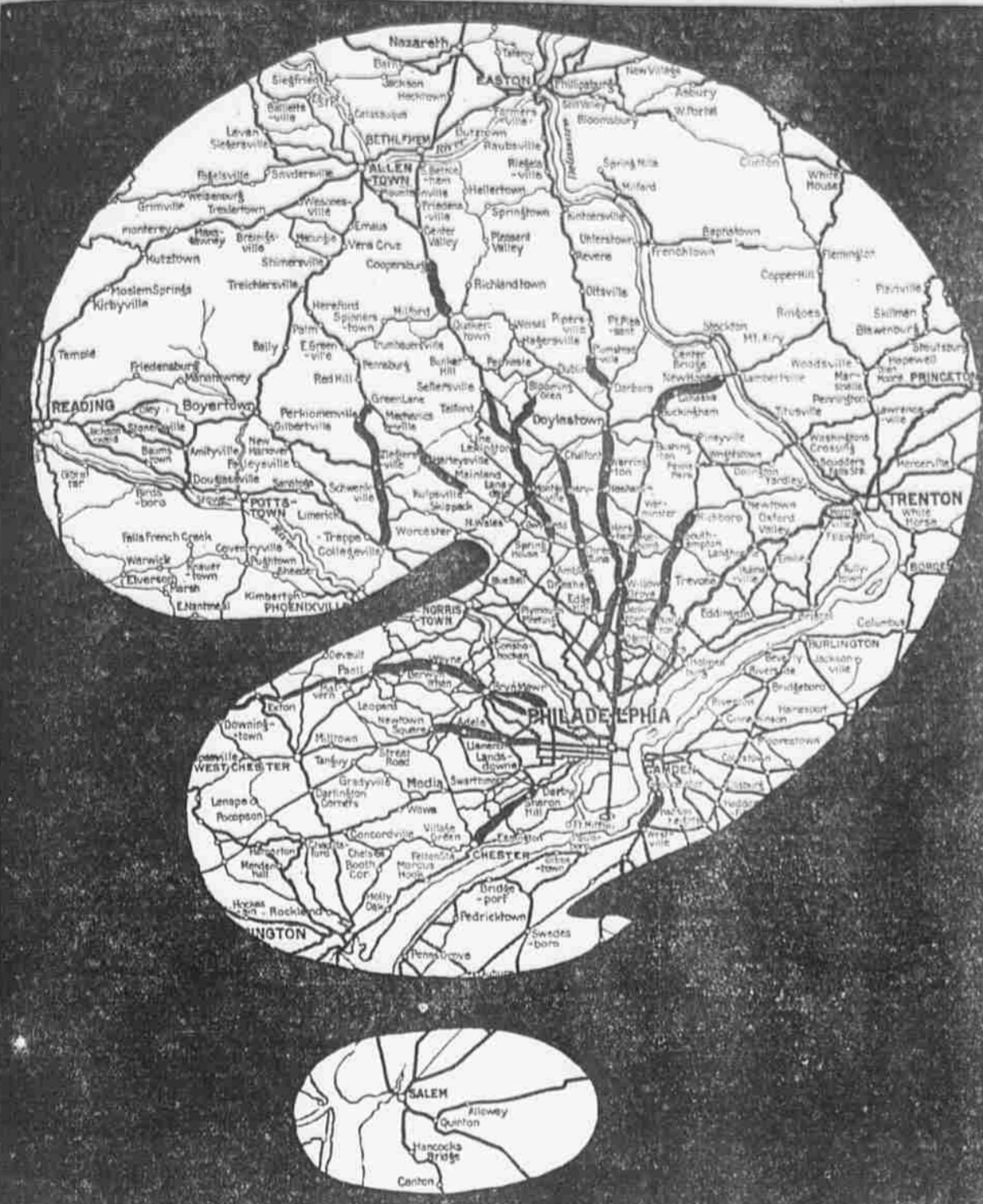


THE TOLL-ROAD QUESTION



Needs of State Highway Department for 1917-18

- THE State Highway Department will ask the reconvening Legislature for the following:
1. The approximately \$3,000,000 in annual revenues from the registration and licensing of motor vehicles to be used solely in maintaining the 10,200 miles of State highways.
  2. Ten million dollars (\$5,000,000 a year) for reconstruction of State highways in accordance with the Sproul act's provision for connecting centers by beginning simultaneously at "both ends."
  3. An appropriation to permit adding boroughs in building State highways.
  4. An appropriation to allow the continued absorption of toll roads about Philadelphia.

