GASOLENE GOSSIP

By HANK CALDWELL.

Those Locomotive Cigars.

Isaac M. Cate, of Baltimore, whose accountants have been looking over the books of the American Locomotive Company, maker of the late Alco car, says the losses of the automobile department were more than $7,000,000 and that during 1913 about $19,000 was spent for "entertainment cigars."

Don't like to add fuel to dead flames, but cannot refrain from stating we received two of those cigars in the spring of 1913, and while smoking one in the bow of a Sound steamer bound for Providence, R. I., were notified by the captain that we would have to stand on the stern of the ship. In order to prevent cancellation of our passage the other one was thrown overboard.

Have never met Mr. Cate or his accountants, but must add this bit of legal testimony for benefit of stockholders in the company. Jimmy Joyce, who gave us those cigars, and who is now manager of the Houk hairpin wheel, may have spent $19,000 for cigars when he was with the Alco, but they were never rightly listed under heading of "entertainment." The man who really purchased the cigars for the Alco is dead, and we have our own theory about what killed him. He was a young man, but a great smoker.

Massachusetts Nips Highway Speeding

In suspending the license of a Boston Studebaker dealer the Massachusetts Highway Commission announces that in the future it will deal severely with all drivers in reliability runs where speed is a factor.

Joseph Donovan, a Studebaker distributer at the Hub, recently conducted a 1,000-mile reliability run for advertising purposes. He announced that his car averaged more than thirty miles an hour. The Highway Commission suspended the license of his company, tying up all of its demonstrating cars for one week.

The action of the Highway Commission is commendable, and it is unfortunate for the Studebaker dealer and other automobile dealers that the commission is not powerful enough to put a stop to all speed stunts on the public highways.

Should another Boston distributer wish to break the Studebaker record and do 1,000 miles at thirty-five miles an hour he might easily engage a fellow dealer from an adjoining state to make the run for him, and thus avoid using a car licensed by the State of Massachusetts. It would then be up to still another distributer to show forty miles an hour, and so the competition might continue indefinitely.

There is, of course, an element of danger attached to speed tests on the public roads. Pedestrians may be killed, and the company engaged in making the demonstration is liable to heavy damages. This risk is often run, and the dealer pulls through by sheer luck. The wise dealer takes the precaution to have the car temporarily transferred to some irresponsible person, who may also be engaged to do the driving.

There are many ways to beat the law, and while the Highway Commissioners of Massachusetts may mean well, the very nature of our system of granting state licenses is against the possibility of the commissioners of any one state suppressing speed reliability runs.

It is but another evidence of the need of national registration for all automobiles.

It is regrettable that Mr. Donovan, of the Studebaker, should have so completely forgotten the ethics of his profession as to pull this low-brow affair. It does our industry no little harm to keep on irritating the public.

The more substantial and dignified gentlemen of the Hub's Automobile Row, including "Squibbs" Hathaway, of the White company; Harry Fosdick, Jack Snow, of the Peerless, and Harry Pyke, of the Chalmers, could not be induced to stoop to such vile methods of advertising.

Putting the Spot Light on the Driver.

F. Ed Spooner, who has spent nearly fifty years in the cycle and automobile business, and who now surveys the whole field from his "Conning Tower" in Detroit, tells me the advertising feature is to be completely removed from automobile racing during 1916.

He says the driver will predominate and the public will not know or care what car he drives. The car manufacturer, he thinks, has withdrawn completely from racing. All the fast machines will be owned by either the drivers or their backers. The latter will remain in the background and the game will be played around the man at the wheel.

Women as Motor Makers.

That women are in any way actively connected with the manufacturing operations in a big automobile plant probably never occurs to the average motorist. Yet at the Detroit factory of the Chalmers Motor Company some two hundred girls and women earn an excellent livelihood under conditions that set an example to factory owners in all sections of the country.

Women are used to superior advantage in the manufacture of side curtains for touring cars and in departments where small parts are assembled. Heads of departments where women are employed claim that in work requiring neatness and accuracy women are superior to the men employes.

