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1918

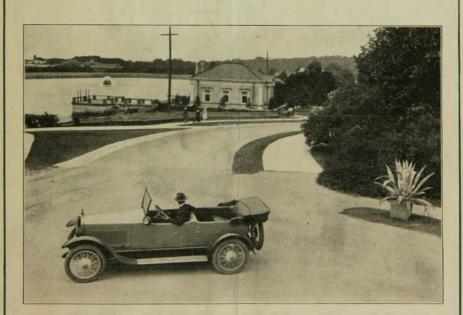
## AUGUST

1918

# ROCHESTER MCTORIST

OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER



Rochester, more than most cities of the country, has beauty spots in and about the city that are easily and quickly accessible to motor car owners. Here is a scene in Highland Park. One will readily recognize the reservoir in the background and the graceful lines of the Chandler Dispatch Car in the foreground. Every line of the car suggests grace, comfort and class that is impressive.

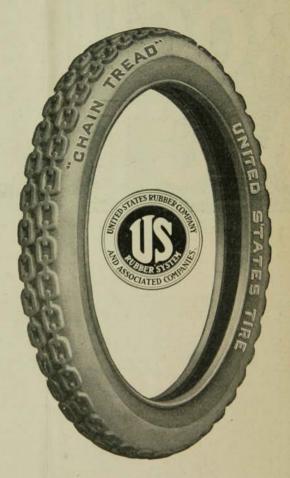




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# HUDSON Super-Six

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# The New HUPMOBILE

ALLING & MILES, Inc.

82 STONE STREET - - NEAR COURT

# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 2

August 1918

No. 6

## Orphans' Outing Plans Completed

"Billy" and "Charlie" All Ready To Stage Their Big Event—Orphans To Make Many Club Members Happy—Big Parade And Then The Eats and Sports at Ontario Beach Park

Every hour of the time between now and August 7th seems like a day to the hundreds of little orphans in the local asylums who wistfully look forward to that outing at Ontario Beach Park as the biggest day of the summer in their lives. The old calendars on the corridor walls are thumbed and the numerals counted many times a day by the shut-ins.

"Gee, its only ten more days," chirped a little tot, as he slowly fingered the numbers from July 29 to August 7, "and then we'll get the rides and the pop corn and stuff." And that's the way all of them feel.

It's going to be just what they expect and long for in every little detail. Not a thing will be overlooked. From the moment the automobiles of the generous men of Rochester call for them in the morning, with their bright, eager, expectant faces, until they are returned, tired, fun-filled and sleepy at sunset, they won't have a thing to wish for or regret.

Ontario Beach Park will be wide open for them. It's all theirs, from the aerial swing to the roller coaster and the house that jack built. They may romp and play and jump, wade in the lake and tour the venetian canal and ride the merry-go-round until their little legs won't hold up their weight. Yes, indeed, it will be a real picnic for them, a day of days; something to look back upon with joy for the remainder of the year and to look forward to anticipation next season.

William Bausch, who is chairman of the outing, has the active co-operation of his committee. He is making arrangements with as

careful detail as if building up a new type of binoculars. The parade will be the starting off of the day. After the autos have visited the orphanages and gathered up the little ones, they will motor out on East Avenue.

There the chief marshal, Charles S. Rauber, has marshalled several of these events, will form them into parade line-up. At 11 o'clock the starting whistle will set the motors whirr-



WILLIAM BAUSCH Chairman of Orphans' Outing Committee

ing and the parade will move westward toward Main Street. The autos will be decked out in flags and pompoms and streamers. Trolley cars will be asked to make way for the orphans and permit them to move without detriment.

Down Lake Avenue to the Beach the cars will tumble along at a 30-mile gait, regardless

(Continued on page 5)

#### Official Announcement Number 337

Saturday, August 31st.—Rochester motorists are directed to have all cars ready for the drive to Bergen Park. It is expected that each owner will drive his own car and have each seat filled. Drive to the Auto Club headquarters thence out West Avenue over the good macadam road to Churchville; at this point the Hon. George Johnson and his towns-folk will join the procession and all will proceed to Bergen. Bergen is the largest city west of Rochester, that is when one considers, pep and live wires—in fact, Bergen is full of such men. Bergen Park—that is the place where the clam bake and outing will take place, opening at 2 o'clock Saturday, August 31st. It is expected that the soldiers will be present as many Rochesterians will bring them over in their machines.

THE SECRETARY.

+ + +

## Rochester to Chattanooga, Tenn.

By H. KIMMEL

#### Mileage

- 0 Rochester to Buffalo via Batavia. Buffalo to Erie, macadam and gravel road, fair. From Fredonia to Erie, rough.
- 177 Erie to Ashtabula, dirt and macadam, very rough. Ashtabula to Cleveland, brick and concrete, very good.
- 277 Cleveland to Columbia, via Elyria, La Grange, Penfield, Wellington, Brighton, Rochester, New London, Herford, Ruggles, Greenwich, New Haven, Plymouth, Shelby, Crestline, Galion, Mt. Gilead, Cardington, Leonardsburg (at Leonardsburg turn left and avoid Delaware), Columbus. Macadam and gravel all the way, except short stretch of dirt from Shelby to Crestline. Roads fairly good in most places.
- 452 Columbus to Cincinnati via Rome, Alton, West Jefferson (at West Jefferson turn left to Lilly Chapel), London, South Charleston, Selma, Cedarville, Xenia, Spring Valley, Mt. Holley, Waynesville, Lebanon, Mason, Pisgah, Reading, Cincinnati. Roads macadam and gravel, with short stretch of dirt. Condition fairly good.
- 581 Cincinnati to Louisville, Ky., via Covington, Ky., Bracht, Crittenden, Dry Ridge, Williams-Blanchet, Corinth and Georgetown. Roads very good, concrete and macadam. Frankfort, Graefenberg, Peytona, Shelbyville, Simpsonville, Middletown, Louisville. Good macadam from Georgetown to Louisville.
- 725 Louisville to Nashville via Cave City, West Point, Elizabethtown, Cave City. Good macadam. Cave City to Mammoth Cave, ten miles very rough stone road. Cave City to Bowling Green (Dixie Highway), very rough cobblestones most of the way. From Bowling Green go straight through Franklin, Ky., to Nashville, Tenn. This is 26 miles shorter than the Dixie Highway, and in dry weather, is a very good dirt road.
- 933 Nashville to Chattanooga via La Vergne, Murfreesboro, Manchester, Monteagle, Tracey City, Jasper, Chattanooga. Roads from Nashville to Murfreesboro, good macadam and gravel. Murfreesboro to foot of mountain, short stretch of gravel, part of the way road follows bed of a stream. Eighteen fords between Murfreesboro and foot of mountain. Road over mountain very rough and dangerous on account of steep grades, sharp turns and numerous stumps, boulders, sand and deep ruts. Descending the mountain there are 156 water bars. This trip was made in dry weather. In wet weather it would be impassable.
  - From foot of mountain to Jasper, good gravel and macadam. Jasper to Chattanooga, very rough, gravel and macadam.
  - Chattanooga, Tenn., total mileage, 1091 miles.

MOTORIST 5

(Continued from page 3)

of speed cops, as Chairman Bausch and Marshal Rauber will precede the parade and will ask the guardians of the highway to blink and look the other way. And once inside the Park: "Good-bye to everything but unadulterated childish joy, flung loose and wide."

One Main Street merchant has offered to pay a portion of the expense and to donate his car, for, as he says, he spent some of his childhood at an orphanage and he "knows how it feels to be secluded there and no one to think of an outing." There weren't autos and auto clubs in his days and no summertime Santa Clauses like Billy Bausch and Charley Rauber and Doc Smith.

Lunch boxes will be filled up and given to the orphans. Mrs. Dr. Frederick R. Smith has donated her services in helping fill the boxes with dainties. Jacob Messner, proprietor of the Powers Hotel, has donated the use of the banquet room for the purpose. Alderman Fairchild Company donates the boxes. Park

Commissioner William S. Riley has offered the use of the Park Band. And Manager Vaughn of the Ontario Beach Park has signified that everything will be free to the orphans. Pop corn and peanuts and all-day suckers and ice cream cones will be provided, either by donation or special prices.

And its a broad question whether the little Orphans will be any happier than the men who donate their automobiles and drive them to the park for they were kids themselves once and it's worth a lot to live over again just one day of that most blissful time of all lives—childhood.

Prof. (in Astronomy)—"Does the moon affect the tide?"

O'Leary-"No, sir, only the untied."

Bill—"Why is it that you never laugh at my jokes?"

Jack-"Oh, I always respect old age."

# USE GAS AND SAVE COAL SAVE GAS AND SAVE COAL

Rochester Railway & Light Co.

Fan Fl

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We have taken the distributing agency for

## VIM TRUCKS

We are prepared to make immediate deliveries of this sturdy little car. Our stock of parts is complete. An expert from the Vim factory is in charge of our service station.

New models of the HAYNES LIGHT SIX are on display at our showrooms.

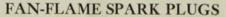
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Multiple sparking points are formed by a heat-proof miniature fan, 98% pure nickel, rotated at high speed by the compressions and explosions. This whirling fan throws of the oil (thus keeping sparking points clean) and projects a veritable shower of flame which ignites weak mixtures and over-rich mixtures that ordinary plugs wouldn't fire at all. Guaranteed to resist heat, soot and carbool longer than any other plug-



Projects a shower of flame into the compressed gas.

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GENTLEMEN:-Please send me a set of	Fan-Flame Spark Plugs for my car,
Model	eturn the plugs or send you my check for \$
Name	Bank Reference
Address	City

## New York State Commission of Highways

The Binghamton-Windsor section of the Southern Tier route has been opened to traffic over unfinished work according to the current road bulletin from State Highway Commissioner Edwin Duffey. Other information is as follows:

#### Western New York

Between Buffalo and Olean go via Hamburg. Dayton and Cattaraugus, repairing between Lawtons and Gowands, good detour. Between Lockport and Rochester, use Market St .-Lake Avenue Ridge Road, avoid McNalls. Medina-Lockport, go via Ridge Road and Middleport. Between Buffalo and Lockport. use Boulevard-Martinville, Shawnee Road and Cambria Center between Buffalo and Rochester go via Boulevard-St. Johnsburg and Ridge Road. Between Buffalo and Erie, go via Brandt and Farnham, gravel, fair condition between Silver Creek and Ripley. East Aurora -Olean, Holland, Franklinville, one-half mile rough dirt to Savage Road, then macadam to Sardinia, then nine miles clay road, easy grade to Machias, then wide clay, loam Franklinville, rutted clay to Hinsdale.

#### Central Counties

Syracuse-Binghamton: Best route via Cortland, Ithaca, Spencer, Candor and Owego. Open via Cortland and Virgil to Messengerville; use east side of river to Killawog; detour clay, heavy grades, west side of river between Killawog and Lisle. Macadam east side of river to Whitney Point. Follow Hyde Street, heavy grades, earth road, good condition to Castle Creek. Avoid Solon, Cincinnatus, Willet, Smithville Flats route, earth roads in good condition. Syracuse-Buffalo, rough at Free Bridge. Under repair, but open to Geneva. Near Flint west of Geneva room for single traffic only. West of Canandiagua near East Bloomfield, single traffic; west of Batavia, and near Pembroke, single traffic.

Utica-Richfield Springs: Via Mohawk, Vick erman Hill, Denison Corners and Jordanville. Avoid Ilion-Cedarville.

Utica-Oswego: Via Camden, starting five miles east of Parish, long earth detour.

Cortland-Utica: DeRuyter-Sheds, good dirt. Under contract, but good dirt to New Woodstock.

#### Rochester and Vicinity

Pittsford-Mendon: Good detours, well marked. Rochester, Oswego, Wallington-Wolcott, fair dirt detour via Sodus Center, Wolcott-Fair Haven, oiling in progress.

Churchville-Adams: Good detour out of Churchville. Avoid Medina-Middleport, go west on West Center Street, Medina, over canal bridge into Middleport. Avoid Brockport-Spencerport; use Ridge Road. Rushville-Oversacker Corners: using foundation course, rough.

#### Southern Tier

Cayuta-Sullivanville: Under contract, dangerous.

Bradford-Tyrone: Detour via Lamoka Lake, wide turnpiked clay roads, bad when wet. Belfast-Houghton; traffic using water-filled trenches. Elmira-Binghamton; rough, but open between Tioga-Broome County line and bridge over Susquehanna River at Vestal. Belmont-Friendship, under repair, but open. Ithaca-Elmira, avoid Sullivan-Cayuta; village street detour around bridge at Montour Falls. Bath-Hammondsport, being repaired, open. Avoca-Savona, patching, open. Canadea-Hume, repairing, open. Townsend-Watkins under contract, very rough, but open. Dryden-Skaneateles just oiled between Dryden and Freeville; Olean-Hornell, dangerous bridge Cuba Lake outlet, near Cattaraugus County line, Watkins-Pen Yann detour via Irelandville one and one-half miles macadam, two miles heavy grade, narrow clay, dangerous when wet.

Albany-New York: East side: Repairing at Columbiaville; three miles south of Hudson and one mile south of Clermont.

#### Adirondack Section

Utica-Lake Pleasant: Good macadam via Marcy Hill or Stittville to Trenton and Cold Brook; Cold Brook-Morehouseville sandy and narrow; Morehouseville-Piseco, earth road, fair condition. Indian Lake towards Blue Mountain Lake, one mile under contract, but open at Indian Lake end. Chestertown-



Advanced Engineering

# Why This Car Keeps Its Balance At All Speeds, Regardless

BECAUSE of its very low center of gravity, centralization of the load, and scientific spring suspension, the Marmon rides with perfect equilibrium. Passengers, mechanism and even gasoline are all carried between the two axles.

This minimizes side-sway, skidding and whiplash motion and very materially reduces the wear on tires and mechanism.

A drive in the Marmon demonstrates conclusively that this car hugs the road, smooths out inequalities and runs straight to the line at all touring speeds.

136-Inch Wheelbase - 1100 Pounds Lighter

## PAUL LEHARDY

308 EAST AVE.

Both Phones

ROCHESTER, N.Y.

Hague, very rough at Graphite. Utica-Oswego via Camden, west of Camden poor dirt road for seven miles.

#### Capitol District

MOTORIST

Albany-Syracuse: West of Wampsville and west of Canastota, under repair, but open. Avoid main bridge in Chittenango Village. Frankfort-Utica being resurfaced, open. Amsterdam Hoffmans under repair, open, also detour with heavy grades over dirt road open via Swartz Hill. Avoid Gansevoort South Glens Falls. Central Berlin-Petersburg, avoid, very rough. Herkimer-Utica; north side of river building new town bridge at West Schuyler, narrow clay detour.

**Albany-Great Barrington:** Open, but very rough for six miles between Hollowville and Craryville.

Orange County: Goshen-Chester, town gravel, narrow detour, sharp turns and grades.

Clinton County: Plattsburgh-Ingraham, good earth detour; chains needed when wet.

Kingston-Cooperstown: Near Portlandville, under repair, use care. Rough through Fleischman's.

Binghamton-Utica: Via Norwich and Sherburne, repairing under way; rough open.

#### Long Island

West Islip-Smithtown Branch: Detour at Hauppauge; one mile sandy and narrow; one and one-half miles narrow loam; rutty; use care throughout. Quogue-Southampton, narrow loam detour at East Quogue for three miles, sharp turns.

#### Northern New York

Watertown-Ogdensburg: Redwood- County line, local detour, good in dry weather; when wet go via Theresa and Canon.

Watertown-Malone: Go via Theresa, Canton, Nicholville, use care at bridge being repaired at Gouverneur, Canton to Potsdam under repair, rough, but open. Gouverneur-Ogdensburg; go via Brasie Corners and Morristown. Earth road from Edwardsville to Brier Hill. Also open via Heubelton, but torn up in village. On Ogdensburg-Malone clay detour exists from Waddington to Louisville. Earth road from Helena to Hogansburg. Malone-Chateaugay; detour via Burke and Burke Center.

Malone-Paul Smiths: Go via Whippleville and Chasm Falls.

# SANATIONAL WAR WORK COUNCIL

Of the Young Men's Christian Associations of the United States

My dear Mr. Donahue-

Thank you for your mighty good note of June 21, and we certainly are in need of all the automobile drivers that we can get hold of, and I guess that we better make a drive for them in the vicinity of Rochester in view of the work that you have already done.

Go ahead and get all the men you can for us, and we will, of course, follow them up as to their ability and character, etc. It would be a fine thing if Rochester could furnish a pretty good number of its list. I am sure two of your citizens, at least, would be delighted. Mr. Joseph T. Alling, who is now at Camp Dix, who, I understand, is to go to France within a few days, for a trip and Mr. Herbert P. Lansdale, your general secretary, who has been giving so much of his time for service in this connection.

I hope, if you have not already done so, that you will get in touch with Mr. Wareheim at the local Y. M. C. A., who, I am sure, would be glad, through his committee, to cooperate with you in the securing of additional men from Rochester. Let us make it at least twenty, and then some.

With appreciation,

E. M. WILLIS,

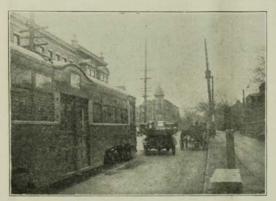
Speakers and Publicity Department.

Mr. Geo. Donahue, Rochester, N. Y.

Holbrook (trying to flirt)—"Joe Gillespie bet me a quarter that I didn't dare to speak to you; you don't mind, do you?"

Pretty Girl—"Not at all; run along now and get your quarter."

