

Hitting on All Twelve

by C.E.T. Sharps

IF IT is true, as reliable statistics seem to show, that 75 per cent of the automobile accidents are due to the carelessness of persons other than operators of cars, it seems logical that legislation to make traffic conditions safer should be concentrated, not as to-day upon the motorist, but upon the pedestrian. In other words, why continue to legislate for the 25 per cent, when the 75 per cent is at fault?

Ordinarily I agree with the judgment of Secretary of State Hugo in his views on automobile matters, but I am not in accord with ideas expressed by him at a recent meeting of the National Highway Association, with relation to the need of examination and licensing all operators of motor vehicles. The secretary said that this would have to be done to insure that only efficient operators were at the wheels of the cars. He declared that this plan would stop killings by motorists, which he said numbered 1,152 in the year just passed.

There were more than 460,000 automobiles registered in New York State in 1918. To examine and register owners of these would mean an enormous labor, one that perhaps could hardly be accomplished in months of time. Therefore, to meet this situation, the secretary has an idea that persons previously registered as motor car owners should be assumed to have a year of driving, and therefore should be passed *pro forma*. This would mean that only the newcomers would be examined.

How this would alter the present situation isn't clear. Of course, he believes that with the power to suspend or revoke licenses those persons already permitted to register without examination would be under strict jurisdiction. But the damage would be done, if they were permitted to get drivers' licenses as a matter of form, and the conditions would make rather a farce of the whole examination system.

Traffic policemen are almost a unit in the belief that careless pedestrians are more often to blame for accidents than operators of vehicles. To curb the carelessness of the pedestrian it would be necessary to give the police the same control of foot traffic that they have of wheel traffic. There is an ordinance pending in this city that proposes this sort of control, but whether it will ever become law is questionable. There are too many influences against the motorist, persons taking the view always that it is the automobilist who is always to blame, over to get through a law of this sort. It seems reasonable, in any event, that there should be policemen at important intersections, charged with the control of pedestrians, in addition to the policemen who handle the traffic. Furthermore, it will be necessary to have a campaign of education of all pedestrians, especially children, to teach them the principles of safety first.

In the interval there ought to be opposition to the sort of proposed legislation that would require licensing for operators of motor vehicles in New York City, and at the same time would let upstate motorists drive as they will, without licenses. There isn't any justice in permitting a man from up the state to drive in New York City unlicensed while a resident is required to be licensed. Chances are that the upstater would be lost in our traffic here. Rather, the just way would be to insist upon the competence of the outsider being shown before he was permitted to drive on our streets.

I do not believe that there should be any partial licensing. There should be universal licensing or none. And, incidentally, the traffic court magistrates would do well to take note of the statistics of automobile accidents and to cease making speeches about the reckless and careless motorist, when all too often the recklessness and carelessness are displayed by the man on foot.

It is logical that the pedestrian should be careless. He hasn't been

Why, of Course, It's a Pleasure



Dyckman Street Ferry Opens

The Dyckman Street ferry, that foot for foot passengers and automobiles. This ferry is the direct route to Interstate Park, Camp Merritt, Bear Mountain, and all points in New Jersey. Interstate Park, under the control of New York and New Jersey, offers all sorts of amusements, such as boating, fishing, and hiking. The boats run daily from 6 a. m. to 11 p. m., and on Saturdays, Sundays and holidays from 6 a. m. to midnight.

Cord Tires Found on the "Average" Car

Use of This Type of Pneumatic, Wash Adds Decidedly to Efficiency of Autos, Shows Increase

An observing person will notice on the various automobiles on the street a high percentage of tires of cord construction. This percentage, growing each year in original equipment, perhaps will cause some speculation. H. J. Morehead, manager of the B. F. Goodrich Rubber Company's New York branch, was asked his views:

"Almost from the beginning of pneumatic tire manufacture designers have been striving toward a construction which would at one time deliver the maximum amount of the engine's power, be resilient to the highest degree and be long-lived," said Mr. Morehead. "This is a natural idea toward which the tire designer should strive, because of the tire itself being so essential an item to the all-around efficiency of the car—not only adding comfort, but minimizing vibration which would have to be carried by the springs, and which, in the absence of pneumatic tires, would be carried through to the mechanism of the car, so the car could not hold together nearly so long.

