

LEGAL POINTS FOR AUTOMOBILE OWNER

"Stop, Look and Listen" Signs Express Important Rule of Law.

By OUR LEGAL CORRESPONDENT

Familiar as every motorist must be with the sign "Stop, Look and Listen" posted at every railroad crossing...

It has long been a fixed principle of law that a traveler on the highway, whether afoot or in a vehicle, should not attempt to cross railroad tracks on the road level without stopping, looking and listening for approaching trains...

In other words, the warning signs in question express a rule of law compliance which is as necessary for self-preservation as it is for the enforcement of claims for damages due to accidents at railroad crossings.

So general is the rule of law in question that even where safety gates are provided at a grade crossing failure to take the precautions indicated strictly because the gates are not down is no excuse. It may be true in such a case that the railroad company is guilty of negligence in not putting the gates down when a train is about to pass...

Answers to Questions. Q. H. C. W.—After a ferryboat landed at its dock and the signal was given to vehicles on the boat to proceed ashore a deckhand walked up the dock, passing my machine on his left. The jar of starting my car caused the door to fly open, injuring the deckhand. Am I liable?

A. You are clearly responsible for this accident, and I hope you are protected by insurance so that full justice may be done without hardship on either side. The fact that the door of your car flew open shows that it was not properly fastened, or that it has not a proper fastener, and, as a matter of law, this amounts to culpable negligence.

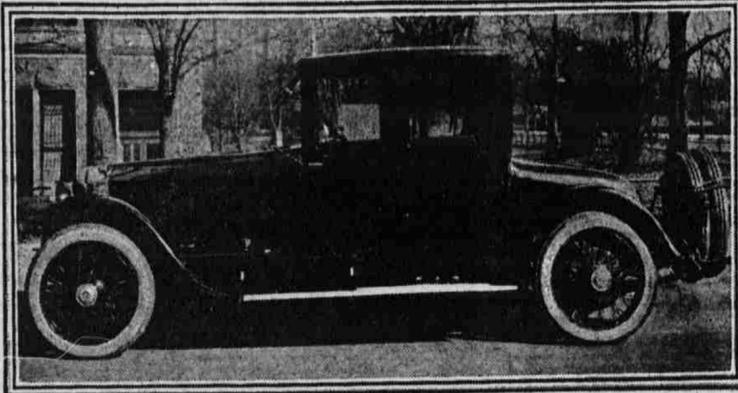
There is no principle of law which prohibits a person from passing an auger on his left, or which deprives him of damages for an injury sustained when doing so, where some act or omission on the part of the motorist, or omission to negligence, is the primary cause of the accident.

Among the recent decisions of interest concerning automobiles are the following: When an automobile is hired at a monthly rate, without any agreement as to the period of the arrangement, the hiring can be terminated at any time without notice; if it is terminated in the middle of a month payment is demandable only for the proportionate part of the month during which the car was used.

One who employs a chauffeur is under the obligation of exercising reasonable care to avoid subjecting the latter to unknown and unnecessary dangers. Accordingly, in each of the following cases the employer was held liable in damages for injuries sustained by his chauffeur as a result of the conditions indicated: (1) Where the starter was in bad condition when the chauffeur was employed, which fact was known to the owner and not to the chauffeur.

The family of a chauffeur who is

Roy A. Rainey's New Owen Magnetic.



Herewith is shown a specially built Owen Magnetic coupe that was recently delivered to Roy A. Rainey, who already has six Owen Magnetics in his garage.

"Of course," says E. S. Partridge of the E. S. Partridge & Co., Inc., "it is in the closed car that the magnetic transmission shows to best advantage. Its smoothness of operation and total absence of gear noise makes it a delight to the owner driver."

"I believe the present shortage of all makes of closed cars will continue until some time in 1921, as the manufacturers cannot possibly catch up in production before that time. Up to 1917 there was an annual increase in the production of automobiles of 40 per cent.

There is a great shortage of closed cars and it has developed a most unusual situation. Every new closed car that goes out arouses so much interest that the purchaser is immediately surrounded by friends who ask, "How did you get it?" and then want him to try and get cars for them.

Manufacturers and users began to admit that we were right, then the "other fellow" began to creep into the market that had been created.

"This is the situation to-day. Goodyear deserves credit as the first to develop the cord principle now in wide use for passenger cars and then for trucks. By constant study, experiment and test a tire was perfected for both uses."

Production and Sales Records Are Badly Shattered. President Harry S. Hout of the Hudson Motor Car Company of New York says that the separation of the Essex and Hudson sales force announced some weeks ago has been completed and the Essex car now has its own salesmen.

The change made was due to the enormous demand for Essex cars, which necessitated the creation of an entirely new sales force to handle the rapidly increasing number of Essex customers.

operation of Government trucks over hundreds of miles of desert land. When America entered the war Mr. Florida was granted a commission as Major and placed in command of M. T. C. Repair Unit No. 303. He succeeded in recruiting 600 skilled automobile mechanics for this unit, most of them from Philadelphia, and took them to Camp Meigs for a short training course.

