MOTORING IN CANADA NOT ADVISED JUST NOW

Roads About Montreal in Bad Condition Because of Heavy Rains.

SEASHORE TRUNK LINE

Run From New York to Portsmouth Covered Partly in Detail.

Tourists contemplating a trip to Montreal might do well to delay their start for ten days at least, as heavy rains in the upper part of Vermont and in the neighborhood of Lake Champlain some weeks ago did much damage and it will require a little time to put the roads in shape again, the Bureau of Tours of the A. C. A. advises.

The most desirable way scenically is to go first to Pittsfield via Briarcliff, Carmel, Millerton and Great Barrington. A short detour is necessary between Lenox and Pittsfield, but it offers no serious obstacle. From Pittsfield to Manchester the roads are reported hard and in good condition. It is not advisable to go via Lanesboro, as the road is rocky and hilly, but rather to Coltsville, thence to Cheshire, Adams, North Adams and Williamstown. The roads are much better and there are no steep hills.

Between Bennington and Manchester it is probably best to go via South Shaftsbury instead of Shaftsbury. From Manchester to Burlington the best route now is via Hewlet, Poultney, Fairhaven, Castleton Corners and Sudbury. The roads to Poultney through Hubbardtown and Sudbury have considerable clay and are quite slippery in wet weather, but in dry weather they make excellent travelling.

Between Burlington and Montreal there have been heavy washouts, particularly in the neighborhood of North Hero and South Hero, Lake Champlain. Sandbar Bridge was almost completely washed away, and some little time will be required to repair it. Through the islands, however, where bridges are not necessary, the roads are in excellent condition. It is advisable to cross from North Hero to Chazy and to follow firm macadam to Rouse's Point. From here the Canadian roads are only fair in their best parts and considerable road construction will be going on during the summer.

The seashore trunk line between New York and Portsmouth via New Haven, New London, Boston and Providence is in very good condition for this season of the year, and it is reported crowded with tourists on their way to the White Mountains. Just now it is probably more enjoyable than the inland route to the New Hampshire woods.

The road to New Haven is unfortunately in very little better condition this year than it was last, but there are no serious detours on account of road construction.

Passing through Bridgeport tourists must be careful to observe the traffic regulations, and they will find the best streets as follows: At intersection of Fairfield avenue and Park avenue (St. John's Church on northwest corner), turn left, run one block, turn right into Washington avenue, which follow to shirt factory; turn right into Colden Hill street, which follow three blocks to Main street, turn left on Main street, two blocks into Congress street, which follow to Barnum avenue, which follow to Stratford avenue, where turn left (unless going to Waterbury or Lenox), then straight ahead on Stratford avenue. Those going to Hartford, Springfield and Boston take first turn to right at Stratford avenue after leaving Barnum avenue.

From New Haven to New London the best road to-day is through Guilford, Westbrook, Old Saybrook, over the new bridge to Lyme and to New London via Flanders.

From New London to Boston via Providence the best route is through Charlestown, Narragansett Pier, East Greenwich, Providence, North Attleboro, Dedham to Boston. The best route from Boston is through Somerville, where the roads are in good shape except at Prospect street, which has been undergoing repairs.

From Somerville tourists should run to Lynn, Salem and Ipswich to Newburyport. From Newburyport the shore road is in much better shape than last year, some sections having been recently improved. It is now open the entire distance to Portsmouth and is preferable to the Lafayette road, which is not good.

TRYING TO GET BOILLOT.

Milwaukee Folks Invite Winner of French Grand Prix.

On learning that Boillot had won the French Grand Prix race Bart J. Ruddle, manager of the Milwaukee Automobile Dealers' Association, wired the Eastern representatives of the Vanderbilt Cup and Grand Prize Race committee that an effort would be made to get Boillot's entry in both of the races at Milwaukee in September.

Bruce-Brown, twice winner of the Savannah Grand Prize races, said before leaving for Europe that he would try to get a car for the Milwaukee events. Ralph De Palma has started for a visit in Switzerland. He and Mrs. De Palma will return to America, and the Vanderbilt and Grand Prize probably will be the next competitions in which he appears.

