Automobile Registration Tax May Be Tested in United States Supreme Court

MOTORISTS TO TALK OVER COURT ACTION

Baltimore Meeting of A. A. A. to Consider Carrying Tax to the Highest Tribunal.

By HARRY WARD.

The question of carrying to the highest court in the land the constitutionality of the automobile registration tax will be considered at the next meeting of the executive board of the American Automobile Association.

The meeting is to be held in Baltimore at the invitation of the Automobile Club of Maryland. The evening of May 8 is the date selected, at which time a banquet will be given by the Maryland association. The guests will include Governor Goldsborough, the mayor of Baltimore, prominent officials of the three A.'s and other notables.

While there has been an acquiescence for several years on the part of motorists in accepting this tax when the money was employed in highways progress of one kind or another, especially in those States where it was paid in lieu of a personal property tax, the legislatures of the past winter have shown such a marked inclination to increase fees to an exorbitant degree that the A. A. A. officers have taken up the matter with the State divisions of the national body, with the result that President Laurens Enos appointed a special committee to prepare and present a report at the meeting to be held in Baltimore.

William H. Hotchkiss, of New York, is chairman of the committee, with Lewis R. Speare, of Massachusetts, and H. M. Rowe, of Maryland, as his associates. Charles Thaddeus Terry, chairman of the A. A. A. legislative board, who has had much to do with the framing of motor laws in many parts of the country, will assist the committee in the preparation of its report, which is going to be unusually thorough.

Where the registration tax has been in lieu of all other taxes, and the money used exclusively for road maintenance, as in New York State, there has been slight objection on the part of the motorists over the unconstitutional discrimination against one class of road user as long as the amounts paid were within reason. The protest recently has accumulated strength in those States in which the owners of motor-driven vehicles are called upon to pay a registration tax, personal property tax, and still another tax for the driving of the car. Double taxation and discrimination against one class of road user are the two points which invite attack on the ground of unconstitutionality.

The case that may be carried up originated in New Jersey, which State calls for three payments by the automobile owner; registration of car, driving license, and property tax. The A. A. A. State organization instituted the suit, which has had adverse decisions in the New Jersey courts.

Rudolph Kauffman is the latest purchaser of a Rambler roadster. The sale was made this week by H. B. Leary, jr., who also reports the sale of a Rambler touring car to M. Holsberlein. A Rambler touring car was delivered this week to Capt. A. D. Tuttle.

Eugene Bready & Co. have opened an automobile salesroom at 1625 Fourteenth street, and will handle the Norwalk "six."

H. B. Leary, jr., reports the sale of a Maxwell "30" touring car to James Richardson.

Sales of Ford cars are increasing with every succeeding week. Within the past six days Miller Brothers have sold Ford cars to the following: Will Brice, J. J. Betton, W. E. Hitt, W. J. Vonderheide, John Graham, W. B. Turpin, P. J. Harmon, H. G. Machen, W. H. Haney, Davis Construction Company, W. S. Overton, J. Sprigg Joole, J. J. Grant, William Newmeyer, Rev. J. R. Roth, Rev. A. A. Bird.

James J. Flynn, who has been identified with the automobile business of this city for nearly ten years, has been appointed Eastern sales manager of the Standard Electric Car Company, and will have headquarters in Washington with W. P. Barnhart & Co., agents here for the Standard electric. Mr. Flynn has a host of friends in Washington who wish him much success in his new field.

E. C. Smith, president of the Overland-Washington Motor Company, will leave for Toledo today on a visit to the Overland factory. He will endeavor to secure another large shipment of Overland cars.

The Commercial Automobile & Supply Company reports the sale of a Studebaker "35" touring car to Mrs. Laura C. Cain, a "25" touring car too Helbig Brothers, a "30" demitonneu to Dr. G. Grafton Bailey, a "25" touring car to W. B. Greenwood, and a "25" touring car to S. Speigel.

