MATTERS of INTEREST to the AUTO WORLD

GOSSIP AND DOINGS OF AUTO TRADE

Items of Interest Gathered During Tour Among Garages.

A number of Baltimoreans owning automobiles will make the trip to Washington for the inauguration. Secretary H. M. Luzius, of the Auto Club, states that owners holding Washington tags may use them, as the District of Columbia Commissioners have extended the time of their validity until January 1, 1914.

Owners complying with the following may go into the District without difficulty:

1. A nonresident holding a permit to operate a motor vehicle in the District of Columbia is not required to take out a new permit. If, however, the state of a nonresident requires annual operators' permits for residents of the District of Columbia operating in that state, a nonresident will receive similar treatment in the District of Columbia. In other words, under this latter condition, operator's permit obtained previous to the passage of the new regulation is sufficient for the present year.

2. A nonresident not having a permit to operate, but who wishes to operate a motor vehicle in the District of Columbia, must obtain a permit in conformity with the new regulation.

3. A motor vehicle of a nonresident which has been registered in the District of Columbia is not required to be registered again. If, however, the state of a nonresident requires annual registration of District of Columbia motor vehicles operating in his state, the motor vehicle of the nonresident must be re-registered next year, to operate next year in the District of Columbia. In other words, under this latter condition, registration made previous to the passage of the new regulation is sufficient for the present year.

4. A motor vehicle of a nonresident which is not registered in the District of Columbia, and which it is intended to operate in the District of Columbia, must first be registered under the new regulation, and will be given a single tag of the type now used in the District of Columbia at least as high as No. 19000.

5. Beginning the first of the year 1914, one tag or duplicate tags will be issued for motor vehicles of nonresidents, depending on whether the law of the state of the nonresident requires District of Columbia motor vehicles to carry one tag or duplicate tags when operating in that state.

6. Under no conditions will a new registration of a motor vehicle be made for a charge less than $2.

The second federal aid good roads convention called by the American Automobile Association, convenes in Washington, March 6 and 7, at the Raleigh. Good roads experts from all over the country have been invited to attend the congress.

The board of governors of the Automobile Club request as many members and their friends as possible attend the Washington meeting, as it will mean much for good roads in Maryland.

An American Tourist has been delivered to G. W. Mowen, of this city, by F. W. Sandruck, local agent. S. F. Cortes, of the Albion Hotel, has also received delivery of a 50-horsepower American Traveler.

The Mar-Del Mobile Company has delivered a three-ton Packard truck to Thomas J. Kurdle, the large meat packer of this city.

Mannie Rice, of Rice Brothers' Garage, returned from a trip to the S. G. V. Company, at Reading, Pa., yesterday afternoon. The trip was made in a S. G. V. roadster. The start to Baltimore was made at 9 o'clock yesterday morning, and Mr. Rice reached the city at 5 o'clock in the afternoon. The roads were very heavy.

The Detroiter-Baltimore Company has just recived word from the Reo Motor Company, of Lansing, Mich., announcing the new Reo two-ton truck. Immediate deliveries will be made on the trucks.

The Schall-Crouch Auto Company reports the following deliveries of Paige 36 models: R. W. Howeth, city, touring; F. Baum, city, touring, and George C. Koppelman, city, touring. Two more carloads of Paige 36 models are on the way to this city.

F. W. Sandruck, local agent, received a shipment of three 1913 model Merkle motorcycles this week. He delivered the following motors: Harry A. Tate, seven-horsepower Excelsior, and C. P. Kakel, Linwood avenue, seven - horsepower Merkle.

The White Motor Company reports the delivery of a Berline limousine to S. Salabes, of this city. They also delivered a 1,500-pound quick-service delivery wagon to the J. F. Wiessner Brewing Company.

The Ford Auto Company reports the following deliveries: A. E. Shanklin, Lexington Market, touring; Dr. Joseph E. Muse, 1520 Hollins street, touring; Robert Rausch, Lenox, touring; Frank Dotterweich, Highlandtown, touring; Dr. C. H. Beetem, Mount Washington, touring; H. M. Dinsmore, city, touring; T. Frank MacLean, Belair, touring; J. F. E. Fields, Hancock, touring; John McGraw, Pylesville, touring; Bow George, Sykesville, three touring cars; Dr. S. R. Wantz, Mount Washington, touring.

