

NO SPECIAL LAMPS ARE RECOMMENDED

To Meet New Headlight Law Motorists Must Use Judgment.

By FRANCIS M. HUGO, Secretary of State.

The blinding automobile headlight, directly responsible for hundreds of serious accidents, comes under the ban in this State after August 1. No particular anti-glaring devices are to be officially approved by this State. The law confers as much authority on either department or person. To comply with the new statute, however, automobile lights must meet the following requirements:

- 1. The beam of the reflected light shall not rise above 45 inches from the roadbed at 75 feet ahead of the car.
2. The light of the front lamps must be visible not less than 200 feet in the direction from which the motor vehicle is proceeding, and shall be of sufficient intensity to reveal objects straight ahead for not less than 250 feet.
3. The front lamps must give sufficient side illumination to reveal objects 10 feet to both sides of the car at a point 150 feet ahead of the lamp.
4. Any auxiliary light or projecting device (spotlight) is subject to the regulations in regard to the beam. The beam of light is construed as meaning the approximately parallel, focalized rays gathered and projected by a reflector, lens or other device.

It is plainly up to the motorist and to the automobile dealer to determine whether or not this car is lighted in accordance with the full meaning of the new law. Particular attention should be paid to ascertaining if the beam of light rises above the prescribed inches. On this depends largely the elimination of that dangerous glare that has forced many a driver into some roadside ditch or plunged cars into a head-on collision. Automobile clubs in many instances are suggesting to their members that a guarantee be asked of the dealer with the purchase of new lights.

From letters and telephone inquiries it is evident that motorists in general stand ready to comply with the new law, fully realizing that one of the greatest dangers and annoyances to night driving has come through the indiscriminate use of spotlight and headlight. The enforcement of the law is in the hands of the police authorities. Some recent New York State anti-glare headlight law will differ from that of New Jersey. In that State the beam of light is allowed to rise 45 inches above the road. New Jersey requires "white lights" on its cars and has declined to approve certain types of lens in colors on the ground that it is impossible to distinguish between a light pointing out a dangerous street intersection or a grade crossing from those of an automobile. New Jersey does not sanction the use of any device in the way of lighting that is dependent upon the will of the operator. The car equipped with a device operated from the driver's seat, prescribes the operator to employ the use of small bulbs in the city and large blinding bulbs in the country, is not allowable unless the lamps are equipped with some approved type of device such as will reduce the intensity of the large bulb to the same degree as is shown by the rays of light from the small bulb.

GET BUSY ON AIRPLANES.

The United States, which first invented the airplane, will prove that she can quickly finish the war by the use of her own invention, says Jesse Froehlich, vice-president of the Times Square Auto Supply Company of New York, known as one of the pioneers in the automobile industry.

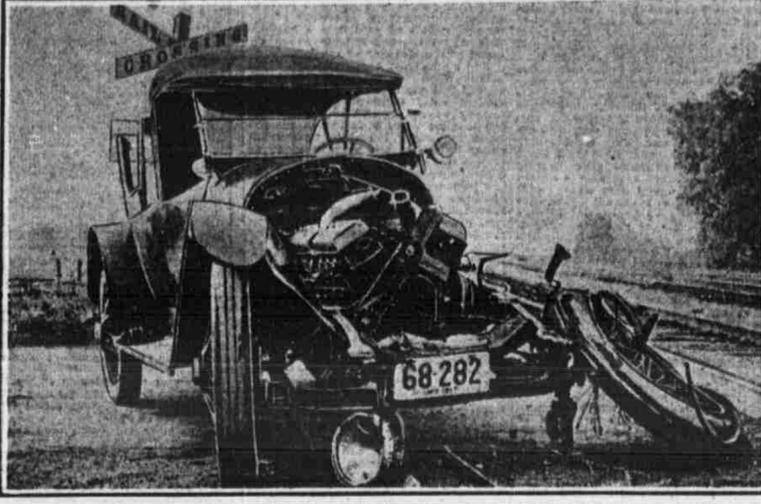
Victory in the air is preliminary to victory on the ground. America will answer Germany's submarine challenge a thousandfold by overwhelming her from the air and carry the terror of war to Germany's soil. The supremacy of the air in modern warfare is essential to a successful army.

Airplanes are the eyes of the guns. They are means for destroying communication roads and railroads in the rear of the enemy's lines; with them the enemy's artillery can be completely paralyzed. They are the only really effective means of keeping the enemy's aviators from interfering with our own operations.