#### "Do Your Bit"



Above picture shows an automobile cutting on to car tracks to pass a vehicle standing at the curb. Many accidents occur because the driver takes this chance. Always be sure a car or automobile is not approaching

Rochester is now engaged in a special endeavor to prevent the loss of human life and the maining of people in the streets of this city through unnecessary accidents, and in this campaign the officials of the Automobile Club of Rochester have promised and are giving splendid cooperation.

Their efforts, however, are insufficient, for if the elimination of street accidents is to be secured, then the members of this organization

—the sutoists of Rochester—must assist in the attainment of the desired result, and in doing this they will be helping to keep themselves out of trouble, possibly in saving their own lives.

This campaign in Rochester is YOUR CAMPAIGN; this intensive work is being done here to save YOUR LIFE, and this warning is addressed to YOU, for if you do not observe the rules of safety, YOU are likely to be the next one to meet with an accident in Rochester.

No autoist wants to meet with an accident, yet they continue to happen because rules are disregarded, and, while the police report for June showed that the pedestrians of this

city had shown increased caution and were to blame for fewer accidents, IT DID NOT SHOW that autoists were less careless than they had been.

YOU should make up YOUR MIND that YOU SHALL NOT BE TO BLAME for an accident. How would you feel if you knew that your carelessness was to blame for the loss of a human life? Would it not be better for you to lose a few moments of your time than to settle in court for an accident? Observe these rules and you will not be likely to meet with an accident:

#### KEEP AUTO UNDER CONTROL

Always have your automobile under control, ready to stop at any moment and be especially cautions when you see boys or girls at the curb. Drive as you would expect another autoist to drive if those were your own children.

#### GIVING RIGHT OF WAY

2. The General Traffic Law of New York State provides that any auto or other vehicle coming into a street from the street at the right has the right of way. You should make sure that YOU GIVE THE RIGHT OF WAY to such vehicles, for you will be held responsible in criminal and civil courts if an accident happens through your failure to do so.



Never speed up in order to pass a street car that is slowing down for a stop. It often happens that the driver who does this reaches the front exits about the same time a passenger alights.

11

#### DO NOT SPEED AUTO

Speeding is to blame for hundreds of accidents, for when you are speeding the chances are that your auto is not under control. Under this condition something unforseen happens and you do not have time to avoid a accident.

#### RIGHTS OF PEDESTRIANS

 Remember that pedestrians have rights in the streets, and you should respect them. Drive slowly when they 'are in the street and STOP YOUR MACHINE if you are not certain what a pedestrian is going to do.

#### TURNING STREET CORNERS

Sixty-six per cent of the street accidents in Rochester are at street intersections, and cutting corners is to blame for most of these. Turn every corner properly and give a signal when you are about to do so.

#### DON'T TAKE CHANCES

6. A good many accidents happen because autoists take chances to save a moment of time. Take your time and you will save time by doing so.

#### RIGHTS OF STREET CARS

Regarding the right of way at intersections, street cars are one exception to the general rule, and have the right of way. Street cars run on fixed tracks and can not turn out for you. Passengers ofttimes leave cars hurriedly or run out to board. Always give them the benefit of the doubt.

#### PUBLIC SAFETY COMMITTEE

+

#### BUILDING LIBERTY ENGINES WITH FIGHTING MAN'S SPIRIT

Cadillac Company Urges Aeroplane Workers to Think of the Brave Boys in the Air

Men who are engaged in the production of Liberty motors in the Aeroplane Division of the Cadillac Motor Car Company are constantly impressed with the patriotic nature of their work.

Huge posters with this patriotic appeal are published periodically and hung on the walls throughout the Cadillac shops. The most recent poster, addressed to "You Who Build Liberty Motors," shows an American aeroplane in action showering machine gun fire on a horde of Huns, and reads as follows:

"You who build Liberty motors, keep thinking of the man who is going to drive them, and build them with the spirit of the fighting man!



In turning corners, turn them on the square. Drivers violate this provision of the State Traffic Law because it enables them to continue their course without slowing down. It is a serious thing to collide with another automobile or pedestrian. Cutting corners is responsible for a large number of these.

"Keep thinking of that man in the air, you fellows with both feet on the ground, and remember that his fight depends on the weapon you furnish him.

"Keep thinking of the horrors on the Western front, and build the motors as tried and true as the brave boys who ride behind them.

"Bend your muscles till they creak and pray God that every bolt and cotterpin you put into the Liberty motor may do its part in bringing our brave boys back to their own line!"

#### ATTENTION, MOTORISTS

Messrs. William Grein and William Greenough, wish to inform the automobilists of Rochester and the motoring public in general that they are operating a fully equipped Oxy Acetylene Welding Plant and are thoroughly capable of giving entire satisfaction to both the local and tourist trade.

Guaranteeing high grade work on all metals and specializing on aluminum crank cases and bent or broken auto frames.

The above mentioned gentlemen are members of the Auto Club and respectfully request an opportunity to demonstrate their ability to any motorist who may have need of the service of an expert welder.

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Telephone us to call for the clothes you wore on your vacation for they will need dry cleaning and pressing. You will be thoroughly pleased with the character of our service.

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## Something About Head-Lights

While some forty-odd lenses and dimming devices are now being tested at the Electrical Testing Laboratories in New York City, in seeking to ascertain those which comply with New York State's new law which has for its purpose the elimination of the dangerous glare and dazzle, it will be a matter of several weeks yet, in all probability, before Secretary of State Francis M. Hugo will be able to officially certify to those acceptable and to issue a list of such for general distribution. In order that there may be absolute fairness in the tests representatives of each concern are being notified several days in advance of the date on which their particular lens or device is to be tested, in order that they may be present should they so desire.

The lenses and various devices submitted to Mr. Hugo are being taken up for testing in the order in which they were first submitted to the Secretary of State, but there will be no information forthcoming as to those which have met with the requirements of the law, until the entire number received by Mr. Hugo have been tested and official action taken. This will insure fairness to all persons and concerns and will not give any one lens or device precedence over any other.

The greatest care is being taken in testing the lenses and devices for the reason that other states of the Union are looking to New York in the hope of finding a way out of their present difficulties so far as the headlight situation is concerned. It is confidently believed that this State has secured a law, so framed and constructed, that it will meet with public approval and at the same time will do much to bring about less dangerous conditions in night driving by doing away with a large percentage of the glare and dazzle which has come through the indiscriminate use of lenses and dimming devices.

It is Mr. Hugo's intention, once the tests have been made of the present batch of lenses and devices, to send out a list of those which have been approved and to the manufacturers of which certificates have been issued. These lists will be sent to all newspapers in the State as well as to the automobile magazines, police authorities, including traffic squads, justices of the peace, to all touring bureaus and to the State Troopers, in order that there may be as wide a dissemination of the information as it is possible to secure in a short length of time.

Naturally enough some little time must ensue before the State's new headlight law will will become one hundred per cent. effective for the reason that with over 425,000 cars in this State at the present time, it will take two or three weeks, and perhaps longer, depending entirely on how many of the machines are at the present equipped with the proper devices before the others can make the change and comply with the law.

Mr. Hugo is making every effort these days to complete the tests as quickly as possible. Lights are being received from time to time and these are sent on to the testing laboratory but once the present allotment has been officially passed upon and a list of the acceptable ones issued, no further or additional list will be given the widespread distribution of the first until two or three months have elapsed or until such time as a supplementary list will be necessary much depending on the number of lenses and devices later on submitted.

The following gives the number and names, as well as the concerns manufacturing the lense and devices which have already been submitted to the testing laboratories:

Mac-Kno-Glare shells
Mac-Kno-Glare shells
Mac-Kno-Glare frosted bulbs
The Mac Co., 118 East Jefferson St., Syracuse, N. Y.

Enlow Diamond E. Prism Lens The Enlow Company, 362 Broadway, New York City

Legalite Lens Legalite Corporation, Boston, Mass.

Conaphore Lens Corning Glass Works, Corning, N. Y

Nu Ray Sun Ray Prismolite Lenses Prismolite Company, Calumbus, Ohio

Osgood Lens Osgood Lens and Supply Co., 2007 Michigan Ave., Chicage

Primolite Sales Co., Westfield, N. Y.

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C. T. CHAPIN, President C. S. OWEN, V-President C. H. CHAPIN, Treasurer R. D. HAYWOOD, Secretary

#### AUTOMOBILE TIRES AND ACCESSORIES SPORTING AND ATHLETIC GOODS

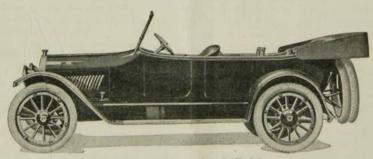
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"The Autoist's and Sportsman's Shop"

# EVERYTHING FOR THE AUTOIST AND SPORTSMAN

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7-Passenger, \$1,467.00

The result of 20 years experience in high-class Motor Car building

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McKee Lens McLee Glass Co., Jeanette, Pa.

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No-Glar-On Lens No-Glar-On Company, Watertown, N. Y.

Holophane Glass Co., 340 Madison Ave., New York City

Raydex Lens The Omolite Co., Jamestown, N. Y.

Warner Lens The Warner Lenz Co., Chicago, Ill.

Saferlite Diffusing Saferlite Deflecting

Saferlite Lens Co., 220 Fifth Ave., New York City

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Dillon Lens and Mfg. Co., Wheeling, W. Va.

Legal Level Light Legal Level Light Co., 1003 Insurance Bldg., Rochester, N. Y.

More-Lite Clear More-Lite, amber Pathfinder Duplex 8½ L. F. Smith Glass Co. Mount Ph

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Stopglare Lens Stopglare Limited, 27 Court St., Buffalo, N. Y.

The Empire Cut Glass Co., Flemington, N. J.

Crew Levick Fractors McLain-Hadden-Simpers Co., Philadelphia, Pa.

Stewart Lens Stewart-Warner Speedometer Corporation, Chicago, Ill. Letts Reflector Cortland Auto Supply Company, Cortland, N. Y.

Hein Dimmer Paul Hein, 444 East 79th Street, New York City

Clamert Lens Clamert Mfg. Co., Pittsburgh, Pa.

"E-Z-2-C" Lens A. C. Dunn Mfg. Co., Minneapolis, Minn.

Suess Rib Lens Suess Glass Co., Seattle, Wash.

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## HOUSE OF REPRESENTATIVES U. S. Washington, D. C.

July 11, 1918.

15

Mr. George C. Donahue, Secretary Rochester Automobile Club, Rochester, N. Y.

Dear Sir:-

In reply to your night letter, sent as an inquiry in connection with gasoline tax, will say that the item of ten cents per gallon, was suggested to the Committee, but it has not been incorporated in the measure, nor has it even been considered as far as I can get information.

The various suggestions that are made are, of course, subject to conference in Committee, and I believe there has been no decision yet made, on the numerous items listed.

However, I am going to leave your telegram with the Committee as a protest on suggested amount of tax recommended.

When the Bill is completed in the House Committee, and reported for action, it will probably be passed by the House, after such amendments as are pertinent are made, and then the measure goes to the Senate for their action.

Probably considerable time will elapse before the exact provisions of the Bill will be known. Until such time it is impossible to say what taxes will be favorably recommended, or the amounts of percentage placed upon the different items, so that in any event there will be a sufficient time in which to make protests, if such are desired. No definite information can be had at this time. I remain,

> Courteously yours, T. B. DUNN.

OFFICIAL BULLETIN No. 336

# COUNTRY FAIR

of the

# AUTOMOBILE CLUB of ROCHESTER

BENEFIT of the RED CROSS

KENDALL FAIR GROUNDS SATURDAY, AUGUST 10th

MILITARY PARADE 10:30—EXHIBITION DRILL— NOON LUNCH

SPEECH BY HON. THOMAS KIRBY OF ALBION STUNTS—BALL GAME—TRACTOR DEMONSTRATION—AUTO SHOW—BAND CONCERT 6 TO 8—DANCE AT I. O. O. F. HALL IN THE EVENING

For Route see "Country Fair" Road Signs

X

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MOTORIST 17

## Where Inspiration Awaits You

If thou art worn and hard beset
With sorrows, that thou wouldst forget,
If thou wouldst read a lesson, that will keep
Thy heart from fainting, and thy soul
from sleep.

Go to the woods and hills! No tears Dim the sweet look that nature wears.

-Longfellow.

Portions of beauty are not rare in this blessed land where we are given to reside. Round about Rochester on every side stretch vistas of loveliness until we, who have grown to know this Eden-like countryside, must have exceptional things to bring forth our exclamations. We have grown complacent in our surfeit of beauty. The motor has taken every man to the woods and hills until the urban dweller becomes connoisseur in natural pulchritude, blase in his estimate of landscape values, bored by the endless panorama that flits beside his swift-moving ear.

It is only on the byways that satiated senses may find the scenery that will shock them from their complacency. Time was when city folks needed only to pass their municipal bounds to find views that revealed unheard-of beauty. Now, because they must needs search hard for their scenic thrills, those rare occasions and places where they may be lifted out of the commonplace of main highways become of extreme value.

This, then, is to tell of one such place within easy reaching distance of Rochester and of such graceful attractions that it compels exclamations of admiration. This is Inspiration Point, already known to scores and rapidly becoming a Mecca for those who seek "One day in the woods and their balmy light, one hour on the top of a breezy hill."

Inspiration Point is on the East side of Irondequoit Bay, almost directly across from Newport. It is the highest point on the bayand its wooded prominence juts out so that it commands a view of every portion of the water. It is easily reached by road going to West Webster, turning left and following Club signs.

A visit to Inspiration Point is not alone sure to be a feast of beauty, but it will prove a lesson in altruistic hospitality; for the point is privately owned, but is given freely with all its privileges to the public. Two brothers, Carl and Otto Drews, who believe that no man has a monopoly on beauty, are the owners. At great pains and expense they have developed the little park and placed therein conveniences to amuse. They welcome heartily whoever may come and never leave guest to depart until he has been made to feel that he is a partner in their enterprise of giving the world a magnificent inspiration.

There is a great lavishness of scenery in whatever direction one looks from Inspiration Point. On either side the waters of the bay shimmer in changing iridescence; across the water are the green slopes that rise from Newport's willow-fringed shores; in the distance the marsh flags wave like green continuations of the bay's ripples; in the distance Lake Ontario is an opal blur. Two hundred feet beneath the brim of the point is a rocky beach and overhead are numerous pine trees, while under foot is tangle of shrubbery dotted with the pale pink wonder of the wild roses.

Off to one side there is a magnificent sweep of declivitous bank, swinging in its arc like the ancient amphitheater at Rome. In fact, this natural bowl is said to be of the exact dimensions of the Roman structure, and one may easily fancy that it had been the scene of gladiatorial combat. The amphitheater encloses a miniature gulf that juts back from the bay, and in it is set an emerald island like some gem from Killarney.

Within the little park have been erected a hundred devices to aid Nature in her wonderpainting. Curiously fashioned stools and tables, built like giant mushrooms, might be resting places for pixies and gnomes. Rustic swings carry one far out into space from the point's tip; devices for roasting sausages and cooking food and ready with piles of split food await the sturdy appetites that breezes from the bay awaken; a baseball diamond is

(Continued on page 19)

10

## A Safe and Sane Investment with a Commercial Rate of Interest

The foregoing summarizes exactly the 7% cumulative preferred stock of this Company which we are offering for sale, and it constitutes, also, the reason why 1179 investors have purchased 8254 shares—a total of \$825,400.00.

#### SOMETHING WORTH THINKING ABOUT

Dividends on our 7% preferred are payable every three months and these dividends can be compounded at 7% so long as the stock can be bought at par, by purchasing additional shares with the money received from dividends.

#### CLIP THE INQUIRY COUPON AND SEND IT IN TODAY

INQUIRY COUPON	
Rochester Railway and Light Co., Rochester, N.Y.	
Please send me complete information concerning your savings and investment plan.	
Name	
Address	
City State	

"Issue of \$4,000,000 7% Preferred Stock by the Rochester Railway and Light Company. Passed by the Capital Issues Committee of the Federal Reserve Board (Opinion No. 66) as not incompatible with the interest of the United States, but without approval of the merits, security, or legality thereof in any respect."

## Rochester Railway and Light Company

Bell Main 3960

Home Stone 3960

### Gasoline Production Increases

#### Record Output in April—Ten Months Figures for Production and Stock on Hand

The production of gasoline in April of this year was the largest that the country has ever known. It was more than 23,000,000 gallons greater than the production in March and more than 80,000,000 greater than the output of April, 1917. The daily average production for April, 1918, was 9,779,872, gallons, as reputed in Automotive Industries.

According to figures just issued by the Bureau of Mines, the stock of gasoline on hand at the refineries on April 30, 1918, was 509,197,134 gallons, or 17,185,252 gallons less than was on hand one month previous, but it was 163,997,-939 gallons greater than the stock on hand on July 30, 1917.

Crude oil production in April showed a very slight drop which, in view of the fluctuations in the production curve, is almost neglibible. The decrease amounted to only 38,108 barrels when compared with the output for March. The 26,201,554 barrels of crude produced in April constitutes an output greater by about 4,000,000 barrels than that of February. The stock of crude on hand April 30 was greater than that on hand at any other recent time except March 31, 1918.

#### Plenty of Gasoline If Not Wasted

There is no shortage of gasoline. The gasoline supplies are ample to take care of our war and normal requirements if we will practice sane conservation in this country.

These statements were made by W. Champlin Robinson, Director of Oil Conservation, United States Fuel Administration. The demand for gasoline for airplanes and trucks with the American Expeditionary Forces is constantly growing, and will necessitate continually increasing shipments overseas.

