MATTERS of INTEREST to the AUTO WORLD

BITS OF AUTO GOSSIP FOUND EVERYWHERE

Useful Hints for Motorists Culled From Numerous Sources.

The Columbus (O.) Postoffice has arranged for an automobile service for deliveries.

About two-thirds of the electric trucks in use at the present time are of the two to three ton size.

The Nationaal Association of Automobile Manufacturers has established a traffic office in Detroit.

A motor stage line has been established between Puebla and Beulah, a distance of 30 miles, in Colorado.

That all who ride may read, the city of New York is to spend $9,000 for the purchase of 1,200 street signs of new design.

Milwaukee has placed in service two new motor police patrol and ambulance cars. The cars cost $3,500 each and supplant three horse-drawn patrols.

From present appearances the six-wheeled motor vehicle is destined to attain considerable prominence in the field of motor haulage during the next few years.

Bangor, Me., is to have an automobile show February 24 to March 1. The dates selected are immediately after the Portland show, so that exhibitors there can go to Bangor afterward.

The Youngstown (O.) Automobile Show Company has been incorporated in Youngstown, with a capital stock of $1,000, to hold automobile shows, especially the 1913 show at the Auditorium in February.

The Board of Trade of Jacksonville, Fla., charges that several railroads leading both south and west discriminate against automobiles sent to Florida, in favor of similar shipments made to California.

According to Major General Leonard Wood, chief of staff of the Army, more money was spent in the United States last year for automobile tires than was appropriated for the Navy, while the salaries of the chauffeurs amounted to more than was spent on the Army.

The first stage line in Wisconsin since the days when horses were hitched to lumbering wagons has been established between Kiel and Manitowoc, a 45-horse-power car forming the medium of transportation. The coach seats 32 persons and a driver, and has space for small luggage.

Material progress was made during 1912 in the development of the electric automobile. Production was approximately 10,000, including both passenger cars and commercial vehicles, of which about 6,000 were passenger cars and 4,000 trucks. Estimates of the production for 1913 are placed at a total of 15,000.

All space for the fourth annual Des Moines aautomobile show, to be held at the Coliseum March 3 to 14, has been sold and firms are still seeking admission. This in spite of the fact that the show has been lengthened to a two-week affair, with pleasure cars only shown the first week. Arrangements are now being made for an overflow show.

Intimations have been made that Bart J. Ruddle, who is known to fame as the manager of the last Milwaukee race meet for the Vanderbilt and Grand Prize Trophies, is to make a pilgrimage to New York city to explain why the Milwaukee race bills have not been paid, and also to apply for a sanction to have the big races at Milwaukee again in 1913.

Extensive aid will be asked of the Ohio General Assembly this winter in the campaign of roadbuilding. The movement to have the General Assembly make direct levies for good roads has gained impetus since the defeat of the constitutional amendment to issue bonds. It is estimated that this would raise between $3,000,000 and $3,500,000 annually.

One of the novel features of the Paris show was an electric space indicator. This took the form of a board, bearing a diagram of the show. In each space was a tiny electric lamp. Beside the board was a list of the exhibitors, with a push-button opposite each name. Pressing a button caused the lamp in the proper space to glow, thus pointing out the exact location of the exhibit.

Practically all cars purchased in Bahia, Brazil, during 1912, were of American manufacture. Previously the sales had been confined to European cars. The change was due to the fact that two large hardware firms imported a number of American cars. That the Bahia public thought them superior to European cars was evidenced by the early sale of all cars on hand. Larger stocks of 1913 cars are being laid in.

While the number of automobiles in Texas has increased 17.3 per cent. in the past year, the value has decreased by $1,016,250. There are 35,187 cars in the state, with a value of about $43,983,750. Of these machines, 33,623, or 93½ per cent., are used for pleasure purposes, while only 1,564, or 4.5 per cent., are commercial cars. The different models number 105, and the price ranges from $400 to $10,000. The average price figures up at $1,250, as compared with $1,500 in 1911 and $2,137 10 years ago. Dallas county has the most cars, 3,409, with Harris second, with 3,030.