With some of our automobile factories building airplanes it would be easy to make a hundred times as many as we are making now. We could build airplanes as fast as we could produce automobiles.

We could assault the German lines with thousands of machines whose dynamite bombs and machine guns would drive the German armies across the Belgian frontier and force them back to the Rhine in one-twentieth of the time it would take us to train, equip and send an army to do this work.

The Locomotive Hardly Noticed It at All.



It never pays "to race for a railroad crossing." If one miscalculates speed and distance the automobile and its passengers are the ones that always suffer. The locomotive engineer stops only to see what damage was done to the automobile. The Pathfinder Twelve shown in this picture got only a slight knock from a fast Pennsylvania flier and see what a mess it is in.

KEEP YOUR BRAKES PROPERLY ADJUSTED

Your Safety and the Safety of Others Depend Upon It.

Your brake is your best friend in an emergency," says William H. Stewart, Jr., president of the Stewart Automobile School. "But like every other good friend it must be treated right. If working properly it gives you the greatest sense of security, but if neglected your life may pay the penalty.

There are only two kinds of brakes, internal and external. The internal consists of a heavy ring which expands, gripping the brake drum, fastened to the wheel and so retarding or stopping its motion. The contact is usually metal to metal, although a brake lining is sometimes used. The internal brake is called the internal expanding or expanding ring brake.

The external brake consists of a steel band lined with brake lining, a specially woven fabric of asbestos and brass wire. This is drawn tightly around the brake drum, holding it from the outside. It is called the external contracting or contracting brake.

The names, service brake and emergency brake, do not apply to the brakes themselves, but to the controls. The pedal usually applies the contracting hand brake and is called the service brake, as it is the one ordinarily used in service. It is not as powerful as the emergency brake and is better adapted to service, bringing the car gently to rest without throwing the passengers forward or locking the wheels so that the car will not stop. The contracting brake, wearing it away. As implied by the name, the emergency brake is only used in an emergency to stop the car suddenly. It is extremely powerful and may be applied too suddenly, causing the car to skid.

Another classification of brakes is by location, that is, transmission brakes and wheel brakes. A transmission brake is one that acts around a drum on some part of the transmission, such as the brake on the planetary of the Ford car. It holds the shaft rigidly but allows the wheels to turn different ways, thus increasing the danger of skidding. A serious disadvantage on heavy cars is that the full driving force of a heavy car is applied to the differential, universal joint, drive shaft, and other points, straining them severely. This is not a serious objection on a light car. The only proper place for a brake to be applied is on drums on the rear wheels. The emergency brake is always applied here. On account of the fact that it can be set, the emergency brake is used to hold the car when we leave it.

Brakes should never be applied except when needed. This sounds like a truism, but has more to it than one may think. The operator should allow the car to coast to the place where he wishes to stop, letting it come to rest without applying the brake at all. This saves the brakes, the tires and the mechanism. Quite different is the grandstand play of the novice. He dashes wildly up to the place where he wants to stop and jams on both brakes with a flourish while his experienced friend turns away with a pitying smile. Brakes were made for use, not abuse.

It is extremely important to try out the brakes every time the car is taken out. Speed up when you have a clear

"With the Muffler Cut Out."

By BURTON S. BROWN.

All automobile dealers should consider carefully the experience of Morton W. Smith, president of Morton W. Smith Inc., local representatives for Federal trucks and Murray & cars.

Mr. Smith had an appointment the other day for a demonstration, and on his way to the residence of the customer stopped at a department store to make a few purchases. He left his chauffeur with a Murray car at the curb. The car was one of the regular demonstrators bearing dealer license plates.

When Mr. Smith returned to his car an inspector of the Automobile Bureau of the Secretary of State's office accosted him and wanted to know what he was doing with dealer plates on a car he was using for shopping. When Mr. Smith explained that he was on his way to the Lotus Club for a demonstration, and finding he had a few minutes to spare, had stopped at the store to make some purchases, the inspector said that made no difference and that he was violating the law. The latter then summoned a policeman and Mr. Smith's driver was served with a summons. Later he was fined \$15 by a City Magistrate for using his dealer plates illegally.

The inspector insisted that the car had been standing at the curb for five minutes and therefore was being used for the shopping trip.

In the opinion of the inspector every dealer should go directly to the home of the prospective customer. Any stop made along the way for other business was illegal. Asked if a dealer couldn't go to Wall Street for a "prospect" and demonstrate the car in traffic back to the man's home, the inspector did not think even that was legal.