"Comfort, minimizing of vibration and delivery of an added amount of power from a given engine could be accomplished only by the use of a tire constructed as is the present day cord. Automobile engineers have found that 80 per cent of the power generated by the motor is lost before it is delivered in the form of speed. Much of this power loss is through the tires themselves. Cord tires reduce this loss to a minimum. Cars equipped with cord tires have negotiated steep hills 'in high' that fall on the same hill with fabric equipment. This has been proved scores of times and is a practical demonstration of the additional power cord tires give a car.

"There is no question that the cord constructed tire is most efficient. It may be said to add time to the car; the car rides easier; it will coast further; it will consume less gasoline; it will steer easier and can 'pick up' quicker.

"As constructed during the last few years, it actually has demonstrated marvellous strength. When automobile racing was at its height it was found that only the cord tire could deliver the speed and stand up under the severe treatment that the racing

Predicts Biggest Production of Cars

"Automobile production cannot be restored to the pre-war basis before July 1," says William C. Poertner, president of the Poertner Motor Car Company. "But from that date on to January 1, 1920, American automobile makers will build more cars than in any previous six-month period, not even excepting the last half of 1917, when the greater part of a record annual output of approximately 1,800,000 passenger cars were manufactured."

Back to the Old Jobs

Kaufmann-Stowers Co., distributors of Nash passenger cars and trucks, Premier passenger cars, Titan trucks and Werner trailers, have provided work for former employees of the firm who gave up their jobs to go to war. When these men left for the army they were assured by Mr. Stowers that their places would be awaiting them on their return, and now as they return they are being employed.

See Electric Drive Work in Battleship

Automobile Men Inspect Installation Comparable With Owen Magnetic Car System on Fighting Craft

Lieutenant Commander R. W. Clark, U. S. N., superintendent of ordnance at the Brooklyn Navy Yard, entertained members of the Owen Magnetic Sales Corporation aboard the new super-dreadnaught New Mexico recently to show them how the principle of electric drive used in the Owen Magnetic car is applied most successfully to the navy's crack ship. The visitors were shown how a 37,000-ton monster was controlled by four small levers, and also just how the installation compares with that of the car.

The navy man's guests were Fred J. Titus, sales manager; Walter Ramsay, wholesale manager; and Captain Fred Crooks, late of the ordnance department of the United States Army.

The New Mexico is an oil burner with turbine engines and the electric drive. The men aboard say she has it over any other ship in the world for simplicity, cleanliness, quiet and lack of vibration, and all because she is electrically controlled down to the very last mechanical detail.

She will do twenty-two of the smoothest knots ever reeled off by a ship because of her electric drive, and electric control also takes care of the fire of her guns, her fire control instruments, her ammunition and shell hoists, her kitchen and even the condensers that convert 37,000 gallons of salt water into fresh every twenty-four hours. She is a great electric power house with everything so thoroughly coordinated that one can do a multitude of things by simply pressing a single button. And everything is certain in its action—it must be certain, because the lives of 1,400 men and the safety of a \$20,000,000 floating fortress depend at all times upon this certainty.

The visitors spent most of the time below decks looking over the installation that cost \$3,000,000, and comparing it unit by unit with the drive of the car, which is identical in principle. The absence of heavy shafting and connecting rods and tons of steel for other parts eliminated from the ship by the electric system, corresponded to the absence of clutch and gears in the automobile. The lack of vibration and the general quiet of operation were alike in ship and automobile because of the elimination of clashing gears.

After the inspection was completed somebody asked the lieutenant commander if the system always worked. His crisp reply was:

"It works all the time. If there was any doubt about its ability to deliver the goods all the time, the United States Navy wouldn't have it."