Among purchasers of Little cars this week, as reported by the Henderson-Rowe Auto Company, are Dr. J. Thomas Kelly, W. C. Sparks, F. R. Davis, Golden & Company. Chevrolet "six" touring cars were sold to Dr. C. Hart Merriam and W. A. Pierce.

The Auto Tag Holder Company, of this city, is bringing out a long-felt want for motor car owners. It is known as the Eclipse automobile license tag holder, and is a distinctly new accessory along this line. The object of the Eclipse holder is to provide a positive appliance for carrying the license tag without any possible chance of losing it. The fact that Eclipse license brackets comply with the laws of all States make it a valuable adjunct to the equipment of every touring motorist.

The Overland-Washington Motor Company reports the sale of Overland cars to the Juelg Piano Company, George Voneiff, Dr. W. F. Walter, W. H. Blackstone, E. W. Stearns, K. Leon, Earnest Ruppert, E. M. Savage, Nelson Perin and J. E. Pope.

New Process Permits Prices to Be Lowered

Until a comparatively short time ago all automobile tires were painfully and laboriously made by hand. This slow process of building tires naturally resulted in slow production and a consequent high price for motor car tires.

In announcing the new and lower price of Diamond tires, S. J. Hess, Washington representative of Diamond tires, said:

"Today in the big Diamond factory but little hand work is used in the process of building tires.

"From start to finish specially designed machines do in a few minutes work that, until recently, took a long time to accomplish by hand. In addition, our recent discovery of vitalized rubber has enabled us to toughen rubber by a process that is more economical than any method used by other manufacturers."

Brothers Win Success in Auto World

PAUL BARNHART. W. P. BARNHART.

WOMEN DRIVERS GROW IN NUMBER

Fair Sex Now Able to Run Motor Cars Without Fear of Meeting Problems.

It was not so long ago that women motor car drivers were considered a sort of "freak," but that notion has died out and has been replaced by a more sensible and normal view of the healthful and recreative sport of motoring for women.

The progress that women have made in general touring, particularly short daily trips local to their places of residence, is evidenced by the greater number of women seen motoring in the cities and more especially in the country districts where roads are fine and scenery delightful.

"There was a time, not so long ago, that no woman dared venture entirely alone for fear of some unsurmountable difficulty which would leave her hopelessly stranded," said Mrs. A. Sherman Hitchcock, one of the pioneer woman motorists of the country. "Now it is considered wise and certainly not manish in any degree for a woman who drives a motor car to be versed sufficiently in mechanics to know how to make minor repairs and adjustments which might be necessary along the road, and also to know how to change the inner tube and tire in case of a puncture or blow-out.

"The woman is certainly quite risky who attempts to drive a motor car unless she has acquired the requisite knowledge to do for herself. The matter of the actual running of a car seems to be a kind of bugbear to some women contemplating the purchase of a motor car, whereas the manipulation and steering are perhaps the most easily acquired. It is the knowledge of the machinery itself, which can scarcely be taught well except through experience that comes slowly. The fact that the majority of women are not gifted with mechanical minds tends to take the task of teaching them a far more difficult one than otherwise.

"After it is acquired, she wonders why she never saw the fascination of mechanical knowledge before, and it is the exceptional woman who would prefer to spend an afternoon at bridge or poring over the latest "best seller," instead of having a glorious spin in the open air in that most fascinating of all vehicles, the motor car.

"Women are really the basic and fundamental reason of the motor-car industry being what it is today. The luxurious limousine, the splendidly appointed touring car, the hundreds of electric vehicles seen so commonly in all of the larger cities, would never have been built for man alone. Conservatively speaking, six out of every ten purchasers of motor cars really do so to please some woman. That women have studied the motor car is really no more wonderful than any of the old sciences, long propounded in the public schools and colleges.

