

# AUTOMOTIVE NEWS



## URGES AUTO TAX IMPROVE ROADS

The Diverting of Motorists' Money to Other Uses Explored by A. A. A. Man.

"Miles of road which have much to do with the high cost of living may become unprofitable in many States unless the tendency to divert automobile registration money to floating State bond issues is quickly arrested," asserted Chairman George C. Diehl, of the A. A. A. Good Roads Board, who yesterday at A. A. A. national headquarters discussed the matter with highways advocates from various sections of the country.

"This is one of the most serious matters confronting far-seeing advocates of highways progress," said Mr. Diehl, who has been making a survey of 1920 State road programs. "A fundamental principle is that it should be spread according to benefits, and it is ridiculous to say that motorists receive all advantages which accrue from improved highways."

"When the motorists consent to pay a large share of the maintenance charges, that is as far as they should acquiesce in sharing present-day road expenses. Keep in mind that the motorist is also a citizen who pays the general taxes now exacted nationally and in the several States. This picking him out for special taxation in connection with his vehicle ownership has reached the limit of acceptance and should be stoutly resisted."

"Short cuts lacking in true economic principles are always favored by the financial expert, and this is one of the motorist's generosity—for that is exactly what it is—is being shorn of its subtleties. In his representation of a discriminatory tax the car owner is entitled to an honest run for his money. This he doesn't get when the registration funds are used for construction and not for maintenance, a method which is not put forward in States that are willing to play fair in the premises."

"After an investigation of road building activities in certain States which are engaged in considering various forms of financing their highways building, I am more than ever convinced that the original investment in the road itself should come only from direct taxation or appropriations from general funds, and transportation system where improved highways, and those who profit from the increase in property values should pay proportionately."

"What causes me to utter this protest is that certain States just alluded to road building necessities are following the easiest way of obtaining popular support for legislation by placing the entire burden on the shoulders of the motor vehicle owner, who has got to the parting of the ways, and, in my humble opinion, is about to refuse longer to be the goat. However, my greatest objection to the proposition is on the ground that money which should be for maintenance is side tracked and then no provision is substituted whereby the many miles of road which connect up outlying territory with a near-by market are neglected to the extent of adding thousands of dollars to transportation costs of food products."

**Seaton Opens Supply House.**  
The Seaton Garage, 47-49 Seaton street northeast has opened a spacious supply and accessory house at 306 Rhode Island avenue northwest. In addition to an agency for Philadelphia Diamond Grid Batteries, the shop has installed in their new quarters one of the best gasoline stations in this vicinity.

## TIRE ECONOMIES TAUGHT BY WAR

The Canadians and French Learn New Tricks in Caring for Scarce Rubber.

The world war did more to drive home the lesson of conservation to motorists in every country except America than any other single agency since pneumatic came into general use. Conservation of tires became a war issue in England, France and Italy and accomplished in four years what would have taken much longer in normal times through educational campaigns.

Canada in particular rose to the occasion. Its motorists learned conservation so well that the average mileage between 25 and 50 per cent. Wheels were kept in alignment, small tread cuts filled with putty, larger cuts were vulcanized, inflation closely watched, tires reinforced with liners and accessories bought to aid in roadside repairs.

Domestic motorists learned to call upon service stations for advice, with the result that they are getting increased mileage from tires before the war they would have discarded.

France also learned tire conservation through war. Most cars were commandeered for military use, but many automobiles were idle because tires were not available. A few taxis operated in Paris, their tires cemented, patched and built over until it seemed impossible that they could hold together—yet they continued delivering mileage.

The harsh hand of war necessarily failed to teach American motorists, so manufacturers are trying to drive home the lesson of conservation through educational advertising and bulletins.

## About Your Automobile

### How Trailers Increase the Efficiency of Motor Trucks

By JULIAN CHASE

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A motor truck is a motor truck only when it is moving. At other times, it is a means of transportation, it is an almost unproductive investment. To get the greatest efficiency out of trucks they must be kept on the move to the fullest possible extent. All of which is well known to every one familiar with motor truck operation. In many lines of business, particularly where loads are made up of a large number of relatively small items, which must be handled individually, the loading and unloading time forms such a large proportion of the truck's operating day that its peculiar advantages—chief among which is its ton-miles per hour ability—cannot be obtained to a really valuable degree. Some motor truck installations have, in fact, been absolute failures simply because the loading and unloading

others, which have previously been loaded. When the trucks return the empty trailers are changed for full ones in eight minutes and off the trucks go again.

And saving loading time is not all that the semi-trailer accomplishes. Another important advantage is that with any truck, loads can be doubled and in most cases tripled. A one-ton truck will handle a two to three-ton semi-trailer, a five-ton truck will handle one of from ten to fifteen tons capacity.