Walter Scott, 1127 West North avenue, reports the following deliveries: Joseph A. Kunkel, of Kunkel Piano Company, Marmon touring car, and George P. Buckey, Union Bridge, six-cylinder Stutz roadster.

Neely & Ensor report the delivery of a three-and-a-half-ton Alco truck to the Consolidated Gas and Electric Company. This makes the fourth Alco that the gas company has received for use.

The 1913 Kline cars have been received by Neely & Ensor, local agents, and are now on exhibit at the company's showrooms. The cars are equipped with electric starters and electric lights.

The Motor Car Company reports the following sales: J. I. Bealmear, city, Overland touring; Dr. M. B. Hood, city, Overland touring; N. B. Hodskins, city, Overland touring, and J. T. Gray, Grance, Overland touring.

The Detroiter-Baltimore Company reports the following deliveries: John Stigers, banker of Hancock, five-passenger Reo; Howard Chambers, Park Heights avenue, five-passenger Reo; Edgar Snavely, Sparrows Point, five-passenger Reo; B. T. Scott, Roland Park, seven-passenger Abbott-Detroit, and Charles W. Hurst, Preston street, five-passenger Abbott-Detroit.

Marmons in Demand

Walter Scott, North avenue and McCulloh street, local agent for Marmon and Premier automobiles, announces that sales of cars during the automobile show were very pleasing and that there was a large increase of sales over last year's exhibition. The Marmon car is, without a doubt, one of the best cars now on the market. Graceful and beautiful bodies distinguish the Marmon at a glance, and the many refinements in equipment and appointments add to the comfort, luxury and ease of operation. Underlying all the new features is the same high standard of design, materials and construction that have made these cars world-famous, both in road contests and service. Both speed and pleasure can be had of the new Marmon. The Marmon car is the foremost racing car in the world, and for easy riding there are few cars that can equal it. The records of its performances are the highest indications of value.

Business View of Motor Truck's Use

What every business man wants to know about a motor truck is the facts about its performance in his business—facts, not estimates.

The business man wants to know: How many tons a day a truck of given capacity can haul, how many miles a day do they cover, how many trips can they average per day, how much will it cost for gasolene, and how much will it cost for tires, wages, oil, rent, depreciation and every other item that he must pay for?

The performance of an individual truck proves nothing; the average of a big fleet has force and truth in it.

But even this is not enough—you want to know if the showing is as good or better than other trucks.

Next, you want to know whether these trucks are giving satisfaction in various parts of the country where conditions are different.

Finally, you want to know if these trucks will continue to make good year after year.

Who can give you such convincing proofs? Look into the fact that 14 5-ton Saurer trucks saved $7.40 a day each.

The cost sheet for the month of November, 1912, of 14 5-ton trucks owned by the City Fuel Company, of Illinois, follows:

	Average Cost Per Truck.	Cost Per Ton, 12,444 Tons.
Gasolene	$30.84	.0346
Lubricating oil	30.91	.0044
Wages, helper and driver	8.91	.1002
Labor-loading, mechanics and repairmen	17.54	.0197
Repair parts and material	10.44	.0117
Garage	10.00	.0112
Light and power	.26	.0002
Insurance—Fire	4.17	.0046
Liability	10.24	.0115
Miscellaneous expense	2.80	.0031
Tires	28.32	.0318
Depreciation at 20%	69.99	.0788
License	3.00	.0033
	$430.65	.4157

Total number of miles run, 9,893. By each truck: Average number of days worked, 25.3; average number of miles per day, 27.92; average number of trips per day, 6.6; total number of tons, 12,444; average number of tons per day, 35.13. Total cartage earnings allowed, $6,551.43; net earnings, $2,622.33; net earnings per truck per day, $7.40.

Mack & Hewitt trucks reduced the coal-delivery cost for Burns Bros., of New York, to 20 cents a ton, and a net saving over horse delivery of 30 per cent. in summer and 50 per cent. in winter. The fleet numbers 27 trucks, of several sizes, but all of Mack & Hewitt make.

Sauer, Mack and Hewitt trucks are made by the International Motor Company, of which W. A. Davis, 30 South Hanover street, is the local agent.