"A woman may develop into a careful and successful motor driver who can enjoy the pleasures and benefits of the sport. Motoring is a pastime for women; young, middle-aged and—if there are any nowadays—old. There may be pleasure in being driven through the country by your friends and relatives, or in a car driven by you chauffeur; but the real, intense pleasure and the actual realization of the motring sport comes only when woman drives her own car."

Motorcycle His Patrol.

A deputy sheriff in Madison county, Tenn., not only uses a motorcycle in running down criminals, but he mounts them on the front of his machine and takes them to jail.

Motorcyclists Join League.

Six hundred and thirty-three members were added to the Federation of American Motorcyclists during March, making a total membership of 29,764.

WOLF'S HEAD OIL
WOLVERINE LUBRICANTS CO.,
Washington Branch
J. G. OWENS
401 South Capitol Street
Phone Lincoln 300

SEES MONOPOLY OF MEDIUM PRICE CAR

Motor Official Predicts It Will Be Ultimate Product of the Entire Industry.

In the opinion of George Dunham, vice president and consulting engineer of one of the largest motor car factories in the country, the medium-priced car will be the ultimate product of the entire automobile industry, or at least of the greatest number of manufacturers.

"I will not say that the time will ever come when only the medium-priced cars will be built," said Mr. Dunham recently, "but I think I can show why the medium-priced car represents the maximum motor car value. If I can demonstrate this fact, the law of average will back up my prediction that cars of this class will ultimately dominate the automobile market.

"First, permanent success in the automobile business is now become a matter of manufacturing. A few years ago all parts were high priced, comparatively speaking. There were two reasons for this. First, production was small. The market was not such as to warrant even a 5,000 car output. This kept overhead expense away up.

"Next, practically all constituent parts were bought of specialty manufacturers and merely assembled by the automobile builders. This meant that each car paid several profits in addition to the builder's profit, for parts makers are not in business for fun any more than manufacturers in any line.

High Cost of Machine Work.

"There was a third reason—more or less a corollary of the other two—for the early high prices. This was the high cost of machine work, special tools and materials. But this was largely an imaginary reason, for though materials and labor are even more costly today car prices are lower than ever before in proportion to quality.

"The change has come with the building up of the big factories in which all the essential parts of a car are built by the producing company; and with the development of the automobile market.

"More and more each season, the buying public is inclining to the manufactured car as contrasted with the older type of assembled product. The reason is not hard to find. A company which has five or six millions invested in a plant would be nothing short of imbecile to risk such a tremendous investment by putting on the market an experiment or an unfairly priced car.

Is Real Quality Car.

"That the medium priced car is the real quality car can be proved. In the first place, the best of the medimum priced cars are built in large quantities in big, modern factories. They enjoy all the advantages which came from buying raw materials in large quantities. The high priced cars have to pay the long price for materials simply through limited production, because manufacturing cost already determined a high price, that price is further justified by extreme luxury of equipment. Medium priced cars may not go the limit on luxury, but the best of them offer all the practical comforts and conveniences one can demand.

"On this theory, you may say, the larger the production the greater the value in proportion to price. Not so. There must be an economic limit. For instance, a single pair of shoes may cost you $5. Twenty pairs may be bought a little less. And you can probably get a gross even cheaper. But eventually you must reach that limit below which the producer would lose money. The same is true in buying materials for motor cars.

I-O-C GEAR OIL
Formerly Invader Gear Oil
"Puts Noisy Gears to Sleep"
It's the only OIL ever manufactured especially and exclusively for the lubrication of Automobile transmission gears.
Write for descriptive booklet and prices.
INVADER OIL CO.
80 Broad St., New York
Lessees of Chas. F. Kellom & Co.
Washington Branch
3627 New Hampshire Ave. N.W.
Phone Col. 3796.

BARNHART BROTHERS ACHIEVE SUCCESS

Their Career in Automobile Business Responsible for Large Patronage Here.

The bright particular stars in the automobile trade of this city are William P. Barnhart and Paul Barnhart, composing the firm of W. P. Barnhart & Company. They are agents for the Warren and Standard electric, and during their career in Washington have achieved notable success.