Last Wednesday the party of drivers on the way to the Tacoma races made a stopover at Milwaukee. Ralph Mulford, Erwin Bergdoll, Hugh Hughes and their several mechanicians were piloted over the Greenfield course. Mulford said the course can be made faster than that at Savannah.

WHEREIN CHINA IS MODERN.

Motor Trucks for Garbage Removal Used in Some Cities.

"China may have waited 4,000 years to awaken from its slumbers, but now that this nation is up and doing it has actually eclipsed us in one or two things," says Gleason Murphy, vice-president of General Motors Truck Company. "In China a number of cities are using motor trucks equipped with dumping bodies for the removal of garbage.

"In this respect they are ahead of our own country, and the question naturally arises as to why our own municipalities have not been eager to adopt the motor truck for the same purpose. The use of trucks would not only aid in the proper sanitation of cities, but would without question prove more efficient than the old method."

SPEEDWAY, INDIANA, FIRST HORSELESS TOWN

At the doors of Indianapolis there is to be the first truly horseless city in this country and save perhaps for those places where oxen, goats, camels, burros or what not else furnish motive and locomotive power the first horseless city of the world. The actual construction work has begun. By autumn, it is said, it will be well under way, and in two or three years there will be a complete town.

Just now of course a few horses are working in teams to haul stuff, but once the gate is built no hoof of theirs is ever to touch the sacred within. The horse that tries to enter will be turned back as sternly as motorists used to be off that strip on the Ocean Parkway in Brooklyn. The man with the motor car may enter free as air.

It is planned to make this an industrial city devoted to the interests of the motor car trade. Every maker who places his factory within the limits of the town will find in the deed to his property a clause that all his hauling must be done by motor trucks. The fire department will be wholly equipped with motor apparatus; the inhabitant who is arrested will be hauled to police headquarters in a motor car; the streets will be swept with motor equipment and the rubbish and trash will be carried away by motor trucks. The garbage will be collected in motor vehicles.

Speedway will be governed by men identified with the motor trade. Its Mayor and other officers will be recruited among the employees and employers of the factories that are to locate in the city. The streets and the courts, avenues and squares, which will be on an elaborate scale, will be named after men in the motor trade. Among those who will be so honored will be Haynes, Selden, Olds, Ford and Winton and others who have helped to build up the motor industry.

In line with the policy of a horseless city no factory will be admitted to Speedway unless it is identified in some way directly with the motor car trade. The factories, which will employ thousands of men, recruited from the most skilled mechanics in America, and that means in the world, will manufacture motor cars, motors, tires, parts, carbureters, &c.

Speedway will be about two miles west of Indianapolis along the Crawfordsville road. The principal part of the city will be directly south of the Indianapolis motor speedway, while a part of the new city will be west of the speedway.

The proposition is the outcome of the idea of two Indianapolis men who are makers of automobile specialties. They decided to move their factory and then it occurred to them that they might do more than that. Speedway is what they thought of. Their idea is a cold, common sense business proposition and they purpose to spend $1,000,000 in getting ready to realize on it. Thus far two motor car makers, six parts concerns and a large tire factory have agreed to come to Speedway. The names are being withheld for several reasons.

Every street in the new city is to be paved almost immediately and every street will have broad and ample cement walks. There will be parkways in the centre, with fountains. There will be parks and courts and squares. Practically every factory will have an ample recreation ground for its employees. The best landscape architects in the country will be employed to aid in carrying out the scheme.

The city will be one of modern homes, which again will be an innovation in the building of cities, for it is doubtful if there is a city in the world where every home has all modern conveniences. These homes are to be built from exclusive architectural designs and they are to be offered to the workmen of the city on an easy payment plan. Ultimately most of the employees of the Speedway factories will own their own homes. Thrift among the workmen is to be encouraged in every way possible.