Auto Show Turns Now To Brooklyn

More Than 150 Cars on Display for Passenger Machine Week; Trucks To Be Shown April 8 to 12

With forty-four of the leading makes of passenger cars displayed in the 23d Regiment Armory, Brooklyn's eighth annual automobile show opened last night. The present show is by far the best the City of Churches has seen. More than 150 complete cars and chassis are displayed in an attractive setting. Accessories and parts are in booths along the walls beneath the balcony.

Throughout the week the show will open each day at noon, closing at 11 p. m. On April 7 the exposition will not be open to the public, as the motor trucks, trailers, tractors, etc., for the commercial vehicle section of the show will be loaded into the armory all that day. Part II, which is for commercial vehicles exclusively, will be staged from April 8 to 12, inclusive.

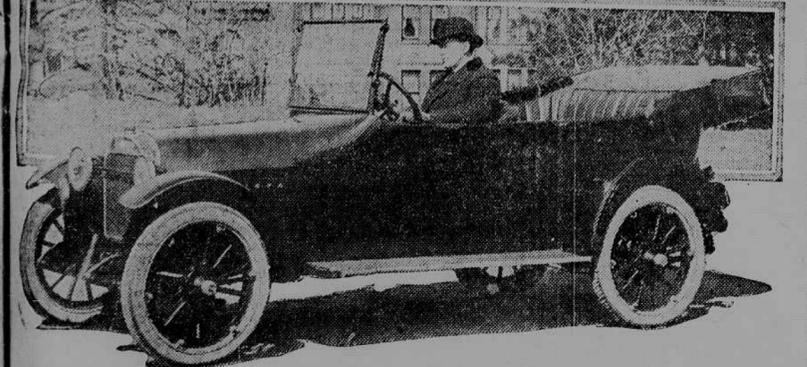
The show committee of the Brooklyn Motor Vehicle Dealers' Association is to be complimented upon the excellence of the exposition. The committee includes A. E. Randall, chairman; I. G. Kirshman, W. H. Kowalski, C. J. Maxson, W. A. Sellon and A. D. Corwin.

Maxwell Represents Five-Year Campaign

Harry J. De Beer, manager of the New York branch of the Maxwell Motor Sales Corporation at 1808 Broadway, says: "The time-worn adage, 'the last best of all the game' still holds true.

"We are now reaping the fruits of the far-sighted policy of the Maxwell factory organization, after five years of consistent improvement and refinement on a chassis and motor adopted as a basis to work upon. Without one radical change, each year has found a better Maxwell product, and now the wisdom of this policy is reflected in the ever

One of the Popular Small Sixes



At the wheel of this Oakland "Sensible Six" touring car is W. P. Dlabrow, sales manager for Sidney B. Bowman, metropolitan distributor.

Always, as has the motorist, under police surveillance and control in his use of the streets and highways. If the pedestrian had the same training as the automobilist accidents—which, incidentally, have nowhere increased in proportion either to traffic density or population—would show a comfortable falling off.

Dealers Broaden Out Socially

NEW YORK CITY is to have a better social organization for the motor vehicle trade. The Automobile Dealers' Association has arranged to take two floors of the building at 1845 Broadway, and will establish club quarters there. Members of the Motor Club, the Motor Truck Association and other clubs not already registered as dealer members of the A. D. A. will be eligible as associate members of the new club. It will do away with some of the duplication of activities of the existing clubs, some of which has at the moment any real club life. There long has been a need in this city for just the sort of organization that is planned. The financial success of the automobile show run by dealers last month made available funds for the realization of plans that long have been held by leading spirits in the Automobile Dealers' Association.

The lease on the premises starts May 1, and no time will be lost in getting the place ready for club purposes.