"Bill" Barnhart, as he is widely known, has been identified with motoring since 1902. For a while he was engaged in the manufacture of gasolene and electric trucks designed for sight-seeing purposes. Later, he was engaged by the E. R. Thomas Motor Car Company to establish Thomas taxicab companies throughout the country. He remained with the Thomas company for a period of three years, and subsequently was connected with the sales departments of several big Detroit companies. He came to Washington in 1911 and formed a company with his brother Paul.

The latter has also had an extended career in the automobile business. At one time he was connected with the New England branch of the Olds Motor Works, and severed his connection with that branch to become associated with the Regal Motor Car Company. He was placed in charge of the New England business of the company, with headquarters in Boston, and achieved considerable success.

The Barnharts have a well-appointed salesroom at 1707 Fourteenth street, and in addition maintain a service station for Warren and Standard electric users.

American Machines Equal to Foreign

That American cars stack up with foreign-made cars was demonstrated in the recent tour of France reliability run of 2,880 miles. Out of twenty-eight starters only nine came home with an absolutely clean score, and one of these was a Buick, the only American car entered.

The test was backed by a Paris automobile paper to establish whether or not a light car with a chassis not to exceed $1,600 could make a complete circle of France, taking in the Alps and Pyrenees, with no more than ten minutes each morning for oiling and adjustments. The competition called for an average of nineteen miles an hour on each daily run.

"We are more than delighted with the great showing made by the Buick in the French reliability run," said Robert H. Martin, manager of the Buick Motor Company's Washington branch.

NEW AUTOMOBILES ARE SIGN OF SPRING

Car Owners Glad, Now That They Can Drive Through the Country, After Winter.

"That spring is here needs no particular poet to tell us," remarked a well-known motorist of this city. "Automobile owners know it by the pride of possession—a new car, perhaps, all glistening from the factory, or maybe the fresh paint on an old car and some extra trappings—for these are the days when possession of an automobile seems to give one a keen scent for the tour, the run, the short jaunt into the fields away from the crush and rumble of the city.

"The motorist is becoming, however, less cooped up in the winter. The car is rarely jacked up, covered and carefully hidden for that period. We have become less afraid of sleet and snow and ice. We use our cars practically all the time. The business man cannot be without it. He finds that time and space have grown smaller in its use. He has found a worthy foe of the elements and, gaining confidence in its use, has ceased to dread things other than the loss of its use.

"Now that the portion of the year is past in which he has been mostly compelled by road conditions to stay within the urban walls, he hails with joy the time when he can extend his range of vision. Other traveler have told him of fields and lanes, rivers and streams, hills and valleys, and whetted his appetite to go himself and taste for himself first hand of these pleasures.

"The engineer bends to his throttle and pounds out the miles. He enjoys the throb of his engine and he looks carefully to all its parts, that they may be smoothly running. At the end of his day he climbs from the cab and wends his way homeward, and that is business with him. His road is iron and laid out with engineering skill for directness. He may pass through magnificent scenery, his view at times may be grand, but his route is exact and true to line and plummet. Finally it becomes the same old thing and so to him loses its charm and beauty. It is business with him and he cannot, after the day is done and he is fed, climb back with his family and seek new things.

"The motorist drills all day about town. He hurries here and there on business. The streets and buildings, perhaps, have to him become this same old thing of the engineer, but after hours he can climb back in behind the wheel, and with his family, travel beyond the walls, seek new lanes, new valleys, new scenes. The engine loses that business tone. It takes on that comfy purr of the old family pet, which quiets the sense of turmoil and imparts a restful, invigorating, exultant feeling, which makes all the world rejoice."

REPORT SHOWS SIZE OF RUBBER INDUSTRY

Investigation at Akron Results in Discovery of Great Solidity of This Branch.

The report of the official investigation of the Akron, Ohio, rubber strike, which was filed this week with Governor Cox of Ohio, presents several interesting features concerning the rubber industry.

