Would Have Ability Grades For Chauffeurs

Veteran Driver Believes Present System Unfair Because No Differences Mark Degrees of Ability

An interesting and significant suggestion is made by a member of the Society of Professional Auto Engineers, the leading city organization for chauffeurs. He believes that the examinations for chauffeurs are not sufficiently searching, because he feels that with a week's time he could take the average mechanic and qualify him to pass the written and road tests for driving a car. He does not believe, however, that men of this type should be permitted to go out on the roads to compete for jobs with chauffeurs of years' standing and thorough and sound experience.

He was formerly a marine engineer and his idea is based on the length of time it takes to obtain a first class certificate as a marine engineer. He feels that chauffeurs should be qualified in grades and that a man should attain a higher grade only after due experience and proved fitness. He compares the situation with that of the locomotive engineer, who serves perhaps a dozen years, in some cases before he shifts from the left side to the right side of the cab. A locomotive engineer operates a vehicle on a schedule usually running over a private right of way, and under much better conditions than does a chauffeur in congested traffic. Yet the automobile driver does not have to pass anywhere near as severe a test as the locomotive engineer.

There is certainly the basis of a very good plan suggested by this driver of long standing, who has been licensed in five foreign countries and knows how much more severe and searching the tests are abroad than in the United States. He even proposes the somewhat radical idea that qualifying for a chauffeur's license should be under the same sort of a control as qualifying for a marine engineer's license, that is, under Federal control rather than under state management. Inasmuch as the automobile is a vehicle of interstate commerce, he thinks that the whole management should be taken away from the separate states and put under Federal jurisdiction. Otherwise chauffeurs passing from one state to another and remaing any length of time in the second state are required to take out another license. This is a revenue measure solely and he objects to it.

Advances from one grade to another by marine engineers are made without the payment of fees, and this, he feels, should be done in the case of the chauffeurs. The first fee paid should be sufficient for the cost of enrolling. As matters now stand, the chauffeur pays $5 for the original license and $2 annually for a renewal. Surely it cannot cost $2 to send out a new card each year to a man who had one the year before. There is a great deal in what this man has to say.

Season's Opening a Triumph for Milton

And, Incidentally, for Goodyear Tires on His Car and the Other Finishers

The opening of the 1919 automobile racing season in the East, at Uniontown, Penn., May 19, proved a triumph for Tommy Milton, the youthful speedster from St. Paul, and scion of a wealthy family of that city.

At the wheel of his Duesenberg he outdistanced a field of thirteen contenders, winning the 112½-mile Victory Sweepstakes in the phenomenal time of 1 hour, 10 minutes, 9.32 seconds, maintaining an average speed throughout the race of 96.24 miles an hour—a new track record for this distance.

In capturing the universal trophy and setting up a new speed mark for the track, Milton verified the track tradition that no driver can win at Uniontown without making a continuous run, for he drove a wonderful non-stop race, and at the finish crossed the line at a speed bettter than 100 miles an hour. He drove on Goodyear cord tires of the straight side type.

The veteran Louis Chevrolet, in a Frontenac, led the field for the first five laps, when he was passed by Ralph Mulford, also driving a Frontenac, and for fifty-two laps the contention between these two seasoned speed demons provided thrilling entertainment for the spectators. But in the mean time Tommy Milton was gradually creeping up on the two leaders, and on the fifty-second lap assumed the lead, holding it until the finish.

Louis Chevrolet stormed across the tape only a few seconds behind the flying Milton, closely followed by Ralph Mulford. Cliff Durant, in a Chevrolet Special; Joe Boyer, driving a Frontenac; Louis LeCocq, at the wheel of a Roamer, and Kurt Hitke also piloting a Roamer, finished in the order mentioned. Chevrolet, Durant and Hitke also finished the race without a stop for any purpose. All the finishing drivers piloted cars equipped with Goodyear cord tires and Goodyear tubes.

Palmer Handles Portage

In Charge of Local Branch and Directing Sales Policy of the Company on Prices

The Portage Rubber Company branch in New York is now under the management of H. D. Palmer, who until recently was city salesman for the Portage line. He has had a long experience in the tire business, starting with Ajax and afterward being associated with the Knight and Globe companies. He came to the Portage in December, 1917.