Motz Cushion Tire Is Boon to Autos

"Motor cars are becoming less and less instruments of sport—more and more instruments of utility," says P. M. Pontius, sales manager of the Motz Tire and Rubber Company, who is in charge of the Motz activities at the various auto shows. "They are settling down to their broader and more useful function of rapid and convenient transportation for business or pleasure. The craze for speed is giving way to a more practical demand for economical and reliable service. The light and medium-powered machine for city and country use is vastly in the majority.

"With this widespread tendency toward a more useful and less expensive operation of motor cars, the tire question is certain to become acute. There is a demand for something more dependable than pneumatics, with all their trouble and expense.

"And this is not all. A puncture or a blowout may happen at any time. Sometimes it may be easily repaired. At other times the injury wrought is either beyond repair or is so serious that considerable money must be spent in restoring it. Embarrassing delays on the road, your car out of commission when you need it, a constant feeling of insecurity when driving at any distance from home, are too common incidents in motoring experience to need comment. They all result from pneumatic tires."

36.8 Miles to Gallon

In a recent economy run held from Salt Lake City to Provo, a Franklin Little Six touring car carrying five passengers made the distance of 46 miles on five quarts of gasoline. This was an average of 36.8 miles per gallon.

The run was part of an automobile day at Provo, Utah, which was originated by the Utah Automobile Club. The Salt Lake City Automobile Club suggested an economy run to Provo, but the Franklin was the only car that entered the run as far as the economy test was concerned.

Filling up the gasoline tank at Salt Lake City and taking on the trip a Salt Lake City tire dealer, an insurance agent, a prominent citizen of Provo and the manager of the Salt Lake City Automobile Company, Franklin dealers, the Franklin left Salt Lake City accompanied by a number of other cars.

Federal Tire Popular

The Federal Tire Sales Company report elegant prospects for a tremendous spring business. Mr. Harry A. Mayer, who has been traveling in the interest of the Federal Tire Sales Company in the western part of Maryland, reports business on the increase in every section he has visited. The Federal Tire has been well received, and justly so, for it is surely a tire for extra service.

Antismoke Ordinance

Following a renewed campaign against the smoking automobile, the police of New York city have become suddenly critical of the wakes of automobiles, and have developed unusual energy in enforcing the antismoke ordinance. As a result, in one day 33 drivers were summoned to appear before various courts, and fines amounting to $230 were assessed, in amounts varying from $1 to $10. The next day 55 men were summoned.

TIMELY MOTOR GOSSIP FROM OTHER LANDS

Rubber Plantations Showing a Materially Large Increase.

Announcement is made by Chevalier Florio, the organizer of the Targo Florio race, that the event will take the form of an endurance contest round the Island of Sicily on May 11 and 12. Last year this was a nonstop run, the cars traveling day and night. Owing to the danger of sending high-speed cars over the mountain roads at nighttime, it has been decided to make the race a two-day event, the first day's run being from Palermo to Girgenti, and the second day's event the continuation of the run from Girgenti to Palermo. The race will be run under the rules of the Automobile Club of Italy. Last year the Targo Florio was won by an Englishman—Cecil Snipe—driving a Scat car.

The movement for the construction of an interprovincial highway between Montreal and Toronto and Montreal and Ottawa is meeting with success. The highway entails the construction of bridges connecting Montreal with the mainland from a point at St. Anne de Bellevue to Ile Perrot, and another bridge from Ile Perrot to a point in Vaudreuil county.

Ontario's revenue last year from the sale of licenses for automobiles totaled $50,831—twice the amount received during the year 1910. The revenue for 1906, the first year fees were imposed, was only $15,235.15. The licenses issued last year totaled 11,339, and for 1910, 4,390, while in 1906 1,176 were issued. Fees collected for issuing charters to automobile corporations totaled $235,663.10.