The report, it is said, will be of little service in future adjustments between employer and employe, but it calls attention to the solidity of the industry and to the splendid part it plays in the industries of the country.

It shows that during the year six of the factories paid out $12,622,780 in wages in the one Ohio city; that in the one city $112,949,000 are invested in the business, and that the total output for twelve months was $94,445,000.

But above all, the report shows that the rubber industry is not a sweat-shop process, giving employment only to poor foreign laborers. Practically all of the rubber workers are American citizens. They are of high grade intelligence and thousands of them are home owners. The city of Akron itself has all along been known as a peaceful, prosperous place.

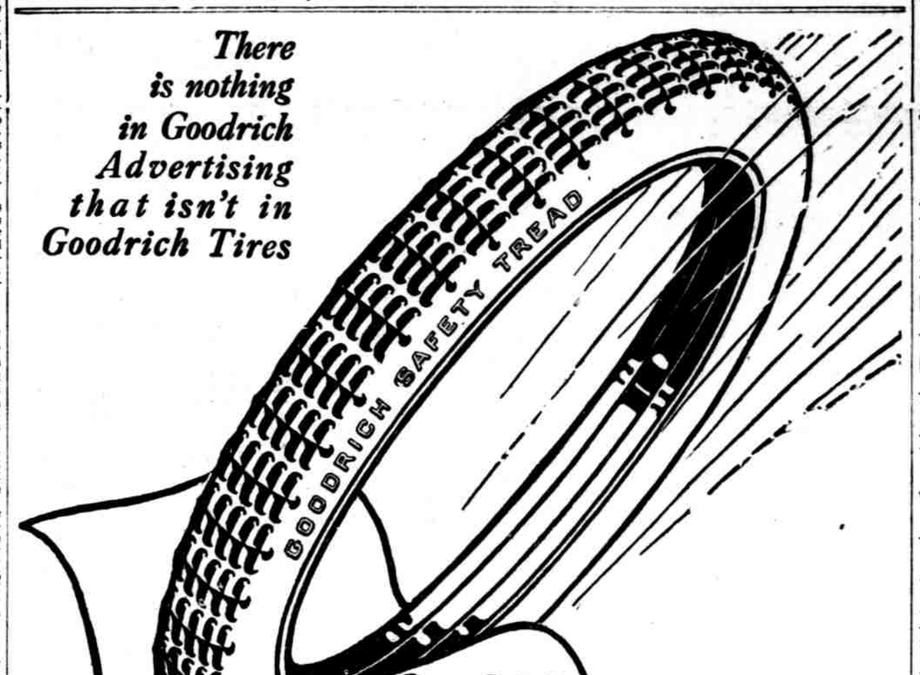
The investigating committee found that many of the employes receive as much as 60 cents an hour. The lowest rate paid to men is 17 cents an hour. The lowest rate paid to women is 10 cents an hour to beginners, and the maximum 30 cents an hour.

The committee reports to the governor that the sanitary conditions of the plants are good. At the B. F. Goodrich Company's plant—the oldest of all the rubber plants at Akron—there was an abundance of light and ventilation, and the whole equipment was of the latest pattern. The tire workers in this plant received 60 cents an hour, and were known as among the most skilled workmen in any industry.

At all of the factories the committee reported working conditions, so far as the buildings were concerned, to be admirable. According to the findings of the committee, the primary cause of the strike was due to the agitation of foreign professional agitators, and, while the committee does not claim that every individual employee was receiving as high wages as it would be advisable for American workmen to receive, the report does show that the trouble was not due to the dissatisfaction with wages.

The business has now gotten down to normal, and it is believed the report of the committee will have much to do with its remaining normal. The B. F. Goodrich Company is especially well pleased with the report of the investigating committee.

