

MONTANA WILL SPEND \$11,000,000 FOR ROADS

Big Outlay Appropriated for Use in Improving Highways—Farmers Have Been Handicapped by Lack of Transportation Facilities

MONTANA, a part of which is sandwiched in between Yellowstone and Glacier national parks, has decided that, while building hard roads for tourists has its advantages, there are also dollar-and-cents reasons for improving highways for motor trucks. Eleven million dollars will be spent in building better highways throughout the state during the coming year.

The trend of thought among the farmers of the Treasure state on the subject of quick and economical transportation on hard-surfaced highways is indicated by the returns of the special elections held during September. Seventy-five per cent of the counties voted on the proposition of matching the federal government dollar for dollar in the building of roads. Of these few failed to avail themselves of the opportunity to improve their highways at once by the federal aid method.

Montana is turning to the ship-by-truck scheme as a means of rapid and economical transportation.

Can't Keep Pace

The railroads have been unable to keep pace with the growth of the state. This growth has been by big strides, the rich agricultural land being rapidly taken up by an influx of middle western farmers. Yet lack of transportation facilities has been a serious handicap for some time in the development of the full resources of the land. Long hauls have made it impractical for the farmer to raise anything but small grains, which have been shipped East.

The awakened interest in hard roads promises to change this situation. For a long time the state has wanted to encourage diversified farming. It sees a rich field for those who care to enter the dairying field, but knows that these things are neither practical nor profitable unless there are good roads, and lots of them, linking up the fast-growing cities with the rapidly developing rural communities. The returns of the recent elections foreshadow the coming of such roads.

The \$11,000,000 authorized will result, it is believed, in a wholesome stimulation of the truck industry, and with the completion of the projects many truck lines no doubt will be established.

Big Appropriation

Montana, however, is not going to stop at the completion of these projects, for it realizes that even the huge sum named will not iron out all the wrinkles in the mountain trails, and so is going to vote for a state bond issue of \$15,000,000 in 1920, which doubtless will be put over by a comfortable majority.

Endowed with some of the most in-

spiring works of nature the state has already established some splendid highways which are particularly attractive to tourists. Among these are the Y-G Bee Line, a fine automobile road, which winds its way from the northern entrance of Yellowstone Park at Gardiner to the eastern entrance of Glacier Park. This road traverses the most attractive portions of Montana from the scenic standpoint, taking tourists through some of the largest cities. Great Falls is among these cities. Here is a large portion of the big plants of the Anaconda Copper Co., and through the Montana Power Co., at Great Falls water power is transformed into electricity and sent to all portions of the state.

Work of Boosters

The Y-G Bee Line is an example of what a few good roads boosters can accomplish when they are imbued with the enthusiasm which has made Montana famous. Finding no marked trail between these two great parks and realizing the necessity of a good road and the possibilities of tourist travel, these men organized the Yellowstone-Glacier Bee Line Association four years ago. As a result there now exists between the parks one of the finest highways in the West.

Montana depends on the same enthusiasm which built the Y-G line to make possible a network of highways in the Treasure state which will be second to none, and doubtless the resultant increase in truck traffic will provide a quick and economical means of transportation which will play an important part in creating a closer relationship between town and country.

HAVE MEDIUM TRUCK FOR ALL-ROUND WORK

Oldsmobile Designs Car for Use Between Light Delivery and Heavy Haulage

The Oldsmobile truck is made in only one model, with a 1500-pound weighted load capacity, with an allowable weight of 750 pounds and a wheel base of 120 inches.

It is not a heavy haulage unit, nor intended for light delivery purposes, but is the happy medium between the two classes, intended for work that heretofore has been done by heavier trucks.

Its lighter weight gives it a speed

Harry C. Stutz Gives His Engineering Creed

I believe, first of all, that the real business of anything mechanical is to work well and wear well. Therefore, I hold publicity, strength and serviceability above all else.

I believe, on the other hand, that an engineering product can be both strong and well designed. Then beauty can be built around these features.

I hold that true beauty is always simple and so avoid all unnecessary embellishments.

Real beauty, too, is based on genuineness, and it cannot be obtained by using cheap or imitative materials. I insist on the best of everything and never tolerate substitutes or "seconds."

Having strength and beauty, I bear in mind the point of economy and insist on applying the very limit of practical engineering to the motor.

So that it may get the last ounce of power out of every drop of fuel.

A motorcar can never be any better than the shop in which it is built and the men who build it. You can't get quality except in a rigidly disciplined shop from which all workmen except the most conscientious and expert are barred.

of twenty to twenty-five miles an hour and permits the use of pneumatic tires. The chassis is designed for a truck with the proper margins of strength. It is simple, accessible and sturdy.

The Oldsmobile-Torbensohn Internal gear drive is employed, reducing the weight of the rear axle construction.