A TOUGH INNER TUBE.

Pennsylvania Company Shows One That Lifted a Ton.

Announcement is made by the Pennsylvania Rubber Company of Jeannette, Pa., of the successful test of its new Pennsylvania "Ton Tested" auto tube, a tube which possesses 3,100 pounds tensile test to the square inch.

A moving picture was taken a few days ago in the presence of a committee of the Jeannette Chamber of Commerce of a stock "Ton Tested" tube lifting a five passenger Dodge touring car on a specially constructed scaffold by means of a windlass and tackle.

This test was conducted for the purpose of proving the remarkable strength and elasticity of this new product. At full stretch the tube lifted the car, weighing 2,400 pounds, and the scaffold, 250 pounds—a total of 2,900 pounds.

They will bind and prevent the engine from driving the car at proper speed, thus wasting gasoline. At the same time the car stops promptly or not, or if it has a tendency to swing to one side, showing one wheel to be free and the other one dragging.

SMITH FORM-TRUCK READY FOR TRADE

Have Exceptional Facilities in New Building to Meet New Demands.

Full facilities of an exceptional manufacturing and sales organization were placed at the disposal of the motor truck public through the formal opening of the Smith Motor Truck Corporation's new quarters last week in the Smith Form-a-Truck Building, on Broadway, Sixty-fourth street and Columbus avenue. This company will occupy the main floor as city sales department, the basement as a service station, the eighth floor as an assembling plant, and while the twelfth is used at present for executive offices other floors will be utilized later.

Accommodations in this new establishment are complete in every detail; organization and equipment are developed to the highest point. Users of Smith Form-a-Trucks can come to this new big sales and service station, select their equipment down to the smallest detail and have it delivered immediately.

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GREAT WORK BY ELECTRICS.

Twenty hours out of every twenty-four for six days a week every week is the service record of the electric trucks of the fleet of the Postal Transfer Service, Inc., First avenue and Forty-third street, which handles a large part of Uncle Sam's mail in this city.

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BE SENSIBLE AND BUY YOUR CAR NOW

There is No Reason Why You Should Not Enjoy Yourself.

"The time is past when any citizen of the United States need hesitate about buying a motor car, or anything else his heart desires that he has money to pay for," says C. H. King, vice-president and general manager of the Chalmers Sales Company, Inc., at 1826-28 Broadway.

"There was some excuse for going slowly right after the war was declared. But that time has passed. The Liberty Loan was over-subscribed and the American Red Cross got its funds. Our soldiers are in France. The Government has plenty of money and is spending it with both hands on the biggest programme of war preparations ever known in history. Recent action taken on the liquor question means that thousands of dollars ordinarily spent for whiskey will be put into circulation for the purchase of other commodities. The wisest financiers see only the most unprecedented prosperity in this country. The ultimate success of the war for democracy is not doubted.

Even the crop is plentifully coming along in wonderful fashion. A backward spring has been succeeded by the most delightful summer season anybody can remember. There never was such weather for the motoring enthusiast.

"Then why not buy your car now? Why not get it and use it when the most enjoyment can be had with it? And, incidentally, why not circulate its price at a time when the circulation of money dashes the whole country the woods? It is the patriotic duty of every citizen to continue spending money as in the past for necessities. This will mean the continuance of prosperity. Buy Your Car Now is the slogan of prospective motor car buyers all over the country. The people of our city who have wanted a new car but have delayed

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A MEASURE OF SERVICE.

Quaker Company Finds Satisfaction Among Users.

The pleasure of a motoring trip depends largely upon the freedom from tire trouble. Any tire, no matter how good it is, is subject to punctures. A sharp nail standing upright in the road or a broken bottle may put a tire out of commission in a second.

The Quaker City Hubber Company of Philadelphia, manufacturers of the well known Quaker tires, do not claim their tires are free from such road troubles, but users of Quaker tires in all parts of the United States have declared during the past few years that they are splendid service from their tires. The reason there are so many Quaker tires in use to-day is almost entirely due to the fact that dealers everywhere have been taught by the manufacturer to suggest to the customer the purchasing of one tire and judging from reports coming from all parts of the country, indicate without the minutest titer making any claims, that Quaker give service and excess mileage.

GULLETTE SELLS DEARBORN.

With Wilmont as Sales Manager He Has Strong Organization.