There is nothing in Goodrich Advertising that isn't in Goodrich Tires



Goodrich Safety Treads
The tread that makes the brake effective

When your car starts to skid, and you know you are helpless, it is a mighty unpleasant feeling.

Also an unnecessary one.

Put Goodrich Safety Tread Tires on your car. Then you can steer it where you want it to go, and it will go there. And you can stop it where you want it to stop.

Whether the skid is caused by mud, water, slime, slush, snow, grease, the five fingers of the Goodrich Safety Tread—five thick, tough rubber fingers—stop it before it begins.

That's the only safe way to avoid a skid.

That's why Goodrich Safety Treads are best in the short stop.

These five thick, tough rubber fingers act just like your own five fingers would. They get a human handgrip on the roadway, and they push the mud and ooze away so that the path is safe for the wheel.

And they take hold of the road all the time.

They are there for constant service, not merely to come into play when there is a slip or a slide.

Goodrich Safety Tread Tires are *unit molded* just as all Goodrich Tires are. The thick, tough rubber tread and the layers of fine fabric and pure rubber in the body are literally molded into a unit in the Goodrich single vulcanization. All the life and durability and safety are secured for you in them.

The B. F. Goodrich Co.
Washington Branch
1502 14th Street N. W.
Factories: Akron, Ohio.
Branches in principal cities; dealers everywhere

Harry Grant Returns.

The 500-mile race at Indianapolis, May 30, will mark the return of Harry Grant to the automobile racing game. The two-time winner of the Vanderbilt Cup race, announced his permanent retirement from the game about a year ago, but the lure of the $20,000 purse that is to be hung up for the 500-mile event was too strong for him. He will drive an Italian car, and his teammates will be Teddy Tetzlaff, creator of a world's speed average on the Santa Monico course, and Ray Gilhooly.

Studebaker Stands Some Unbelieveable Jolting

"The residence part of Port Townbranch here. "Pedestrians climb 200 feet above the business section of the city," said E. B. Habersham, manager of the Studebaker Corporation's wholesale branch here. "Pedestrians clib 200 feet by means of steps; motor car drivers use a zig-zag, which is abrupt at that. "Recently a Studebaker driver started from up-town to down-town, but forgot about the zig-zag and kept straight on parallel to the 'angel's flight.' The grade is terrific, but slopes 60 degrees between the terraces. The Studebaker driver clearly recalls touching something three times. The first time the glass disappeared from his windshield in a million pieces.

"The second time a guy wire removed the top and narrowly missed cutting off the driver's head. The third time his trusty brakes got in their work and he stopped on the final terrace. There he was, still fifty feet too high. He could not turn around and go up, so he carefully tobogganed the rest of the way and drove off in high feather. Some driver and some car."

Japanese Motorists Are Eager to Aid Tourists

Illustrating the world-wide extent of automobiling, and the increasing cooperation among the various organizations, reciprocal relations are being established between the Nippon Automobile Club and the American Automobile Association, as a result of action at the recent meeting of the A. A. A. executive board.

The Japanese association particularly urges Americans to visit unexplored Japan, and the Nippon Club will supply all necessary routes and information as to the best roads.

It is suggested that the most tourable months are March, April, and May, and the latter part of September, continuing into October and November.

SAYS INDUSTRY IS IN ITS BABYHOOD

Cole Scout Declares Business Has Merely Scraped What May Be Done in Future.

Declaring the automobile industry has only scraped the possibilities for its future and that the Cole Motor Car Company, of Indianapolis, would double its production, add a $150,000 addition to its plant, and make many other progressive strides, H. C. Bradfield, one of the Cole "scouts," sums up tersely the result of a trip made through the West by J. J. Cole and himself.

"Brad," as he is popularly known to many automobile owners in this city, through his visits to Gordon R. Cowie, the Cole agent, is much enthused over the future possibilities of the industry. He declares, after an extensive trip through the West that the big quota of cars being taken by that section only scrapes the surface. "Backed with a good product and with real salesmanship, the future is tremendous," declares Bradfield.