Rubber plantations are slowly but surely increasing in size and yield. Exports of plantation rubber from Java amounted to 6,300 tons in 1912, as against 2,750 tons in 1911, and 1,430 in 1910. The figures of the areas under cultivation also show an increase, but not such a great one as appears in the production figures, showing that it is the yield per acre that is increasing, as well as the number of acres. The area in rubber cultivation during 1912 was 982,000 acres in the East, including the German colonies, Samoa and East and West Africa. In 1911 the acreage was 865,000 acres, and in 1910 it was 762,000 acres. It is stated that Mexico, Nicaragua and Honduras have probably planted 80,000 acres, mostly Castilloa. India is extending her plantations, as is Burma. Some little planting is also being done on the tropical Pacific and Indian Ocean islands. Plantations are also spreading in the Kongo, German West Africa and British East Africa and Uganda. There are about 5,000 acres under rubber cultivation in the West Indies.

Austria has imitated Germany in imposing a tax on motor tourists. For an automobile or a motorcycle the owner is to pay 40 cents per day. The automobile can stay for three months before it becomes subject to the ordinary annual taxation, but the motorcycle only one month.

An automobile passenger service has been inaugurated between Tsitsihar and Blagovestchensk, in Manchuria, China. Two closed and one open automobiles are used, and the fare for a single trip in either direction is in the former 100 rubles, $51.50, and the latter 75 rubles, $38.64; 36 pounds of baggage are allowed.

Trying Cure for Speeders

Chicago magistrates are trying out a new cure for incorrigible scorchers, the first recipient of the cure being Leslie L. Voigtman, who is second only to Jack Johnson in becoming entangled in the speed regulations of Chicago. When Voigtman was arraigned in the "speeders" court on the charge of exceeding the speed limit, he pleaded guilty and was fined $100, and in addition to which he had to sign the following pledge: "I solemnly promise this honorable court not to touch, sit upon, ride in or manipulate any automobile or motorcycle in the city of Chicago during the next 12 months." In connection with the arrest of Voigtman there was uncovered a story of bribes and graft, in which Albert Jacobson, a reporter for a Chicago morning paper, played the chief role. He was hailed before the judge and charged with contempt of court—a more serious charge being deferred for the time being. He is said to have been too active in the "speeders" court since it was established last summer.

Propose an Increase

Complaints from the larger cities of Ohio are being made to Governor Cox relative to the proposed increase in the state license fee for automobiles. A committee of Clevelanders visited the Governor recently to protest against any change in the law unless there would be some compensatory changes that would interest the auto owners of the large cities. It is said that Cleveland pays one-fifth of the state auto license tax and the county gets back but one-eighty-eighth of the fund. Under the increased fee proposed the total license fees from Cleveland would be about $180,000, while the county would have returned to it for road improvements about $10,000. If the proposed fee is imposed they want it pro rated to the counties on the basis of payments.

Vanderbilt Race

The next Vanderbilt race will be run under rules limiting the piston displacement of competitors to 450 cubic inches. In making this ruling the Savannah Automobile Club, under the auspices of which the race will be run, has followed the ruling made by the Indianapolis Speedway management, which has limited the piston displacement of cars taking part in the 500-mile sweepstakes on Decoration Day to 450 cubic inches. There remains but one race in which bigger cars may compete—the Grand Prize of America. All other American and European races will be contested by the medium and small car class.

Institute New Rules

Massachusetts, by a recent action at one of its courts, has instituted a new ruling in the use of the highway by motor vehicles, and it is now imperative for an automobile to pass a street car on the left side when on the highways of the state. The feature of the decision lies in classifying the trolley car with horse-drawn and motor vehicles using the road. Heretofore it has been customary to pass trolley cars on the right side, but the injury to a person alighting from a trolley car by a passing automobile has resulted in the new decision.

BYWAYS ALSO SHOULD HAVE IMPROVEMENT

Local Rather Than National Funds Should Pay for Some Roads.

"Good roads everywhere is what the automobilists are striving for and their organized efforts encompass the improvement of the county and township roads as well as the more traveled highways," states Laurens Enos, president of the American Automobile Association, which nation-wide body of roadusers is accelerating the movement most substantially through its 500 clubs scattered all over the country.

"A motor-driven vehicle nowadays can challenge roads not deserving of the name," comments Mr. Enos, "and so it is that in the development of country life the autoist requires much to discourage him in his gongs into the byways, which, like the other avenues of communication, demand consideration in proportion to their growing use. It is our belief that the betterment of these roads properly devolves upon the township, with well defined co-operation from the state through a highways department which also has to do with the county roads, in conjunction with the county authorities.