The present stocks are now ample to supply the war needs and allow the normal rational consumption to continue. But waste of gasoline must cease in order that we may be able to continue normal rational consumption in this country and amply meet our war requirements.

There is no suggestion of enforced curtailment of gasoline or lubricating oils in the minds of the Fuel Administration.

There is no suggestion of limiting the use of passenger cars, despite newspaper reports to the contrary.

There is a decided opposition by the Fuel Administration, however, to the careless wasteful handling of gasoline as exists at present in this country, and the Fuel Administration warns that unless the waste is eliminated possible restrictions may have to be inaugurated to insure sufficient gasoline and oil for our war needs.

The Fuel Administration will soon issue a poster to every garage and distributer of oil and gasoline, pointing out five important methods of preventing waste, as follows:

- 1—That the use of gasoline for cleaning parts be abolished.
- 2—That all leaks in gasoline lines on passenger cars, gasoline tanks, gasoline tank hoses and nozzles, etc., be stopped.
- 3—That careless handling of the gasoline tanks and hoses creating unnecessary waste through spilling be stopped.
- 4—That the tops of gasoline tanks be kept tight.
- 5—That motorists shut off their engines when not driving.

#### WHERE INSPIRATION AWAITS YOU

(Continued from page 17)

ready for athletic spirits, and through the woods wind numerous paths for those who wish to stroll.

All this is free for whoever may come.

For motorists who have visited all of Western New York's wonder scenes except this, here is a new sensation awaiting, a table of Nature spread with a rare feast, a fresh realization of our wonderful garden spot, and an inspiration.

# HENRY CONOLLY CO.

Quality

Service

# **PRINTERS**

# BLANK BOOKS AND LOOSE LEAF SYSTEMS



39-43 ELIZABETH STREET

ROCHESTER. NEW YORK

## Let the Preferred Carry the Risk

Automobile Owners, if negligent or not, in the operation of their cars are liable for \$5,000 or \$10,000 for every death and an unlimited amount, depending on the extent of the injuries, for non-fatal accidents.

Juries determine the question of negligence and they are often none too favorably disposed toward Automobile Owners.

The object of carrying automobile insurance is for protection in case of trouble, and this point is a sturdy reason why it is an advantage to place your policy with me, because I have the New York drafts right with me to pay the claims; and you will find this a real service at the time you need it most.

## EZRA J. BOLLER

903-5 Granite Bldg.

Main 5305

**Stone 2122** 



## Buy Cadillac Endurance Today

The war is proving to be a test of motor cars as well as men. The car that will last longest is the only safe purchase from now on.

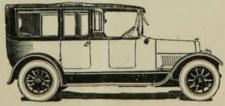
Good repair men are difficult to secure. Repair parts for many cars are almost unobtainable. Even steel to make them of, in some cases, has been refused.

So with greater need than usual for a family car, the heedless man may easily find his transportation cut off by a car that cannot be repaired.

The Cadillac is becoming increasingly prominent because it continues to so consistently accomplish the unusual and withstand successfully the unexpected.

The Cadillac of today is the staunchest, most enduring, practically repair-free car in the world; and its price, considering conditions, makes it a greater bargain than ever.

And the visible supply of Cadillac cars is limited.



The Landaulet-Limousine

## Mabbett-Bettys Motor Car Company

252-262 Court Street

"Just East of Clinton"



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With the facilities and a readiness to aid you in the solution of any wartime problem that may confront your business—

Whose close touch with everyday industrial activities qualifies it to advise and safeguard The "Traders" Patron in his financial operations.

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Superintendent of Vaults

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1918

## SEPTEMBER

1918

# ROCHESTER MCTORIST

OFFICIAL PUBLICATION

AUTOMORILE CLUB OF ROCHESTER

Rideril

In far off California, Maine, Florida, York State, or wherever there are roads to travel, good, bad and indifferent, the Chandler is doing its bit to make transportation efficient.

# YOUR SUPPLY HOUSE

That's what we want our store to be.

Always room for one more on our list of customers.



If it's for your automobile, we have it. We don't know of a weak spot in our list of reliable, up-to-date accessories.

# U. S. RUBBER CO.

ROCHESTER BRANCH

24 EXCHANGE STREET

## W. H. ROWERDINK & SON

WHOLESALE DISTRIBUTORS OF

AUTO TIRES and

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MANUFACTURERS
OF
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BLACKSMITH REPAIRING

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When You Buy TIRES Buy of ROWERDINK

78-82 NORTH STREET

ROCHESTER, N. Y.

**AUTOMOBILE RUGS** 

Steamer Rugs we considered the proper kind to use for autos. We have an extensive assortment from \$5.98 up to the best grade.

The Burke, Fitz Simons, Hone & Co., Inc.

12

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# HUDSON Super-Six

AND

# The New HUPMOBILE

ALLING & MILES, Inc.

82 STONE STREET - - NEAR COURT

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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 2

September 1918

No. 7

## Orphans' Day Parade Along Main Street

Orphans' Day is one of the biggest days of the year in the City of Rochester. On August 7th, when the Automobile Club of Rochester entertained the orphans of the city, hundreds of members turned out to aid in the preparations. There were plenty of automobiles to carry the children and the parade was one of great interest. Grand Marshal Charles S. Rauber received many congratulations on his parade. It was well organized and every detail carried out to perfection.

While Chairman William Bausch, his committee, and the committee of ladies acting under Mrs. F. R. Smith, worked overtime in preparation for the outing, their efforts were fully rewarded by the great success of the day. Numerous letters have been received congratulating the Club and those from the Orphans' Homes tell the story.



#### Kiddies Furnished With Popcorn and Peanuts



My Dear Sirs:-We wish to thank you for the lovely outing we heartily enjoyed. It has made our little ones so happy and they are so thankful that the dear Lord has provided such good friends for them. We also thank the members of the Club for the many kind things they have done for us, and for helping to provide such a beautiful new home for us. We shall never forget the outing of last year when the gentlemen said that we should have a new home. Although we never thought we would be in it so soon, surely the Lord is working in the hearts of the dear people of the Club, when in such a busy time that they have taken the time and money to help a cause like this; so small in the earth, and our prayer is that the God of Heaven will wonderfully bless and save each and every member of such a good Club. As we kneel in prayer, we ask God's blessings on the dear, kind people of the Automobile Club of Rochester. Thanking you kindly, I am

Gratefully yours,
Dorsey Home, Bella Dorsey.

Gentlemen:—The children again unite in proclaiming this year "the best yet," showing that your efforts have been met with all the success that you could desire. Kindly convey to your associates the appreciation that is felt, not only in every orphanage in Rochester, but among the citizens who witnessed yesterday's procession, that the Automobile Club is doing its bit to preserve the morale of the line on this side of the Atlantic.

Adding my personal thanks and appreciation, I remain

Most sincerely yours

Jewish Orphan Home,

Armand Wyle, Supt.

My dear Dr. Smith:—On behalf of the Board of Managers of the Church Home I wish to extend to you, and to the Rochester Automobile Club, our sincere appreciation of the pleasure given the children of the Home on the automobile ride and outing last Wednesday. The occasion is the real event of the summer, looked forward to for weeks in happy anticipation, and always a day long to be remembered.

The children returned this year more enthusiastic than ever, if it were possible, and we are deeply grateful to you for the pleasure given them.

Sincerely yours,
Church Home,
Elizabeth M. Daly,
Corresponding Secretary.

Gentlemen:—In behalf of the Board of Directors of the Jewish Sheltering Home, I wish to extend to you our many thanks and deep appreciation for your kindness in giving our children such a splendid time at the Orphans' Outing last Wednesday. We greatly appreciate your kind services, and with best wishes, I beg to remain

Yours very truly,
Jewish Sheltering Home,
Hyman Kolko, Sec.

Dear Friends:—Accept my sincere thanks for the really royal treat given our children yesterday. They enjoyed every minute of the day, and today lived it all over again in their talks. They are loud in their praises of the kind attention shown them and join with the Sisters in thanking you again and again for all that was done for them.

They are already anticipating next year's outing, as one tot naively said: "After today there is one day less than a year for the next auto outing."

With a grateful, fervent "God bless the Rochester Auto Club," I am

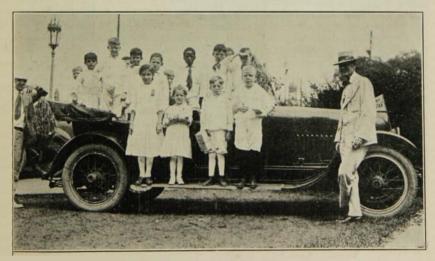
Yours sincerely.

St. Joseph's Orphan Asylum, Sister M. Raymonda, Supt.

Gentlemen;—In behalf of the sisters and children of St. Patrick'sOrphan Girls' Asylum and St. Mary's Boys' Orphan Asylum we wish to thank all the members of the Rochester Automobile Club who by their labor and generosity made August 7th a day memorable in the annals of St. Patrick's and St. Mary's and in the hearts of each individual in our institutions.

Gratefully yours,
St. Patrick's Orphan Girls Asylum,
Sister M. Euphrasis, Sec.
St. Mary's Boys' Orphan Asylum,
Sister M. Justina, Sec.

# Fifteen Happy Children with Dewey Crittenden on Orphans' Day



# **ANNOUNCEMENT**

We have taken the distributing agency for

## VIM TRUCKS

We are prepared to make immediate deliveries of this sturdy little car. Our stock of parts is complete. An expert from the Vim factory is in charge of our service station.

New models of the HAYNES LIGHT SIX are on display at our showrooms.

# ROCHESTER HAYNES, Inc.

### **76 NORTH STREET**

## Contributors to Orphans' Fund

It is customary to cover the expense of the Orphans' Outing through individual contributions. The Auto Club members who contributed this year are listed below:

W. W. Hibbard Marcus Kochenthal Henry A. Strong Jeffery's E. G. Miner F. A. Sherwood Jos. P. Byrne W. K. Howe Jacob Abeles J. L. Willard Thos. Nicholson Wm. F. Yust E. J. Boller Mrs. Wm. Gleason W. P. Barrows H. A. Beardsley Frank J. Schwalb Mrs. L. B. Fenn Isaac Stern H. B. Guilford T. H. Green R. Coe. Louis Whitmore Wm. J. Erdle Julius Giacomo Winfred J. Smith

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## Here's a Real Sport

Mr. George C. Donahue, Secretary Automobile Club, Rochester, N. Y.

Dear Sir:-

It is with mixed feelings that I take my pen in hand to subscribe to you these few brief words. After talking the matter over with my wife, Mrs. Moocher and I have decided that it would be folly, utter folly, for me to longer remain a member of your club and pay dues into its treasury. Accordingly, I herewith hand you my resignation which is to take effect immediately upon your receipt of this letter.

No doubt you will think an explanation should accompany such abrupt action and this I have no hesitancy in giving. When I was cajoled into joining your organization and induced into parting with six hard-earned dollars for membership fees, I was led to believe that the benefits and privileges to which this entitled me, could be secured in no other way. Now I learn that all this valuable information about the best routes to different places of interest, about road repairs and oiled stretches and their detours, and, in fact, all the information what is valuable to a touring motorist, can be had from your club and in fact from any club, simply by calling up and asking for it.

In view of these circumstances, Mr. Donahue, I feel that I have been cheated out of my six dollars; that it was taken from me under false pretenses. Not that I question the value of your information and assistance. I do not. None realizes better than I the difficulty for the tourist if automobile clubs did not exist. I can readily conceive of how it would be to start out for some distant city, attempting to follow a road map and without any very clear idea of what roads were improved or which were the best and shortest. I can realize what it would mean to follow the misinformation of farmers and village store keepers which, taking away the automobile club, would be the chief source of information for the tourist. In short I can see clearly all the difficulties and discomforts, yes, even dangers, that would be the

lot of the motorist if the club were suddenly discontinued.

You must see, then, that it is not through any lack of appreciation of your really invaluable services that I am cancelling my membership. It is simply that I am now paying out money for something that I could secure for nothing, and this hurts my conscience. It is contrary to all my training and jars on every fibre of my being. The instinct against paying out money unnecessarilly is inherent in me, I think, because from the days when as a small boy I scootched down in my seat in the street car to ride for half fare and crawled under the tent to see the circus. I have had an actual horror of spending money for a thing that I could get by any other means.

I am aware, of course, that there are a good many people in the world who do not look at things as I do. I have been called small because when I have been out with a number of men and one of them would take the rest of us in and buy ten cent cigars, I have dallied around until the others left and then in a nice way suggested to the clerk that as I did not care to smoke then, he might take back the cigar and give me the ten cents instead. I have often heard it said it was peculiar how I am the furthest from the ticket window when we go to the ball game or a movie, how I am always looking out of the window when the conductor comes through for the nickels and how much I suddenly find to talk about when the waiter comes in with the check for one of our little after-lodge suppers.

I cannot for the life of me see anything peculiar about this. It is my nature and I have saved a lot of money by it in my time. That is just the way I feel about the Automobile Club. I have met a lot of fine fellows in it, first rate fellows, but they have too much of what they call a sense of honor. They always look at me with an odd expression when I suddenly discover a pressing business engagement just before it comes my turn to buy, but I wonder if they know what I think of the really foolish way in which they throw their money around. I suppose it gives them a fine-

# CHAPIN - OWEN CO.,

370-386 MAIN STREET EAST

C. T. CHAPIN, President C. S. OWEN, V-President C. H. CHAPIN, Treasurer R. D. HAYWOOD, Secretary

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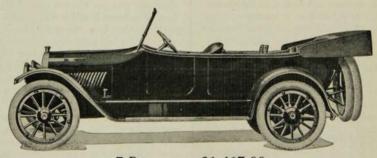
We Sell All Makes of Tires

"The Autoist's and Sportsman's Shop"

# EVERYTHING FOR THE AUTOIST AND SPORTSMAN

WHOLESALE AND RETAIL

## OLDSMOBILE 8



7-Passenger, \$1,467.00

The result of 20 years experience in high-class Motor Car building

G. W. HENNER.

1000 EAST MAIN

feeling to know that they are always holding their end up, paying for what they get and never sponging from anybody.

But with me, now, it is entirely different. I could not go home and face my loving wife who "borrows" flour and sugar and eggs from the neighbors and has hats sent out from the department store on approval, when we are invited to a party, or get free tickets to an entertainment. I could not face her, I say, knowing that I had spent money which with a little scheming, I could have avoided. Nor could I face my fond children, either, the little Moochers, whom I have so carefully trained to sequester my neighbor's evening paper from his front porch and arise at early dawn to get the bottle of milk from the rear. What would these dear ones think if they knew I was sper ding money to appear honorable while they were striving so hard to save?

So, my dear Mr. Donahue, you can see my position on this Automobile Club business. If I want any information I can go there and you will give it to me because you would hate to refuse me. If I want to consult your maps I can do that because you would hate to run me out. If I want any of the maps you give your members, but sell to outsiders, all I have to do is send a friend in who is a member. In face of that why should I continue to pay you six dollars a year?

And speaking on dues that reminds me. I have been a member of your club for only seven months and eleven days and I therefore have a rebate coming of exactly two dollars and thirty-four cents and fifty-two one-hundredths; so if you will send me your check for two dollars and thirty-five cents we will consider the matter closed.

Wishing the Club the success it so richly deserves in its fine work, I remain

Very truly yours, Ima Moocher.

P. S. I used the firm's stationery for this note and got the stamp from a man in another office, who, I knew, could not change a ten-dollar bill.

# Rochester's Annual Exposition

Rochester's Annual Exposition will be held at Exposition Park from September 2 to 7. This year it is to be a War Exposition, in keeping with the spirit of the times. The usual display of mercantile and manufacturing exhibits is to be omitted and, in its place, will be shown the big exhibit which the U.S. Government is sending to thirty of the most important fairs and expositions in the country. The Government exhibit consists of material from several of the most important Federal Departments and Bureaus, such as the War, Navy, Commerce, Agricultural, Interior, Council of National Defense, Committee on Public Information, and U.S. Food Administration. The war material will predominate, and this will be the first showing in Rochester of much of the equipment that our Sammies carry, wear and use on the battlefields of Europe. The exhibit includes the much-talked of Browning Machine Gun and the Lewis Anti-aircraft Gun, an interesting assortment of trench equipment,

munitions, uniforms, models of battleships, etc-

The Government Exhibit will be supplemented by some of the interesting war material being turned out by Rochester industries.

The Horse Show will be held as usual, but indications are that it will be an unusual show. The proceeds are to be used for American Red Star Animal Relief purposes, it being the intention to purchase motor veterinary ambulances for use in Europe. A branch of the American Red Star was recently formed in Rochester.

An interesting program of patriotic tableaux, ensemble concerts by the massed bands, circus and vaudeville acts, is being worked out by Secretary Edgar F. Edwards.

The Exposition has been placed at the disposal of the various war agencies in Rochester, and Red Cross, War Stamps, Food Conservation, War Gardens, etc., will be featured.

The competitive flower show has been omitted this year, but the florists have patriotSTONE 557

MAIN 557

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Have them dry cleaned and pressed now, so they will be ready to wear whenever you want them.

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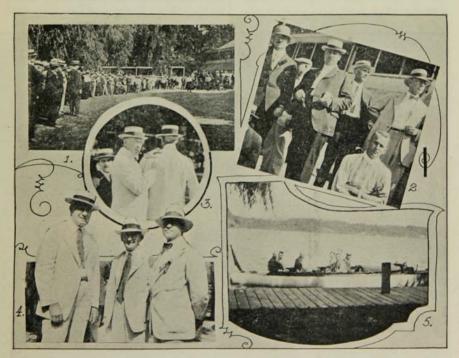
ically agreed to stage a flower show just the same. There will also be a poultry show, exhibition of prize cattle and display of farm machinery and motor trucks.