Mr. Palmer has eight salesmen out now in the territory, which is being worked more vigorously than ever before. The salesmen are making clear the policy of the Portage in relation to tire prices, which is that to maintain the quality, in view of conditions surrounding the manufacture of the casings and tubes, the sale of prices, except as to cord tires, will not be cut, but will be maintained.

The cord tires have been reduced to be equal with other tire companies. The guarantee on Ford fabric sizes has been increased to 7,500 miles and on other fabric sizes to 6,000 miles.

Haakon Rides on American Made Tires

When King Haakon of Norway goes forth to ride in his limousine these days he makes the journey on American tires. His car is equipped all round with the Nobby Tread pattern of United States tires.

Cord tires have not yet gained much of a foothold in Scandinavian countries, as the cars there nearly all call for equipment of the old clincher type. American tires are in great favor and their popularity gives indication of remaining permanent.

The Allied nations put on so tight an embargo against rubber during the war that the Scandinavian countries suffered a great tire shortage, their proximity to Germany making tire shipments to them inadvisable. A high wave of buying followed the lifting of the embargo.

Tractor Off on Cross Country Trip

Above is shown the wheat tractor, which started on a transcontinental trip last Thursday, from the Automobile Club of America—the first tour of the sort ever attempted by a tractor. It is bound for Los Angeles and is to make the trip from coast to coast under its own power. The trailer carries a three-bottom plow and a set of wide cleated tractor wheels for use in plowing and other farm work. These wheels can be substituted for the rubber tired ones very quickly.

Reo Claims Largest Output Of Motor Trucks

Figures Are Quoted in Support of Claim by Scott, General Manager of Company; Rapid Progress

According to a statement just made public by R. H. Scott, vice-president and general manager, the Reo Motor Car Company is now the largest truck producer in the world. Mr. Scott's statement, which is based upon the official figures for the first quarter of 1919, comes as a surprise to those who have not watched the progress which the Reo company has been making in the manufacture of trucks. Mr. Scott general manager, the Reo Motor Car Company is planning an increased production both of passenger cars and trucks for the next fiscal year. The text of the statement follows:

Based on the official figures for the three months ending March 31, 1919, at the present time the Reo Motor Car Company is producing more trucks for commercial uses than any other truck manufacturer in the United States—with the possible exception of Ford, whose figures are not available. I make this statement with full knowledge of the statements in the advertising of other manufacturers that they are the largest truck producers. Official figures furnish the indisputable answer.

This achievement represents to us the vindication of a principle. When we first presented a truck whose outstanding attributes were pneumatic tires, speed and complete electrical equipment the judgment of Mr. Thomas, our chief engineer, was questioned by buyers and competitors alike. Within the last year the correctness of our principle has been eloquently acclaimed by countless imitations, and to-day the principle has been even more eloquently acclaimed by the ultimate judge—the truck user himself—as the production figures for the first quarter of the year clearly prove. We manufacture but a single model, but with that one model we are building more trucks than any other manufacturer, whether he have one or a dozen models.

"I would not attempt to forecast the future. But this I will say: We shall not voluntarily relinquish the position of dominance we have thus far acquired. To maintain that position we must increase our truck output to keep pace with the constantly increasing demand, and even now our production is running more than 50 per cent stronger than the record figures for the first quarter.

"With all that, it must not be supposed that we intend to abandon the passenger car field. War conditions and our feeling of what was due from us to our country in war time curtailed our passenger car production for the past twelve months. That curtailment was temporary. We purpose to build more passenger automobiles in the twelve months beginning August 1, 1919, than in any similar period in the history of this company."

Hitting on All Twelve

by C.E.T. Scharps

If present plans go through, the chauffeurs will have representation at the meeting called by Secretary of State Hugo for next Saturday at the Commodore Hotel to consider the final form of the questionnaire for owner operators and for chauffeurs who apply in future for licenses. A request has been made of the Secretary of State by Arthur Smith, chairman of the legal procedure committee of the Society of Professional Auto Engineers, the leading chauffeurs' association of the city, to receive copies of the questions relating to chauffeurs in time to have them considered at the regular meeting of the S. P. A. E. next Tuesday evening. The chauffeurs also have asked that they be permitted to send representatives to the meeting on Saturday, that they may have a voice in matters that so affect their craft.