"But in seeking the participation of the federal government in roads progress we cannot bring ourselves to believe that national aid means a donation of national funds for local purposes.

"To ask the national government to do that which properly devolves upon the local community is basically wrong and untenable. Our government is composed of state units; the source to which the community should appeal is the state, which in turn should go to the federal fountain head for co-operation along lines which are interstate and otherwise sufficiently general to justify the employment of national funds. But to call upon the national government to deal with local units direct and ignoring the state government is procedure contrary to constitutional rights and common sense."

In his address at the American Road Congress at Atlantic City, N. P. Hull, the lecturer of the National Grange, in closing, gave utterance to this sentiment: "I call upon the American Automobile Association, with the men who are striving, as many of you are striving, and legitimately and fairly striving, to build transcontinental highways, improved highways, if you please, to keep in mind while you are studying this question and using your efforts to build those great highways connecting the cities of the country, that you will not forget the necessity to you and to me, the necessity to this great nation of ours, the great economic need of improving the common country highways, from the home of the man at the other end of the bad road to the city, that you may be better off and that the farm people of the United States may be better off."

Commenting upon Mr. Hull's pertinent summation of the roads problem, Chairman George C. Diehl, of the National Good Roads Board, has this opinion to express: "If the nation helps the state along proper lines then the state in turn can help the counties and townships. To bring about the adoption of an equitable plan which shall commend itself is the sole motive which has actuated the A. A. A. in calling the series of federal aid conventions in Washington, D. C., the second of which will take place at the Raleigh, March 6 and 7, with a very representative attendance assured."

Indicating clearly the progressive thought which the National Grange officers are giving to the question of highways is the following from the annual report of State Grange Master J. Arthur Sherwood, of Connecticut: "The grange is, and should be, the champion of good roads. The increasing number of motor vehicles upon our highways present a problem difficult of solution. The legitimate demand of automobile traffic must be met. Stretches of road here and there are pleasing, but the continuous mileage is what the farmer, as well as the motorist, desires. I believe that a continuation of our present policy in Connecticut will insure this in due time."

A Terror to Smugglers.

Again the motorcycle has proven a money-saver for Uncle Sam.

For a long time opium smugglers have operated along the Canadian boundary, and were able to pass over the border in automobiles and escape. The practicability and economy of the motorcycle in other departments has now caused the government officials to try it in this field also, where it is daily many times more than earning its living. One custom detective alone at Blaine, Wash., has seized $15,000 worth of the contraband drug within a comparatively short time.

The speed and reliability of the motorcycle, together with the fact that it goes undaunted over roads where automobiles and other vehicles are almost helpless, has made it a source of terror to smugglers.

Auto Show at Bar Harbor

There is considerable prospect that Bar Harbor, Me., will be opened to automobiles at last, in time for the summer society folk. A special town meeting was held recently, when the townspeople, by a vote of 503 to 251, decided to ask for the repeal of special automobile legislation as far as it affects the town of Eden. The matter is thus put up to the legislature, which is likely to accede to the wishes of the town.

Long Island Road Race.

There is a movement in New York among those interested in automobiling to obtain a road race of the caliber of the Vanderbilt Cup and Grand Prize races to be run on Long Island. Many members of the Motor Dealers' Contest Association believe such a race could be successfully held and that it would prove popular, especially if an adequate trophy and attractive prize money were offered. The greatest question in regard to such a contest is admittedly that of policing and properly protecting the course. It was on this point that much criticism was directed when the Vanderbilt was run on Long Island.

Novel Use For Motor.

A Salina (Kan.) wire chief, who has many calls to repair country phones, not only uses the motorcycle to carry him quickly to the point of trouble, but he is saved the inconvenience of carrying an entire telephone equipment. He merely takes a receiver and a coil of twisted pair wire—the motorcycle does the rest. The motorcyce is of the battery type, so in order to test the wire all the chief has to do is open the line and connect the line wires to the motorcycle by means of the pair wires.

To call central he pedals a few times and connects the receiver to the wire.

OWNERS WHO HAVE TAKEN OUT LICENSES

State Is Reaping Fund for Improvement to the Highways.