Large, airy rooms, excellently lighted from three sides and well heated during the winter months, constitute comfortable working quarters for the women employed at this kind of work.

During the noon hour and at recreational periods spacious rest rooms, equipped with easy chairs, plants and victrolas, are at the service of the women employes. The rooms are in charge of a competent matron, whose duties extend to night visits to the homes of sick women employes and the selection of suitable rooming and boarding places for the girls under her charge.

State and City Highway Problems.

Our highway problems are quite as important to the people at large as the problems of public education, health and taxation. But we can never hope to have good roads continuously unless the taxpayers give more serious study to the subject of highway building and maintenance.

If the voter continues to remain in ignorance of the subject the politician is going to continue to use highway appropriations for his own benefit.

We are constantly reminded of the millions of dollars spent annually on the building and upkeep of public roads. A multitude of good road advocates are incessantly shouting before highway conventions about the enormous sums this or that state is spending. The larger the appropriation the more wonderful the progress. Wide publicity is accorded the wasting of millions, but it is not tabulated as waste. It was natural that we should waste a great deal of money when the good roads movement started. There were precious few men in the country who knew how to build a road which would meet the conditions imposed by the fast motor car, and much experimental work had to be done; but we have passed, or should have passed, that stage. There are men in every state who know how to build roads which will last, but they are not the men the politicians want on the job.

The people who pay the bills must give more application to the highway problem and demand more for their money.

It should no longer be a matter of pride to spend millions for good roads, but rather to save 50 per cent of what is going out each year and at the same time get more lasting results.

Prof. Blanchard Talks on Roads.

Arthur H. Blanchard, professor of highway engineering in Columbia College, addressed the Automobile Club of America during the last week on our road problems. He pointed out many defects in our laws and methods.

"There are," he said, "2,300,000 miles of public highways outside of municipalities in the United States. There was expended during 1914 for the construction and maintenance of these highways $200,000,000. A conservative estimate shows that at least $50,000,000 was wasted. Of the forty-eight states, thirty-eight have highway departments. There are over three thousand counties in the various states. The county and township highway work is in the hands of 100,000 highway officials.

"The 12,000 municipalities in the United States each has from one to twenty officials in charge of departments whose work pertains to highways. Fifty per cent of the highway officials do not possess the training and experience necessary to efficiently and economically perform the duties imposed upon them.

"The chaotic conditions and waste of public funds indicated by the above facts may be attributed primarily to three factors: First, too intimate relationship between politics and highway work; second, lack of active interest on the part of the public; third, the small number of engineers filling public administrative positions which control highway work.

"The economical construction and maintenance of highways is intimately related to and governed by state and municipal legislation. The Good Roads Committee of the Automobile Club of America should take an active part in securing proper legislation. New legislation is required in the following branches of highway work:

"The economical and efficient construction of trunk highways of value to the state as a whole should not depend upon a division of money from bond issues based upon an equitable apportionment among the counties. The New York State Constitution requires such apportionment and should be amended.

"Some method must be devised in order that the New York Legislature shall annually appropriate sufficient funds to properly and economically maintain improved highways. Legislature after Legislature has followed the procedure of discounting the estimate submitted by the Highways Department. Hundreds of miles of public highways are, therefore, poorly maintained.

"The current highway law makes provision for the construction of state and county highways in second and third class cities and incorporated villages. Consequently New York City, Buffalo and Rochester are paying in some cases 80 per cent of the cost of building pavements in the cities of Syracuse, Albany, Troy and many other important cities of the second class. At the close of 1914 New York State had paid $1,200,000 toward the construction of streets in second and third class cities.

"Legislation should be provided which will guarantee that the officials intrusted with the highway work of the state shall be retained in office during satisfactory service, thus promoting the permanency of the organization and the efficiency of the department.

"The wornout residence qualification, which requires that inspectors of construction shall be residents of the county within which the highway to be constructed is located, should be deleted from the New York statutes. It is evident that it is impossible under this regulation to secure the most capable man from civil service lists. Furthermore, it is obviously unfair to the citizens of many of the cities of the state.