"The public realizes the necessity of a motor car," continued "Brad." "It has come down to a business science. The public needs motor cars for pleasure, touring and for business. It is an asset as a real estate booster, for with the good roads for which the automobile is the sponsor, the farmer's land valuation is raised and the real estate promoter is able to open up tracts of land that spreads out the city and brings the country nearer the city."

Old Storage Battery Is Easily Repaired

Among the minor motoring ills there is none much more annoying than having trouble with the terminals of an old storage battery. A method of curing this leaky condition is to wrap insulating tape about the terminal pillars.

This, in itself, makes a first-rate repair, but by applying a hot iron instrument a perfect union may be induced between the qutta percha of the cell and the rubber of the tape.

Asked to Seek Trophy.

American motorcyclists have been asked to compete in the senior and junior tourist trophy races to be held on the Isle of Man, June 4-6, under the direction of the International Federation of Motorcycle Clubs.

WHERE TO BUY
AUTOMOBILES
MOTORCYCLES AND ACCESSORIES

GASOLINE PLEASURE CARS.

Apperson — Emerson & Orme, 1407 H St. N. W.
Marion — THE CUNNINGHAM MOTOR CO. 17th & You, Phone N. 1576.
Buick — Buick Motor Co., 1028 Conn. Ave.
Reo — Barnard Motor Car Co., 1612 14th St. N. W.
Cadillac — Cook & Stoddard Co. 1138 Conn Ave.
Studebaker — Commercial Auto & Supply Co. 817 14th St.
Chalmers — Zell Motor Car Company, 1405 H St. N. W.
SturdyStutz — The Miller Co (Inc.) 1226 Conn. Ave.
Ford — Miller Bros. Auto Supply Company, 1105 14th St.
Read — AUTO NEWS in THE WASHINGTON TIMES.

COMMERCIAL CARS.

WilcoxTrux — Congressional Garage, 628 Pa. Ave., S. E.
Read — AUTO NEWS in THE WASHINGTON TIMES

ELECTRIC PLEASURE CARS.

Baker — Cook & Stoddard Co. 1138 Conn. Ave.
Rauch&Lang — The Bartram Garage, 1204-08 N. H. Ave.
Detroit-Electric — Emerson and Orme 1407 H st.
Read — AUTO NEWS in THE WASHINGTON TIMES.

GARAGES—SALES—REPAIRS

Dan A. Abbott, 1339 9th St. N. W. Phone N. 1319 Rate, 50c per hour.
Brown-Blair Garage, 1319 L St. N. W. Tel. North 1470.
United Motor Sales Co., 1429 L St., N. W. Tel., N. 4253 Cars bought, sold and exchanged.
Vermont Garage Tel. N. 374. Gas & Electrics 1122 Vermont Court N. W.

ACCESSORIES—SUPPLIES.

InvaderOil — J. T. ROSE. 3627 N. H. av. nw. Phone Col. 3796. Best by test.
National Electric Supply Co., 1328-1330 N. Y. Ave.

TAXICABS AND HIRING.

Holladay Automobile Co. Limousines & Touring Cars 1319 L St. North 1470.
Read — AUTO NEWS in THE WASHINGTON TIMES.

AUTOMOBILE INSURANCE.

Ralph W. Lee, Com. Nat. Bk. Bldg., 14th & G N. W.
Read — AUTO NEWS in THE WASHINGTON TIMES

MOTORCYCLES

Excelsior & Haverford Motorcycles — Agents and Distributers. Haverford Cycle Co., 427 10th St. N. W.
Excelsior & Henderson Motorcycles — OSBORN & LEISHEAR, Agents. 823 Ninth St. N. W.

EMPLOYERS MOST SUCCESSFUL IN OBTAINING THE SERVICES OF INTELLIGENT MEN AND WOMEN ARE THOSE WHO USE THE HELP WANTED COLUMNS OF THE WASHINGTON TIMES