As from one example, a large milk company near Boston by the use of a five-ton tractor (motor truck) operated in connection with a ten-ton semi-trailer is doing in five hours the work formerly done in nine hours by a regular five-ton

tractor hauls a trailer, in which 30 tons of cases of milk have been loaded, to the distributing station. Relieved quickly of its load, the tractor returns with trailer No. 2, containing empty bottles loaded while the tractor was on the road. Trailer No. 3 is waiting at the bottling plant, loaded with second lot tons, fully loaded. The second trip to the distributing station is speedily made and the tractor returns to round out its day's work on other tasks.

In this case we see a double advantage in the semi-trailer idea, the saving of loading time and the hauling of double capacity loads.

There are many lines of business in which truck loads are mostly bulk; such lines, for example, as wooden and paper boxes, barrels, sash and

capacity load. But the semi-trailer body can be made as large as desired or a two or four-wheel trailer can be hauled behind the truck and in this way the tonnage capacity of the truck can be obtained. By such a method the cost of hauling can be cut almost in two.

When it comes to handling long material, like telegraph poles, long lumber, steel beams or theatrical scenery, a motor truck, alone, is all but helpless. Its ally, the semi-trailer, probably in the form of an extension reach must come to its assistance. There is no limit to the length of material that can be hauled by this method.

Here is an interesting case in which several advantages of the trailer idea are turned to good account. A manufacturer of player pianos has a two-ton truck which accommodates five piano bodies. He has no need for another truck. His lumber is received from a freight yard about a half mile from the plant. There, fifteen tons of fish were loaded on and delivered in Los Angeles, 120 miles more.

Reaching home at Moneta at midnight, one of the trucks hooked onto a trailer and the truck and trailer delivered seventeen and one-half tons of tomatoes by next morning to a cannery twenty-five miles away. At a town near by, seven and one-half tons of well casing were taken on and delivered that night at Elsinore, 100 miles away over the mountains.

Compare this performance with what would have been done by railroad transportation.



LOADING TIME IS SAVED BY USING TWO OR MORE SEMI-TRAILERS WITH EACH TRUCK.



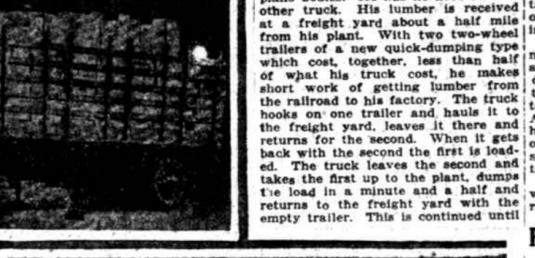
A FARM TRAILER



THE TRUCKS CAPACITY DOUBLED

time was so great. In a case like this the quality of the truck itself has absolutely nothing at all to do with the matter of economical operation.

A nationally known wholesale grocery house found motor trucks a dismal failure in one branch of its transportation system where loading and unloading time was excessive until the semi-trailer was adopted and as a result the lost time for the truck was reduced from two hours to eight minutes each trip. Semi-trailers similar to those shown in the uppermost of our photographs, are left at the loading platforms to be filled while the motor trucks are hauling



NO LIMIT TO BULK LOADS



SEMI-TRAILERS WILL HANDLE LOADS OF ANY LENGTH



A TWO WHEEL TRAILER WITH 5 TON CAPACITY

truck and at a saving of 33-1-3 per cent in operating cost. It is done in this way:

The trailer and semi-trailer widen the field of activity of the motor truck, they increase its efficiency under nearly all circumstances and conditions and in some cases they make it economical where otherwise it would not be.

## FILL EMERGENCY BY USING TRUCK

California Man Has Whole Fleet of 'Em and He Uses Them Well.

What is believed to be a new record in motor truck efficiency, considering distance traveled, time taken and size of load, according to information received by the International Motor Company, of New York, was recently made by Lee B. Hawkins, of Moneta, Cal., who operates a fleet of eight Mack trucks.

A seed firm near Los Angeles wanted to ship fifteen tons of seed 25 miles away. Hawkins, with two of his Macks, one carrying ten tons and the other five, started out for the town of Calexico the next morning. Calexico was reached in thirty hours after the start.

Arrangements were then made to receive a return load of nearly fifteen tons of dried milk at El Centro, ten miles from Calexico. This was delivered at San Diego, a distance of 100 miles. There, fifteen tons of fish were loaded on and delivered in Los Angeles, 120 miles more.

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## ARTISTIC SETTING ARRANGED FOR GRAND CENTRAL EXHIBITS

New Interest in Passenger Cars Is Spurred by Knowledge Gained in War—Prices Range High As \$11,000.