Unique loading stations will be provided at every factory. The tracks will be depressed so that the floor of the car will be on a level with the first floor of the factory, thus facilitating the handling of freight. Where freight must be hauled to and from the freight depots it will be done by motor trucks.

The city will be surrounded by a cement wall with artistic gates at the entrances. It will be probably the only city in the United States entirely surrounded by walls after the old Chinese and Roman idea. These gates will be attended by liveried employees of the city, whose duty largely will be to see that the rule prohibiting the entrance of any horse into Speedway is not violated.

It is believed that this rule in Speedway will have the effect of increasing the use of motor trucks in Indianapolis, for it is to be presumed that the Indianapolis business houses will sell much stuff to the residents of Speedway. The only way they will be allowed to make deliveries, however, will be by means of motor trucks.

From the point of economy in municipal administration the city of Speedway will be watched by municipalities of the whole country. It is believed that the no horse rule will result in comparatively clean streets and in a minimum wear on the pavements. It is the plan of the promoters to make Speedway one of the show places of the middle West.

Within the course of time a number of magnificent hotels will be built and these will be used at times in accommodating the visitors to the race meets at the Indianapolis motor speedway. There will be numerous immense fireproof garages to accommodate the motor cars of the residents of the city and of its visitors, of whom it is expected there will be many.

ENTRANCE GATE AND PLAN OF SPEEDWAY, THE HORSELESS CITY.

TRUCK SELLERS FIGHT OVER DEMONSTRATING

Merchants Who Pretend to Want Wagons Are Aimed At Now.

A BLACKLIST IS FORMED

Vast Amounts of Hauling Got Free Under False Pretences Formerly.

Charles E. Stone, secretary of the Motor Truck Club, spoke at the club's recent monthly meeting on motor truck demonstrations. It appears that the custom of free demonstrations has been abused in this city and that one after another rival manufacturers have been systematically used by merchants with vague, if any, prospect of having trucks to do vast amounts of commercial hauling for them free of charge. There are mercantile houses in this city which have so abused the privilege as to put themselves on the blacklist of truck sellers.

In part Mr. Stone said:

"While I am not a believer in demonstrations, it is often a very excellent thing to run a truck about and show it, but in this work I wish to make a distinction from demonstration work. Often a merchant is too busy or indifferent to call at the truck salesroom to inspect the vehicle, and the next best thing is to take the machine to him. In this manner an inspection may be made or some enthusiasm aroused. During such inspection tours it may be advisable to take a load or two for the prospect, but this does not come under the head of demonstrating work. Under certain circumstances I believe that demonstrations are advisable and should be given to determine:

"First, if capable of being manoeuvred readily at loading or discharging points or through narrow streets;

"Second, if capable of being fitted with a certain type or size body;

"Third, if capable of hauling its load up exceptional grades or over road conditions of a trying nature;

"Fourth, to determine whether or no the delay at ferrys and docks or other terminals is so great as to offset the truck's advantages;

"Fifth, to determine whether or not the spring action is too severe for the character of the load to be hauled;

"Sixth, and often in laying out new work for the truck, where such work has never before been attempted, to determine the possibilities.

"Under no circumstances should long demonstrations be granted; a day or two is quite enough to definitely determine anything we wish to bring forward; the rest is largely a matter of mathematics. The old view that a demonstration will indicate the operating cost of motor trucks has long since been exploded. The only thing it shows is the ease with which the machine can be operated, power and spring action; absolutely nothing else. The majority of demonstrations as given to-day could more economically and quickly be made with pencil and paper.

"We are inconsistent in another very vital particular; namely, the personal appearance of our salesmen. Our human sales force goes forth well dressed, but the silent salesman, the truck, often barely has enough paint left on it to cover half the metal, with a body much the worse for wear and perhaps festooned with coils of old rope and string. When it comes chugging and snorting up to the door of the intended purchaser is it any wonder that he is loath to go near the thing. If it is thought desirable for salesmen to dress well why not our demonstrating trucks, in keeping with the standing and reputation of the companies behind them?