Colonel in the Motor Transport Corps

FLORIDA HANDLES PACKARD SERVICE

New Chief Has Had Great Experience in This Important Line.

No one realizes more than the Packard Motor Car Company of New York the importance and value of first class, efficient service for all Packard owners.

When the armistice was declared Col. Florida was sent into Germany for inspection and supervision, where he had the opportunity to observe the remnants of Germany's once great fighting machine. After conversations with German officers Mr. Florida attributes much of Germany's failure to its motor transportation deficiencies.

Col. Florida returned last spring after eighteen months' service in France as executive officer of the Motor Transport Corps of the U. S. A., and was immediately snapped up by Packard-Philadelphia as a valuable addition to an already well established and successful organization.

When the Mexican troubles of 1916 occurred Mr. Florida was sent to the border at the request of the United States Government. He was there appointed superintendent of motor transportation, being stationed at Columbus, N. M., with the task of looking after the



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On the other side Major Florida was stationed at Versuill, the principal maintenance camp for American transportation. Located almost in the middle of France and covering over a square mile in area, this camp became the largest automobile repair and replacement centre in the world.

In September, 1918, Major Florida received his promotion to Lieutenant-Colonel in the Motor Transport Corps

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We Wonder Why—

C. T. Warren's golf game is in a frightful condition.

Bill Poertner as a trapshooter is a good golfer and George McCutcheon as a golfer is a great trapshooter.

E. R. Bliss has some very definite ideas about art.

E. S. Partridge spends about a dollar a day weighing himself.

Frank Kiernan is pricing floor lamps.

C. T. Silver believes dogs that are guaranteed gentle generally are the very wildest.

The "B. S. Club" members are very retiring.

E. R. Hunnewell almost got a deer.

J. B. Hulet asked us to get in the paragraph about Hunnewell.

GOODYEAR BOOSTS TRUCK PNEUMATICS

Was First Company to Develop Idea of Faster Motor Trucks.

It is becoming generally known that different fields of motor truck service require different types of tire equipment. For instance, solid tires are economical equipment on trucks engaged in slow speed, heavy duty service, while pneumatics give good returns in long distance transport, interurban freighting and general trucking where cushioning and traction are essential.

The first trucks were fitted with solid tires, for at that time no other tires were available. "Fully ten years ago," says L. C. Rockhill, assistant sales manager of the Goodyear Tire and Rubber Company, Akron, Ohio, "we became convinced that there would be a great field for the pneumatic truck tire. None had then been made. Trucks were then in an experimental stage compared to today's development. And we were generally laughed at and derided for predicting a great future for the motor truck and pneumatic truck tires."

"Goodyear has been the pioneer in developing, making and perfecting pneumatic tires for motor trucks and has now developed a tire that has long since passed the experimental stage. The company is not asking truck makers, agents or users to do any experimenting. It was ten years ago that we bought a number of trucks for use about our factory. These were all equipped with solid tires and were extremely primitive in their construction. The factory was put to work making a pneumatic tire that would better protect the motor and save repair bills."

"With the tires that were developed the trucks soon were capable of performing more work, because with pneumatic tires under them the drivers found it unnecessary to slow down almost to stopping, as they had previously done, for bumps and obstructions on the street. Speeds were higher and more miles covered in a day."

"After a careful review of the situation it was found that fabric tires would never do for motor trucks. Fortunately, however, just at this time experiments were started on cord tires for electric passenger cars. The principle of cord construction was developed steadily until the cord tire was made practical for the more powerful gas-engine passenger cars. And finally the development of the cord tire was merged with the pneumatic truck tire and the final cord pneumatic truck tire was produced.

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Thanksgiving brings thoughts of other holidays to the motorist.



Cold weather and frozen roads cause no worry to the owner of a Holmes Improved Air-Cooled Car.

For the run out to grandmother's house for the holiday dinner, the Holmes brings comfort and freedom from worry to the tide.

When other cars are being laid up with frozen radiators, the Holmes Improved Air-Cooled motor requires no attention, and the car may be left out in any weather without fear of damage to the cooling system.

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High operating costs are no longer necessary in a roomy car of quality and comfort; the price of economy is no longer cramped discomfort and restricted seating capacity.

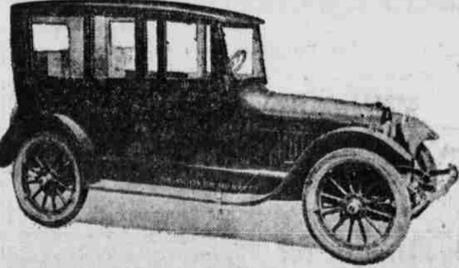
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