Trend to Closed Cars Is Noted by De Beer

Now That Chauffeurs Can Be Got, More Broughams and Limousines Are Wanted

"Another conclusive proof of the trend toward normal conditions in the automobile industry," said Harry J. De Beer, New York branch manager of the Chalmers Motor Car Company at 1808 Broadway, "is shown in the resumption of manufacture and sales on a large scale of our Chalmers chauffeur-driven closed cars, models.

"Many of those who, during the war, for economic reasons and because of the scarcity of chauffeurs, purchased cars which they could drive themselves, are now returning to the limousine and other special outside drive cars. Aside from the comfortable features of the closed-in body during the winter season, the practicality of this type for all-year round-the-town work is becoming more evident in the largely increased numbers of broughams and landaulet models seen on the city streets now at the beginning of the spring season.

"There is no doubt that the discriminating people of New York are convinced and have come to the realization that in this type of car they have nothing further to wish for in the way of convenience and comfort. It is a type adaptable to any occasion, at any time and in any kind of weather."

Speedabout Is New Model of King Eight

A new two-passenger model, to be known as the "King 8 Speedabout," is announced by W. R. Vogeler, manager of the King Car Corporation, local distributors. The body is all aluminum. The car is powered by the eight-cylinder motor used in other King models, but the special 4-12 to 1 axle makes it by far the fastest car ever put out by the Detroit concern.

The features and equipment consist of a large compartment immediately behind the seats, accessible through individual seats, special "racy" fenders, removable top and tilted windshield, an extra capacity gas tank, black wire wheels fitted with 32x4 1/2 cord tires, an extra wheel and tire mounted and locked on the rear deck, a motorometer, an eight-day clock and a seventy-five-mile speedometer.

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Stowers Predicts Sure Shortage of Cars

F. C. Stowers, head of the Kaufmann-Stowers Company, reports that since the close of the show and the opening of spring his company has not been able to keep up with the demand for passenger cars. In talking about the number of sales that are being made, he said: "With more money in circulation and with wages much higher than ever before, the demand for good motor cars has exceeded the production. Never before have we had so many unfilled orders on our books.

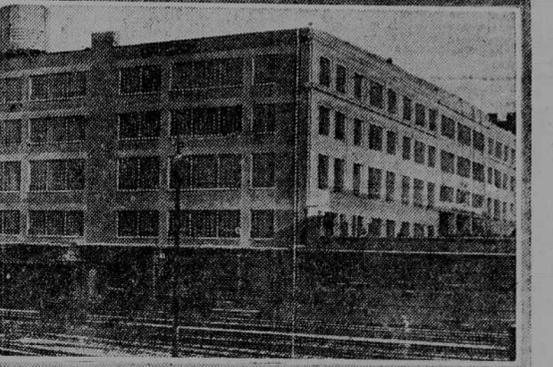
"The thrilling sensation and the keen enjoyment of the automobile ride got in the blood at the approach of spring, with a result that every one wants a car, and now the great question is, 'When can I get my car?'

"We are receiving a number of Premier cars from the factory, but these are being delivered on unfilled orders as fast as they come in. Everything, I would say, points to the biggest shortage of motor cars in the history of the country."

Overland Opens Branch in The Bronx

The Wilby-Overland Company will open April 1 a branch in The Bronx at 2436 Grand Concourse. L. J. McCracken, recently general service manager, with headquarters at the main office on Fifty-seventh Street, will be in charge.

Greater Service for Hudson and Essex Owners



In order to take care of the growing army of Hudson Super-Six and Essex car owners in this territory, Harry S. Haupt, president of the Hudson Motor Car Company of New York, has taken over as a service station the Hudson Garage at 315 West Sixty-eighth Street, near West End Avenue.

With the possible exception of the Hudson building owned by the Automobile Club of America, the Hudson building was the largest garage in the city, and it now becomes the largest building devoted exclusively to passenger car service and repair work maintained by any automobile company in New York. The step taken, but, as he said, it is necessary in order to take care of Hudson

Super-Six and Essex car owners, who now number close to 10,000 in this territory.