"Last, but far from least, let me plead for the employment of a different class of men to drive these demonstrating vehicles. More often than otherwise the drivers are not accepted by salesmen and it devolves upon them to explain the workings of the machine and its details of construction. It is important that we employ men capable of so doing in an intelligent and interesting manner. The demonstrating driver should likewise be capable of operating a truck as an expert, motors should be started without the mighty roar we so frequently hear and when the gears are shifted the fact should hardly be apparent as far as sound is concerned. No matter how experienced, the operator should always endeavor to make the prospective purchaser realize that it is the truck and not the driver who is performing miracles.

"In conclusion let me say that about a year ago I wrote a paper which was read before this club on this same subject of demonstrations and at that time advocated the idea of making a charge for all such work. My views have not changed a particle on this point and I am glad that the National Association of Automobile Manufacturers recently approved a scale of charges for such work and it is to be hoped that they will see to it that some means is provided to persuade representatives to abide by it.

"While it is often advisable to demonstrate in order to ascertain certain facts the majority of demonstrations are given without any regard to such necessity and the adoption of a reasonable charge for work performed by the truck is just. I have watched with interest one concern in this city which will not so much as give one day free and they have lost no business by such a method. I believe it has saved them a large amount of money and has only served to establish themselves on a better footing with those whose business they have solicited. If every club member put into operation some slight modification of that attitude it would result in immense benefit to us all. I trust that within a short time the club and other associations will see fit to adopt rules and standards to govern future demonstrations."

Dahl Tire a Filler, Replacing Inner Tube.

R. V. Stuart, general manager of the Tire Core Company of America, distributors of the Dahl punctureless tire, explains that this tire is really a filler designed to take the place of the inner tube. This filler is a composition of vegetable oils and rubber and is moulded into the shape of the casing. It is contended by the maker that there is practically no difference between the punctureless tire and an ordinary air filled tire.

DETROIT MOTOR PATROLS TRY OUT 7 INCH TIRES

Great Service Expected of Big Casings on New Packard Wagons.

With the addition of two more Packard patrols to its equipment the Detroit police department has a public safety squadron that ranks among the best in America.

The rear wheels of these cars are equipped with seven inch pneumatic tires, marking another step in the evolution of a motor vehicle adapted to the continuous service of the police. The test set of seven inch tires is in good condition after 5,000 miles. When the two new cars are delivered there will be eleven Pakards in service, two in the fire department and nine in the police service.

"One motor car with two men will cover as much territory as three horse drawn wagons with six men and give vastly better service," says Police Commissioner Croul. "We have worked out a detail despatching system by which the cars may be shifted rapidly as the need of the hour demands. The largest factor of saving is the reduction in the number of men. I shouldn't care to handle this department any longer if I had to give up the motor patrols. Every horse has been eliminated.

"Nearly all the emergency ambulance calls in Detroit are handled by the motor patrols. The crews go through a course of instruction under the direction of the police surgeon. The number of sick and injured carried in a year is approximately 3,000 persons.

"The department has compiled maintenance figures on seven Packard patrols in service from May 1, 1911, to May 1, 1912. The items are: Tires and tire repairs, $2,760.74; miscellaneous repairs and painting, $968.20; gasoline, $1,487.28; lubricants, $265.21. The total for the seven cars is $6,481.73. The number of calls responded to in the year was 32,939 and the mileage, 81,599.

CALIFORNIA AVARICIOUS.

Will Take All the Automobiles It Can Get, Says Maker.

"People, especially those of the great automobile manufacturing States, have long wondered where all the cars go to each year," says V. A. Longaker of the American Motors Company of Indianapolis. "The Hoosiers and Wolverines see more than 200,000 cars turned out each year and they cannot conceive of that many buyers.

"I have discovered one bottomless pit which, I believe, will long keep the two north central States factories busy if forty-five other States put a ban on the automobile. This is over the Rockies in California.

"It is often the practice to drive a car the year round in parts of the United States, but in the cold season scores of owners lay up their machines. This means that the individual machine lives are lengthened of course and if there ever comes a final reckoning of the number of machines worn out these parts will not have the total machine consumption that California does.