"The unwritten law of the State Highway Commission is to the effect that no state funds shall be used in the construction of over a 16-foot width of any pavement. The heavily travelled state trunk highways should have a greater width than 16 feet, and in many cases should be as wide as 20 feet. The highway law should provide for a permissible maximum width of 20 feet.

"The traffic laws of New York State should be revised to properly cover excessive loads, wheel widths and the use of the public highways by traction engines, motor trucks and motor 'buses. There are more than 100 motor 'bus routes in operation on the public highways of the state. According to records, the motor 'buses carry from five to forty passengers, have a rating of horsepower from 20 to 75 and weigh, loaded, from one and one-half to eight tons.

"The wretched condition of many of the streets of New York City could be materially improved by placing the control of street openings and repair thereof under the several borough presidents, who, in turn, should give the highway departments absolute control of this important branch of street maintenance. In the Borough of Manhattan during 1914 the 28,000 openings made in pavements were effected by orders emanating from the Highway Bureau, the Department of Water Supply, Gas and Electricity, the Bureau of Sewers and the Public Service Commission."

France Opens Tractor School.

It is already quite evident that after the European war is over there will be an immense market abroad for the American agricultural tractor. Several far-sighted manufacturers, including Henry Ford and Rollin White, of the White brothers, Cleveland, are preparing to supply the demand.

The cheap horse will be practically wiped out of existence by the war and the European farmer will be in a position, with governmental aid, to take up the cultivation of his lands by motor.

In a recent dispatch from France to "The Automobile" there was an account of the first government school for the instruction of farmers in the repair and handling of tractors. At this school, which is near Paris, the government has provided five types of tractors, all operated by gasolene and all made in America.

This is the opening wedge for the American tractor trade, and what is being done by France is only a forerunner of what must be done in every country where the war has destroyed horses and men.

Part Payment Plan Works Well.

Harry J. De Bear, the New York Maxwell manager, tells me he is having remarkable success with his "pay-as-you-ride," or plain, old-fashioned part payment plan. He has been selling carloads of Maxwells on this plan for more than a year.

Walter E. Flanders, president of the Maxwell company, was not in favor of the idea when Mr. De Bear put it up to him, and many other progressive automobile manufacturers have turned it down. Contrary to their predictions, it appears to be a success. Mr. De Bear says he has never had a car turned back and has not lost a dollar since the plan became operative.

The company, of course, holds a mortgage on the car until it is entirely paid for. Good references are required, and, while the company keeps an eye on the car, the purchaser may drive it anywhere. Several cars were purchased during the summer by men who immediately started across the continent.

Cars in New York State—231,713.

Statistics for 1915 issued during the week by Francis M. Hugo, Secretary of State, show an increase of more than 36 per cent over the automobiles registered in the Empire State in 1914.

On December 4 there were 231,713 owners registered and 79,899 persons licensed as chauffeurs. The majority of cars registered, according to the records, are under 25 horsepower, the exact number being 112,373, while of the remainder 70,426 are under 35 horsepower, 21,790 under 50 horsepower and 1,224 of 50 horsepower or more, or 74 less than the total in 1914. In comparison with the state census figures, taken in June last, the count shows that there are about forty inhabitants to each car registered, or 122 persons for each chauffeur licensed.

The total of 231,713 motor cars registered so far includes 171,698 pleasure vehicles and 22,949 commercial cars, while there are 2,194 dealers registered, each having from one to twenty-five cars in stock for trade, although these machines prior to their sale are not usually registered separately. There were 6,807 duplicate sets of plates issued to these dealers. The figures for the same period last year were 169,280, 150,501, 17,037 and 1,742, respectively. Of the chauffeurs licensed so far, 58,179 were renewed from last year, when the total number licensed was 65,773, while 21,720 persons took out licenses this year for the first time.

On June 25 last, for the first time in the history of the motor car, the number of registration plates issued passed the 200,000 mark.