State Highway system, which it will not be possible to reconstruct or otherwise improve.

**ASK TEN MILLION**

An appropriation of \$10,000,000 or \$5,000,000 a year, will be requested for the purpose of improvement of the State highway system. Plans have been prepared and estimates figured for the equitable distribution of an appropriation of this amount per mile among the counties of the State. Moreover, it is planned not to expend this money in haphazard fashion, but to so appropriate it upon the State highway routes that where reconstruction is begun it will be with the definite object in view of connecting important centers in the State, and that where a piece of construction along a designated highway is started from a definite point in a direction toward another designated place in another county, the second county's appropriation shall be in part applied so as to reach toward that portion of highway under construction in the adjoining county.

**TO BEGIN AT BOTH ENDS**

By thus beginning at each end of a road traversing two counties and building toward the center, the State Highway Department officials believe that they will be following directly the spirit and letter of the Sproul act, and that they will be providing the basis for a connecting system of highways in the State which will create an irresistible demand that the im-

proved sections or gaps between these points be closed by construction at the earliest possible moment.

Furthermore, a liberal appropriation for State-aid construction will be requested, as the department recognizes that this is an important subdivision of its activities, requiring a considerable sum of money to supply the demand.

Under a ruling of the Attorney General's office, certain restrictions have been placed upon the use of State-aid money in borough and township projects, and it is planned to request from the Legislature an appropriation which will permit the State Highway Department to assist boroughs in the improvement of State highways within their corporate limits.

**TOLL ROADS**

Perhaps one of the subjects of greatest interest in southeastern Pennsylvania in connection with the State highway system, is that of tollpike toll roads. The appropriation made by the 1915 Legislature for the purpose of acquiring these roads has been judiciously expended by the State Highway Department. The total mileage of toll roads in Pennsylvania is 1,137, divided into 233 miles on State highway routes and 904 miles not on State highway routes. 121 miles have been acquired by the department by purchase or deed and have been thrown open to the public. This leaves 916 miles not open on routes. It is to be expected that the Legislature will provide an appropriation sufficient for the State Highway Department to continue the acquisition of these toll roads during the next two years.

MOTORCAR MAKER HAS EYE ON FARMER

Manufacturers Expect 3,500,000 Tires of Soil to Swell Sales This Year

There's a reason why the automobile manufacturer, as evidenced by the type of roadstout now being marketed as fast as fast can be, is considering the farmer seriously as a prospective buyer.

The 4,500,000 farmers in this country have average annual incomes of \$1200 each. In view of the fact that good roads are stretching forward and that a car has become almost a necessity for an agriculturist, the manufacturers figure that this income easily can pay for and maintain an automobile. About 1,500,000 of the farmers are too poor or illiterate to be taken into account, and about 1,500,000 already own cars, leaving a clear market of 2,500,000 autos for farmers. This is a market which the enterprising motorcar manufacturer is not overlooking.

TOLL ROAD ABOLITION URGED BY MOTORISTS

Want State Appropriation to "Finish Job" and Maintain Routes

**CITY "BLOCKADED"**

Away with delays; it is ever injurious to put off things that are to be undertaken.

How long will it be?

That is the question confronting the chief motorist section of the State—Philadelphia and southeastern Pennsylvania—which is afflicted with toll roads. The abolition of these non-productive toll roads and the appropriation of enough money to maintain them properly is urged by motorists, who regret that the anti-toll-road agitation in many cases has resulted in toll corporations neglecting the upkeep of their roads because of the long-threatened State action.

