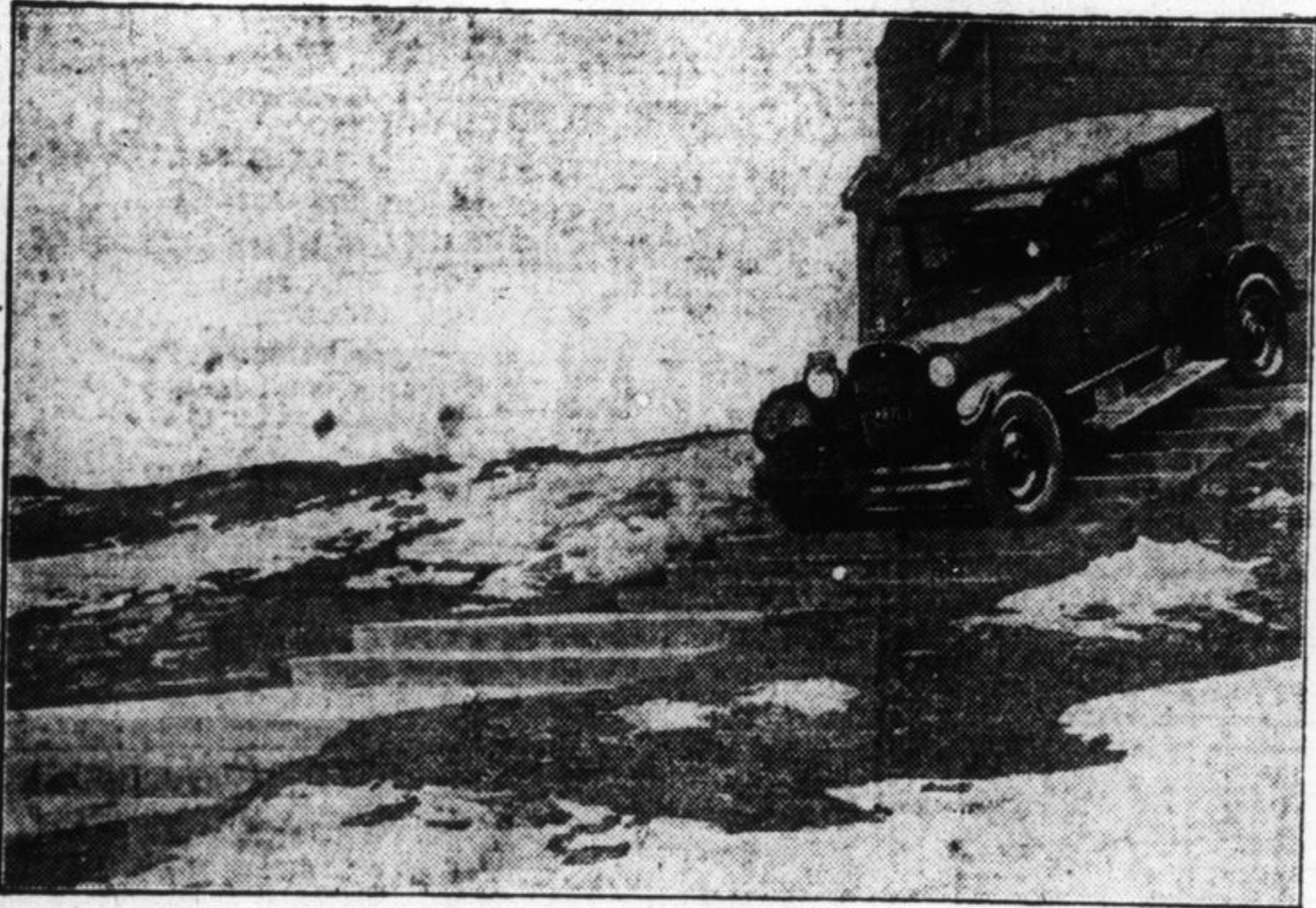


IN THE AUTOMOBILE WORLD

Reo Distributor Proves That Balloon Tires Aid Control of Car in Perilous Condition.



New Brougham Reo with genuine balloon tires negotiates steep flight of steps, remaining under control at all times and bringing no discomfort to passengers.

The statement has often been made that the use of genuine balloon tires improves both comfort and safety to be derived from the motor car. It is probable, however, that this statement has never been more logically proved than it was a short time ago in Milwaukee, when representatives of the Reo Motor Car Company in that city conducted the test pictured here.

