

PUBLIC'S ATTITUDE TOWARD "GOOD ROADS" UNDERGOES RADICAL CHANGE

Motor Truck Causes Those More or Less Skeptical to Awaken to Fact That Improved Highways are Not Merely "Speedways"

By E. A. Williams, Jr., President of the Garford Motor Truck Company

The public's conception of "good roads" has undergone a radical change in the last two years.

Prior to the entry of the United States into the world war, the non-motoring American public, more or less than not, thought good roads were advocated chiefly for the benefit of their more fortunate neighbors who owned and drove their own motor cars.

That conception no longer exists. Universal recognition of the motor truck's value as a means of transportation, demonstrated under the stress of war, has brought about a change in the industry had foreseen.

The war merely hastened what for several years it furnished the setting and the condition which enabled the truck to establish itself as a factor in the economic life of the country. Under normal conditions its recognition and general adoption would have been more gradual, but none the less convincing.

The non-motoring public no longer looks upon good roads as "speedways" for the motoring "aristocracy." It has come to realize that motor trucks are essential as transportation factors and that good roads are necessary to the efficient operation of trucks.

Highway improvement naturally is in its infancy. It will be many years perhaps before the vast system which will extend throughout the country will become a reality. But with the impetus gained during and immediately following the war, the work should progress with greater rapidity and more discernible results in the next five years than it has in the past score of years.

With the universal recognition and adoption of the motor truck, the public's conception of good roads should be built also has undergone a change. Heretofore there has been a vast difference between the average man's idea of good roads and that of the experienced engineer.

The first thing a railroad does after obtaining a right-of-way, as everyone knows, is to build a roadbed and lay tracks. That routine is put in to stay. The tracks, which correspond to the surface of the highway, is built of the most substantial and practical material to be had.

For this purpose they maintain crews who are continually repairing and reconstructing the roadbed and replacing tracks. From time to time flaws are certain to develop—conditions and elements over which man has no control are responsible. These are quickly remedied—reinforced—by the crews which are on the lookout for such breaks.

That is just what we are coming to in roadbuilding. For years it has been customary for county engineers to direct such operations but for the most part their work has been hampered by lack of funds, and inadequate force or by limited legislation and more or less red tape.

In the past we have built for the present only; in the future we will build for the present and future. We

Rettberg Brothers 428-450 N. Front St. Steelton. Authorized Ford Sales and Service Station. Auto Repairing, Battery Recharging, Union States and Goodrich Tires, Mobiloids, Texaco Motor Oils, Agency Gould Storage Battery. BELL PHONE

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The cut above shows the men at a typical instruction period learning the automobile and aeroplane business. 15,000 aeroplane operators are wanted, and thousands of aeroplane and automobile mechanics are in demand. Our school is running day and night making men competent to fill these positions. Full Course \$50.00 Now. Write for particulars or call at 25 North Cameron St., Harrisburg, Pa., or at Training Quarters, 260 South Front St., Steelton, Pa.

Automobile and Aeroplane Mechanical School 260 S. FRONT ST., STEELTON, PA.

Middletown

The T. J. K. Club of town, was entertained at the home of Miss Agnes Markley, East Main street, last evening. After the business was transacted a social hour was spent.

At the meeting of the captains and lieutenants of the Victory Loan Committee Thursday evening, two of the members of the air service at the Ordnance Depot agreed to take the road to the most Victory bonds and to the one that sold the largest amount, a ride in an airplane. The drive will be started next Monday morning.

Lieutenant Lauman G. Lavery, who is stationed at Fort Henry, Baltimore, is spending a month's furlough in town as the guest of his sisters, the Misses Lydia and Theo Lavery, North Union street. He will have his household goods shipped from his home to Harrisburg, where he and his wife will go to housekeeping after he is mustered out of service. He will open up an office at Harrisburg street, to had been practicing before he was mustered into service. He spent several months overseas.

MIDDLETOWN CHURCHES First United Brethren—The Rev. A. E. G. Bossler, 11. "Our Consecration," 7.30. "Walking With Jesus." Presbyterian—The Rev. T. C. McCarrell, 11. "An Ancient Order," 7.30. "Our Helper." Church of God—The Rev. O. M. Kraybill, 11. "The Believer's

Standing and State," 7.30. "The Conversion of Saul." St. Peter's Lutheran—The Rev. Fuller Bergstresser, 10.45. "The Afterglow of Easter," 7.30. "A Ride." Methodist—The Rev. James Cunningham, 10.45 and 7.30. Royalton United Brethren—The Rev. C. R. Beidel, 10.30. "An Honest Doubter Cured," 7.30. Baccalaureate to Royalton High school graduates. St. Michael's and All-Angels—The Rev. Floyd Appleton, 4.30. St. Mary's Catholic—The Rev. Jules Foin, Mass, 8.10; vespers and benediction, 7.30.