New York, Jan. 3.—It was a dramatic moment when the great entrance of the Grand Central Palace was thrown open yesterday afternoon to admit the public to the four-floor display of the greatest national passenger automobile show in automobile history. Hundreds of men and women who before the war gave little or merely passing attention to motor vehicles were there because during the war they became chummy, under the stress of war, with carburetors, tires, mufflers and gears and all the other parts of a motor car.

## SNOW FAILS TO HALT 24-HOUR CYCLE TOUR

Despite weather conditions that were little short of appalling, the Reading twenty-four-hour endurance motorcycle run was held December 12. Over roads made almost impassable by rain, snow and heavy frost, the entrants struggled to make the 550-mile run, but only George Iseberge and J. C. Cole checked in at the finish, many hours late. When weather conditions are considered, the fact that they finished at all was remarkable.

Four teams were unable to keep up the struggle with the elements, Anderson and Maynard, Bachman and Dalton, Eisenbeise and Reinert and Pick and Newkirk were forced to fall out between Reading and Bedford because of snow proving too great an obstacle. Two teams withdrew at the start because of the impossible road conditions.

## GOODYEAR EMPLOYEES ENJOY CALISTHENICS

Realization of the importance of good health through physical exercise and sports is increasing throughout the industrial world. Many factories have fifteen-minute periods in the day when calisthenics are given office employees to relieve brain fatigue.

## Truck Moves Wood Supply, Saves Town From Famine

In Columbia, Mo., the fuel famine was especially severe, main reliance being placed on wood because no coal was at hand. Several miles from the city there was a plentiful supply of wood, but no transportation to haul it to Columbia. A three-ton demonstration truck of the Goodyear Tire and Rubber Company in charge of M. L. Carr entered town, on its tour.

## Valve Grinding.

In grinding valves a very small amount of emory paste should be smeared on the beveled edge of the valve, considerable pressure should be used on the grinding tool and the valve should be turned only half way around. Cars should be taken to return each valve to the opening from which it was taken and the space between the valve stem and the camshaft should not be over the thickness of a visiting card.

## WAR MEMORIES REVIVED

Cars were on exhibit to appeal to every capacity of pocket book as well as to every whim of taste. Models range in price from \$15 to more than \$11,000. There was a touch of romance about those of both sexes who came because they were so intimately acquainted with automobiles in a very real way during the war. When a man or woman drives a certain machine day in and day out, either along the shell-torn roads of a France at war, or in one of the numerous service behind the lines or at ports of embarkation—ambulance general carrier or general utility and dispatch carrier—he isn't apt to lose his interest in motor propelled vehicles for some years, if he ever does. He or she wants to see what is being done to make driving more convenient, or riding more of a pleasure during off-duty hours.

## 44 Exhibits Set Off.

Scores and scores of cars are to be seen divided into eighty-four individual exhibits. By observation and conversation with the exhibitors the visitors to the show learned that at the present time, in the opinion of those who know, there is not a single manufacturer who is not putting out the best car he can build.

## War Memories Revived.

From the standpoint of accuracy and workmanship of manufacture the war had a wonderful effect through its requirement of efficiency and in-

## Autos in Last Minute Design Seen at National Exhibits

"It is predicted by leaders of the automotive industry that the National Automobile show this year that started in New York yesterday and will be held in Chicago January 21 to 23 will be the greatest in the history of the industry," says G. A. Kissel, president of the Kissel Motor Car Company.

## Packard Makes Record in 6,230-Mile Shipment

What is claimed to be a new long distance selling record was established when the Packard Motor Car Company of Pittsburgh shipped a four and one-half ton truck to the island of Guam. The truck, however, was purchased by the Pittsburgh-Des Moines Bridge Company, which has a government contract on the island.

## Overheating.

A car owner recently devised an ingenious automatic safeguard against overheating. The ground for the ignition current was made by soldering a copper wire to the top of the rear cylinder. Just as soon as heat enough develops in the cylinder the solder is melted and the engine automatically stops.

## SEATON GARAGE Everything Automobile

Philadelphia Diamond Grid Battery

DIAMOND GRID STORAGE BATTERIES

GOODYEAR SERVICE STATION

Used Cars Bought, Sold and Exchanged

306 Rhode Island Ave. N. W. Phone North 3979

45 to 49 Seaton St. N. E. Phone North 1959

## ZENITH CARBURETOR

## Economical At All Motor Speeds

Economy is an important factor with the present high price of gasoline. This is especially felt by the motor truck owner operating a fleet of vehicles on a business basis. The ZENITH Cannot Waste Fuel, because a definite rate of flow is determined by the manufacturer—a rate of flow exactly suited to the needs of each particular motor. This also prevents the driver from wasting fuel by throwing adjustments out of tune where adjustments are easily accessible. A Zenith Is Economy Insurance!

Why not come in and let us tell you more about this wonderful carburetor?



## Federal Auto Supply Co.,

477 Pennsylvania Ave. N. W.

Phone Main 3445.