There are 416 miles of toll roads on State highway routes and 194 miles not on routes in Pennsylvania, which has the distinction of being the slowest State in abolishing toll roads. The Legislature's last appropriation—\$250,000—for acquiring toll roads has been spent and to date 131.7 miles have been taken over by the State and opened to the public. The present Legislature will be asked to provide enough money to complete the purchase and assure the roads' maintenance. Free roads would increase motoring and attract tourists from other States, it is argued.

Practically speaking, the toll roads of the State center about Philadelphia, where the profits are greater. There are nearly a dozen and a half strips of automobile highways leading into Philadelphia that are toll roads. These include the Gloucester-Westville road (New Jersey), Darby turnpike, West Chester turnpike, Lancaster pike, Montgomery pike, Coltsville-Forkstown road, Knapville-Harleysville road, Germantown and Willow Grove pike, Limerick pike, Hatfield pike, Quakertown road, Old York road, Doylestown turnpike, Buckingham-New Hope road and Fox Chase and Huntington turnpike.

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The black, worm-like strips are the toll roads, which wriggle from the suburbs of Philadelphia in all directions except the east and northeast. The other points of the compass are well blackened with the roads, which make quite a blotch upon the map. The medium-heavy road, beginning in the east at Princeton and ending on the western margin of the map at Downingtown, is the Lincoln Highway, which is free except for the stretch between Paoli and City Line, Overbrook. Motorists are glad to know that the ultimate abolition of the toll road in Philadelphia is planned by the State.

GOOD ROADS AID UP TO ASSEMBLY

State Highway Department to Ask Legislature to Finance 2-Year Plan

WANT TO BUY TOLL ROADS

\$5,000,000 for Construction and \$3,000,000 for Maintenance Annual Need

By W. R. D. HALL

Statisticians State Highway Department.

When the Pennsylvania Legislature reconvenes next week one of the first important subjects which will be brought to its attention will be that of providing revenues for the State Highway Department. During the last two years the public demand for improved highways in Pennsylvania has become so widespread that it is expected that the Legislature will recognize the necessity for prompt action.

With the single exception of the educational institutions of the State, there is no branch of the State Government which enjoys more popular support in its demands for revenue than that of the State's highway system.

the cost of improvement of a designated piece of road, the remaining fifty per cent being borne by the county, township or borough, any one of them, any two of them, or all three of them in conjunction, applying for State aid in the construction of the road.

Two hundred and fifty thousand dollars was designated specifically for the acquisition or condemnation of toll roads.

Fifty thousand dollars was set aside for the care and improvement of the old National or Chamberland road, this being the only road ever constructed by the Federal Government prior to the passage of the Federal Good Roads bill at the last session of Congress.

**ONLY \$3,000,000 A YEAR**

These sums, heretofore mentioned, deducted from the \$3,200,000 left a balance of \$6,000,000 specifically appropriated for the maintenance, repair and improvement of State highways. This \$6,000,000 appropriation, of course, covered the two-year period span. It meant, therefore, \$3,000,000 for each year of the two, and when it is remembered that the State highway system comprises 10,200 miles, it will be seen readily that the amount available for the State highways was less than \$300 a mile. As a matter of course, the amount of construction that it was possible to enter into was limited and the vast bulk of this money

was spent in the maintenance of State highways, this being in full accord with the policy of the State Highway Department, as outlined by its excellent Governor Brumbaugh, in his inaugural and re-elected by the late State Highway Commissioner, Mr. Cunningham, and the present State Highway Commissioner, Frank H. Black.

**NEED LICENSE FEES**

With this understanding of what has been done in the past, the intent of the State Highway Department during the next two years is made more exact. One of the necessary appropriations which will be sought for in that for the maintenance of State highways. Upon this subject, as noted above, the attention of the department, through necessity, has been concentrated during the last two years.

It is the intention of the department to request from the Legislature a dedication of the fees received from the registration and licensing of motor vehicles exclusively for the purposes of highway maintenance, as it is deemed that this is the most equitable and just disposition to make of the moneys thus taken in.