The descent of the steps was made in connection with a series of exhibitions used by the Reo distributors to interest Milwaukee motorists in low-pressure tires. This particular phase of the balloon tire exploitation is of interest to all owners of motor cars, however, since it substantiates the statements of tire manufacturers and automobile manufacturers who have been using genuine balloon tires beyond any doubt.

Prior to the time when the photograph reproduced here was taken, the Brougham Reo had been driven slowly up the long flight of steps. At the top it was turned around and just as slowly driven down. At no time did the car escape the complete control of the driver. Disinterested passengers stated that if there were any shocks when the car descended from one step to another, they were not perceptible within the car.

THE CANADIAN GOOD ROADS ASSOCIATION

Convention at St. Andrew's-by-the-Sea on the 26th of June.

The annual general meeting of the members of the Canadian Good Roads Association, under the presidency of Russell T. Kelley, of Hamilton, will be held at St. Andrew's-by-the-Sea on the 26th of June, the third day of the 11th annual convention of the association at the Algonquin Hotel. The reports that are to be presented are of a highly satisfactory character, recording the steady progress made by the association in the education of the public to the value of improved highways. The election of directors, representative of every part of the Dominion and the officers for the ensuing year will be made at this meeting and the invitations for the 1925 convention received.

Members of the executive committee of the association have been in this famous New Brunswick summer resort during the past week completing the final details for the comfort and entertainment of the delegates who will come from all over Canada. The Convention will open with the registration of delegates on the morning of Tuesday, June 24th, and the proceedings will be formally opened by the Hon. W. F. Todd, Lieutenant-Governor of New Brunswick, in the afternoon.

The Inter-Provincial Conference of Government Highway Officials will take place on the evening of Wednesday, June 25th, and will be continued till the members have completed the study of the important subjects that were referred to them from the special Inter-Provincial Conference at Winnipeg. The agenda covers a wide range of subjects, including uniformity in the preparation of cost data, systems of tendering, purchase of material, and methods of construction the object being to establish standards which will reduce the cost of highways improvements and increase the efficiency of the work carried out.

Professor A. T. Laing, of the University of Toronto, and Professor R. de L. French, of McGill University, will be the joint chairman of the special conference of representatives of Universities, who will meet on the morning of Thursday, June 26th, to prepare a course of technical training for highway engineers in the different universities. Highway officials are invited to attend this conference so as to set before the university men the practical side of construction work and point out the requirements for an efficient highway engineer.

One or two changes have been made in the tentative programme for the Convention. Dr. L. I. Hewes, chief engineer of the Bureau of Public Roads for the United States Government at Washington will deliver an address on Federal Aid in the States. Millions of dollars are granted each year by the United States Government for highway work and Dr. Hewes will tell the delegates what progress has been made in this direction. This subject is one of particular interest to Canadian delegates in view of the fact that the Dominion government has ceased making contributions to the provinces for highway construction except in those cases where the time limit has been extended.

The Hon. P. J. Veniot, Premier of New Brunswick, is taking a keen interest in this question and will speak on the subject. Mr. R. H. Parsons, city engineer of Peterboro, Ont., will give an address on the latest development in the construction of asphaltic concrete pavements, while the Ontario government is sending down many new films of the latest

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delegates from Ontario have already notified the secretary, George A. McNamee, of their intention to attend, while a large number of mayors from the province of Quebec are also going to be present.

Closed Garage Fatal.
It took 1.3 per cent. of carbon monoxide or exhaust gas in a closed garage to kill a dog, in a test conducted recently by the Bureau of Mines. This amount was produced in 20 minutes of idling.

Car Steers Sideways.
A London inventor has designed an auto that can run sideways across a road, straddle a ditch, climb an eight-inch curb and turn in a 35-foot circle. Each wheel is independently attached to the chassis.

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REO has the famous double-frame cradling of power units, lowering the center of gravity and permitting the most rational distribution of chassis weight and its proper equalization over the four wheels.

REO steering mechanism is exactly fitted to function correctly with GENUINE BALLOON TIRES, and the entire chassis design is largely responsible for the phenomenal success of GENUINE BALLOON TIRES on REO cars.

REO has pioneered GENUINE BALLOON TIRES in the field of moderate priced cars and now offers them as standard on its Passenger Car line, not entirely because REO is mechanically right for this equipment, but because—

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