"It is always motoring time in California. I am speaking of pleasure riding now. The truck business is in its infancy. Pleasure cars still make the most millions for manufacturers.

"Los Angeles, with 320,000 people, holds its own with the greatest cities of the world in the number of motor cars. Many of the cars come into the State with tourists, but this detracts no more from the State's credit.

"When people talk overproduction send them over the Rockies to the bottomless pit."

Paige Sedan Forthcoming Presently.

The Empire City Automobile Company reports, in connection with its line of Paige automobiles, that late in the summer a new sedan inside drive model will be ready for delivery. This car will seat five persons comfortably.

WINTON IS UNCHANGED.

No Radical Alteration in the Six Cylinder Model for 1913.

The forty-eight horse-power Winton Six is to be continued for 1913 without a radical change. This model was first marketed in June, 1907. From year to year details have been perfected, and in 1911 the wheel base was lengthened, but at no time since its introduction, five years ago, has this car had correction in its essential elements.

For 1913 the announced idea is "restful riding." The Winston company says it goes beyond comfort to secure restful results. Every detail of springs and spring suspensions, of seating facilities and contours of cushions and upholstery has been studied and planned.

Operating levers and door handles are inside. A new type of glass front, with ventilators in the hose, is equipped on specification. The Winton self-cranking motor is now in its sixth year. Compressed air, supplied from the motor, puts the piston into motion before the work takes place. Other features include Winton-Stromberg carbureter, Bosch or Eisemann magneto, with battery for starting, ballbearing multiple disc clutch and four speed selective transmission, three-quarter elliptical rear springs, demountable rims, 36x4½ inch tires all around and electric dash and tail lights with lighting battery.

TIRE TRADE ABROAD GROWS.

Foreign Demand an Additional Cause of Shortage Here.

"One element that contributes to the likelihood of a shortage of tires in this country is that in addition to the always increasing requests for casings to use on our own cars the foreign demand for American made tires is growing rapidly," says J. C. Matlack of the Ajax tire concern. "The situation thus created is keeping the factories going full force.

"It is natural to expect that the countries near us, such as Canada, Mexico and Cuba, as well as our own possessions, Porto Rico and Hawaii, should turn to American made tires. And in addition the great number of American tourists in Europe taking their own cars abroad is another reason for the increased popularity of American casings there.

"The actual service they give is realized by the foreigners, who in turn want to avail themselves of it. The growth of a fine export business has been the result, as far as Ajax tires are concerned, and of course with many others."

FIXING PUNCTURED TUBES.

Instructions to This End Offered by Michelin.

When a tube is punctured the first thing to do is to find out if the puncture is in one wall of the tube only or if both walls are perforated. Next an examination should be made to determine that no part of the article which caused the puncture has lodged inside the tube.

"Then select a red Para patch," says a recent Michelin instruction book, "considerably larger on all sides than the injury to be repaired and clean the patch carefully on its flat or unbevelled side with emery paper. Now lay the tube on a convenient flat surface, such as the dash or step, and with emery paper clean a space around the puncture slightly larger than the patch to be used.

"Coat both the cleaned surfaces with cement and after this has dried apply a second coat. In about ten minutes when the surfaces are still 'tacky' press the patch firmly in place, taking care that the edges do not curl. If the patch is bevel edged little difficulty will be experienced. Now tap the patch lightly all over its surface with some round, smooth object like the end of a tool handle. If done carefully this will exclude every particle of air and the cemented surfaces will adhere perfectly. Put a smooth flat surfaced weight on the patch and leave the repair thus as long as practicable."

PENNSYLVANIA BUILDING A GREAT ROAD SYSTEM

About 8,000 Miles of Highway Included in the Routing.

The new State road system of Pennsylvania comes near surpassing any other yet signed, not even excepting that of California, which is spending $18,000,000 on a State road system. By State roads are meant those through routes or trunk lines which are designed to carry a traffic in which the importance of the through travel exceeds that of the local requirements, so that the people of the Commonwealth, instead of the people of a community, should pay the cost of construction and maintenance and permit the resources of individual localities to be expended in the lesser roads, which naturally act as feeders to the main lines.