The automobile show in Pittsburgh will be held in Exposition Hall, March 1 to 8, and elaborate plans have been prepared for the decorations. Flowers will form the main motive. One of the features will be the display of motion pictures of the big automobile races of 1912. While Exposition Hall is one of the largest buildings in the city, space reservations have been pouring in in such numbers that it may be necessary to use Machinery Hall, nearby. Elaborate arrangements are being made for the entertainment of dealers and subagents from the surrounding territory.

Convicts Work On the New Jersey Roads

The conversion of New Jersey, a Northern state, to the plan of prison labor will be of much interest to all good roads promoters of the country. For several years some of the Southern states have been employing convict labor almost exclusively on road work, but in many of the Northern states the plan has met with more or less opposition.

Col. Edwin A. Stevens, state road commissioner of New Jersey, after one season's trial of convict labor on the roads of his state, is enthusiastic in indorsing the policy generally. In a communication to the American Automobile Association Good Roads Board the Commissioner writes:

"The experiment of convict labor on state roads, which was proved to be a success in one week, is only the beginning of good road building beyond what we already have and at a price which will spread out the money of the state beyond its present confines."

In describing the work in New Jersey Colonel Stevens says: "I gave orders to the man in charge that he was to give me a 'swagger' job there. In other words, he was to build the best section of road ever constructed in New Jersey. If after a rain there was as much as a teacup of water remaining on any spot the road was to be torn up instantly and relaid by these men. This is my school, and I believe that in the future men trained in prison—short-term men, if I cannot get others—men who have nothing else to do when they are turned out into private life again—can be taught the highest class of road building. They can be made to do the highest class of work.

"I do not expect a bank president to become a road builder, but there is excellent material in prison which can be trained in this way, and I expect to manufacture out of this labor a corps of men who will continue the work from choice when they have served their time. With the training I will give them they will be a valuable asset to New Jersey roads, and that is why I wanted nothing but the highest class of work done by this experimental class of men. They will get, if I can get it for them—and the prison authorities seem to be willing to co-operate in every way to make this work successful—commutation for good behavior and excellent work beyond that obtainable inside the walls."

In Colorado, Illinois, Michigan, Minnesota, Washington, Utah, California, Wyoming and several other of the Northern States experiments have been made, and almost without exception satisfactory results have followed. The men have appreciated the privilege of living in the open air, their health and morals have improved, their work has been good and very little trouble has been given.

Men in Sing Sing Prison, New York, are no longer required to wear stripes and have their heads shaved, and everywhere the tendency is toward doing everything possible to make the convict a better man when he leaves prison than when he entered.

The employment of convict labor is one of the many related topics to be discussed at the second Federal Aid Good Roads Convention to be held under the auspices of the American Automobile Association in Washington March 6 and 7. In establishing the national policy for future road building the use of convict labor is one of the questions that is bound to come in; much information on this subject has already been placed before the joint committee of Congress, which is soon to report on the whole subject of federal aid.

Motorcycle Notes.

A new motorcycle-mounted rapid-firing gun has been invented. It weighs only 16 pounds, as against the 43 pounds of present pattern. It will fire 300 pounds a minute.

The Racine (Wis.) Motorcycle Club has just held its annual hill-climb.

A new motorcycle club is being formed in the Warren district of Arizona.

A meeting of the F. A. M. board of directors has been called for New York city January 15.

A railway and lighting company at Columbus, O., has equipped its meter readers with motorcycles.

Brooklyn has formally entered the lists as a candidate for the honor of entertaining the 1913 convention of the Federation of American Motorcyclists. The F. A. M. was "born" in Brooklyn.

A Jacksonville (Ill.) for buyer uses a motorcycle in running about the country looking for pelts. He gets them.

Bits of Auto Fun

Hi Geer—My car is the fastest piece of machinery in town.

Jack Shaft—Go on! I'll back my gas meter against your car any old time.

About this time the year goes out
And a new one inward toddles,
Which means it's time to look about
For your nineteen-thirteen models.

Mag Neto—Is your daughter marrying well?

Mrs. Moe Tarr—My dear, she'll never need to worry where the gasoline is coming from.

Timid Friend—Tell you what, Speedo, I'd give $100 to be out of this car.

Speedo—Stick to your money, old top. If the railroad gates at the foot of this hill are closed, it won't cost you a cent!

Hints for Winter Riding.

Use a lower gear ratio in winter; it enables one to ride more slowly and saves many a skid.