William W. Hibbard, a former President of the Automobile Club, is President of the Exposition this year, and our Club is represented in the Exposition Association by our present President, Dr. Frederick R. Smith, William Bausch and Esten A. Fletcher. The officers and members of the Automobile Club have always been enthusiastic boosters of the Exposition. Formerly we held annual gymkhanas during the Exposition, and probably will do so again after the war.

The officers and directors of the Club urge all of our friends in the surrounding towns to be sure to visit the Exposition and see its many wonderful sights.

Edgar F. Edwards, Secretary and Manager of the Exposition, was an enthusiastic member of the Automobile Club long before he started driving one of Harry Strong's Chandlers, and can always be depended upon to turn in and help on all Club activities.

## Supervisors Outing at Newport



1. Rochesterians watching the ball game. 2. R. E. McDougall, Dr. F. R. Smith, official announcer, Hon. Frank Dobson and Dr. G. C. Mannel. 3. City Assessor John McParlin signing up a membership in the Automobile Club of Rochester—his application is is being backed by Hon. Joseph N. Feeley and witnessed by Frank Stupp, both club members. 4. County Treas. Charles J. Brown, B. N. Chamberlain, chairman of the Supervisors Outing and Bert Wilson. 5. George W. Henner giving the boys a ride in his launch.

When the Orphans' parade came down Main Street on Wednesday, August 7th, a stranger standing in front of the Powers Hotel remarked that it was the grandest sight he had ever seen and when he was informed that it was the Annual Orphans' Outing under direction of the Automobile Club of Rochester, he was loud in his praise of the Club. Indeed it not only was the best parade ever held but the entire day was one of the most enjoyable.

Manager Vaughan had a strenuous day giving out orangeade, and taking care that the little kiddies were getting all the fun possible. This is an annual event with Manager Vaughan and the children look forward to his yearly visit just prior to August 7th when he visits each institution and gives out the concession tickets.

When the camera man strolled around the park he caught George Wagner and his pal, Seth Carpenter, in a delightful pose; these two members of the Club not only furnished automobiles to carry the children to the park but they took the entire day off to do what they could to make the day a happy one for the orphans.

ROCHESTER

Then there was Madam Dorsey, who founded the Dorsey Home at Forest Lawn, and who is now the responsible head of the new home out South Avenue. Mrs. Dorsey is shown in the snapshot with a few of her children. And photo number 4 is a trio that is always found at Ontario Beach Park when the children are there for their annual spread, namely Billy Hibbard, Harry Ruppert and Clarence Smith.

Contrib tors of Toys, Can'y, Gum, Orangede, Etc.

McCurdyRobinson
Neisne Bros.

J. Hungerfor Smith Co.
Hubbs & Hastings
Duffy-Pwers Co.
Sibley, Linday & Curr Co.
Rochester Undy Works
Pulver Gun Company
Genesee Provion Company
Loose-Wils Company
F. & C. Crimenden Co.

Dr. F. R. Smith worked many hours in assisting the committee on arranging for the outing but he was fully repaid when he visited the park. The children gathered around him asking for balloons, ice cream tickets and the like, and none were disappointed; he not only gave the balloons but he inflated them for the children.

In the two groups number 8 shows Frank Kunz, Secretary of the Loyal Order of Moose of Rochester, with his family, and number six some of the ladies of the Club who thought that five o'clock was too early to send the kiddies homeward.

And what is an Orphans' Day in Rochester without Billy Bausch and Charlie Rauber—two big men with big hearts.

Dear Sirs:—We wish to thank the committee and members of the Automobile Club for their good work and kind attention to our children who were given such a pleasant time, through their generosity, at the Orphans' Cuting.

We had one hundred and seven children and seven attendants with us, and I am sure they all considered it a big day, and it will remain in the minds of most of the children forever.

God be with you in your good work, and with every best wish for the success of the Automobile Club of Rochester, we are

Yours very truly,

THE ROCHESTER S.P.C.C.,

Per R. S. Redfern, Supt.



1. Manager Vaughan of Ontario Beach Park. 2. Geo. Wagner and Seth Carpenter. 3. Mother Dorsey and children from the Dorsey Home. 4. Clarence Smith, Harry Ruppert and Hon. Wm. W. Hibbard. 5. President Prederick R. Smith. 6. Mrs. Clarence Walzer, Mrs. G. C. Donahue, Mrs. Earl Miller, and Mrs. James Welden. 7. William Be sch and Charles S. Rauber. 8. Frank Kunk and family.

# ROCHESTER SEPT. 2ND TO TO THE EXPOSITION SEPT. 7TH

Opens Labor Day -- Continues Full Week
Devoted to the High Aim of Patriotic Duty and Civic Responsibility

You'll never realize what is actually taking place on the battlescarred fields of France until you see the wonderful

## U. S. Government Exhibits of War and Navy Equipment

See the Browning Machine Gun, the Lewis Anti-Aircraft Gun and all sorts of Trench Equipment.

How our valorous Navy has safely transported nearly 2,000,000 troops whose destination is bound to end no shorter than Berlin. Motion pictures of troops in action and war work too.

## This Year's Superb Horse Show is a War Charity

Veterinary Ambulances are needed by the American Red Star Animal Relief to render wounded equines as prompt surgical relief as our "Sammies" always receive. All proceeds are for this noble purpose. This fact alone has attracted many additional entries never before exhibited at "America's Greatest Horse Show." Judging every afternoon.

PATRIOTISM TO PREVAIL THROUGHOUT: "Mothers of Sons in Service" will parade—An impressive military ceremonial, Presentation of a Stand of Colors to Battalion of U. S. Army School of Aerial Photography, on Tuesday, September 3rd. Weather permitting, airplanes from the aerodome at Baker's Field will fly over Exposition Park and drop souvenirs and messages.

NEW YORK STATE DEPARTMENTS have put forth every effort to make exhibits complete to meet approval of Governor Whitman, who will be the guest of our 11th Annual Exposition on Friday, Sept. 6th.

# Cattle, Sheep, Poultry, Farm Products and Machinery A Famous Midway of Frolic and Fun and Bands Galore

To see all is to believe—to hear all is to know—to possess the thousands of war facts presented at "This Great Liberty Fair" will make you ever proud that you are an American and a truer supporter of its democracy.

Adults 25c Children 15c; under 6 years, Free

X

# Country Fair Held at Kendall

Saturday, August 10th, was a regular summer day, and the Country Fair at Kendall attracted several thousand people. Messrs. Forbes, Wellman and Whitehouse were the big trio which promoted the outing, with the assistance of other members of the Automobile Club. Secretary G.C. Donahue introduced the speaker of the day, Attorney Thomas Kirby, of Albion, who delivered an excellent



 Pure Food Demonstration Tent. 2. Tractor demonstration showing Case Tractor in action. 3. Portion of crowd at Tractor Demonstration. 4. Mr. Wellman of the speakers committee and the speaker of the day, Attorney Thomas Kirby of Albion. 5. Frank Whitehouse of the sports committee.

patriotic address. Frank Whitehouse was in charge of the several races and stunts. Instead of serving the usual country meal for a quarter, the young ladies surprised the visitors with an excellent a-la-carte dinner.

It was the tractor demonstration that attracted the people from the countryside. Several hundred were over on the tractor field most of the afternoon watching the contest; there were three tractors turning the sod over at a rapid rate and it was difficult to decide which one was the best. It was a most successful fair and the Kendall motorists hope to have it an annual event henceforth.

Dear Dr. Smith:-

Since the beginning of the war, many individual car owners in our organization have been doing a patriotic service through contributing their automobiles for whatever work we have had in hand—in giving aid to the Red Cross, the Liberty Loan and the Y. M. C. A. campaigns, in distributing recruiting circulars and posters, in canvassing for black walnut trees to be used in Government airplane manufacture, as well as in transporting soldiers' relatives to and from army camps.

The experience of our members in this volunteer work sometimes requiring only an afternoon or an hour a week is greatly encouraging as a means of war service at home. It is a field of service, we believe, that should, and can, be extended by giving rides to convalescent soldiers, etc.; such activity gives the car owner an excellent opportunity of proving himself an essential factor in war-time activities, if he will but permit his name to be put on file as one to be called upon now and then for some special form of service; each car owner, of course, to state when he joins the committee, whether his car will be available for one hour, two, or for any longer period each week.

To organize additional local committees throughout the United States, we now plan to interest the leading automobile clubs, agencies and associated corporations, and to do this work effectively, the Executive Committee of the American Defense Society is requesting not only the use of your name as a member of our national automobile committee, but the assistance of your business organization, in distributing the committee's literature.

You are, of course, greatly pressed for time, but we believe that when you know of our intended work you will consider it of sufficient importance to become a member of our national committee which will be limited to 100; to be informed from time to time of the progress of our automobile activities, and whenever possible to give consideration to ways and means for extending this branch of our

May we count upon you to serve and by serving, include yourself in our list of those who "rendered his country patriotic service by becoming a member of the American Defense Society while the United States of America was engaged in the world war for freedom and democracy"?

Sincerely yours,

CHARLES STEWART DAVISON, Chairman, Board of Trustees. American Defense Society, Inc.

15

# A Safe Investment With a Big Return in Your Own Home Town

7%

If you want a safe investment for your savings, with a big rate of interest, invest in our 7% cumulative preferred stock at \$100.00 per share and accrued dividends.

This is a home town proposition—one that you can keep in touch with, without the slightest inconvenience or expense. This Company has paid preferred dividends for a great many years.

The measure of our success is the growth of Rochester—and that won't stop.

The measure of your security is the growth of our business, and that can't stop unless Rochester stops—and that won't stop.

Investigate this "Home Town" investment now—send in the coupon. You will not be obligated in any way. We will gladly furnish complete information, answer your questions and leave the rest to your good judgment.

INQUIRY	COUPON		1918
Rochester	Railway and Light Co	., Rochester	, N. Y.
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City		State	.,,,,,,,,

"Issue of \$4,000,000 7% Preferred Stock by the Rochester Railway and Light Company. Passed by the Capital Issues Committee of the Federal Reserve Board (Opinion No. 66), as not incompatible with the interest of the United States, but without approval of the merits, security, or legality thereof in any respect."

# Rochester Railway and Light Company

Bell-Main 3960

Home-Stone 3960

# Financing New York's Highways

State Comptroller Travis Discusses the Methods Whereby the State has been Enabled to Conduct and Maintain Thousand of Miles of Its Good Roads

The awakening on the part of the United States to the importance of good roads has been due in a great measure to the principle of state aid extended to counties and other local communities. New York began the movement about twenty years ago when it passed a law providing for the construction of a limited number of costly macadam roads by the state

approved. Whenever the charter expired, the road or bridge became free or was maintained by the state. Last month the state began to acquire title to the few survivors of this old system, much to the delight and comfort of motorists.

During the first century of state government in New York, therefore, the care and main-

## DEFINING THE MOOCHER

Practically all the big automobile clubs throughout the United States are getting on a war basis. They are co-operating extensively in all war movements and will be ready for the next Liberty Loan Campaign. And now they find it necessary to closely co-operate and give information only to club members. A motorist from Buffalo, who is not a member of the Buffalo Auto Club, will not receive information from the Automobile Club of Rochester, and the same applies to all motorists who are not members of a regular A. A. A. club.

MOOCHER This is the motorist who goes all over the country getting road information but does not belong to an automobile club. This worked fine in the past, but hereafter such a person will be persona non grata. Out of 20,000 motorists in Monroe County there are about 16,000 motories and about 10,000 of them have been mooching for the past six years. In a few words the moocher is the selfish motorist who takes all and gives nothing.

Non-members will no longer receive any assistance from the Automobile Club of Rochester, and members are directed to always carry their membership cards when motoring. When calling on the telephone give your name.

P. S.—Please do not let the moocher take your membership card nor your map.

Please don't get a route at the Club office and then give it to a moocher.

authorities who were to have sole charge of the work, the cost being apportioned among the state, counties and towns upon the basis of 50, 35 and 15 per centum.

A century before, however, the state rendered its first aid to the improvement of highways through the charters issued to turnpike and bridge companies. These corporations were allowed to charge tolls at rates which the state tenance of the public road was left to the localities. The commissioner of roads in each county was boss and every freeman over twenty-one was liable for duty, excepting ministers of the Gospel and county officials, who were exempted. In 1898, the first attempt was made to abandon this system of working out the road tax. Under the new law, the state agreed to pay each town abandoning its road



Advanced Engineering

# Why This Car Keeps Its Balance At All Speeds, Regardless

BECAUSE of its very low center of gravity, centralization of the load, and scientific spring suspension, the Marmon rides with perfect equilibrium. Passengers, mechanism and even gasoline are all carried between the two axles.

This minimizes side-sway, skidding and whiplash motion and very materially reduces the wear on tires and mechanism.

A drive in the Marmon demonstrates conclusively that this car hugs the road, smooths out inequalities and runs straight to the line at all touring speeds.

136-Inch Wheelbase - 1100 Pounds Lighter

# PAUL LEHARDY

308 EAST AVE.

Both Phones

ROCHESTER, N.Y.

system, twenty-five per centum of the tax.

Later, a new plan was adopted in order to lessen the cost. Under this plan, the cost to the locality was to be based upon the average assessed valuation of the property per mile. Each county was to pay two per centum of the cost for each \$1,000 of assessed valuation per mile of highway within the county, while the town's share was one per centum. The state paid the difference except that in no case should the county pay more than 35 per centum, nor the town more than 15 per centum of the total assessed valuation. The total amount paid by the state, according to this act, was \$1,350,000 and the amount raised locally amounted to \$73,350.

For maintenance and repair, state aid varied considerably. In towns having an assessed valuation per mile of less than \$5,000, the state paid 100%; between \$5,000 and \$7,000, 90%: this percentage decreasing as valuation increased until it reached 50%. No town was to receive state aid to exceed the average of \$25,000 per mile for the total mileage of its highways. When the valuation exceeded that sum, the amount of state aid was limited to one-tenth of one per centum. The total amount expended under this act was \$2,526,612, of which sum the state contributed \$1,441,751. Last year, \$1,956,206,38 was distributed by the state comptroller's office as the state's share of this expense.

In 1905, an amendment was made to the state constitution authorizing the state to issue bonds to the extent of \$50,000,000, payable in 50 years. The first million was issued at 3%, but owing to adverse market conditions, the rate was raised to 4%. An annual appropriation is made out of the general funds to provide for the highway improvement sinking funds. An act providing for a second issue of \$50,000,000 was approved by the people in 1912. Of this amount, \$20,000,000 is for state highways and \$30,000,000 for county highways. Of this second bond issue, \$7,844,426.02 still although practically remains unexpended. pledged for payment.

Perhaps the most significant act on the state's part in aiding the good roads movement, however, arose in connection with the method of financing its share. Up to 1905, it had been the state's practice to pay for these improvements out of the annual receipts of the treasury. But the fallacy of including such expenditures soon became apparent, and after that time New York decided upon the policy of providing the necessary moneys by the creation of a state debt. It was pointed out that this outlay is for the benefit of the people of the state and in no sense to be considered an ordinary expenditure. It was, therefore, eminently proper that these costs should be distributed over a long period of years.

Briefly described, the issuance of these securities proved to be a device whereby this commonwealth was enabled to spread over a series of years, payments exceeding already over \$120,000,000, which amount would otherwise have to be met out of current taxes. In substance, such is the scheme whereby New York has been enabled to practically rebuild its highways, a practice justifiable because these improvements will be inherited by coming generations, and it is only just and reasonable, therefore, to ask them to share the burden of expense.

The benefits derived from the state's construction, maintenance and repair of our public highways seems to be of a more far-reaching character than was appreciated even twenty years ago, and today, these advantages are so diffused as to render taxation levied for this purpose seemingly most equitable and just. The question has often been raised, however, not only as to the fair system of taxation devised for raising the necessary funds for this work but also as to its economical and effective use by our administrative officials. In all industries or undertakings calling for the introduction of extensive plans and heavy expenditures, change of method in management is bound to happen, although such alternative has afterward proven to have been unwise and extravagant.

To manage successfully such a stupendous public work as the improvement of our highways necessitated the devising of comprehensive plans requiring a term of years for its fulfillment. Moreover, intricate financial problems have been involved even so far in its successful completion.

# Western Tour by J. A. Dissel of Rochester

NOTE—Mr. Dissel is taking a one-year automobile tour throughout the United States. Previous to his departure, July 15th, he was appointed special representative of the Club and will furnish road reports on his entire trip. These will be printed each month in ROCHESTER MOTORIST—EDITOR.

My Dear Mr. Donahue:-

I suppose that you expected to hear from me before this, but owing to the fact that we made several stops, we did not make as good time as we anticipated.

We left Rochester rather late and changed our route somewhat, so that we made only Canandaigua Lake the first night and had to stay there the next day on account of rain.

We found the roads in very good shape until we were about three miles out of Lima, where we ran into the torn up mess that I told you of in my postal from that place. There was no warning nor detour sign.

Between Canandaigua and Flint, one side of the road is passable but rough; the other side is being raised about a foot and filled with

cement.

90

We found that by taking the dirt road to the right, one mile east of Stanley, we saved

about eight miles to Penn Yan.

From Penn Yan to Watkins the road is very good, although the slope down into the valley is a good test for brakes, when one has a heavy trailer behind. From Watkins to Elmira the macadam is rough for short distances but runs along a creek bank at the foot of a range of hills.

Twelve miles out of Elmira there are spots to camp which would please any lover of the

From Elmira to Fassett are dirt mountainroads, rough and hilly-road work being done and bridges being repaired—not very pleasant

From Fassett to Gillette the road is fair.