Automobile owners who have taken out licenses from the office of Commissioner of Motor Vehicles are as follows:

5900—Annie E. Todd, Preston, Overland.
5901—C. F. Shafer, Laurel, Oakland.
5902—W. C. Light, Washington, Ford.
5903—F. O. Glatfelty, Oakland, Maxwell.
5904—Dr. S. A. Stokes, Cornersville, Ford.
5905—C. R. Sadtler, 2422 Maryland Ave., Studebaker.
5906—F. C. Hanna, Cambridge, Hudson.
5907—H. J. Maddox, Bivalve, Maxwell.
5908—L. J. DeAlba, 429 Hanover St., Ford.
5909—A. M. Horst, Hagerstown, Maxwell.
5910—Mrs. F. O'D. Hillen, The Stafford, Packard.
5911—W. P. Millboun, Crisfield, Ford.
5912—C. L. Long, Frostburg, Ford.
5913—W. Gower, Williamsport, Willys.
5914—J. E. Patten, East New Market, Ford.
5915—A. R. Grave, Station D, Packard.
5916—A. W. Riggs, 2751 W. North Ave., Chalmers.
5918—E. N. Sweet, Elkton, Maxwell.
5919—F. N. Iglehart, 1226 St. Paul St., American.
5920—M. Solmson, 2325 Callow Ave., Buick.
5921—O. P. McCarty, Park Circle Apts., Studebaker.
5922—G. W. North, Crisfield, Ford.
5923—M. C. Hinebaugh, Oakland, Maxwell.
5924—R. F. Walter, Nanticoke, Md.
5925—W. J. Hooper, Owings Mills, Mitchell.
5926—Dr. R. R. Norris, Crisfield, Willys.
5927—W. C. Zink, 2534 W. Fayette St., Maxwell.
5928—W. M. Sanders, Havre de Grace, Ford.
5829—W. E. Hooper, St. Paul and Twenty-third Sts., Overland.
5930—Ed S. Schwartz, 3115 Presbury St., Overland.
5931—Gertrude M. Bowen, Arlington, Buick.
5932—T. K. Tally, 631 W. Lafayette Ave., Buick.
5933—W. M. Hottendorf, 1238 N. Eden St., Buick.
5934—H. Deitrich, 426 Harford Ave., Apperson.
5935—W. S. Thomas, 1302 Eutaw Place, Matheson.

Pittsburgh Ordinances

Pittsburgh chauffeurs, it seems, have been in the habit of shouting their intentions of turning, stopping and reversing to the drivers of the "car behind," instead of employing the more generally used arm signal. The city fathers have tired of the shouting and have incorporated in the new ordinance which recently went into effect a paragraph forbidding the shouting of drivers to each other. Another rule in the new law limits the speed in the downtown section to 12 miles an hour.

Coroner's Report

One of the principal items in the New York coroner's report for 1912, showed that during the year in the boroughs of Manhattan and the Bronx, New York city, there were a total of 2,712 deaths by violence. Out of this number 146 were killed by automobiles. As a result of this the coroner's office has represented strongly to the legislative authorities the necessity for stricter automobile laws, in the belief that a large percentage of the deaths were preventable.

Big Auto Revenue

The Ohio State Treasury was enriched $153,034.17 when a certified check for that amount was turned over to Treasurer Brenneman by J. A. Shearer, Ohio register of automobiles. The amount represented the receipts of the department for the month of January, less the expenses of the department. The total receipts were $169,319.65 and the expenses $16,327.52. The gain over the same month last year was $59,068.40.

IN DREAD OF CHANGES IN MOTOR LAWS

Drastic Measures Are Before the Present New York Legislature.

New York, March 1.—Earnest action against the nearly two score pieces of legislation unfavorable to automobilists pending now at Albany was decided upon at a meeting of the Automobile Dealers' Association, representing the local trade in motor-cars. Statements made by Charles Thaddeus Terry in reviewing the bills that have been introduced stirred the dealers up greatly. Mr. Terry told them that never before so early in the session have there been so many bills of so dangerous a kind.

He told them that the bill particularly favored by the governor's special committee of inquiry, proposing such additions to the taxes on automobiles as would make the revenue $2,500,000 instead of $1,000,000 as it was last year, was but an entering wedge, and that if they remained supine and passive, next year the taxes would be brought up to $5,000,000, if the legislators found that the motorists would stand for it.