The anticipated revenues of the State for the next two years provide for at least \$3,000,000 a year from the source of motor vehicle taxation and the Maintenance Division of the State Highway Department figures that this sum will prove amply for the purpose of maintaining these roads on the

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26x3	3.50	7.50	1.90	R	26x4	3.75	7.75	2.00
28x3	4.00	8.50	2.15	G	28x4	4.25	8.75	2.20
30x3 1/2	4.50	9.50	2.30	A	30x4 1/2	4.75	9.75	2.30
32x3 1/2	5.00	10.50	2.45	I	32x4 1/2	5.25	10.75	2.40
34x3 1/2	5.50	11.50	2.60	N	34x4 1/2	5.75	11.75	2.50
36x3 1/2	6.00	12.50	2.75	S	36x4 1/2	6.25	12.75	2.60
38x3 1/2	6.50	13.50	2.90		38x4 1/2	6.75	13.75	2.70
40x3 1/2	7.00	14.50	3.05		40x4 1/2	7.25	14.75	2.80
42x3 1/2	7.50	15.50	3.20		42x4 1/2	7.75	15.75	2.90
44x3 1/2	8.00	16.50	3.35		44x4 1/2	8.25	16.75	3.00
46x3 1/2	8.50	17.50	3.50		46x4 1/2	8.75	17.75	3.10
48x3 1/2	9.00	18.50	3.65		48x4 1/2	9.25	18.75	3.20
50x3 1/2	9.50	19.50	3.80		50x4 1/2	9.75	19.75	3.30
52x3 1/2	10.00	20.50	3.95		52x4 1/2	10.25	20.75	3.40
54x3 1/2	10.50	21.50	4.10		54x4 1/2	10.75	21.75	3.50
56x3 1/2	11.00	22.50	4.25		56x4 1/2	11.25	22.75	3.60
58x3 1/2	11.50	23.50	4.40		58x4 1/2	11.75	23.75	3.70
60x3 1/2	12.00	24.50	4.55		60x4 1/2	12.25	24.75	3.80
62x3 1/2	12.50	25.50	4.70		62x4 1/2	12.75	25.75	3.90
64x3 1/2	13.00	26.50	4.85		64x4 1/2	13.25	26.75	4.00
66x3 1/2	13.50	27.50	5.00		66x4 1/2	13.75	27.75	4.10
68x3 1/2	14.00	28.50	5.15		68x4 1/2	14.25	28.75	4.20
70x3 1/2	14.50	29.50	5.30		70x4 1/2	14.75	29.75	4.30
72x3 1/2	15.00	30.50	5.45		72x4 1/2	15.25	30.75	4.40
74x3 1/2	15.50	31.50	5.60		74x4 1/2	15.75	31.75	4.50
76x3 1/2	16.00	32.50	5.75		76x4 1/2	16.25	32.75	4.60
78x3 1/2	16.50	33.50	5.90		78x4 1/2	16.75	33.75	4.70
80x3 1/2	17.00	34.50	6.05		80x4 1/2	17.25	34.75	4.80
82x3 1/2	17.50	35.50	6.20		82x4 1/2	17.75	35.75	4.90
84x3 1/2	18.00	36.50	6.35		84x4 1/2	18.25	36.75	5.00
86x3 1/2	18.50	37.50	6.50		86x4 1/2	18.75	37.75	5.10
88x3 1/2	19.00	38.50	6.65		88x4 1/2	19.25	38.75	5.20
90x3 1/2	19.50	39.50	6.80		90x4 1/2	19.75	39.75	5.30
92x3 1/2	20.00	40.50	6.95		92x4 1/2	20.25	40.75	5.40
94x3 1/2	20.50	41.50	7.10		94x4 1/2	20.75	41.75	5.50
96x3 1/2	21.00	42.50	7.25		96x4 1/2	21.25	42.75	5.60
98x3 1/2	21.50	43.50	7.40		98x4 1/2	21.75	43.75	5.70
100x3 1/2	22.00	44.50	7.55		100x4 1/2	22.25	44.75	5.80

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