From Gillette to Troy, Pa., the way leads along between high hills in a lovely valley but being rough and narrow, is no speedway. From here to Canton one does some climbing; at one point we were 1700 feet and found it necessary to change the mixture in order to pull the 1000 lb. load in the trailer at this altitude.

From Canton to Williamsport the road is dirt but good, on the edge of steep hills and

with glorious scenery.

From Montoursville the road is under construction for ten miles, which meant detour to Muncy, over sand roads with some bad hills.

From Muncy the Susquehanna valley begins to widen and is beautiful. From here we went thru Sunbury, then down the west bank of the river to Harrisburg.

It is interesting to watch the small dredges reclaiming the anthracite coal from the river-

bed. This is coal which has been washed down from the mine districts. It is sold here for three dollars a ton and is really clean. The river is very shallow-from two to five feet deep, although over a mile wide in places.

ROCHESTER

The road is good from Sunbury to Harrisburg, but has many sharp curves and the state police are very active after speeders-to the sorrow of forty-the Sunday we were there. From Harrisburg to Reading the roads are good and the country is beautiful, thru the fertile Lebanon valley.

In Reading the outfit must have attracted considerable attention as I was interviewed

by a reporter for a "write up."

From Reading we followed the Schuylkill

valley to Philadelphia.

From Philadelphia to Washington the roads are very bad as there has been very heavy army truck travel and with the exception of a good stretch from Havre de Grace, Md., to Baltimore, one is mostly on detour.

I called at the A. A. A. in Washington, then we started for Dayton, Ohio, via Gettysburg, Pa., and found good roads nearly all the way.

Not far from Washington one begins to see

the mountains in the distance.

At Emmitsburg, Md., we were forced to take a day's rest, to repair damages consisting of a broken trailer, spring and tail light, bent coupler and general shake-up from a rear end collision, a case of trying to "squeeze by." We had pulled off to one side of the road and were standing still at the time.

At Gettysburg, if one has not time to stop and go over the battlefield, the best way to come in from the south is on the Emmitsburg This is not the regular route and is rough, but a great part of the battlefield can

be seen.

At Gettysburg we struck the Lincoln Highway and headed for the Alleghany mountains and Dayton, Ohio.

From Gettysburg to Chambersburg the road is hilly but there are fine farms all along

the way.

Chambersburg is a prosperous, busy town rebuilt since the Civil War, as it was entirely destroyed by Confederate cavalry during the war-it is the last good-sized town until the mountains are crossed.

About fourteen miles from here the roads start to climb to the top of Tuscarora Mountain-a five mile winding grade, 2280 ft. at the top, where the view is wonderful; one mountain ridge after another for miles in every direction.

There is a refreshment booth at the top and cold water for the radiators-and most of the cars I saw needed some ..

From here, for the next seventy-five miles, it is the most wonderful scenery, up steep grades, thru the woods with the view of the valley below, then down long slopes with once in a while a steep pitch that would try the brakes.

It is a very common sight to see the blue smoke from the brake bands as a car goes by. I found it a good plan to cool mine off occasionally.

At Greensburg one is out of the mountains, but the country is rolling with some of the hills

MOTORIST

From here we tried to short cut to Washington, Pa., but would have made better time had we gone around to Pittsburg, as we struck some very bad roads, and even from Washington, Pa. to the Penna line the roads are poor; but thru the Pan Handle of West Virginia to Wheeling and thru to Zanesville, Ohio, Columbus, Springfield and Dayton with the exception of a few stretches under construction, the roads , are good.

From here on we will be more off the beaten track and I will try to write you more often. I will also have some photographs to send

There is one thing that has made quite an impression on my mind and that is the carelessness of automobile parties when they stop for a picnic lunch or even to camp; they seldom think it necessary to burn papers or clean up in any way and consequently every pretty little spot along the more traveled roads is littered with rubbish of every description. I wish the Automobile Clubs would start a "clean up club" composed of members who would promise to 'clean up' after they leave a camp-

We expect to leave here—Davton, Ohio tomorrow for Cincinnati and Louisville and will probably write you from there.

Sincerely yours,

J. A. DISSEL.

"Isn't he rather fast, dear?" asked the anxious mother.

"Yes, mamma," replied Genevieve, "but I don't think he'll get away."

Feb-"Let's drop into this restaurant."

Joe-"I don't believe I can eat anything just now."

Feb-"Well, come in and get a new hat for your old one, anyway."

#### FOOD FOR THOUGHT

21

Mr. Geo. C. Donahue, Sec'y.

Auto Club of Rochester. Rochester, N. Y.

Dear George:-

Orphans' Day is over-and I hope forever. Wait a minute, now; hear me through. mean just what I said-I hope we never again have an "Orphans' Day."

You know, George, it seems a pity that our official designation of what is to the most of them, at least, the happiest day of the year should so persistently-yes, almost maliciously -impress upon the consciousness of these bright-faced youngsters the ever-present tragedy of each of them. They're intensely human, the little rascals, and I couldn't help thinking today that but for the accident of birth nearly any one of them might have belonged to you or

So I say, let's not have any more "Orphans' Days." Have the outing, by all means-two or three a year if possible-but let's select a title without a "sting" to it. Call it the "Annual Kiddies' Romp" or something of the sort.

If you think well of the suggestion, suppose you ask the members of the Club to submit names, and then select the one that seems most appropriate. I'm sure there are others who feel as I do about it.

Good-night, George.

JOE SWOPE.

August 7, 1918

429 Melville St.

Rochester Orphan Asylum, August 20, 1918.

Mr. George C. Donahue,

Secv Automobile Club, Rochester, N. Y.

Dear Sir:-All these days we children of the Rochester Orphan Asylum have been thinking what a splendid time we had on Auto Day.

We certainly enjoyed the pinwheels, baloons, etc., and used them to the best advantage in the parade.

The lunches which you so kindly furnished also the popcorn, cones and orangeade were eaten with much pleasure.

Thanking you for your remembrance, we remain,

> Your little friends on Hillside, EMMA GRADY.

# Julian Harvey on Safety

Statistics prepared by the police show that a good many of the autoists of Rochester are cooperating in the campaign to make the streets of this city free from accidents, for, during the month of July, there was a reduction of 38 per



cent in the number of automobile accidents in which persons were injured.

Unfortunately, these figures do not show that there is as great a reduction in the percentage of all automobile accidents, regardless of whether anyone was injured, and they prove that it was caution on the part of pedestrians in many cases which prevented some of them. They also prove that there are yet many motorists

in Rochester who are CARELESS, some who are RECKLESS and some who DO NOT KNOW THE TRAF-FIC RULES.

However, they are encouraging, for we know that progress is being made and that real results are being obtained. They demonstrate that if motorists will OBEY THE LAW and BE CAREFUL, they will save people from being killed or maimed, save valuable property from being destroyed and motorists needless expense and trouble.

Aside from all of the other considerations you know IT IS NOT GOOD BUSINESS to take a chance with your automobile. This is usually done to save a few moments of time, yet, if it is done frequently, it is certain to prove costly—perhaps it will cost your life or the life of someone else.

> Don't wait until you have met with an accident before you begin to practice safety in the streets; it may then be too late.

> Probably the rule which is most generally disregarded here is that section of the general traffic law which says that vehicles approaching a street intersection from the street at the right have the RIGHT OF WAY. Think what it would mean if every motorist in Rochester would co-operate in observing this law, for 66 percentum of all accidents occur at street intersections.

Do not CUT CORNERS.

Give every motorist ONE-HALF
THE ROAD—more if you may prevent an accident by doing so.

Always keep your automobile UNDER CONTROL.

Be sure that the BRAKES ARE IN GOOD CONDITION.

Remember that recklessness is not only unsafe, BUT CRIMINAL.

BE ESPECIALLY CAREFUL when children are about.



# Alley's Inn On Lake Keuka

ALLEY'S INN is located on the west shore of Lake Keuka, four miles south of Penn Yan, N. Y., and on the Lake Shore Trolley, in the very heart of the vineyard country and surrounded by beautiful groves and fruit farms. It is very accessible via the Pennsylvania and New York Central Railroads to Penn Yan (trolley to Alley's Inn) and over improved roads to automobilists.

Alley's Inn has all the comforts and conveniences of a first-class home. Wide verandas overlooking the lake, extensive lawn, flowers two miles from the water's edge, and is 22 miles long, with Penn Yan, the business metropolis of the district, at the northern end, and Hammondsport, the home of the wine industry, at the southern end.

At Alley's Inn are fine beaches for bathing; row boats, sailing and motor boating; picturesque drives and walks; garage, also ample space for parking cars. An automobile trip around the lake, along the shore road, and through the vineyards and fruit farms (about fifty miles) is one continuous panorama of beauty.



and beautiful shade trees. Steam heat, gas, hot and cold water and baths. All outside sleeping rooms with a view of the lake, homelike in their furnishings, well ventilated and with best of beds.

Lake Keuka, of surpassing beauty and delightful surroundings, is the most charming of all the so-called "Finger Lakes" of Central Western New York, and is nearly 500 feet higher than Lake Ontario, and 720 feet higher than the ocean level. This lake is entirely surrounded by vineyards covering the sunny slones, and extending back from one-half to

The fishing in Lake Keuka is truly wonderful. This lake is fed by springs, and is unsurpassed by any water in America as a fishing resort. The purity of the water and the large amount of fish food contained in the lake tend to put the fish in the finest condition for the table, and render them very strong and gamy. Lake Trout, Black Bass, Pickerel, Perch and Pike are caught in great quantities each season both by professional fishermen and amateurs.

Those eggs we get on Fridays aren't what they're cracked up to be.

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The object of carrying automobile insurance is for protection in case of trouble, and this point is a sturdy reason why it is an advantage to place your policy with me, because I have the New York drafts right with me to pay the claims; and you will find this a real service at the time you need it most.

# EZRA J. BOLLER

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Buy now—because the Cadillac will not be changed. It has decisively proved itself the finest car obtainable.

Buy now—because you will save money. The price may easily be several hundred dollars higher next spring.

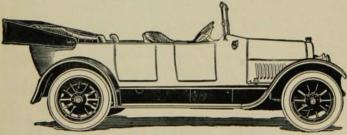
Buy now—because government requirements are consuming more and more of Cadillac capacity. If you wait till next spring, a Cadillac may be unobtainable.

Buy now—because repairs to old cars are becoming more difficult and expensive daily. You may find your old car laid up for months for want of a simple part, or labor.

Buy now-because your old car is worth its maximum in trade today.

Buy now—and buy a Cadillac—because of its certainty of satisfaction—its enduring service—its freedom from trouble—its remarkable value—its high resale value.

So—buy your next summer's Cadillac now—while you can get it and enjoy it now.



The Seven-Passenger

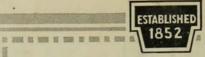
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# ROCHESTER MCTORIST

OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER

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talk Chandler to Harry Strong these days, but if you know of a Chaffeur or Auto Repairman who wants to serve his country by going overseas, AT ONCE, send him forthwith to Auto Club Headquarters, Powers Hotel Central Library of Rochester and Monroe County · Historic Serials Collection

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# **1otorist**

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All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

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Vol. 2

October 1918

No. 8

## A Message to You From An American Hero

"The Command is 'Forward'"

It was late in the afternoon, and a tireless Yankee regiment that had already pursued the retiring Germans across more than ten miles of France was resting for a few moments in a roadside ditch, a battered old road that wound its shady way through the ancient forest of Fere. You would have seen them all luxuriating in their breathing spell, the young lieutenants lounging comfortably, the battalion commander sitting with his back propped against a tree. His name was Leahy-Capt. Francis M. Leahy, of Lawrence, Mass., one who had done his turn in the ranks and who used to tell of the days when he was orderly to Capt. Pershing out in the Philippines. He had just caught the signal from down the road that the regiment was to fall in and move on when, whinning out of space, came a German shell. It plowed up the earth and stretched on the ground several men who were just getting to their feet wounding some of them. It hit the tree against which the captain was leaning and snapped it off like an asparagus stalk. A piece of the shell struck the captain in the back and tore its way through his chest.

"Goodbye, boys," he said, and his head

sagged forward.

Then it was as if, somewhere in the universe, a Commander Invisible had called "Attention!" Captain Leahy raised his head. With clearing voice he spoke the name of the officer to whom it would be his duty to turn over the battalion in the event of his being called away.
"Lieutenant Hansen," he said "The com-

mand is 'Forward.' See the boys through."

Then he died

HE GAVE HIS LIFE NOBLY, WHAT HAVE YOU TO OFFER?

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# Harry Strong Heads Motor Transport Recruiting Board

If you have any doubts about the war spirit, drop around to Club Headquarters any week-day and watch Harry Strong asking questions of young men who want to go overseas in the Motor Transport Service.

There was a brief announcement in the newspapers that Harry T. Martin, of the War Department, was in town looking for men within the draft age to volunteer. Coupled with this was the notice that Harry Strong would see that Rochester did her share.



HARRY STRONG

Rochester is doing more than her share. From early morning until late at night there's a line twenty-five deep, anxious to get their names on the dotted line.

The rush of volunteers shows where Rochester boys want to be. In the newspaper reports it was stated that those accepted would be sent overseas forthwith. The first question asked by applicants is:

"Do I get overseas right away?"

Upon being told he does the young man puts himself into the hands of Father Strong who starts the cross-examination. It's mighty interesting to listen in. One young fellow, smelling of vinegar and groceries, rushed in and shouted:

"Say, can I get in on this? I've got experience and speed. I can drive a flivver through Main Street on a lightless night at 40 miles an hour—if the cops would let me.

"Ever see me turn a corner? It's a cinch. I just goes up to the corner in high. Gets to the center of the cross street, slam on the brakes and when I've straightened out I'm half a block in the other direction.

"The only things that bother me is traffic cops and people foolish enough to cross the street during my working hours. If I can have a clear field and no speed limit, let me in and let me in quick."

"This is just what I want," says another fellow. "As I gets yeh, I carry my food with me and a blanket. That's my eats and I can sleep in the bus."

If you know of anyone who can qualify, send him to Club headquarters. The following is a complete list of men desired:

General expert in auto repairing, Ford and light truck drivers, heavy and light truck drivers, general machinists, tool room machinists, motorcycle repairers, radiator repairers, road tester, trouble shooters, truckmasters and welders.

Perfect—"Why didn't you get up when I called you this morning?"

Tom Brady—"Well, you see, mister, I'm a slow sleeper and it takes me a long time to get enough."

Syl—"I saw a friend of yours down the road the other day, but she didn't see me."

Jake-"So she told me."

Ford—"Did your late uncle remember you when he was making his will?"

McGrath—"Yes, I think he did; he left me out of it."

MOTORIST 5

# Henner Automatic Oil Carburetor Cleans Up Field in New York Herald Tests

By Rochester Herald Automobile Editor

### Two Telegrams Tell Story

New York, October 5, 1918

Donald H. Craigie,

Automobile Editor Rochester Herald, Rochester, N. Y.

George W. Henner, in his Oldsmobile left New York City this morning at 5:45 o'clock. Will you kindly telegraph time of his arrival in Rochester?

Henry Caldwell,

Automobile Editor New York Herald

Rochester, N. Y., October 5, 1918

Henry Caldwell,

Automobile Editor New York Herald, New York City,

George W. Henner and his Oldsmobile reached Rochester at 9:20 o'clock tonight, having driven every inch of the way on kerosene oil.

Donald H. Craigie.

Automobile Editor Rochester Herald.

After cleaning up the field in the series of tests in the fuel economy contest of the New York Herald, held at Sheepshead Bay race track last week. George W. Henner, a director of the Automobile Club of Rochester, in a 1914 Oldsmobile, equipped with the Henner Automatic Oil Carburetor, of which Mr. Henner is the inventor, left New York City at 5:45 o'clock last Saturday morning, October 5, and rolled into Rochester where he reported at the Herald office the moment of his arrival, at 9:20 o'clock that night. This was a test for endurance of the carburetor, and Mr. Henner was checked out of New York by Henry Caldwell, automobile editor of the New York Herald, and into Rochester by the automobile editor of the Rochester Herald. The two telegrams, as reproduced above, tell the story.

#### Great Time for Rochester Invention

It was a great time for the Henner Automatic Oil Carburetor at this contest in New York. In the first place, the tests were held under the direction and supervision of the A. A. A. Each car was sent around the track first with its original carburetor, adjusted by A. A. A. experts, with one gallon of gasoline in a special tank. After this mark made had been proven, the special fuel saving device was attached, and the car sent around with one gallon of kerosene, or whatever substitute fuel might be used, and the mark thus made was proven.

The Oldsmobile, a 1914 car, weighing 4980 pounds, made 11.7 miles on a gallon of gasolene with its original carburetor. With the Henner Automatic Oil Carburetor attached, and using kerosene for fuel, it made 45 ton miles. The

Oldsmobile weighs three times what one Ford will weigh. Figuring on the price of gasolene and the price of kerosene by the barrel, a Ford car would have to travel 108 miles on a gallon of gasolene to equal the ton-mile mark of the Oldsmobile on one gallon of kerosene.

#### The Ford Big Winner

It was the Ford, driven by George J. Bauer, which made the cleanup of the tests. At a speed of 20 miles an hour, that car traveled  $37\frac{9}{10}$  miles on one gallon of kerosene with the Henner Automatic Oil Carburetor attached. With the original carburetor attached and burning



GEORGE W. HENNER

gasolene, this car went 22 miles on the gallon, at a speed of 20 miles an hour.