The total number of sets of plates, including those issued to dealers and extra sets issued to owners to replace lost ones, was 240,928. There were 19,207 transfers made this year, against 10,739 in 1914. Nearly one-half of the business was taken care of at the New York City bureau, where 100,580 owners and dealers were registered and 54,141 persons licensed. In the Buffalo office 73,325 owners and dealers and 12,908 chauffeurs were recorded, while 57,879 owners and dealers and 12,880 chauffeurs were attended to at the Albany office.

While the total registration and license fees have, of course, exceeded those of previous years, nevertheless a loss of nearly $80,000, due to the half-fee provision for cars registered for four successive years, but since abolished, will prevent the combined total from reaching the $2,000,000 mark, as was anticipated at the beginning of the year.

Moreover, the failure of the receipts to keep up with the corresponding gain in the number of registrations and licenses is also due to the somewhat out-of-date method of computing the horsepower on the A. L. A. M. formula, which although approximately correct, has now been almost entirely abandoned by the manufacturers who use the long stroke, thus greatly augmenting the power and speed of the car. The total amount of money collected from all sources to date is $1,890,675. The New York office collected $910,367.50; Buffalo $546,532.50, and Albany, $433,775. Last year the total receipts for the corresponding period were $1,522,106.86.

MOTOR MEN AND MOVIES

Self-Lubricating Car Developed in Ireland

Practical in Design and Could Be Made in Quantity for About $1,500.

"The Automobile" of December 9 published detailed drawings of a self-lubricating car, made in Ireland, or, rather, to be made there, as only one has been produced. The designer is J. R. Ferguson, owner of a repair shop and garage in Belfast.

His design is believed to be practical and possibly commercial for manufacture at about $1,500, but not for a cheaper car.

It should be ideal for the lazy chauffeur, as there is practically nothing to do.

An overhead cam shaft is driven by skew gears on a vertical shaft, and the exhaust valves seat direct in the cylinder heads.

A special tool is provided for removing carbon without removing the cylinders.

The engine has a complete pressure supply of oil, even the piston pins being fed through small aluminum tubes, which are carried up the connecting rods. Cast integral with the crank case is a one and one-half gallon auxiliary oil tank, the overflow from which fills the crank case. As oil is needed in the crank case it may be supplied from the reserve tank by pressing a knob on the side of the case.

Oil supply to the cylinders is controlled by the throttle, in proportion to the work the engine is doing.

An oil pipe leads from the crank case around the chassis, covering every part except the rear axle and the steering gear. The springs, which are cantilever, are oiled from this pipe line.

The steering gear is not oiled from the engine, but holds within itself enough grease for six months' service. The universal joint is oiled from the gear box. From the universal a small amount of oil goes through the torque tube to the rear axle. It is conducted to the interior of the differential by a fast pitch thread cut on a drive shaft. From the differential oil is driven by centrifugal force to all the bearings.

There are said to be many interesting features about the Ferguson car aside from the self-oiling system, and Mr. Beecroft, the editor of "Automobile," thinks enough of the Irish product to favorably comment upon it in an editorial. He says:

"A car which needs attention only twice a year is so important an advance it cannot ever again be forgotten. It is a milestone in automobile development."

New Hupp Co. All Set.

Stockholders of the Hupp Motor Car Company, at a special meeting on Thursday, approved the plan of refinancing the company, under which assets and business of the company will be immediately transferred to the Hupp Motor Car Corporation of Virginia. The skeleton organization, recently announced, will give way immediately to the following officers: President, J. Walter Drake; vice-president and secretary, Joseph R. Drake, and treasurer Edwin Denby. These men have held the same offices with the old Hupp Motor Car Company since its inception. The control of stock remains as before, and there will be no change in policy.

This action of the stockholders carries out the recently announced recapitalization plan, in connection with which the new issue of $1,500,000 preferred stock has been sold to the banking house of the Ladenberg, Thalmann Company, New York, and A. G. Becker & Co., Chicago. This is the last important step in the reorganization which puts the Hupp company among the leading American automobile companies.

The Show Room Beautiful.

Hereafter artistic fountains will play an important part in the decorative scheme of Hudson salesrooms in the territory under the jurisdiction of the Hudson Motor Car Company of New York.