Earl Houser of Royalton, has accepted a position as clerk in the American store, South Union street. The Riverside Chapel Sunday school will change their hour of meeting from 1.30 P. M. to 9.45 A. M. starting to-morrow morning. Mr. and Mrs. Harry Thompson, of Pine street, entertained a number of friends at her home last evening in evening in honor of their son, Arthur Thompson, who is home on a ten-day furlough from Camp Lee, Va., after various games had been played, refreshments were served. Mr. Thompson will return to camp on Sunday.

Miss Kathryn Metzler, of Royalton, entertained a number of

friends at her home last evening in honor of Miss Lillian Kendig. After games of various kinds were played refreshments were served to Miss Margaret Stavelly, Miss Lillian Kendig, Beulah Wolf, Helen Kreider, Emma Long, Rhea Neeter, Clara Palmer, Letonia Mathias, Kathryn Eichelberger, Kathryn Metzler, Mr. and Mrs. Eli Metzler, Mr. and Mrs. William Metzler, Robert Metzler, Carl Dupes, David Metzler, William Neeter, Elwood Kling, Harold Wolf, Harold Bonholtzer, Raymond Espenhade, Edward Beckey and Edgar Hoffman.

Isaac Singer has returned home from a week's business trip to Philadelphia. Triune Lodge No. 307, I. O. O. F., will attend divine services in the Presbyterian Church Sunday evening when the pastor, the Rev. T. C. McCarrell, will preach a special sermon to them.

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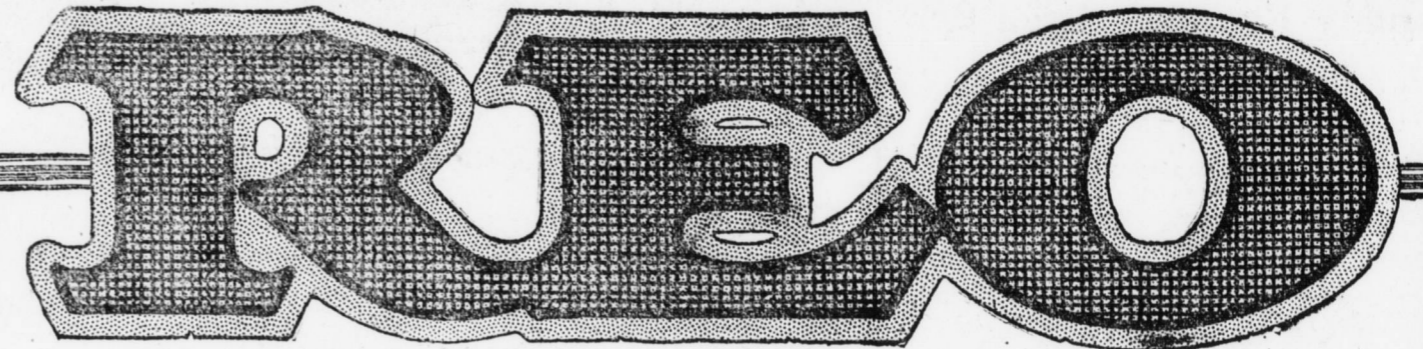
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THOSE FIGURES TELL the story of Reo quality—Reo stability—Reo dependability—as no mere words could do.
LOW UPKEEP is a Reo attribute, and it is due mainly to that Reo policy of putting "50 per cent oversize"—the Reo standard factor of safety—in all vital parts, such as axles, driving shafts, bearings, etc.
THE REO OILING SYSTEM is another reason. For a faulty lubrication system is the source of many ruined bearings and parts and of great expense. The Reo system is well nigh perfect.
THAT IT PAYS to build that kind of product is best proven by the tremendous over-demand the Reo output has always enjoyed.
AT THIS TIME it is even greater, if possible, than at any previous time.
SO THE ONLY WAY to be at all sure of getting a Reo "Speed Wagon" is to order early—now.
BETTER SEE ABOUT THIS at once. Delay may result in your having to accept your second choice in lieu of a Reo.

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