The Pennsylvania Legislature of 1911 enacted a law called the Sproul law providing for a system of State roads approximately 8,000 miles in extent and reaching every county seat, every large centre of population and State lines in a great number of places where connections with the roads of other States may be made. The State Highway Department was reorganized on a new and greatly enlarged basis.

The limit of time set by law for the State Highway Department to survey and take over into the care of the State the highways constituting the system was June 1, 1912. These roads also included such toll roads as could be got on reasonable terms and without litigation. Many of these were taken over. Three million dollars was appropriated to cover the expenses and provide for improvement until the Legislature should meet again and make further appropriations.

The highways taken over the first of June and previously cover practically the entire State highway system, and the roads are now under the care of the State. So much work has to be done in repairs to roads and bridges to make and keep them passable that it is considered questionable whether there will be left any of the $3,000,000 for new construction pending the next meeting of the Legislature.

At the same time the system of State highways was established a resolution was passed by the Legislature so amending the Pennsylvania constitution as to permit the issue of bonds to the extent of $50,000,000 for road purposes. Under the Pennsylvania baste law such a resolution must be passed by two successive legislatures, then be voted on by the people, and then the next Legislature must enact laws arranging the details. The Legislature of 1913 is expected to pass the resolution and the voters at the 1913 election are expected to vote in its favor. Then instead of waiting two years more for the Legislature of 1915 it is believed that Gov. Tener, who greatly favors the measure, will call an extra session to provide the details. In the meantime the State has the roads and will take care of them with such funds as may be provided.

Nearly every member of the Pennsylvania delegation in Congress is in favor of Federal aid in the building of such roads as carry a heavy interstate travel.

MAPS FOR TOURISTS ABROAD.

A. A. A. Bureau Adds Several to Its List of Countries.

The foreign touring bureau of the American Automobile Association has added to its list of publications two more road maps of European countries which are available to members and others. The maps are newly drawn from foreign sources of information. That covering Germany and Austria shows the leading lines of communication from the Dutch, Belgian, Swiss and French gateways to those from North Italy into the Tyrol, eastward to Vienna and Budapest and northward to Dantsic on the shores of the Baltic.

It is printed on opaque waterproof vellum and kilometric distances marked on the main roads. This map is designed to be useful to American motorists touring the Rhine country and the Bavarian highlands, as well as those going to Switzerland and Italy from the north.

All custom house and frontier stations are plainly marked and the map gives other information not usually available to the American abroad. On the reverse of the map there is a list of hotels abroad affiliated with the A. A. A. and a list of tire dealers carrying American makes of tires in inches, often an important matter when one takes an American car across the water.

An all the year round European road map also has been issued by the bureau. It is a comprehensive road map of the chief highways of Spain, southern France and Italy, including the French and Italian Rivieras, Corsica and Sicily. It, moreover, crosses the Mediterranean Sea to Tunisia and Algeria, where there are some 8,000 miles of modern roadway almost as good as the best on the continent of Europe.

THE 1913 KING ROADSTER.

Features of This Car Are Unusual in Several Respects.

The King Motor Car Company of Detroit has announced the first of its 1913 models in the form of a thirty-six horse-power roadster. This roadster has a large enclosed rear deck compartment for the carrying of baggage and extra tires.

The body was designed by Charles B. King, with the idea of making it extra large and roomy for two persons and with plenty of leg room. The motor is set back eight inches from the front axle. This is to give a better distribution of load. The road clearance is liberal and the body is low hung.

The special features of design and construction in the King car are embodied in the new roadster. Center control, left side steer, extra long stroke motor and rear spring suspension are some of the features in the car.