Harry S. Houpt, president of the Hudson Motor Car Company, of this city, has just installed a beautiful fountain in the New York store, in the Circle Building, and it attracted so much favorable comment that he has decided to duplicate the feature in his Brooklyn, Bronx and New Rochelle branches.

The central figure in the fountain is a dryad, supporting a large bowl of growing plants, while underneath water pours into a huge basin filled with goldfish and potted plants from the open mouths of three lions' heads.

Jeffery Enlarges Plant.

The Thomas B. Jeffery Company plans the erection of two buildings to take care of its increased business. President Charles T. Jeffery says the increase over 1914 was more than 100 per cent. He attributes it largely to the popularity of the new Jeffery Sedan, and the demand for Jeffery quads in Europe, where this vehicle has been employed extensively for the very roughest military work.

Birnie a Marmon Dealer.

Harold T. Birnie, a veteran salesman on Automobile Row, where he has for years handled only high class cars, has decided to give up the grind of city life and become a suburban gentleman dealer. He has taken on the Marmon in the territory between Mount Vernon and Stamford. His headquarters will be in New Rochelle.

Haynes in New Building.

The Haynes Automobile Company, of Kokomo, Ind., last week moved into its new executive building, a two-story glazed brick structure immediately opposite the factory. The interior of the building is also of glazed brick, trimmed with oak and provided with modern, indirect lighting and a complete dictaphone system.

PATHFINDER TALKS - No 14

Get the Facts—Circular reasoning can be—and is—applied to many cars; and it leads 'round and 'round to nowhere. Get the definite facts when you buy a car. In what points is this, or this, car superior at its price?

We recommend PATHFINDERS, and we'll tell you 30 times why in definite points if you'll drop in and ask us.

"TWIN SIX," $2475. Have a Trial Run?

Senior Bros
EASTERN DISTRIBUTORS
1875 BROADWAY NEW YORK
Phone Columbus 9882

Buying Standardized.

"The mode pursued in buying a motor car has become more or less standardized," says C. T. Silver, the Overland, Willys-Knight and Peerless distributer. "With the majority of purchasers there is little uncertainty attached to the proceeding.

"The first thing a prospective purchaser considers is price. That settled, he jots down the names of the cars he can afford. Then begins the process of elimination, by which undesirables are put out of the running.

"He is considerably impressed by the advertising of the different makes, and goes about among his friends, hurling a multitude of questions at them in regard to construction, material used and workmanship of the cars in which he is still interested.

"All these things dismissed satisfactorily, the prospective buyer looks into the responsibility and integrity of the dealer from whom he contemplates purchasing, and usually makes numerous inquiries regarding the service he is apt to receive after purchase.

"In addition to satisfying himself as to the reputation and success of the dealer, he wants to know if they carry a sufficiently large supply of parts to supply any immediate demand and as to whether they conduct a modern and efficient shop, and particularly as to the convenience of reaching the service station.

"He will further inquire as to the ease with which he can receive service in case of emergency from the dealer's branches in adjacent territory.

Kissel Kommercial Kar.

The Kissel Kompany has added to its family of seven-passenger Kars a Kommercial Kar of three-quarter ton capacity, fitted with worm drive and listed at $1,250.

The engine is Kissel-built, with four cylinders cast en bloc, having a bore and stroke of 3¾ and 5½ inches, respectively, and designed to develop thirty-two horsepower under service conditions. Engine bearings are of special white metal, steel backed and babbitt lined, and the valves are enclosed in oil and dust proof compartments, with easily removable covers. The camshaft is an integral forging, mounted on large bearings, and the construction permits of the ready removal of the shaft without disturbing the bushings. The crankcase is built in halves, the lower section being removable without interfering with any other part.

Truck Production for 1915.

It is estimated that the truck production in the United States for 1915 will be between 40,000 and 45,000 vehicles. A large portion of these have been shipped abroad. If the war continues during 1916 the American makers will be called upon to furnish fully 25,000 more trucks for military use in Europe and our own army may also be put on a motor footing. Leading makers think we will produce about 75,000 commercial vehicles in the United States during 1916.