If the motorcycle has a lot of nickel-plating, clean the plating and smear it with vaseline or give it a coat of shellac to keep it from rusting.

Use rubber hoods on the spark plugs, or cover them with vaseline.

Keep warm. Always put on more clothes than you think you will need, as it is easy to unbutton a coat and it is miserable to be cold.

Gloves that have a pocket for all four fingers are the warmest and some form of gauntlet should be used to keep the wind from passing up the sleeves.

Use a thin, nonfreezing oil and good gasoline.

Motorcycle Tests.

Motorcycles had to make good before they were accepted for service in the police department of New Orleans. Four new machines were purchased recently and each of them was put to a severe test.

The two-wheelers were taken to the West End Speedway and subjected to a speed test against a fast motor car. The car was allowed a 300-foot start. Then it was up to a motorcycle policeman to catch the car. It was done on each machine in a little more than a mile, the performance being repeated each time on the return course.

Superintendent of Police Reynolds is convinced that nothing on wheels can now get away from his men.

Interesting Figures

According to figures gathered recently there is one accident for every 12,053 miles traveled by a trolley car and one for every 178,666 miles covered by an automobile. For a fatal accident the figures are higher the trolley going 800,000 miles before killing anyone and the automobile 2,400,000 miles. These figures apply to employes and occupants only. The statistics further show that the automobile has to travel three times as far as the trolley before taking the life of an outsider and at least seven times as far before injuring one.

Big Chicago Show.

The next big event on the motorcycle calendar is the Chicago show, February 3 to 8. It will be staged in the Manufacturers' Exhibition Building, and it is probable that more lines of motorcycles will be seen here than were ever gathered togather previously in one exhibit.

In this Chicago show, also, motorcycles will for the first time "stand on their own legs." The motorcycle manufacturers are, with the assistance of the bicycle accessories trades, holding their first show on their own hook.

Twenty-three motorcycles, each of American make, will be exhibited. In addition there are scores of other exhibits by the bicycle and accessories people. The reservations of space seem to assure the complete success of the show.

Philly Show To Be a Fine Spectacle

Special Dispatch to The American.

Philadelphia, January 18.—Decoration and illumination have always been noteworthy features of the automobile shows held in this city, and efforts have been put forth by the committee in charge to make the coming exhibit eclipse all previous events in the brilliance and elaborateness of the scenic and lighting effects.

In the design for the decorations full advantage has been taken of the splendid architectural features of the mammoth new building of the Automobile Club of Philadelphia, Twenty-third street, below Market street, where the 1913 exhibit will be held from today—January 18—to February 1, under the auspices of the Philadelphia Automobile Trade Association.

As the visitor enters the first floor he will be treated with a vision of an Italian garden in the full splendor of summer, withits foliage, hedges, trees and vistas of lawn in the distance. Scattered about the garden will be a score of Venetian urns, mounted with mosaic globes, studded with electric lights. Classic statuary will also be distributed about the garden. Overhead there will be streaming garlands of imported leaves 40 feet long, looped from pillar to pillar and caught up at each pillar with an ornamental wreath. Concealed artistically among the foliage will be a thousand electric lights.

On the second floor an autumn outdoor scene will be portrayed with pergola and trellis effects on every hand. In this scene the concrete pillars will be utilized for supports of the pergola beams and, as on each of the other floors, will be painted in antique stone effect. A thousand electric lights here will gleam from behind the leaves and trellis work. In the distance against the blank wall of the building will be a beautiful road scene.

The third floor will be given over to an outdoor night scene in Southern California, the entire ceiling being concealed with a dark blue covering, through which will glisten a thousand stars in the form of electric bulbs. On each of the 51 columns, which will be finished in the mission style stone, will be an ornamental capital with an antique stone effect. The back wall will carry a typical California landscape scene will all the decorative possibilities of the land of continual sunshine.

Overland

Popularity Backed by Evidence

We have delivered over 15,000 Overlands in the past five months. This is double the business of any other manufacturer producing a similar car. We could have delivered many more had we been able to produce them.

The Overland is outselling its competitors merely because it outclasses them in every single particular. Naturally most people buy where they get the most car for the least money.

The greatest difference in popular priced cars is the difference in price. And this difference is due to the difference in factory and facilities.

We do not only claim to be more conscientious builders, but we are more economical. It is merely the Overland method — a 95 per cent. efficient factory system making 40,000 cars yearly.