It consists of two units, one for load-carrying and one for driving, the former being an I-beam steel forging.

Exhibit One Type

The Fulton Truck Co. is exhibiting only its model "C" two-ton chassis, equipped with their standard enclosed nonrattle cab. It is equipped with the Hirschel Spillman four-cylinder motor, has Sheldon internal gear drive rear axle, 137-inch wheel base, eleven feet body space back of the cab, uses a channel steel front bumper, the full width of the frame, extra large steering wheel with the horn in the center of the wheel, Simms magneto, Carter carburetor and other high grade units.

Accessory Salesmen

We have a client who is marketing a new automobile accessory which is strictly non-competitive. Client requires several salesmen of high calibre, thoroughly familiar with automobile accessory field and proven ability to sell. If you can qualify, write us for appointment, stating qualifications in full. All correspondence will be regarded as strictly confidential.

Franklin Advertising Service, Inc. 508 Bulletin Bldg. Phila.

TRUCKS GREAT HELP DURING BIG STRIKE

A CONSPICUOUS feature of the earliest news of the tie-up caused by the railroad strike in England was that motortruck service would furnish supplies to the cities and towns whose teeming population would, without such timely and efficient help, quickly be reduced to the verge of famine.

Ship-by-truck advocates in the United States point to this emergency service of the motortruck in England as a striking illustration of what the truck can do. The educational campaign they have been carrying on since the signing of the armistice, they further point out, is for the purpose of bringing the truck into use in normal times in this farm-to-city service in which it is proving its capacity in an emergency.

"The ship-by-truck movement is growing in popularity daily by leaps and bounds," one expert writes. "There is now no doubt that this newest method of transportation will be adopted in the short-haul field in all sections of the United States just as quickly as road improvement and truck production will permit."

Highway improvement is progressing well in all sections of the country, our reports show. The states are eagerly taking advantage of federal aid, and the townships are doing much on their own account. As to truck production, much depends, of course, on the outcome of the present industrial unrest. Steel is needed in considerable quantities if the truck manufacturers are to keep their production up to capacity.

On July 1, according to reliable statistics, there were 609,407 motortrucks in operation in the United States. It was estimated that 180,000 would be produced in the next twelve months.

"The fact that the railway strike in England caused that country to rely upon the motortruck for the transpor-

tion of daily necessities from the farm to the city calls to our attention that the United States might at any time be required to do likewise.

"In this eventuality we would have available a total motortruck tonnage of 1,800,000, the statistics as of July 1, 1919, tell us. This tonnage would be far from adequate, but would do much in saving our cities from an actual food famine. A few more years and the truck tonnage developed should be such as would insure plenty of food for the cities of the United States in a crisis.

"In this connection I wish to make it

clear that the ship-by-truck movement does not picture the motortruck competing in the future with the railroads. As we see it, the railroads will always find in the long-haul field as much business as they can handle, and this business will be supplemented by motortrucks acting as feeders and made more efficient by motortrucks taking from the railroads the sections and (to the railroads) unprofitable short-haul business, only part of which is

now handled by light traffic and extensively maintained branch lines.

"The motortruck means a revolutionizing of the transportation system, will spell greater efficiency for railway systems. It means both for freight traffic problem, one a complement of the other, and both the care of the ever-increasing traffic demands of the country."