That mark of  $37_{10}^{+0}$  miles was by far and away better than anything any other car entered in the contest was able to show.

#### That Trip To Rochester

Leaving Herald Square at 5:45 o'clock Saturday morning, Mr. Henner drove uptown to the 200th Street ferry, which he missed and had to wait just half an hour for the next. So it was 6:45 o'clock when he reached the Jersey side and was ready for his long, grueling drive to Rochester. With teeth set and with eye alert he was off, following the route through Goshen, Middletown, Liberty, Binghamton, Ithaca, Geneva to Rochester. At a steady speed of 30 miles an hour on the open highway, and at a speed under 20 miles an hour through every city, hamlet and village, he came alone, passing through what he describes as the most beautiful scenery he has ever viewed his life long.

At Hancock he stopped for luncheon and another stop was made farther along for 10 gallons of kerosene oil. Not the slightest bit of tire trouble or trouble of any kind was encountered.

When he reached Geneva he ran into a bad traffic jam which held him up for quite a time, and at Ovid he met up with a rain storm which necessitated much slower driving, as darkness had fallen. Fully an hour of running time was lost just due to this train.

But just after 9 o'clock he entered Rochester and at 9:20 o'clock he reported at the Herald office, and the telegram announcing his arrival was sent off to New York.

#### Tired Out But Happy

George was thoroughly tired when he arrived. His eyes showed the effects of the long ride through the air. But he was happy and justly so. His first words were concerning the beauty of the ride, and he admitted that any temptation to speed had been overcome by the wonders of the countryside through which he was passing.

The hills, as every one knows who has taken this route to New York, are "blingers," some of them three miles in length, but they bothered not the Olds with its Henner Automatic Oil Carburetor. The car went to them and up them, without a knock, without a skip, without a hitch.

Just exactly 14 hours and 20 minutes, actual time, was spent on the road, and this includes the time for the stop for lunch and kerosene oil.

#### Ford Goes To Washington

Monday morning, the little Ford, which had cleaned up in the tests, with George J. Bauer driving, started off for Washington along with the other contestants. This drive of 350 miles (the route was arranged to cover that much)

Continued on page 9

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# RAYFIELD CARBURETORS

BOSCH MAGNETOS

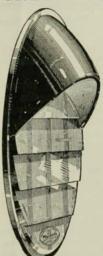
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## Gasoline Situation Serious

# Heavy Draft on Stocks Through Winter Likely for War Work —Voluntary Conservation Desirable

The gasoline situation is serious not so much because of a present shortage as because of forthcoming shortages early next year.

There is a serious discrepancy between gasoline production and consumption at present, but this is not critical, as the motoring season is practically at an end and the stocks of gasoline will from this time on increase. However, it is impossible to forecast the future, and it is probable that heavy drafts on the stocks of gasoline for war purposes both at home and abroad, during the winter and spring, will prevent the usual large stocks that accumulate through the winter and thus create a vital gasoline shortage for 1919.

For this reason voluntary conservation must be practised constantly and every step must be taken not only to conserve gasoline but to increase the future supply and the supply of crude oil. These are the salients of a report submitted by Van H. Manning, Director of the Bureau of Mines, Department of Interior, to the Senate, as a result of a resolution presented by Senator Lodge.

Figures were presented in the report showing that the monthly consumption, including exports, for August amounted to 9,500,000 barrels as compared with a monthly production of 8,000,000 barrels, creating a shortage of 1,500,000 barrels per month comparing the demand with the production. Herewith are the tables statement.

These figures, stated Director Manning, show gasoline consumption to be seasonal, with the greatest demand in the summer, with the demand decreasing in the winter as the storage stocks increase. During the summer of 1917 storage was at a minimum and reached its maximum in March, 1918. At present gasoline stocks are falling off because the entire output of the refineries is not enough to meet the increasing demand. August is expected to show the same demand as July, so that the stocks at the end of August 1918 will prob-

ably be between 6,000,000 and 7,000,000 barrels. September will witness the culmination of that period of greatest consumption and close the heavy drafts on stocks unless exports increase at a greater rate than is now expected.

"In normal times," continues the report, "such a discrepancy between production and consumption during the summer months would cause no undue consternation for sufficient gasoline would be stored during the winter months to more than overbalance the heavy summer demand. At present, however, conditions are abnormal and it is difficult to forecast the future.

"The domestic demand for gasoline during the coming winter will probably be reduced by a falling off in automobile production and the necessity for economy among the people. On the other hand, our war demand for gasoline both at home and abroad will probably be tremendous, especially with the advent of spring, so that the situation is really serious, but not so much because of present shortage as because of the forthcoming shortage of next year.

"We are not now producing enough crude oil to supply refineries; gasoline stocks have been reduced to a 2 weeks' or 3 weeks' supply, and although the present situation has been well taken care of by the Fuel Administration we are facing a tremendous demand next spring, and a demand as inflexible as it is great, for we must have adequate supplies of gasoline for our overseas forces and for those of our Allies. The need for conservation is apparent, and the American people should voluntarily forego the pleasure of needless automobile touring during these times. Such voluntary conservation may now prevent the necessity of more serious action later. Furthermore, every step should be taken by the people and their representatives not only to conserve our present supply but also all future supply till the war is ended.

M OTORIST 9

#### Production and Consumption of Gasoline

Increase in crude oil consumption by refineries: Daily average 1917. Daily average first 7 months 1918.	863,374 874,964	bbl.
Increase Daily average increase for July, 1918. Increase over July, 1917	940,991	bbl.

## CHANGES IN STOCKS OF THE PRINCIPAL REFINED PRODUCTS EXCEPT GASOLINE FROM JAN.1, 1918, TO AUG. 1, 1918

Kerosene	127,744 bbl.	decrease
Gas and fuel oils	737,822 bbl.	decrease
Lubricating Oils	171,878 bbl.	decrease
Paraffine wax	1,790,190 lb	decrease

#### APPROXIMATE PRODUCTION, CONSUMPTION AND STOCKS OF GASOLINE FOR THE FIRST EIGHT MONTHS OF 1918

		(c)	(d)	(e)	(1)
	(b)	13521		Average Daily	Total Con-
		Stocks at	Decrease or	Increase or	sumption,
	Production.	EndofMonth	Increase for	Decrease in	Including
Months	Bbl.	Bbl.	Month, Bbl	Stocks, Bbl.	Exports
December,1917	* * * * * * * * * * * * * * * * * * * *	9,815,000			10.100
January, 1918		11,160 000	+ 1,345,000	+ 43,400	4,235,000
February		12,350,000	+ 1,190,000	+ 42,500	4,180,000
March	6,410,000	12,550,000	+ 200,000	+ 6,450	6,210,000
April.	6,990,000	12,120,000	- 430,000	- 14,300	7,420,000
May		10,950,000	-1,020,000	- 32,900	8,620,000
June.	7,500,000	9,960,000	- 990,000	- 33,000	8,490,000
July.		8,330,000	-1,630,000	- 52,600	9,530,000
August,		6,830,000	- 1,500,000	- 48,400	9,500,000
The state of the s					

The month of August as shown in the above figures was an estimate as the figures from the refineries are not yet available Column (d) shows an excess of production over consumption, or in other words, amounts that had to be taken from storage to meet the demand.

Column (e) shows that during July the average daily gasoline shortage was 52,600 bbl.

# COMPARE THESE TWO LETTERS LINCOLN'S LETTER TO A MOTHER

"Dear Madam-I have been shown in the files of the War Department a statement of the Adjutant General of Massachusetts that you are the mother of five sons who have died gloriously on the field of battle. I feel how weak and fruitless must be any words of mine which should attempt to beguile you from the grief of a loss so overwhelming. But I cannot refrain from tendering to you the consolation that may be found in the thanks of the Republic they died to save. I pray that our Heavenly Father may assuage the anguish of your bereavement and leave you only the cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom."

#### THE KAISER'S LETTER TO A MOTHER

"His Majesty the Kaiser hears that you have sacrificed nine sons in defense of the Fatherland in the present war. His Majesty is immensely gratified at the fact, and in recognition is pleased to send you his photograph, with frame and autograph signature."

#### Henner Automatic Carburetor (Cont. from page 6)

was taken as an endurance test, the same as George's ride in his Oldsmobile from New York to Rochester was for the endurance test.

When the cars reached Washington they were inspected by government officials, the tests having been made with a view of showing Washington that fuel saving for automobiles is possible to a mighty great extent.

Rochester is proud of George Henner and his achievement. The city has shown its interest in the Henner Automatic Oil Carburetor since the story of its feats was first printed. And the Automobile Club of Rochester, numbering as it does every representative citizen of the city, wishes to George Henner and his company, every success, which events have shown is so justly deserved.

# Adjustment of Automobile Headlamps to Conform to the New York State Requirements

The certificates of approval of automobile headlighting devices which have just been issued by the Secretary of State contain certain regulations as to the adjustment of these devices which must be conformed with in using them on the road. These regulations include first the adjustment of the incandescent lamps or bulbs with respect to the focus of the reflector: second the maximum allowable candlepower of the lamps to be used therewith, with the headlamps adjusted to give a horizontal beam, and with the headlamps adjusted to give a beam tilted to a certain extent downward toward the road. Not all the devices are subject to all of these regulations, but discussion of all the regulations will cover all cases.

The specifications for headlight tests issued by the Secretary of State under date of June 25, 1918, state that the law is complied with if the headlamps do substantially the following things:

The beam at a distance of 200 feet directly ahead of the car and at some point between the road level and 42 inches above it must be at least 1200 candlepower. (This covers the minimum light for safe driving.)

The beam 100 feet ahead of the car and 60 inches above the level must not exceed 2400 candlepower. (60 inches is about the height of an oncoming driver's eye above the road and 2400 candlepower does not cause an excessive glare when he is 200 feet or more distant.)

The beam 100 feet ahead of the car, 60 inches above the level surface and 7 feet to the left of the axis of the car, must not exceed 800 candlepower. (7 feet to the left is taken because that represents approximately the position of the oncoming driver when he has turned out to pass, and at this point a low glare limit is necessary for safety.)

The acceptance tests have been made under conditions which involve the fulfilment of these requirements.

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#### Incandescent Lamps

Incandescent lamps or bulbs at present on the market are of two types: the vacuum or Type B lamp and the gas-filled or Type C lamp. The filament of the Type B lamp is arranged in the form of a small horizontal coil. The filament of the Type C lamp is in the form of a "V," which "V" is made up of a minute spiral of wire. On account of the different shapes of the filaments of Type B and Type C lamps, in many cases a higher candlepower can be used with one type than the other without exceeding the specified limits of glare

#### Classes of Headlight Controlling Devices

There are two classes of controlling devices: the diffusers and the deflectors. The diffusers seek to mitigate the glare by scattering the beam and rendering it less intense. The deflectors seek to accomplish the same purpose by directing the major part of the beam toward the road surface leaving the upper portion of low enough intensity to avoid dangerous glare. With the diffusers the character of the lamp and the accuracy of adjustment of focus and tilt is of no great consequence, but the candlepower of the incandescent lamps has been restricted in order to avoid dangerous glare. The deflectors, on the other hand, require careful adjustment of the focus and tilt of the headlamps, since otherwise their powerful beam might be deflected upward to such a degree that it would fall in the eyes of oncoming drivers.

#### Focus Adjustment

All, or nearly all, headlamps are provided with an arrangement whereby the position of the bulb may be changed with respect to the focus of the parabolic mirror. This arrange-



Advanced Engineering

# Why This Car Keeps Its Balance At All Speeds, Regardless

BECAUSE of its very low center of gravity, centralization of the load, and scientific spring suspension, the Marmon rides with perfect equilibrium. Passengers, mechanism and even gasoline are all carried between the two axles.

This minimizes side-sway, skidding and whiplash motion and very materially reduces the wear on tires and mechanism.

A drive in the Marmon demonstrates conclusively that this car hugs the road, smooths out inequalities and runs straight to the line at all touring speeds.

136-Inch Wheelbase - 1100 Pounds Lighter

# PAUL LEHARDY

308 EAST AVE.

Both Phones

ROCHESTER, N.Y.

ment is sometimes a little difficult to find, but any owner who is in trouble from this cause may well consult a competent garage man who must know. The adjustment of focus as well as of tilt can best be accomplished in the dark, either in a large, closed room or on level road on a dark night. It will be found that taking the headlamps without any controlling devices whatever and throwing the beam from each one separately on to a vertical surface, say a large sheet of white paper held 25 feet or so ahead of the lamps, a more or less round spot or pattern of light is seen. By operating the focusing adjustment the lamp is brought forward or back until the point is found where this patch has the smallest diameter. Then the filament is at the reflector focus.

#### Adjustment of Tilt

Measure the height of the center of the headlamps from the ground. Focus the beam as described, and measure the height of the center of the light patch from the ground on a level surface. This must be done with a fully-loaded car, as loading the car has the effect of throwing the beam too high. If the height of the center of the beam is the same as the height of the center of the reflector, the beam is evidently horizontal. Suppose now that the device which you propose using requires a tilt of two feet in 100. Suppose, further, that you are holding your sheet of white paper 25 feet ahead of the reflector. The headlamp must then be tilted until the center of the beam falls on the white paper at a height 6 inches less from the ground than the height of the center of the reflector. Evidently if the beam falls 6 inches in 25 feet it will fall 2 feet in 100 feet, and your adjustment is correct. The actual tilting of the headlamps is a mechanical adjustment which in some makes of cars is very easily carried out, whereas in others it is not so simple a matter and may even require the services of a competent mechanic.

#### Beam Adjustment

Having secured the right tilt, the controlling device which you propose using is affixed to the headlamps, care being taken to see that it is placed exactly in accordance with the manufacturer's instructions. The beam is then once more observed on the white paper to see whether (in the case of a deflecting device) the upper half of the beam is properly cut off and the light deflected toward the road. In the case of many devices this cut-off is secured with

#### LIST OF LENSES AND AUTOMOBILE LIGHT CONTROLLING DEVICES APPROVED BY NEW YORK STATE, SEPT. 9 1918

#### MAXIMUM PERMISSIBLE CANDLEPOWER

	BE. Ho ZON	RI-	BE		Tilt, feet	
DEVICES	Lamp	C. Lamp	Lamp	C. Lamp	per 100 feet	
	В	C	B.	C		
Mac-Kno-Glare bulbs	50		200	122	134 ft.	
Mac-Kno-Glare caps	16	14	50	21	1% ft. 3 ft.	
Enlow prism dimmer Legalite lens	100		17	20	3 ft.	
Conophore clear	17	13	24	20	1 ft.	
Conophore noviol	17	13	24	20	I ft.	
Nu-ray lens	11	10	17	15	I ft.	
Sun-ray lens	10	14	17	20	1 ft.	
Prismolite lens	13	12	20	20	2 ft.	
Osgood lens	15	15	20	50	1 ft.	
Primolite lens	19	23	0.34		V * * * * * * * * *	
McKee lens	11	15	17	51	1 ft.	
Coreylite	24	24	331	225	THE PERSON NAMED IN	
Holophane lens	18	16	55	20	1 ft.	
Raydex		34	22	50	1.33	
Warner lenz	30	24	381			
Saferlite diffusing	10		17	60	S ft.	
Saferlite deflector	17		24		34 ft.	
Dillon lens	10		2.4		74.110	
Legal level light			17	20	2 ft.	
More-lite clear	10					
No-glare-on bulb.			17	15	1	
Controllite lens.	18	20				
Lee Knight lens	11	13	18	24	11/2 and 2f (Mfrs. adj	
Lenslite lens	18	16	20	20	1 ft.	
Dwellelight lens	10		3.2	100	*******	
Non-glare lens			17	50	4 ft.	
Liberty lens.	17	21	3.2			
Macbeth lens	21	24	37.1			
Shaler roadlighter	21	24	135		121151111	
Stop glare lens.	20	11	24	20	1 ft.	
Crew Levick fractors	12	1,1	100000	2000	Territories.	
Stewart lens	24	24	730	200	111111111	
Clamert lens	18	15	1.0			
Letts deflector	1	1	24	24	23/4	
Suess rib lens	1	200	17	14	S ft.	
Culver radio lens	17	17	50	20	1 ft.	
Webb multifrax lens	1	100	17	17	3 ft.	
Non-glare shade	24	24	1 11	14741	****	
Ormiston auto light.		24	1 66	100		
Victoria non-glare bulbs .	18	10	1.0	100		
Right lens		13	19	21	3 ft.	
Bausch & Lomb lens	124	122	17	15	3 ft.	

Issued under the direction of Secretary of State Francis M. Hugo.

the bulb at the reflector focus. In the case of some, however (those which obstruct the light from the upper part of the headlamp), the bulb must be brought back toward the reflector in order to secure this cut-off. With still others (those which obstruct the light from the lower half of the reflector) the bulb must be pushed forward ahead of the focus. In any case a little experimenting will show what adjustment is necessary in order to secure the sharpest possible cut-off of the upper half of the beam.

MOTORIST

#### Home-made Devices

There are several ways in which a substantial compliance with the law may be secured without purchasing special controlling devices. Among these may be noted the following:

Tilting the headlamps. If the headlamps are tilted downward sufficiently toward the road, suitable conditions for complying with the law may be secured.

Covering the upper half of the front glass with a dense diffusing coating or with white paper and adjusting the bulb back of the focus as described above, makes a fairly good expedient.

Covering the upper half of the bulb with a semi-opaque substance and adjusting the focus as above, accomplishes a similar result. There are other methods which may be employed, but probably none of them will give as good a result as the use of a good commercial device designed for the purpose.