The Overland costs 30% less than any other similar car made.

In ten years the world's automobile production increased 8,000 per cent.

But in six years Overland sales have increased nearly *10,000 per cent.* This phenomenal popularity is the greatest proof in the world that in the Overland you get *more* car for *less* money than any other manufacturer can give.

For example — study the specifications given below.

The 1913 sales of Overland cars are already double those of any other manufacturer producing a similar car. And still we are unable to supply the demand. We have beaten our record for the corresponding months last year by over 300 per cent.

If we can beat all the others in sales, surely we must in value. Investigate.

Our sales department records show that to date 65 per cent. of all Overland cars have been bought by farmers. Residents of the rural districts have, therefore, either bought or contracted for 65,000 Overlands.

Remember that the farmer is accustomed to buying machinery; he knows when a car is right. He has found the Overland a powerful, sturdy and dependable car, and what is more he realizes that the purchase of an Overland gives him *more* car for *less* money.

Think *that* over.

There is over $3,000,000.00 worth of the most modern automatic machinery in the Overland factories. Such equipment as this makes it possible for us to make the average $1200 car for $985. We have one department which does nothing but take out and sell machines replaced by more improved ones. Let this simple arithmetic sink in: The installation of new machinery costing $100,000 means $20 per car to a maker of 5000 cars; to us it means but $2.50.

Think *that* over and you will realize why the car, described below, is possible.

The Overland factories possess the largest drop forge plant in connection with the industry. This means that we depend on no outside source for our drop forgings.

When a certain construction needs a drop forging we can go ahead and make it — *at minimum cost.* Parts which cost others $9 each, we make for $3.

Thus you can see why we can do what others cannot do. The value described below is the result.

To make enough Overlands to supply the present demand, 8,000 skilled mechanics are working night and day, in our great plants which cover over 94 acres.

And this enormous Overland business of 40,000 cars grew from an output of but 400 cars in 1908.

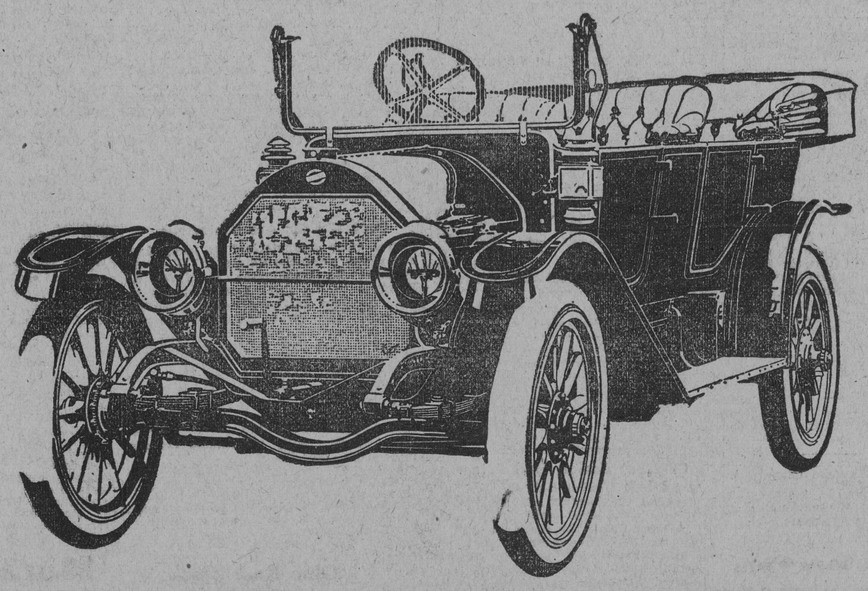
Would our growth have been the biggest if our value was not the greatest?

The Willys-Overland Company, Toledo, Ohio

MOTOR CAR CO., Distributors, Mt. Royal and Maryland Aves.

$985
F. O. B. Toledo
Completely Equipped

Self-starter
30 Horsepower
5-Passenger Touring Car
110-inch Wheel Base
Timken Bearings
Center Control



$985
F. O. B. Toledo
Completely Equipped

Remy Magneto
Warner Speedometer
Mohair Top and Boot
Clear Vision, Rain Vision Wind Shield
Prest-O-Lite Tank

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