In 1897.
Those were the days of the “full dinner pail.”
They were well packed — those dinner pails of the workingmen — so were their homes.
Walkers.
To live close to the job — that was the big idea.
Big business was beginning to look up.
Home close to shop. Office close to home. Save time — distance.
There was a gentleman upon whom the city depended for its food.
His home — 20 miles distant — was considered a long way off.
— and hard to get to.
The wheel of progress ever turning.
FASTER — 1910.
FASTER — 1927.
The city? Why that’s only 20 miles — less than an hour’s pleasant drive.
There the wheels have been turning, also.
The sedate lady of the nineties has become the modern American woman.
And the workingman
Big business is looking out — not up.
Fresh air and attractive surroundings for the workers.
What has wrought this change?
Motors —
Good roads —
Personal transportation.
At the White House the motor serves. [Pres. and Mrs. Coolidge]
 Everywhere, everybody rides.
The truck saves time and makes possible longer hauls.
BUT — only when the roads are good.
Like the truck, the bus carries heavy loads.
With the ease and speed of the motor car.
Motor busses extend transportation facilities from street railways into new suburbs.
Inter-city busses operate on regular schedules between convenient city depots.
And — like the hen and the egg — the motor car and the road are indispensable to one another’s progress.
As the development of the American highway awaited upon the demands of the motor —
so do motor vehicles depend upon roads to perform their highest services in releasing the tremendous forces pent up by undeveloped transport facilities.
The End