#### Maintenance of Headlamps

Dust and dirt on front glasses and reflectors cut down the efficiency of headlamps very greatly. Therefore periodic cleaning should be resorted to. Old and blackened lamp bulbs give greatly diminished candlepower and should be renewed.

"You're under arrest!" exclaimed the officer with chin whiskers as he stopped the automobile. "What for?" inquired Mr. Chuggins. "I havent made up my mind yet. I'll look over your lights an' your license, an' your numbers, an' so forth. I know I can get you for somethin'."—Washington Star.

## From Our Friends

Automobile Club of Rochester, Gentlemen:

I wish to thank you for the enjoyable day you gave our children on Wed. Aug. 7th, and assure you it was greatly appreciated.

Yours truly, Cora L. Hanna, Supt. Rochester Industrial School.

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George Donahue,

Sec., Automobile Club,

Rochester, N. Y.

Dear Sir:

I want to express to you the sincere thanks of the Kiwanis Club for your fine co-operation and friendly interest in helping to make our Field Day such a wonderful success.

"Hoping that we may be able to reciprocate in some way in some of the Auto Club's many activities, I am,

Very sincerely yours,

J. J. CARMICHAEL, PRES. Kiwanis Club.

To the Automobile Club of Rochester, Gentlemen:

The following Preambles and Resolution were unanimously adopted by this Association on Sept. 10th:

Whereas we enjoyed the cordial hospitality of the Rochester Automobile Club in a scenic ride that will forever live in our memory, and

Whereas we deeply appreciate the spirit of goodfellowship that actuated the Club in extending this courtesy, now therefore be it

Resolved that a vote of thanks be and is hereby extended to the Rochester Automobile Club, and the persons assisting, and that the Secretary be and is hereby directed to send a copy of this resolution to the organization in question.

Very truly yours,

A. T. Roever, Secretary, Cremation Asso. of America.

# **ANNOUNCEMENT**

We have taken the distributing agency for

## VIM TRUCKS

We are prepared to make immediate deliveries of this sturdy little car. Our stock of parts is complete. An expert from the Vim factory is in charge of our service station.

New models of the HAYNES LIGHT SIX are on display at our showrooms.

# ROCHESTER HAYNES, Inc.

**76 NORTH STREET** 

You are right—
We cannot all go,
But we can buy

MORE
LIBERTY BONDS

Rochester Railway & Light Co.

MOTORIST 15

# Red Cross Appeals for Overseas Drivers

The American Red Cross is making appeal to men with automobile experience for service abroad and in its statement sets forth the fact that this is an opportunity for men who are not in class one or who are over draft age to serve their nation and all humanity as sincerely and as honorably as they would were they under the colors and in the first line on the field.

This appeal is made in behalf of the Automotive and Mechanical Section of the American Red Cross, a department recently created under the direction of Major H. P. Harding, to obtain the service of 1500 men who have some mechanical knowledge to drive trucks and ambulances overseas. The statement of the conditions and requirements are as follows:

"A course of three to five weeks will be given in the training camp located in Chicago comprising military discipline and mechanical schooling. Immediate entrainment for overseas duty will follow completion of training. "Major Harding states that while mechanical training is helpful it is not absolutely necessary. The ambitious man who will knuckle down to hard work for a few weeks can acquire sufficient knowledge to efficiently perform his duties if he can now drive a car.

"Special appeal is directed to garage and repair men, dealers and all men in the automobile industry.

"Monthly allowance and maintenance will be paid after date of sailing; half pay and maintenance while in training.

"It is very likely that this quota will be quickly filled and it is suggested that those desiring to get into this branch of the service get their applications in as early as possible.

"Headquarters are at room 528, People's Gas Building, Chicago, Ill., where inquiries can be made and where further information will be supplied to all who are interested in this work."

#### Dear Mr. President and Mr. Secretary:-

The American Red Cross is in need of 1,200 truck drivers and 300 mechanics at an early date. This call has been made by cable from the French Commission. It offers an opportunity for every member of the A. A. A. to help in a patriotic and highly important task.

Hence it is earnestly urged by our President, Mr. Jameson, that every A. A.A. club, according to its size, make an effort to find one or more recruits for this service.

The entire work of the French Commission is dependent upon its transportation system, of which the automobile service is a vital part.

Please send out a strong notice to your entire membership, urging them personally to make an
effort to secure such men.

Candidates must enroll through the Division Headquarters in their respective divisions, a list of which, with their addresses, together with the names of the directors of the Bureau of Personnel is enclosed. This is necessary because the forms of enrollment must be identical in every case. In addition, a uniform physical examination is required. Full information will be furnished by Division Headquarters

Will you kindly advise us what steps you take in fulfilling this request, and also at a later period what result you are obtaining?

JOHN A. WILSON
Chairman A. A. A. Military
Preparedness Committee.

#### Bureau of Personnel—The American Red Cross

Southern Division: W. L. Peel, Mgr., T. G. Woolford, Director, 424 Healey Building, Atlanta, Ga. Northern Division: Paul A. Brooks, Director, 202 Essex Building, Minneapolis, Minn.

Northwestern Division: H. F. Blake, Director, White Building, Seattle, Wash.

Pacific Division: Robert G. Hooker, Director, 942 Market St., San Francisco, Cal.

Atlantic Division: Mr. Henry B. Platt, Director, Mr. Eric Allen, L. C. Hay, Asso. Director,

44 East 23rd St., New York City

Lake Division Mrs. L. D. Holden, Director, R. H. Crowell, Asso. Director, 2121 Euclid

Ave., Cleveland, Ohio.

Central Division: Mr Henry A Gardner, Director, Mr Howard W. Fenton, Mgr., 180 No.

Wabash Ave., Chicago Ill.

Gulf Division: Leigh Carroll, Mgr., J. W. Fairfax, Director, Post Office Bldg., New

Orleans, La

Mountain Division D. W. Miller, Associate Director, 14th & Welton Sts., Denver, Colo.

New England Division Theodore Frothingham, Director, Mr. J. S. Fay, 755 Boylston St.,

Boston, Mass.

Pennsylvania Division: Mr Henry W. Moore, Director, 1601 Walnut Street, Philadelphia, Pa.

Southwestern Division: Mr. Geo. Tiffany, Director, 1617 Railway Exchange Bldg., St. Louis, Mo.

Potomac Division: Albert Douglas, Director, 930 16th Street, N. W. Washington, D. C.

# HIGHWAY TRANSPORT LABOR CLASSED ESSENTIAL

Seemingly the attitude of the government with reference to highway transportation is recognition that it is essential, and to afford all the assistance that is consistently possible so far as supplying such labor as may be necessary to maintain regular and sufficient service is concerned. The organization and maintenance of power truck services between commercial centers either intrastate or interstate, and in rural communities has been promoted and stimulated so far as has been practical. endeavors of the Council of National Defense, through the War Industries Board, the Highways Transport Committee, the state councils for defense, and different commercial bodies has resulted in crystalization of the opinion of business men and material support in many instances for conerns and individuals who were or are engaged in transportation.

There has been more or less uncertainty as to the attitude of the government through its Employment Service—whether or not the men employed in transportation would be regarded as essential workers and continued as such. Because of this uncertainty there has been considerable doubt expressed by those who might engage in highway haulage, whether they could continue after service had been established, for they had no knowledge of the policies of the Employment Service with reference to labor. In other words, if the employees of the haulage concerns were not regarded in essential work any organization might be disrupted and its workers assigned elsewhere.

The situation appears, to be very much clearer with the issuance of a letter by the Highways Transport Committee, which is authorized by the Council of National Defense, which apparently establishes that the committee is to determine from facts in each instance whether or not highway transportation operations are essential.

LEND THE WAY THEY FIGHT

# CHAPIN - OWEN CO., Inc.

370-386 MAIN STREET EAST

C. T. CHAPIN, President C. S. OWEN, V-President C. H. CHAPIN. Treasurer R. D. HAYWOOD, Secretary

## AUTOMOBILE TIRES AND ACCESSORIES SPORTING AND ATHLETIC GOODS

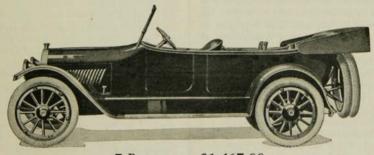
We Sell All Makes of Tires

"The Autoist's and Sportsman's Shop"

# EVERYTHING FOR THE AUTOIST AND SPORTSMAN

WHOLESALE AND RETAIL

## OLDSMOBILE 8



7-Passenger, \$1,467.00

The result of 20 years experience in high-class Motor Car building

G. W. HENNER

1000 EAST MAIN

#### HOW APPLICATIONS FOR COMMISSION OR ADMISSION TO TRAINING SCHOOL ARE HANDLED

 From officers and enlisted men in other branches of the service.

It is desirable that officers and enlisted men contemplating transfer call for personal interview at the Personnel Office of the Training Branch, M. T. C. Master cards are filled in by them and on these cards are marked the grading given them by the Personnel Officer. they have desirable qualifications they are informed that their application for transfer received through military channels will be approved by this branch. The Personnel Officer at the same time marks their card "O.K. for Transfer." It is then necessary for them to make application for transfer in the prescribed military manner. When their papers are received and approved in this office the endorsement includes assignment and duty.

From Civilians between the ages of 21 and 45 years.

Under the present rulings it is essential that all applicants call at the Personnel Office of this Branch for personal interview, to fill in Master Card and to enable Personnel Officer to determine their qualifications.

Provided they are desirable candidates it is possible to induct them into service for the duration of the war and have them sent to Training School where their qualifications as officers are determined. During the training period the student will be an enlisted man and receive the regular pay of thirty dollars a month. It is possible to so induct men in every class of the dra't including Class 1-C; provided that the physical disability which places the man in this class is not such as to disqualify him for the Motor Transport Corps. It is necessary that all men in Class 1-C bring with them their report or physical examination issued by their local draft board.

The duration of the training school will not exceed three months; candidates demonstrating unusual ability and qualifications will probably be graduated in less than three months.

Applicants must have had considerable motor, military or executive experience in order to successfully pass the training course. Slight physical disability may be waived where the applicant's general qualifications are unusually high.

3. From civilians over 45 years.

It is possible to commission (but not induct) men over forty-five who can pass the physical requirements of this corps and who are unusually well qualified for the duties. It is necessary for such men to come to Washington for personal interview. Before doing so it is highly desirable for them to take physical examination and write a letter setting forth in detail their business experience and other qualifications in order that they may be advised in advance whether or not the trip is worth while.

From civilians between 18 and 21 years.
 Under the present rulings applications from civilians under 21 years of age can not be considered.

#### GASOLINELESS SUNDAYS

Through the American Automobile Association, the Club was requested to co-operate with the Fuel Administration in the plan to conserve gasoline. The Oil Conservation Division of the Fuel Administration asked motorists to refrain from using their cars on Sunday and there were some who did not drive on the first gasless Sunday; however, there were so many cars out that the Club was urged to do everything possible to get the motorists in line. A plan of issuing cards for NECESSARY BUSINESS was adopted and these cards were given out to doctors, undertakers, ministers, and to those who had business essential to the conduct of the war and nation, or where it was a case of life and death. While the request was not generally observed the first gasolineless Sunday due, perhaps, to misunderstanding, on the following Sundays not over a dozen automobiles were on the streets without the Club signs. The motorists were patriotic and nearly all strictly observed the Fuel Administration request.

### REMEMBER BELGIUM! BUY MORE BONDS!

MOTORIST

### PROPOSED NATIONAL TAX ON AUTOMOBILES

For several months Rochester motorists have been expecting to hear something definite relative to the proposed national tax on automobiles. Chairman Kitchen of the House of Representatives Ways and Means Committee, has presented a draft of his measure to the House for consideration and if his bill becomes a law there will be a special tax on automobiles with a minimum fee of \$10 and maximum of \$50, in accordance with the h. p. rating. The following sections of the bill will be of interest to members:

#### Accessories Taxed 10 Per Cent.

Sec. 900. That there shall be levied, assessed, collected and paid in lieu of the taxes imposed by section 600 of the Revenue Act of 1917, upon the following articles sold or leased by the manufacturer, producer or importer, a tax equivalent to the following percentages of the prices for which so sold or leased—

- (1) Automobile trucks, automobile wagons, automobile trailers or tractors (including tires, inner tubes, parts and accessories therefor sold on or in connection therewith or with the sale thereof), 5 per centum;
- (2) Other automobiles or motorcycles (including tires, inner tubes, parts, and accessories therefor sold or in connection therewith or with the sale thereof) 10 per centum;
- (3) Tires, inner tubes, parts or accessories, for any of the articles enumerated in sub-division (1) or (2) sold to any person other than a manufacturer or producer of any of the articles enumerated in subdivision (1) or (2) 10 per centum;

Sec. 902 That there shall be levied, assessed, collected, and paid upon all gasoline, naphtha, and other similar petroleum products, having a flash point below 100 degrees Fahrenheit, as tested by the Gaglibue open cup tester, and suitable for motor power, sold by the manufacturer, refiner, or importer, a tax of 2 cents a wine gallon.

#### Owner's Automobile Tax

Sec 1006 That sixty days after the passage of this act, and thereafter on July 1 in each year, and also at the time of the purchase of a new or used automobile or motorcycle by a user, if on any other date than July 1, there shall be levied, assessed, collected and paid, upon the use of automobiles and motorcycles, a special excise tax at the rates as follows: Motorcycles, \$5; automobiles (other than electric) of 23 horsepower or less, \$10; more than 23 horsepower and not more than 30 horsepower, \$20; more than 30 horsepower, \$20; more than 30 horsepower than 40 horsepower, \$30; and more than 40 horsepower, \$50; electric automobiles, \$5 per horsepower and 50 cents for each 100 pounds of weight.

In the case of a tax imposed at the time of the purchase of an automobile or motorcycle or any other date than July 1, and in the case of the tax taking effect sixty days after the passage of this act the amount to be paid shall be the same number of twelfths of the amount of the tax as the number of calendar months (including the month of sale or the month in which is included the sixty-first day after the passage of this act, as the case may be, remaining prior to the following July 1.

For the purposes of this section the horsepower of all automobiles other than steam or electric shall be computed as follows: Square the diameter of the cylinder in inches, multiply by number of cylinders, and divide by two and one-half. In the case of steam or electric automobiles the horsepower for the purposes of this section shall be the horsepower rating fixed and advertised by the manufacturer or importer thereof at the time when sold by him.

#### MOTOR TRANSPORT SERVICE

The Motor Transport Corps will eventually number 154,774 men. The army motor trucks with this corps will number 40,803. There will be 24,250 motorcycles, 7,905 passenger cars, and 6,598 ambulances with a total of 100,000 riders and drivers. There will be 2,498 officers and 30,090 non-commissioned officers. The executive organization will comprise 3,122 men and 679 officers and the total repair personnel in the 273 service parks which will be constructed for the upkeep of the vehicles will com-

prise 34,319 men, mostly trained mechanics.

Each additional American army will require a similar motor transport personnel and it is expected that by the time the United States has 4,000,000 troops in France 500,000 of them will be engaged in motor transport work. The Motor Transport Corps is operating 1,500 trucks in convoy trains in this country exclusive of the trucks used at the various army posts. These 1,500 trucks carry various kinds of merchandise and munitions for the army over an average of 100,000 miles every 24 hours. The Motor Transport Corps is desirous of securing a great number of men and officers; men especially qualified to drive motor vehicles by the thousand and executives with business experience are wanted for officers.

Motorists interested in going to the officers, training camp for motor transport are advised to call at the Club office and read over the information secured at Washington by the Secretary.

Dr. Frederick R. Smith, President, Automobile Club of Rochester, Rochester, N. Y.

My dear Dr. Smith:

Permit me to acknowledge your letter of August 13th, signifying your willingness to serve on the National Automobile Committee, and at the same time, will you kindly allow me this opportunity of expressing my personal appreciation of the fact that you stand ready to aid in the patriotic work of the American Defense Society.

In connection with automobile service, our aim is to provide in each community, if not already established, a registered list of car owners who may be called upon for volunteer work, and to arrange for the appointment of an active local chairman who will direct these activities in accordance with the suggestions on accompanying leaflet.

In New York City we are making immediate plans to provide rides for convalescent soldiers, and we are suggesting the systematic carrying out of this work, so far as it is necessary, in all cities and towns, as a duty of first importance.

It is not our desire to burden you with un-

necessary correspondence, nevertheless, in view of your position on the Committee, we feel that you should be kept informed of the general progress of our work and we shall, therefore, from time to time, send you such leaflets and literature as may be necessary to keep you in touch with the Board of Trustees and our National Headquarters.

At this time, we should appreciate hearing from you in regard to the suggestions contained on the enclosed cards. Your knowledge of local conditions will be of great value and help to guide us wisely in this nation-wide work.

Sincerely yours,

H. D. CRAIG.

Secretary.

P. S.—The Executive Committee certainly appreciates the splendid spirit of co-operation shown in your letter of recent date.

# AUTOMOBILE DRIVERS and MECHANICS

Do you want to go to France and In Action soon?

THEN JOIN

The Motor Transport Corps.

at Club Headquarters

HARRY STRONG, Chairman H. T. MARTIN, Induction Officer

### Automobile Tires to be Eliminated

Under the directions from the War Board, the automobile tire manufacturers will gradually discontinue the manufacture of many sizes of tires. The War Board has placed the sizes of tires in five classes. The first includes those sizes which will be continued and which can be adapted to almost all makes of motor cars. The second class includes types and sizes for cars in some instances no longer manufactured but which will require the sizes for the next few years. The third class comprises unusual sizes for which there is little or no demand and for which there are substitutes and these will be discontinued within the next eighteen months.