The building, which has room for storage of 700 cars, is a structure that has three years ago on modern lines. It has ample light on all four sides, and a feature of the building is that the various floors and prevent congestion and delays.

The building, 290x275 feet, contains more than four acres of floor space, and every inch of it will be devoted to the service, care and repair of Hudson Super-Six and Essex cars.

The receiving department in the new building will be double the size of the

Puts Service and Wound Stripes on Car

Colonel Dewitt C. Weld, who returned recently on the transport America in command of the 105th Field Artillery, 27th Division, says: "One of the most interesting things was the way my motor car, a Dodge sedan, stood up. It was assigned to me by the government and bore the number 16497.

"I travelled in it from the St. Mihiel sector and along the Meuse region, and throughout several other places where we had engagements, for a total of 7,500 miles. It stood the most severe tests of high hills, deep ravines, going along roads that had been dug up by shells. The machine never broke down and could be depended upon at all times. The very last day of the war, when about 500 yards from the front lines—I had often taken the car as near as that—a shell landed a few yards away, wounding two men and shattering the glass shield of this car.

"In keeping with the occasion, I had a wound stripe painted on the right side and a service stripe on the left side. Unfortunately I had to leave the car in France. Me for a Dodge when I got back to civilian life."

This statement was made voluntarily and seemed to spring from Colonel Weld's mind as one of the things that had most impressed him during the war. He said that a number of these Dodge cars were in use on the front and had a remarkable reputation. Colonel Weld is president of the firm of Weld & Snydam, Inc., whose offices are at 50 East Forty-second Street.

To Rebuild Brooklands

Advices from England are that the famous Brooklands race track which, during the war was permitted to deteriorate into a condition unsafe for high speeds, is to be repaired. The Society of Motor Manufacturers and Traders will assist the Brooklands Automobile Racing Club in restoring the famous speedway to its former excellent condition, preparatory to the revival of racing in England.

Ford Starter on Closed Cars

The self starters with which Ford closed cars are equipped, in addition to the present electric lighting system, is light in weight and is attached to the fly wheel with a bendix drive. Current is supplied by a specially built storage battery—the volts, eight amperes capacity, and this in turn is kept charged by a generator.

He Craves to Show A Little Speed

I'd like to have a new car. A green or red or blue car. A tan or golden hue car—a la mode. The body must be classy. On a fairly sporty chassis. I want to be real saavy on the road. I'm sick of eating dust now. I feel I really must now. Get out ahead—or bust now, so to speak.

I want a turn at showing how to keep the bonnet a-blowing. I want to pass 'em, going like a streak.

So when you hear a drumming like an engine that is humming. You'll know just who is coming—it. Don't start in accelerating. Cogitating or debating. Aggravating, imprecating—let me say.

H. S. OSBORNE

Hanson Joins Haynes Staff

Walter P. Hanson is now affiliated with the Haynes Automobile Company as assistant advertising manager. "The wide range of experience and knowledge that Hanson has had as a newspaper and magazine man and as war correspondent on the Mexican border in 1916 makes him a valuable addition to our advertising staff," says G. U. Radovey, the Haynes advertising manager.

Besides assisting in the advertising programme Hanson's duties will include the writing of "The Haynes Pioneer," which is produced in the interests of Haynes owners and prospective users.

Not Such a Tough Life in the Army



Captain Frank Tinney is very much in the centre of things here. He is shown on his travels with two men of the 165th, who got the Croix de Guerre, in a Maxwell car, surrounded by employes of the Maxwell factory office. Also the captain, speaking from a Maxwell military tractor as a platform, to a meeting of workmen at the plant.

Jobs With Maxwell

with the Maxwell Motor Sales Corporation. Lieutenant T. E. Fielder and Private William T. MacEntee also tend to give the Maxwell sales force a pre-war atmosphere. Automobile mechanics and repair shop on the Vermont Avenue branch, the sales organization of the New York Maxwell-Chalmers branch.