It was noteworthy at the meeting called May 24 by Mr. Hugo that representatives of the Police Department, the Traffic Court, automobile dealers and owners, were present, but that the chauffeurs were not represented. This is an oversight that deserves correction, and there appears little question that Mr. Hugo will welcome the attendance of members of an organization that stands for the best ideals among employed chauffeurs.

Speaking of the questionnaire for owner operators of cars in New York City, Mr. Hugo has this to say: "I desire first and foremost a maximum of safety and a minimum of annoyance to the automobilist. I have absolutely no desire, through the questionnaire, to pry into the private affairs of the automobilist any further than is necessary to secure greater safety on our streets and highways. I do not intend to use a questionnaire any longer than is absolutely necessary, nor complicated to the extent that it will be irritating to the motorist, but I do expect one which will cover the ground, and which, embodying many of the excellent suggestions that were the outcome of last week's meeting, will serve as a substitute for a road examination which would otherwise be necessary for tens of thousands of operators who have driven their cars year after year in a careful and sane manner.

"The questionnaire will be a comprehensive one "and one which will be fair to all. The competent operator has nothing to fear, while the incompetent will be forced to raise himself to a certain standard, and in so doing he should bear in mind that experienced, careful drivers on the streets and highways mean greater safety to every one concerned. I think that when the law is in full working order we will have the hearty cooperation of 99 per cent of those who operate a car in the metropolis."

There need hardly be any surprise that a police captain is reported to have given instructions like these to traffic policemen:

"You must serve at least five summonses a day and as many more as you please. Mix the violations. Each man will consult the various violations herein set down and try to make one summons for each kind of violation."

This is typical of the "crusade" which the police were urged by Mayor Hylan to make. It is a good way to "make a record." Any policeman can detect at least 500 motorists a day in the violation of some rule, if he wants to, and can get writer's cramp making out summonses, just as a policeman can make any number of arrests for trivial offences, is he doesn't use his brains.

Government by crusade and intimidation isn't anything new for motorists. They are accustomed to these waves of terrorism. It all makes good reading, as the wearied magistrate wipes his fevered brow and tells how overworked he is. Oh, what's the use?

It is interesting to note that some of the publications which regard with such horror the idea of mentioning by trade name any American automobiles gave without hesitation Page One position to Harry Hawker's praise of his Rolls-Royce engine, mentioning it frequently by name. If it had been an Overland or a Pierce-Arrow, or what not, you can be sure it would have been eliminated as "free publicity."

Jordan Expands Cleveland Plant

New Buildings Going Up Now Because Company Believes It Isn't Good Business to Wait

The Jordan Motor Car Company announces that work has been started on several new plant units at the factory in Cleveland. The additions will include a new assembly plant, office building, power plant, japanning plant and motor test building.

This increase of factory equipment follows the recent declaration of a 50 per cent stock dividend and the announcement that the capital of the company was increased to $1,200,000.

In announcing the building programme of the company Edward S. Jordan, president, explained why he is confident that now is the time to increase business. "In our opinion, now is the time to build," said Mr. Jordan. "Unless we take advantage of the present opportunity to increase our business we may not, when the time of lower prices comes, if it ever does come, have enough business to warrant new buildings.

"Fifteen years before the war started we used to envy the man who was making $100 a month. That was when a $100 bill would buy about three times as much as it does to-day. Even before the war began the cost of building a business kept constantly going up. We do not think that it is going to stop unless there is a period of depression, and few people have the courage to expand during a period of depression.

"We realize that the normal standard of prices has materially increased during the period of the war, but it will never descend to its previous level. Therefore, we are going ahead to build up our business, regardless of any hope that we might have that we could save money on the cost of buildings. We might lose much more by waiting. The great necessary thing throughout the world to-day is to go ahead.

"The demand for motor cars is, of course, stupendous.' There is no prospect of a lull for at least eighteen months to come. We are very optimistic regarding the future of the industry. In fact, we believe the saturation point will never be reached until every man earning above a certain amount has a motor car and none ever wears out."

Orphans' Day Outing Is Making Good Progress

Progress is being made in the preparations for the annual outing which the motor tradesmen of New York City are to give to 5,000 orphan children June 19 at Bronx Exposition and Amusement Park, 177th Street and Bronx River. While the outing is conducted by the Orphans' Automobile Day Association, it is truly an "Automobile Row" project, for the officers and directors of the association are men who are prominent in motor activities on the "Row."