R. White to Make Tractors.

Rollin H. White, who has always been the retiring member of the White brothers, of Cleveland, but who is known to have made millions on his holdings in companies allied with the automobile industry, is going into the motor tractor business. He has purchased a thirty-eight-acre tract of land in Cleveland and begun the erection of the first of his factory buildings, which will cost about $200,000.

Magnetic Car in Road Test.

In connection with the appointment of Carl H. Page & Co. as the Philadelphia distributer for the Owen-Magnetic cars, President R. M. Owen and Sales Manager E. S. Partridge held another of their educational test runs from New York to Philadelphia on Tuesday and Wednesday of last week.

The route on Tuesday was via Newark and Morristown, and thence over Schooley's Mountain, German Valley, Hackettstown and Portland, to Easton, Penn., while on Wednesday the route was via Bethlehem, Sellersville, and thence via the Bethlehem Pike to Philadelphia.

The route selected, while shorter than the Green Mountain and Boston tour, was a far harder test on the electric transmission, as the first day's run included not only the climb over Schooley's Mountain, but a detour just after leaving Hackettstown that included a climb on a narrow country dirt road which was full of steep inclines, sharp curves and the steepest kind of hill climbing without a chance for a fair start.

Outside of this, the cars, on Wednesday, were sent over the famous mile hill in Bethlehem, a rough and winding road, filled with bad curves and grades of a very severe character. In addition, a light fall of snow made the traction anything but good, but the six cars in the caravan, Sales Manager Partridge says, all came through the run without the slightest mechanical trouble or even a puncture to mar their perfect score.

White Company Not Sold.

Wide publicity was given to a rumor that the White Company, of Cleveland, Ohio, had been purchased by J. P. Morgan & Co. The White brothers did not at first take the trouble to deny the report, but a few days ago Walter C. White, in a letter to a friend in Detroit, said they thought the rumor was so ridiculous it would not need a denial.

He was amazed, he said, to see how it had spread, and wished to deny it completely.

The only basis for the wild story, he said, was probably the fact that the White Company is on a very friendly footing with J. P. Morgan & Co., through which house large orders for trucks have been placed. Mr. White adds, however, that it is not true that 50 per cent of the company's profit for the last year has come from war orders.

Plant Busy While Ford Plays.

When Henry Ford returns to his factory and looks over the books he will likely find that his faithful servants have succeeded in piling up more money than he expended on the Peace Excursion.

The main factory and its assembly plants are still shipping 1,000 cars a day. Before the December orders were reported in Detroit the books showed orders for 105,289 cars for immediate delivery. In the Detroit works alone there are 21,000 workers on full time. It is seldom that the Ford factory gets behind on deliveries, but this has been the case for several weeks.

Gas Still Going Up.

Gasolene advanced one cent during the week. There is much grumbling from owners who are compelled to keep their cars in commission, and the garage men in all parts of the country are receiving vigorous complaints by telephone and mail. They blame it on the manufacturers and the latter continue to blame it on the shortage of crude oil. It is said that the Oklahoma fields whence the East is supplied now yield only 100,000 barrels of oil a day, or only about one-fourth the volume of the supply a year ago.

Pullman de Luxe Coupe.

No change has been made in the price of the standard Pullman touring car for 1916. It remains at $740, but a de luxe coupe body has been added to the line and listed at $990.

The new coupe is fitted with the Cutler-Hammer magneto gear shift and the lines of the body are unusually individual.

The chassis has a 114-inch wheelbase, an increase of four inches, and a feature of interest is the installation of an independent ignition system in the Dixie waterproof high-tension magneto, which is now standardized. Cantilever springs made up of extra heavy leaves of special steel are underswung from the rear axle and extend clear to the centre of the car body, thus giving an extra long fulcrum to work upon and taking ample care of side-sway and up-and-down movement.

An interesting seating arrangement in all Pullman models provides that the front edge of the seat is several inches to the rear of the door line, a circumstance which not only increases the leg room, but leaves the doors free for entrance and exit. This has been accomplished without decreasing the width of the seats. In the two-passenger model the seat is located practically midway between the front and rear wheel centres in order to insure correct balance and consequent easy riding. Convertible winter tops are furnished for both touring and roadster bodies.