The dealers will have a special train to run to Albany when there is a hearing early next month on the bills, and in the interval they will see to it that every influence is brought to bear to choke them off.

"We have stood for too much now," said Mr. Terry, "and we must go to Albany prepared to let these legislators know that they have gone further than they have any right to. Furthermore, instead of agreeing to the tax in its present form, we will go prepared to demand that it be put back to the original state, that is, only enough shall be collected for the purpose of registering cars for identification. The courts have decided we have the right to use the highway and that should be all there is of it, instead of all these bills designed to hamper and punish us as if we were criminals.

"The thing of which these legislators stand in dread is not being returned to office and there is where we can hit them. They must realize that the automobile owners of this state are so many and so influential that they cannot with impunity attempt these outrages, for that is what they are. They think they are helping the farmer by attacking the automobilist, but they have to learn that the farmer is also a motorist and he will not stand for these imposts either."

Mr. Terry spent much of his time pointing out some pieces of legislation which he characterized as particularly criminal. He spoke of one that provided that chauffeurs hereafter must have finger prints and pictures in cities of the first class registered with the police. "It will be owners next," said Mr. Terry, "and the whole thing is part of that tendency to regard us as probable criminals because we use the highways, which is a part of our natural right. It is the old story of every invention for the public good being hampered at its outset by legislators. The thing is these gentlemen at Albany are put there, many of them, without having a good idea what to do, but they want to show activity, and, in the vernacular, they pick out the motorist for an easy mark. Strangulation, not regulation, is the keynote of the motor vehicle law."

He went on to tell another bill that provides for a motorist to file a $2,000 bond when registering his car, so if he hurts any one, that person may collect out of the bond. It is stated also that any person convicted of a felony shall have a license to drive revoked. Mr. Terry pointed out that it might be such a felony as selling adulterated goods, which certainly would hardly put a man in a class with a murderer as regards automobile driving. Another bill provides for a chauffeur to file a bond of $500. "Nice for the surety companies," was Mr. Terry's comment.

Still another pernicious measure is one which purposes to give to the Secretary of State power, with or without a hearing in his discretion to revoke a license. This Mr. Terry said he regarded as the high-water mark of legislative tyranny, to put such power into the hands of a single man. Still another measure provides that automobilists must bring their cars to a full stop in cities of the first class at fire houses, railroad crossings and in front of schools at certain hours, Saturdays and Sundays excepted. The weakness in that, he pointed out, was that it took no account of holidays and made no mention of the four months' summer vacation, when some schools certainly are not in use. The penalties in this well thought out measure, he said, were $25 for a first offense, $50 for a second offense and for the third $100 or 30 days in jail or both.

One of the worst of all, he said, was one that provided that any individual or corporation was primarily liable for damage done by the car when driven by the owner, his employee, agent or even a stranger, and it would make no difference if the car were being driven without the owner's authorization. "In other words," said Mr. Terry, "if a man steals your car and while fleeing with it kills a pedestrian you are liable."

About the only bill he thought well of was a measure to provide for lights on all vehicles at night. The rest of the legislation, he said, was discriminatory and had gone too far.

For a Good Highway.

The Lake-to-River Road Association, organized recently by Milwaukee, Wis., and other state interests affected by the planning of a good highway across the State of Wisconsin, from Lake Michigan to the Mississippi River, reports that it has completed the marking of the route by means of banding telephone posts, as in Iowa. The distinguishing mark is a white band on each post, a red X being placed in the center.

Universally Adapted In France.

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The Rage In England

Free Trial

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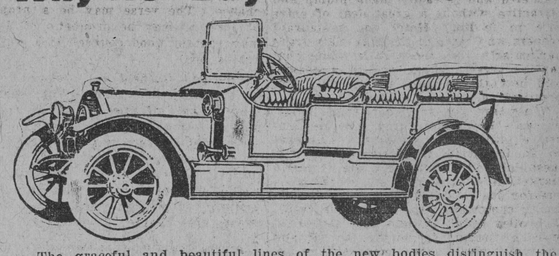

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Year by year they have made these tires better—embodied in them a dozen strong features found in no other tire.

They have saved motor car owners many millions of dollars. They have won over all the rest. Now we surely deserve your verdict on them.

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