The motor of the 1913 King roadster is 3 13-16 inches bore by 5¼ inches stroke. It is of the four cylinder type, cast en bloc, all moving parts enclosed. The valves are placed at an angle of eight degrees. Intake and exhaust open directly into the cylinders. This motor has spiral timing gears and two bearing crank shaft 2¼ inches in diameter. The two blade aeroplane type of fan is used with this motor with the thermo syphon system of cooling.

The lubrication system is one in which the lubricating oil is put into the engine through the breather pipe and this one operation provides oil for the engine, the clutch, the transmission and the universal joint at the front end of the propeller shaft. Both the engine base and the transmission case may be drained separately by removing a pipe plug. The encased flywheel is used to carry the oil to an elevated trough, which in turn delivers oil to gears and bearings. Inclined channels carry it back to the reservoir. It is designed to have oil delivered on the steepest grade without flooding of either end of the crank case.

TRUCKS IN ARMY TEST.

Government Using Several Types in Western Manoeuvres.

The United States Government is operating 2,500 soldiers, signal corps, packing teams and in fact full regulation quota of equipment in the neighborhood of Dubuque, Ia., and is manoeuvring at the present time preparatory to state of battle two armies, one called the army of Wisconsin and the other the army of Iowa. This work will be carried on for thirty days.

The quartermaster's department under the supervision of Capt. Williams is employing a number of trucks in an experimental way, trying to determine whether the present day truck is capable of replacing the well known mule team and covered wagon. Light trucks of the ton to ton and a half capacity, principal among which are the Mack, Kelly, White, Couple Gear and Sampson, have positions in the regular mule teaming following the army on its marches. A squad of heavy trucks of three ton capacity, consisting of the Velie, Packard, Saurer, White and Gramm, is used in carrying supplies from the base to the location of the army camp, wherever it may be.

The result of this test of trucks is being watched with great interest all over the country, not only by manufacturers but by all those connected with the army and by civilians as well. The truck drivers are considered as members of the army. Every detail of the truck's operation and care is noted by a Lieutenant in charge. The truck is stationed in tent at night and closely watched by an armed soldier, so that from the standpoint of endurance or a test this is by far more severe than has ever been attempted up to date. The truck oftimes travels over ploughed fields, through creeks, and the crew has to build its own bridges and sometimes the roads as they go.

HOW TO MAKE THE CAR FULLY COMFORTABLE

Points on Building Bodies Given by British Motoring Expert.

"Certain points the purchaser should insist upon when ordering his body, whether the builder says they are fashionable or not," says a British expert on motoring matters. "Here are some of them as they occur to me.

"1. Have plenty of elbow room in the front seats. Nothing is more maddening to a driver than to feel the elbow of the man at his side constantly touching his steering arm. There is besides the discomfort a certain element of danger in this close propinquity.

"2. If you never mean the car to carry more than four all told do not be persuaded into having a back seat capable of accommodating three. Have generous room for two and fit an arm rest between the two halves, such as are used in railway carriages. This steadies one at high speeds and saves a great deal of the fatigue of long drives.

"3. It is better to sacrifice a certain amount of leg room behind than to have an overhang—that is, to allow the body to project much beyond the back axle.

"4. Have the seats as low as possible, but not so low that the driver cannot see the ends of the front wings. Similarly do not have the steering raked to such a degree that you have to adopt the attitude of the sprawling garage loafer who is such an obnoxious blot upon the fair fame of motordom—and upon the roads. Touring cars that are made to resemble racing cars are abortions.

"5. Short behind and long in front is a good rule. Do not have more leg room for the rear passengers than will allow them to touch the bottom back panel of the front seats with their feet. Have plenty of room in front, with sloping footboards, a long scuttle dash and the wind screen fixed to the edge of it not more than four or five inches from the rim of the steering wheel.

"6. Do not have a detachable back seat. It is only a compromise and it is rarely satisfactory.