5 Things Worth Remembering about a MAXWELL Truck

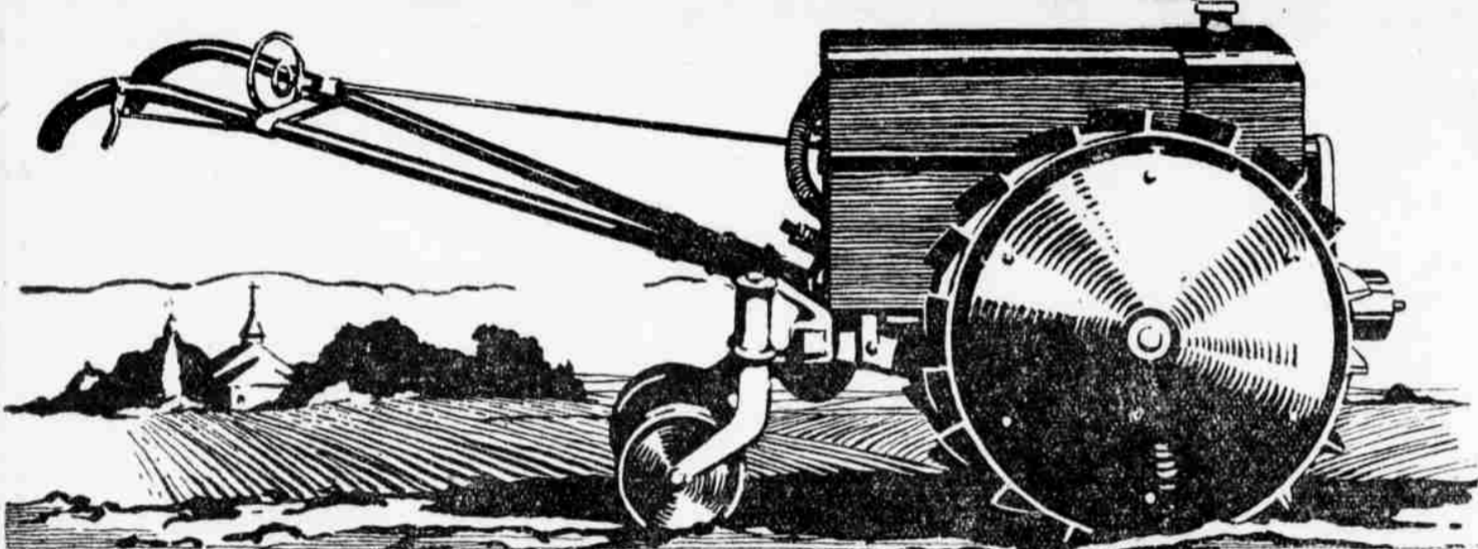


1. It has a worm drive, which is the predominant feature of most worth while trucks.
2. It hauls 1½ tons; 75% of all loads carried by horse or motor are 1½ tons or less.
3. It uses less gas and oil hauling a peak load than many trucks use with no load.
4. It is very simple in design (more brains than metal have been used in its construction); it travels faster than a larger truck. 16,000 have supplied abundant evidence of its economic transportation.
5. A comparison with other 1½ ton trucks shows a saving of \$300 to \$400 in the original investment in a Maxwell.

There are men at the Maxwell exhibit at the Truck Show who will answer any question you may wish to ask, tell you about its success in the hands of 16,000 owners.

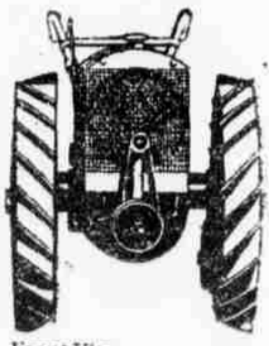
Maxwell-Chalmers Sales Corporation
216 North Broad Street, Philadelphia

The New Britain Tractor

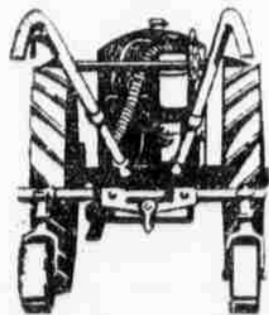


AT THE MOTOR TRUCK SHOW

Commercial Museum—January 19-24



Front View
Note narrow construction, enabling tractor to do efficient between-row cultivation



Rear View
Note simple control mechanism and ample clearance between the wheels.

Every motor car dealer who visits this city will be interested in the New Britain Tractor.

There is a market for thousands of New Britains in every community—among farmers, truck gardeners, seedsmen, florists, nurserymen and estate owners.

The New Britain sells when big tractors are impractical. It is small, compact, powerful, easy to handle and economical to operate.

It will do virtually any job that a horse will do—and do it better and cheaper. It hauls, plows, discs, harrows, pulverizes, drills,

cultivates, hills, weeds, covers, marks, mows and sprays. It is a master at belt work, doing the sawing, grinding, ensilage cutting and other belt work that a good 6 H. P. stationary engine would do—with the added advantage of being portable under its own power.

Special implements make the New Britain profitable at practically any specialized agricultural work. The tractor comes in two sizes to meet varying requirements—retailing at \$400 and \$450.

Be Sure to see the New Britain Tractor

New Britain Tractors are designed and built by the New Britain Machine Company—for thirty years builders of precision tools and fine machinery. Every

part is made of the best materials obtainable—and the machine is as carefully put together and as perfectly balanced as the finest automobile.

The New Britain Machine Co.

(Thirty-two years success in None Better Products)

New Britain, Conn.

Branch Offices in } New York Philadelphia San Francisco
Detroit Chicago Cleveland

Philadelphia Branch—Bourse Building. F. N. Supplee, Manager

Treat your car as you do your teeth



Most people prevent a lot of misery and considerable expense by visiting the dentist regularly and often.

You can do the same with your car if you will get the habit of coming here once a month and availing yourself of our free inspection service as quite a number of car owners are already doing.

If any trouble is developing, we stop it at the start. This plan keeps your car 100% efficient all the time.

Phone us, Spruce 409, when you need service.

Automobile Repairs Company of Philadelphia, Inc.
229-31 North Twenty-third Street
Phone, Spruce 409

Motor Truck Show

JANUARY 19th to 24th Inc.

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Heavy Hauling
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Every phase of motor transportation is represented at the Show.

Something to learn for every business.

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