To Chicago on Gallon of Oil.

The Automobile Club of America has completed a certified test for the Franklin Company, in which a 1916 stock car made the trip from New York to Chicago, 1,046 miles, on one gallon of lubricating oil.

The total net running time was 60 hours and 18 minutes, and the elapsed time 67 hours and 37 minutes. The running average was 18.9 miles an hour. The mileage was checked on the odometer and on accepted road maps.

The run was officially supervised by the Automobile Club of America through Ferdinand Jehle and Herbert M. Smith, who alternated as observers on twelve-hour turns. Their certificate states that the car used in the test was a strictly stock inclosed sedan model, with all adjustments in accordance with standard conditions of operation.

Couzens Not in Chevrolet.

James Couzens, who recently severed his connection with the Ford Company, but who has not disposed of any of his stock in the Detroit company, emphatically denies the widely circulated report that he has entered the Chevrolet Motor Company.

Resta Trys Out S. A. E.

Dario Resta, the racing driver, has returned from Detroit, where he went to try out the new S. A. E. car which is to be entered in speedway races next spring.

Victor Emerson, of Washington; C. B. Shafer and his brother, Harry Shafer, are back of the new product, and the automobile engineers who have seen the first model say it is likely to create a sensation in the speed world.

Crawford Car to Race.

William Chandler has been engaged by the Crawford Automobile Company, of Hagerstown, Md., to drive Crawford cars in speedway events next season.

The Crawford has been on the market for a number of years and was once seen at all the large hill climbs. It has never figured on the racetrack, but several machines are being fitted up with Duesenberg motors for entry in speed contests in New York, Chicago, Indianapolis and other cities where fast tracks are to be opened early next spring.

Position of the Peerless.

President L. H. Kittredge of the Peerless company has announced that there will be no change in the plans of the company, which was recently merged with the General Vehicle Company, of Long Island City, under the name of the Peerless Truck and Motor Corporation.

The Peerless eight-cylinder touring car, to list at $1,890, is being pushed as rapidly as possible. There will also be a new two-ton truck added to the regular line of commercial cars. The executive and factory forces, President Kittredge says, will be continued without change.

Truck Club Election.

The annual election of officers for the Motor Truck Club of America will be held between 6 and 8 p. m. Wednesday, December 15, at the Automobile Club of America, Fifty-fourth Street.

The nominating committee, composed of Roderick Stephens, D. C. Fenner, George H. Duck, T. D. Pratt and Charles W. Fletcher, has nominated the following members as officers and directors:

T. D. Platt, president; Roderick Stephens, first vice-president; D. C. Fenner, second vice-persident; Nathaniel Mallouf, treasurer; Ellis L. Howland, secretary, and Roderick Stephens, D. C. Fenner, George H. Duck, T. D. Pratt and Charles W. Fletcher as directors.

Olds Ends Greatest Year.

"Winding up the most unprecedented prosperous year ever enjoyed in its history, the Olds Motor Works gave a rousing two-day reception convention at Lansing, Mich., with the company's distributers as the guests," states President C. H. Larson, of the Oldsmobile Company, of New York. "Practically all the distributing points in the country were represented by the heads of the concerns, while many were accompanied by their service managers, who went to the factory to receive training in the construction and care of the new 1916 eight-cylinder car under the direction of Service Manager F. O. Hill.

Much was accomplished in the way of bringing the distributing body, which markets the greater part of the total Olds output, and the factory organization, closer together and in educating the distributors in the merits of not only the 'Light Four' model, but also the new 'Eight.'

Addresses were made by Sales Manager J. V. Hall, who made the point that once saturation is reached in the automobile market and the supply of cars exceeds the demand, the success of the retail dealer as well as the manufacturer, will depend upon his ability as a merchant. Installation Engineer W. H. Mooney, of the Delco Laboratories, on "Multi-Cylinder Ignition"; H. W. Farr, of the Johnson Carburetor Company, on "Carburation"; Chief Engineer F. Sergardi, of the Olds Company, on "Chassis Construction and Mechanical Improvements"; Assistant Sales Manager N. W. Barton, on "Improved Methods in Marketing Automobiles," and Advertising Manager O. V. McGuire, on "Atmosphere in Advertising."