The dealers are being appealed to by Frank Carrie, president of the Orphans' Day Association, to loan their cars for one day in order to transport the children to the park. Cars are needed badly, and private owners, too, can help by loaning their machines for this worthy cause. The children are very careful not to scratch or injure the cars in which they ride.

Milk has been donated by the Borden Farm Products Company and drinking cups by the Mono Service Company, of Newark. The city has donated the use of the New York Municipal Band. Association headquarters are at 1845 Broadway.

Road Making Lags Behind Motor Output

America Penny Wise and Pound Foolish in Highway Programme; Future Will Demand Better Roads

America has been "penny wise and pound foolish" in the development of her highway system. While she has amazed the world at her seething progress in the automobile industry she has not kept pace in the matter of good roads building.

This policy of placing thousands of new cars on the road each year and not correspondingly providing ways and means of travel is in sharp discord with the fundamentals of motor vehicle transportation. The automobile's popularity is traced directly to its speed—to its being a quick means of communication. In many sections of the country motor transportation could double its efficiency were it not for narrow highways and too few approaches.

Throughout large sections even passenger car service is not provided for. On the favorite run within a radius of 150 miles of populous centres there are times when cars are compelled to move in slow procession. Likewise double track, or two-way highways, are utilized, in the height of the season, to the point of congestion. Where motor trucks slip in, to say nothing of horse-drawn vehicles, bicycles and motorcycles, blockades are inevitable.

A comparison of road building and motor vehicle progress during the last nine years vividly presents the necessity of enormous highway expansion. In 1910 approximately 7 per cent of this country's highways were improved, and to-day prominent authorities estimate the improved roads at 15 per cent of the total mileage. While highway construction was doubling its scope we find, on the other hand, during the same number of years an almost startling increase in motor car building.

In 1910 the number of automobiles in the United States was 400,000; in 1918 the number had increased to 4,000,000; in 1920 it is estimated the number will exceed 7,000,000 by a comfortable margin. These contrasts show more than 17 times the number of cars to-day than there were in 1910, while there are only two times the amount of improved roads.

In building roads and figuring highway capacities this ratio of growth must be considered. Motor trucks are multiplying on the highways; within five years the main travelled roads will be clogged with traffic. Highway building has made, and is making, great progress, but it is only in its infancy. The surface has been hardly scratched. When the seemingly enormous expenditures now provided for by the several states and the Federal government have been exhausted, the work of road building, contrary to expectations, will be only fairly under way. New conditions will involve new and tremendous outlays.

Mere road construction will not meet the requirements of the times. The roads now in existence must be widened, and all new roads should be of at least twice the present standard width in order to meet the needs of the next few years. A few years ago a road wide enough to accommodate a car going one way, with occasional opportunities for turnouts, was deemed sufficient. To-day such roads are wholly inadequate.

America's transportation system is being delayed in its progress and development by lack of improved roads and by narrow roads. Likewise maximum efficiency from passenger cars and motor trucks will not be forthcoming until the country's roads and lanes are improved and widened.—B. F. Goodrich Rubber Company.

M. & S. Now Powrlok

On the heels of a complete reorganization of the company's plant, which recently was moved from Detroit to Cleveland, and in keeping with the rechristening of its product from the M. & S. differential to Powrlok, announcement is now made that the corporate name of the M. & S. Corporation will be known in the future as the Powrlok Company, with offices and factory at 1107 East 152d Street, Cleveland, Ohio.

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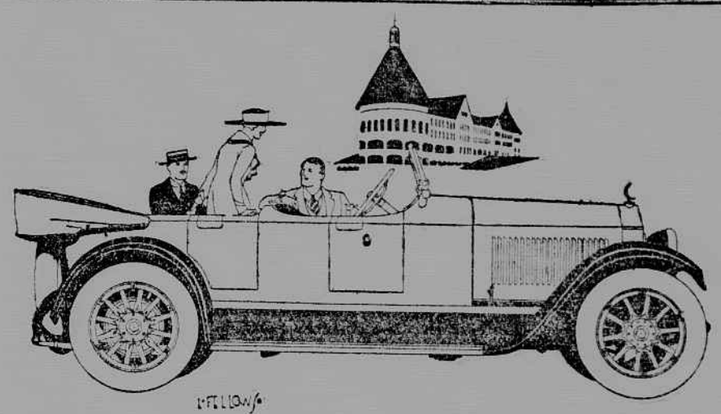

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