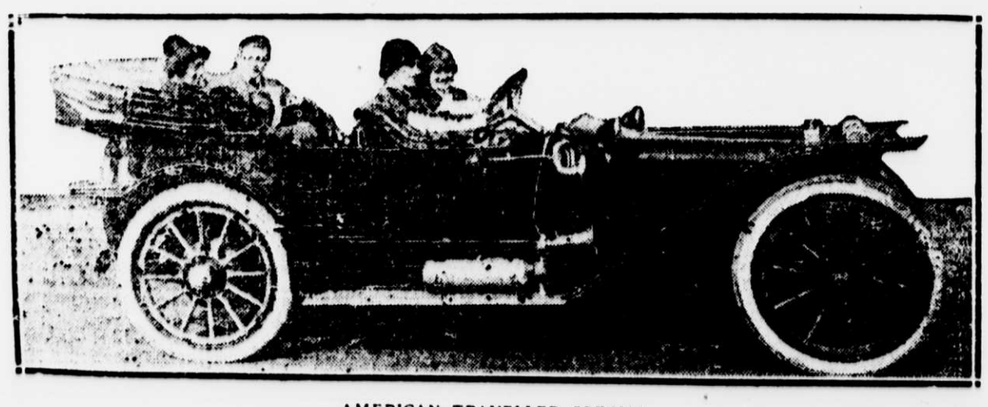
"7. If your gear box is not readily accessible by removing the front floor boards it is a good plan to have the whole body mounted on hinges from the back so that it can be raised clear of the chassis aft the engine.

"8. Order a 'one man' hood and screen. During the last few months I have often suffered much discomfort and loss of time and temper from having to spread a double extension hood single handed and to alter the tilt of a screen without pulling up. There are excellent examples of handy hoods and screens on the market now and it is always a source of wonder to me that they have not completely ousted the older and inconvenient forms.

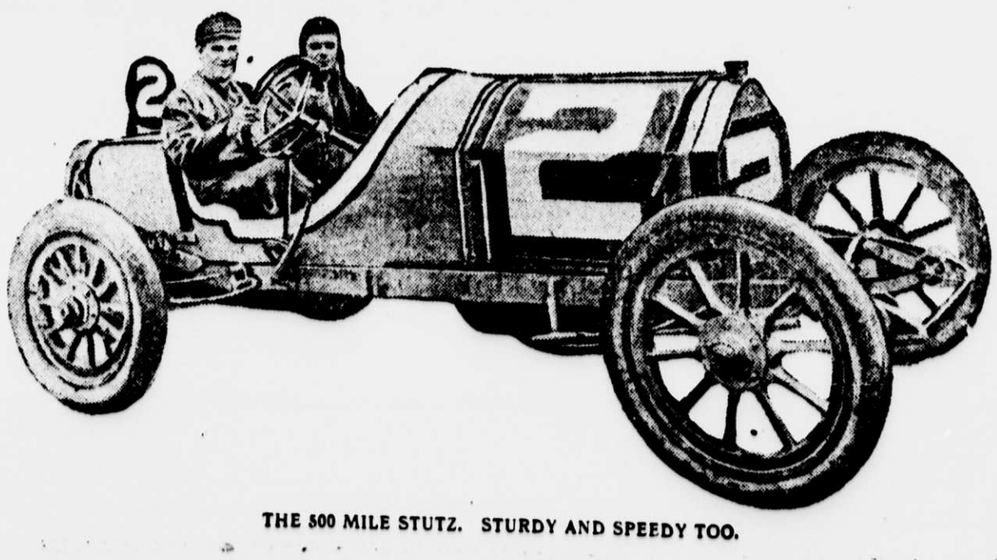
"9. Finally, remember that properly distributed weight is the first of the virtues in economy and that bad balance and large wind resisting areas are the things that kill the liveliness of cars."

Ferry Helps in Motor Truck Service.

The business of shipping goods by motor truck from points in New York to the North Shore of Long Island and the reverse has been simplified by the automobile ferry service from Rye Beach to Sea Cliff. There is no other direct connection between Westchester or Connecticut and Long Island for miles on either side of this ferry line. Night deliveries are possible now, as the ferry is on full summer schedule.



AMERICAN TRAVELLER SPECIAL.



THE 500 MILE STUTZ. STURDY AND SPEEDY TOO.