C. T. Gullette of Ford-Unit fame is now in charge of sales of the Dearborn truck, with headquarters at 228 West Fifty-eighth street.

Mr. Gullette has associated with him as sales manager J. E. Wilmont, who was sales manager for the Abbott car for a year and a half and subsequently New England representative for the Gramm-Bernstein truck. Jimmy Wilmont has surrounded himself with an organization second to none in the motor truck field and one which assures the prospective customer careful and efficient attention and service.

Announcing Prices of The New Hupmobile. In effect on and after July 16th. Five-Passenger Touring Car \$1285. Seven-Passenger Touring Car \$1540. Sedan \$1835. Immediate Deliveries. CHAS. E. RIESS & CO., Inc. Phone Circle 1616 1741 Broadway, at 56th St.

When You Tour One of the fine things about automobilism is that you can go wherever you please. Most cars will take you anywhere you want to go; but will the tires you use? Quaker Tires are super-tires—built to stand up to the grind of hilly roads or any other kind. You can begin a tour with confidence in your Quaker Tires and return safe and satisfied. Tempered rubber offers wonderful resistance to cutting; it wears evenly and mightily slowly; it will not crack, chip, nor pick out. Try out one Quaker Tire now, and when you start your tour you will have Quakers on all four wheels. See the local Quaker Dealer. Name and address on request to Quaker City Rubber Co. New York Distributing Station—53 Murray St.

PAIGE The Most Beautiful Car in America For the Protection of Paige Purchasers A Prophecy of Particular Interest to Prospective Motor Car Buyers. The Paige is practically the last to raise prices. We have stood the material raises patiently. At last we confront the inevitable. However, you will observe in reading Paige prices below that in no instance has the increase been more than \$100—although some cars in the same relative price class as the Paige now cost \$200 more than heretofore. We are able to give Paige purchasers this discrimination because they are getting the benefit of the prices at which we bought large quantities of materials on contract months ago. This advance in the prices now asked for Paige cars by no means covers the actual increase in the cost of materials. The Paige-Detroit Motor Car Company is still making a substantial sacrifice in offering Paige cars at these prices. These Paige cars are therefore more markable values than ever before—and the Paige, you know, has always led the field in values. There has been no compromise in Paige quality, no juggling of the factors, little or big, that have won Paige leadership. Not one iota has the Paige standard been lowered. In view of these facts, Paige cars can remain at the present prices the greatest dollar for dollar value the market affords. However, the market for materials is rising steadily. The cost of producing a car of Paige quality continues to soar. We estimate that we have enough materials contracted for and on hand to permit us to maintain present prices for approximately 60 to 90 days. When this supply of materials is exhausted it will then, obviously, be necessary for us to raise prices, and even then Paige prices will be raised only in proportion to the increased prices of materials on new contracts. Our one anxiety, as has always been our policy, is to give Paige purchasers every protection and consideration. We desire to be frank and give fair warning. The price problem, however, is never a determining factor in the progress of the Paige in winning the preference and confidence of the public. The Paige has always won its way independent of price tags and the artificial labels of price class. We have always refused and will always refuse to raise Paige prices beyond the actual increased cost of materials. Therefore now, as before, you will select the Paige because of its mechanical excellence, its beauty and its supreme quality. Paige Prices In Effect Today: Stratford "Six-51" seven-passenger \$1595 f. o. b. Detroit. Fairfield "Six-46" seven-passenger \$1450 f. o. b. Detroit. Linwood "Six-39" five-passenger \$1260 f. o. b. Detroit. Brooklands "Six-51" four-passenger \$1795 f. o. b. Detroit. Dartmoor "Six-39" 2 or 3-passenger \$1260 f. o. b. Detroit. Sedan "Six-39" five-passenger \$1875 f. o. b. Detroit. Sedan "Six-51" seven-passenger \$2400 f. o. b. Detroit. Town Car "Six-51" seven-passenger \$2850 f. o. b. Detroit. Limousine "Six-51" seven-passenger \$2850 f. o. b. Detroit. Paige-Detroit Motor Car Company, Detroit, Michigan. PAIGE-DETROIT CO. OF NEW YORK, INC. 1886 Broadway. Phone Columbus 6720. L. A. D. Motors Corporation, 1181 Bedford Avenue, Brooklyn, N. Y. Bronx Motor Car Co., 250 Bergen Avenue, Bronx, N. Y. Paige-Detroit Co. of Newark, 254-256 Broad Street, Newark, N. J.