

Bill Would Take Auto Bureau From State Secretary

Plates Will Be Distributed by County Clerks, if Measure Becomes Law; Working on 1922 Licenses Now

ALBANY, April 9.—New York state's automobilists will get their plates next year from county clerks, rather than the Secretary of State, except in New York City and Albany County, providing a bill just introduced in the Legislature, and which is in the nature of an administrative measure, becomes a law. The automobile bureau is taken out of the Secretary of State's office on July 1, and becomes a part of the new Tax Commission.

The bill just introduced embodies a number of important changes in which automobilists will be interested. It provides that county clerks shall distribute the automobile plates, receiving ten cents per set for their work. It is believed that this plan will not only result in a considerable saving to the state through the closing, or combining of certain branches, but that it will go toward doing away with the congestion and delayed delivery of plates which is now impossible to avoid.

The measure further provides that the automobile year shall begin on January 1 instead of February 1 and furthermore, that all chauffeurs will take out their renewals on July 1, rather than at the same time as motorists, another scheme working toward the elimination of congestion.

The State Prison Department is now installing additional equipment at Auburn prison, preparatory to turning out the first of the 1922 plates. Delivery of these plates is called for not later than November 1, the date when the new commission expects to begin giving out plates, early application being urged, the whole dovetailing in a general plan to speed up delivery and which is now impossible to avoid.

Completion of the entire plate contract of approximately 850,000 sets will call for a daily output at Auburn of about 6,000 sets. Next year's plates will be found particularly attractive, being a bright green with white numerals and identical with those which are being used in Oregon this year.

Keep Your Eye on Your Car as on Your Coat

Commissioner Leach Says This Is a Good Plan for Motorists to Follow

Speaking to the automobile dealers at a luncheon on Wednesday, First Deputy Police Commissioner Leach outlined a plan to make it difficult for automobile thieves to cash in on cars that they take. If the title to the car had to be proved more clearly he believed it would make it more difficult for any man who stole a car later on to dispose of it as readily as now is the case.

Commissioner Leach's talk covered the point of the extreme efficiency of automobile thieves in general. He spoke of memorandums having been discovered on men taken as automobile thieves, giving complete data about where they might be had to be stolen. For instance, a memorandum was found relating to a car belonging to a master

Circular Tour of Long Island Attractive to Motorists



By O. M. Wells Chief Roadman Automobile Club of America

The accessibility of Long Island for the motorist who has not the time at his command for a long trip makes this strip of land between the Sound and the Atlantic Ocean highly favored for week-end runs.

For the North Shore, the best exit from the city is made by way of the Queensboro Bridge to the plaza of the Queensboro Bridge, where, by way of turning into Prospect Street and following Jackson Avenue to Flushing. From this point Broadway leads through Bay Side, Douglaston and Little Neck to Manhasset. Opportunity may be taken of running up to Whitestone or along Little Neck and Manhasset bays.

The route continues on the Hempstead Turnpike to Roslyn, at the head of Hempstead Harbor, where, with a left turn, it proceeds north, passes the North Shore Country Club and skirts the shores of beautiful Hempstead Harbor to Sea Cliff.

The direct road now takes an easterly course in the neighborhood of a Masonic lodge, telling what the meeting nights of his lodge were and how long he usually remained in the meeting and where the car was usually left standing. Information about automobiles belonging to professors, doctors, lawyers, etc., whether or not the cars were insured, how long they customarily were left parked in any place and what precautions need be observed if they were to be stolen—all is a matter of carefully collected data.

Against the organization of automobile thieves the haphazard methods of protection of owners can hardly be of avail. Commissioner Leach said a man will go into a restaurant and hang up his hat and coat in a place where he can keep his eye on them, but he will leave \$2,000 worth of value standing at the curb with power enough to take it completely out of the state, and will expect the police to find it for him if it is taken. The Commissioner proph-

The Scrap Pile

Roads are a subject of never ending interest to the motorist. "How are roads?" is a question that every man asks who drives a car. The whole matter of whether a road is good or bad is apparently dependent on the kind of car that the motorist drives. If it is a heavily balanced car, whether long wheel base or short, if the springs are poorly made or in poor condition, a moderately bad road will seem atrocious. There is a difference in the way many an automobile rides and drives besides that particular one which uses this as its advertising slogan, if we may take the liberty.

The writer has on many occasions returned from trips over what appeared to him extremely poor roads, to find that somebody else, having traveled over them in a car perhaps of much longer wheel base or of different construction, has found them perfectly all right. There is, however, no mistaking certain very bad roads, regardless of what kind of a car is used, or what its shock absorbing mechanism is. For instance, the west drive in Central Park there are several bad stretches, places which have not been good for years, and which apparently are not susceptible of being improved.

Another kind of roadway we do not like is the present surfacing of the Boston Post Road from White Plains Road to the Hudson County Boulevard. Included among the streets in New York City, which are to be avoided are many of the streets in Jersey City, Hoboken and West Hoboken, particularly the ferry approach leading from Palisade Avenue over to the Hudson County Boulevard.

There are many poor stretches of road to be encountered everywhere in the State. The worst of them is that bad that there is so much bad road. Cars would last longer and run very much better if roads were universally smoother. It is real economy to have good roads. The kind of roads to be avoided are those which are in the process of being improved.

The South Shore Road, running west through Sayville, skirts many fine estates as it enters the Long Neck peninsula, and passes Brightwaters, whose pretty cottages and bungalows, with their dainty gardens present a picture of the cool and shady town of Babylon.

The main road on this section of the route is ordinarily in good condition and continues so through Amityville, Massapequa and Bellmore to the village of Merrick. The road continues through Freeport, Baldwin, Lynbrook, Valley Stream and Springfield to Peace Monument in Jamaica, returning via the Queens Boulevard through Elmhurst and Whitfield to the Queensboro Bridge, then back to New York.

It is with regret that one notes a breaking up of the wood block pavement on Broadway in the old town of Flushing. This, we have been told on many occasions, is one of the oldest, if not the oldest, wood block pavements ever laid in this country, and it has been down, according to report, for the better part of twenty years, and although uneven in some places has never stood so much in need of repair as now.

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Auto Industry to Drive For Reduction in Taxes

A definite drive by the automobile industry to obtain reduction of federal taxes and a decrease in national expenditures is forecast by the activities of the National Automobile Dealers' Association and the National Automobile Chamber of Commerce, according to W. A. Woods, president of the New York Automobile Dealers' Association.

The two leading automobile associations are insisting that governmental extravagance, waste and so-called "war-time" expansion be eliminated, says R. Wood. "It is the theory of both organizations that, although a necessary measure of preparedness will cost money, there is no apparent reason for continuing expenditures for armaments and navy in peace times that were considered needed at the height of the German drive."

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Advertisement for The Nash Six Sedan, featuring a large image of the car and a list of dealers across various New York City locations.

Advertisement for The New Series Moon motor car, featuring an image of the car and a list of dealers across various New York City locations.