New Mercer Models.

The Mercer Company, of Trenton, N. J., which has elected to stick entirely to four-cylinder models, announces two new cars for 1916, to be known as Nos. 22 and 72.

No radical changes are shown, but the new cars have been refined in several particulars. Four different body styles are offered—a six passenger, a four passenger, a runabout and a raceabout.

The six-passenger touring model is a very roomy car, particularly adapted to family use, while the four passenger sporting model is all that its name implies, appealing to the man who wants a light car with plenty of snap and ginger. Both of these models have a chassis of 132-inch wheelbase.

The runabout and raceabout are built on a chassis of 115-inch wheelbase. The former possesses all the riding comfort of the larger models, and is suitable for the man who wants a car for only two passengers. The raceabout is a speed car, with a guaranteed speed of a mile in 48 seconds.

The body details have been worked out with great care. Of course, the centre cowl, which was introduced by the Mercer last year, is still followed out, but the interior of the bodies has been greatly improved—for instance, the auxiliary seat compartment of the six passenger is finished in black walnut panelling. Doors that roll out of sight, just like a rolltop desk cover, hide the extra seats from view when they are not in use. A complete set of tools is carried in a special compartment built into the right front door.

Under the centre cowl of the sporting model are three separate compartments, also covered with black walnut panelling. The middle compartment is sufficiently large to carry a good sized suitcase.

Estate of S. T. Davis.

In the report of the court appraiser on the estate of Samuel T. Davis, founder of the Locomobile Company of America, the total value of the property left by the automobile maker is given at $261,645. He held 1,165 shares of preferred and 5,115 shares of common stock in the Locomobile Company, valued at nearly $110,000, and his life insurance policy was valued at $103,000.

Stock Overland Speedy.

The 1916 Overland stock car, which has already made a creditable showing in hill climbing contests and endurance runs, recently made its speed now. At the Arizona Grand Prize Race, held in Phœnix, a stock Overland surprised 20,000 spectators with its speed and finished third in a field of twelve special racing cars. The Overland was the only stock model in the event.

It took the lead at the start and held it for sixty miles, when Earl Cooper, in a special racing car, took the lead and finished first. Nine other cars, none of which were anywhere near stock models, followed the Overland over the line.

Exposition Ends with Reception for Cadillac

Foreign Representatives of San Francisco Fair Entertained by Motor Car Company.

The prominent part played by the Cadillac Motor Car Company at the Panama-Pacific exposition, just closed, was ended with what the San Francisco papers called one of the most interesting social events of the exposition season. This was a formal reception given in honor of the representatives of foreign governments.

The gathering was most distinguished, a majority of the foreign commissioners and their wives having been in attendance at the Cadillac booth. More than 400 persons were present, the invitations having included the state representatives, fair officials, and many of the business and social leaders of San Francisco.

The entertainment given the guests was as unique as the reception idea itself and everything else that was done by the Cadillac during the ten months of the fair. There was music by the Royal Guatemalan Marimba Band, refreshments were served and moving pictures were shown of the Cadillac Eight beating the Lark from Los Angeles to San Francisco, a series of touring scenes and Cadillac day at the exposition.

Thus the Cadillac Company brought to a fitting conclusion its activity at the exposition. Its cars were the only ones with V-type engines on exhibition, and the Cadillac was the only car honored with a special day at the fair, when the certificate of the medal of honor was presented by the exposition officials. The crowd in the Court of Abundance on that day was the largest that gathered in this beautiful court during the exposition.

Durant President of Del. Co.

William C. Durant has been made president of the $20,000,000 Chevrolet Motor Company of Delaware. L. G. Kaufman, who was associated with Mr. Durant in the organization of the new company, is a director and chairman of the finance committee. Mr. Durant continues as president of the Chevrolet New York company and vice-president of the Chevrolet Michigan company.

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