MOTORIST

The fourth class includes sizes and types for which oversize can be used and which are in some instances already without demand. These will be discontinued in manufacture within the next four months. The fifth class includes all other sizes and types not mentioned.

Following is the complete program as outlined by the War Industries Board to the manufacturers of motor car tires and motor cars:

#### CLASS A

- 30 by 31/2 clinched plain and non-skid
- 32 by 31/2 straight side, plain and non-skid
- 31 by 4 clincher, plain and non-skid
- 33 by 4 straight side, plain and non-skid
- 34 by 41/2 straight side, plain and non-skid
- 35 by 5 straight side, plain and non-skid
- 36 by 6 straight side, plain and non-skid
- 38 by 7 straight side, plain and non-skid
- 40 by 8 straight side, plain and non-skid

The manufacture of the type and sizes of tires in class A is to be continued.

### CLASS B

- 30 by 3 clincher, plain and non-skid
- 32 by 4 straight side, plain and non-skid
- straight side, plain and non-skid 34 by 4
- 32 by 41/2 straight side, plain and non-skid
- 33 by 41/6 straight side, plain and non-skid
- 35 by 41/2 straight side, plain and non-skid
- 33 by 5 straight side, plain and non-skid
- 35 by 5 quick detachable and non-skid 37 by 5 straight side and non-skid
  - The manufacture of the types and sizes of

tires included in class B is to be discontinued not later than Nov. 1, 1920.

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#### CLASS C

- 35 by 41% straight side, plain tread
- 36 by 41/2 straight side, non-skid tread
- 35 by 41/2 quick detachable, non-skid tread
- 37 by 5 quick detachable, non-skid tread

The manufacture of the types and sizes of tires included in class C is to be discontinued not later than Nov. 1, 1919.

#### CLASS D

- 30 by 31/2 straight sides, non-skid
- 32 by 3½ quick detachable, non-skid, clincher, non-skid
- 33 by 4 quick detachable, non-skid, clincher, non-skid
- 35 by 4 straight side, non-skid
- 29 by 41/2 straight side, non-skid
- 32 by 41% quick detachable, non-skid
- 33 by 41/2 quick detachable, non-skid
- 36 by 4½ quick detachable, non-skid, straight side, plain
- 34 by 41/2 quick detachable, non-skid
- 37 by 41/2 straight side, non-skid
- 33 by 5 straight side, plain

The manufacture of the types and sizes of tires included in class D is to be discontinued not later than Nov. 1, 1918.

### CLASS E

All other types and sizes

The manufacture of the types and sizes of tires included in Class E is to be discontinued at once.

THAT LIBERTY SHALL NOT PERISH FROM THE EARTH, BUY LIBERTY BONDS FOURTH LIBERTY LOAN.

### Next—A National Highway System

### An After-the-War Necessity and Task Demanding Immediate Preparation

By George C. Diehl

All of the nations at war are considering the problems that will come after the war. These problems are many and touch every phase of human activity and relationship. The question of transportation is from the material standpoint unquestionably the most important

The great test of war has shown that back of every success was superb transportation, and that back of every failure was lack of transportation

The building and operation of a great merchant marine is not the whole transportation problem; it is only one phase of it. The taking over of the railroads, and their operation as a single unit, does not meet the transportation problem, for the railroads form only a part of a greater transportation system

Highways carry many times the tonnage of our merchant marine and our railroads combined, and so, in dealing with the broader question, we must consider the trinity of transportation, viz.: rail, water, and highway

#### Public Sentiment Nationalized

We cannot nationalize the merchant marine and the railroad, and leave the third important member of this trinity to go limping along as in the past.

War has nationalized public sentiment, so that the old conception of the individual as rising superior to society is gone forever. The Government is doing, and will continue to do, the things which two years ago would have been considered the extreme of wild-eyed radicalism.

When the war is over there will come a National Highway System, one whose plan should be fundamentally sound; and not a moment should be lost making ready for it.

There are many reasons for beginning the construction of the National Highway System immediately after the close of the war; a few of most pronounced importance are:

- (a) The fundamental development of traffic and especially of heavy motor truck traffic which is bringing about the rapid destruction of the existing light types of highways, rendering absolutely necessary reconstruction of heavier types with adequate foundations. Construction to such a standard involves an outlay too great for a community or a county, and in many cases—even of State. Furthermore, traffic crosses and re-crosses state and county lines so continously as to render impossible any equitable adjustment of the cost burdens unless the nation as a whole becomes a factor.
- (b) With forty-eight distinct highway jurisdictions, to say nothing of the thousands of counties and the tens of thousands of townships, the continuity of roads uniformiyt in standards of construction and maintenance and systematic adapting of highways to traffic needs are utterly impossible.
- (c) Thousands of trained engineers and expert foremen will be available from the expeditionary forces when the war is over, and the building of National Highway System will be an ideal occupation for them.
- (d) When the millions come home from the expeditionary forces, when the war munition plants cease making the implements of destruction, when the difficult transition of our home industriallife, from a war basis to a peace basis, begins, the tens of thousands of unskilled laborers, for whom places must be found, could be used in the building of the National Highway System.
- (e) When cement mills get back to the enormous peace-time production, when the imports of asphalts and oils, and the production of domestic oils and tar products again call for a normal market, and when the brick industry, the crushed stone industry, the sand and gravel producers, the manufacturers of road machinery, seek a market for their products, the building of the National Highway System will

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serve to meet their needs in a measure, and allow the transition back to peace-time conditions without an upsetting of industrial balance. This would hold true of the manufacturers of motor trucks, when war no longer calls for their output. This would hold equally true as to the steel industry when its products will go into the building of bridges and the reinforcing of highway culvert construction. It is, of course, understood that relatively the amount of these various products which would go into the building of a National Highway System would be small but it might well be a margin between stagnation and vigorous business.

(f) The development of the country, the decrease in the cost of moving commodities, the stimulation of interurban traffic, and the shifting of city population to country districts will all serve to render the building of a National Highway System a measure of far-reaching beneficent results.

When we contemplate a revenue bill to produce eight billion dollars annually, we need not stand aghast at the outlay for the building of the National Highway System when peace comes, for after all it will be a comparatively light burden. The highways which would come within such a system are those most heavily travelled, and consequently those which have already received the greatest measure of improvement Taking as an outside figure 100,000 miles as the extent of the National Highway System, it is probable that not over one-half will have to be built outright, and probably one-fourth are built.

Prices will not remain at their present high level for highway work, because these prices are due to a great extent to scarcity of labor and materials and rail transportation, and to the uncertainties incident to the war With these difficulties removed, it is probable that the dollar will go a great deal further than it does at present.

### Essentials of National System

One hundred million dollars a year appropriated by the Federal Government on a definite tangible National Highway System will work wonders in the form of from five to ten thousand miles of splendid highway, made up partly of sections already sufficient in quality, partly of sections rebuilt, and partly of entirely new construction.

Whether or not the States should contribute a portion of the cost is a matter of minor importance but in all probability a plan could be devised on a sliding scale basis, whereby the expenditure by the Federal Government would range from 100 per cent down to 50 per cent.

The essentials of the National Highway System, however will be:

- (a) That it be a definite connected system.
- (b) That it be constructed and maintained under the sole control of the Federal Government.
- (c) That the plans and specifications be those of the Federal Government and that the types of highway be the most substantial and enduring available in each section of the country.

### ABANDON NATIONAL SHOWS ADVISES N. A. C. C.

The national automobile shows that have been held annually for 18 years in New York and Chicago have been abandoned for the period of the war by the National Automobile Chamber of Commerce. The statement issued by the cham¹ er merely states that the directors voted to recommend to the manufacturers that the shows be given over until peace is declared, but that is equivalent to a declaration that no shows will be held that will be sanctioned by that body. There was a brief note to the effect that the directors of the chamber believed that holding shows would be inconsistent with the patriotic obligations of the industry.

### FORD'S MEXICAN PLAN

Statement is made that Henry Ford has submitted to President Carranza of Mexico, a proposition to establish a branch tractor plant in that country to cost several million dollars, planning to sell tractors practically at cost, payment for machines to be made from the proceeds of crops produced, practically keeping the money from tractor sales in Mexico. The plan proposes the training of Mexicans as mechanics in the shops of Henry Ford & Son in this country for the work to be done in Mexico.

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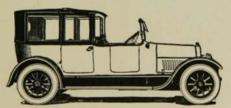
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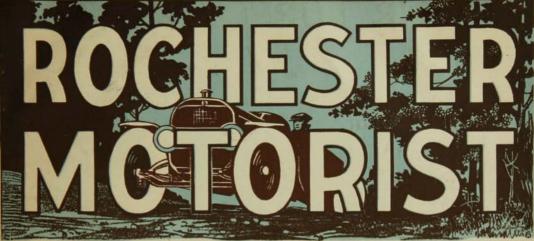
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THE TRADERS NATIONAL BA

1918

### NOVEMBER

9 191



OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER

### Commissioner Strong Says:

He can't talk conservation of gasoline without saying something about Chandlers and it would'nt be ethical to say anything about Chandlers so he has nothing to say.

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### Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N.Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 3

### November 1918

No. 9

### Strong Appointed

Henry G. Strong has been appointed the head of the gasoline division of the Fuel Administration for Monroe County. Automobile Club officials unanimously approve the appointment.

When the Red Cross called for automobiles to carry nurses to the homes of those afflicted with influenza, the Club members generously responded. It is always thus.

Harry Martin, of the Motor Transport, has been recruiting at headquarters since early in October. Up to Nov. 1st officer Martin recruited over 1000 motor drivers, mechanics, etc. Branch recruiting offices have been established in Syracuse, Utica, Schenectady, Amsterdam and Troy.

"Gus" Hone, one of the prominent directors of the Club, has bought a farm and will cultivate the simple life.

Resseguie, one of the scribes on the Democrat, is the originator of the now famous words "GAS HOUNDS." This is the name given to the Motor Transport boys and adopted by the government.

Buy War Savings Stamps.

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### New York State Motor Federation News

During the second week in December, the Motor Federation will hold its fourth annual meeting and election of officers. This annual convention will be held at the headquarters of the Automobile Club of Rochester. This will be an important event for Rochester, for it is expected that the Presidency will come to this city.

When the date of this annual meeting is announced, members are requested to take note and be in attendance at the sessions.

Harping back to the withdrawal of the Motor Federation clubs from the old state body and the existing reasons, the attention of the motorists is called to these facts; that the Federation has just as large a membership, does just the same kind of work, and is just as successful in its work, yet all of this is done on half the revenue.

The Automobile Club of Rochester pays the Federation 25 cents per member for its affiliation, which is 25 cents less than was paid to the old state body, and without going into the details it can be safely said that the benefits are as much, if not greater. On November 1st the Club had paid the Federation \$750, and for the same number of members it would be necessary to pay the old state body \$1500. Besides the financial end and the amount of work done, the Automobile Club of Rochester has had a voice in the affairs of the Federation which it never had with the old state body, and the business policy of the Federation has been both economical and successful.

One State body would be preferable, it is admitted, and the Auto Club of Rochester strangely recommended this at a conference between the Federation and the old state body representatives held at Albany, March 15, 1918. This conference was held at the Ten Eyck in Albany with the Hon. Francis M. Hugo acting as chairman and with equal representatives from the two state bodies. It was both business-like and effective, and everything apparently was harmonious. As the printed

minutes will show, both organizations in accordance with the vote of the conference, were to be disbanded and a new one formed; the dues were to be 25 cents, no proxies were to be used in the election of officers upon a roll call, the new state association would have a new name; in fact the slate would be wiped clean, and there would be one state organization with which all clubs would affiliate.

While the Federation was, and is today, willing to go on and form a new state body in accordance with the minutes of this Albany conference, the old state body is not, or at least has shown no signs of being willing, to abide by the agreement of the conference. So the Federation attitude is "WE SHOULD WORRY!"

In giving some of the work of the Federation, it is the intention to show the member of the Automobile Club of Rochester that the affiliation with the Motor Federation is the better one, and that he is doing not only National work with his SIX, but also considerable state work.

To the member who is interested in the differences of the Federation and the old state body, the Secretary has a printed copy of the minutes of the Albany conference which will show that the policy of "TAXATION WITH-OUT REPRESENTATION" is unbearable, and will also demonstrate that the other fellow "doesn't want to play the game in accordance with Hoyle."

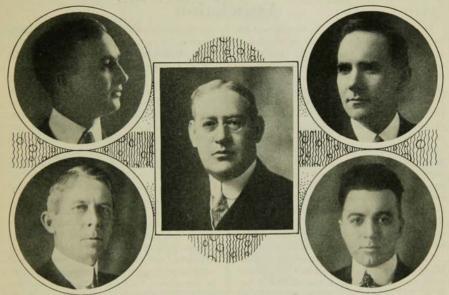
#### FEDERATION COMMITTEES APPOINTED

In preparation for the annual convention of the New York State Motor Federa ion to be held in this city the second week in December, President F. R. Smith has appointed the following committees: Reception, Chairman, C. D. VanZant; Entertainment, E. C. Pierrepont; Publicity, George W. Henner.

Buy War Savings Stamps

MOTORIST 5

### Old Faces in Old Places



Right to Left—New York State Assemblymen from Monroe Hon. Frank Dobson, Hon. Franklin Judson, Hon. Harry Crowley, Hon. James Harris and (center) Hon. Simon Adler.

Here are the men who will aid in guiding the Ship of State during the 1919 legislative session. Each one was elected to succeed himself and thus the headline "OLD FACES IN OLD PLACES."

### Get Your Auto Plates in Rochester

In November, each year, the Secretary of State announces that the automobile license plates are ready for distribution for the ensuing year. Dr. Frederick R. Smith, President of the Automobile Club of Rochester, requests that all motorists in Monroe County and adjacent towns secure their license plates at the License Bureau at 29 Fitzhugh Street. For nearly two years, the Auto Club has been financing the license bureau so that automobile and truck owners might secure their plates in the City and thus save time and money, and when a plate became lost a new one could be secured within a few minutes, and the owner would not have to put up his car.

It is customary for the Secretary of State to send out a renewal and also a return envelope addressed to the Buffalo office, and when this was done last year many sent to Buffalo for their plates. This is not necessary today for the License Bureau at Fitzhugh Street, managed by Harry P. Ruppert, is up to the minute and will give prompt service. Either call or mail your renewal card to Mr. Ruppert for your 1919 plates.

To keep the automobile records accurate and up to date in this county (and there are numerous reasons why this should be done), all motorists in the county should get their plates in Rochester. If an accident occurs or something happens where it is necessary for a person or the police department to look up the owner of a number, this can be found in the registration books in Rochester and thus avoid the expense of telephoning Buffalo.

All motorists of this county and city appreciate this and have complimented the Automobile Club for the service.

### Affiliation with American Automobile Association

Concise statements as to the relation existing between the Automobile Club of Rochester and the American Automobile Association, are being published at this time so that members of the Club will be better able to appreciate this affiliation. To begin with, Dr. F. R. Smith as President of the Automobile Club is a member of the Executive Committee of the National body and in close touch with national conditions.

For many years the American Automobile Association has been laboring for the advancement of motoring conditions, and because this has been done in a nation-wide manner, the real worth of the organization has not come to the attention of all motorists. The American Automobile Association is the National body of motorists and as such has taken care of the national issues, and especially legislation.

The Association has headquarters in the Riggs Building at Washington; this was a good move on the part of the officials of the A. A. A., and ever since the opening of these headquarters Executive Secretary A. G. Batchelder has been in direct touch with the U. S. departments and he is to be complimented on his effective work with the legislators in the Senate and Congress. These national headquarters have also served as a stopping place for motorists from all over the country, where they have received able assistance in any work they had to do at Washington. Further, a competent touring bureau has been maintained to serve people motoring south.

At New York is the touring headquarters of the American Automobile Association located at 501 Fifth Avenue. Here the motor car driver can secure any kind of assistance. Rochester motorists can go there and by presenting their membership card, secure the best and most reliable information for any trip in the country. It is part of the work of the touring director to secure data from all of the states, and this data is correct because of the numerous clubs co-operating through this centralized touring bureau. Also the New York office prepares and prints road maps of the different states, and these are being used by

the Rochester club. It is the only complete touring and automobile map producing office in the United States, and patronized by the leading automobile clubs in the country.

The A. A. A. supervises the automobile and track meets throughout the country through the Contest Board. This Board produced the rules and regulations which govern in all properly regulated automobile races, hill climbs, etc., and drivers are registered, and in this manner these sports are kept clean and attractive.

The A. A. A. is co-operating with the War Departments, and the map service to the Departments have been favorably commended by several high army and navy officials.

In working out national legislation the American Automobile Association has diligently and persistently labored for uniform registration, so that a New York car could go anywhere, and the New York State license would be recognized and no other plates would be necessary. Uniform traffic laws for the states are now being urged by the A. A. A. In the Good Roads work the A. A. A. has been to the front, and its recommendation to the good roads department at Washington have always been carried out. Federal Aid was first brought out by the A. A. A., and as a result, today, we have the Federal Aid to the States in the matter of road construction.

There are numerous activities that might be mentioned to the credit of the A. A. A., but for the members of the Automobile Club of Rochester, the greatest benefit is the reciprocity among the clubs affiliated with the national organization. The Rochester motorists may travel to the coast, and the Rochester club card will be recognized at the A. A. A. clubs at Buffalo, Erie, Cleveland, Toledo, South Bend, Chicago, and so on to the coast. You drive into a strange town or city, yet you will have a friend there in the Secretary of the Automobile Club, and your membership card serves as the letter of introduction. Members of the Automobile Club of Rochester appreciate the work of the American Automobile Association and are glad that the Automobile Club of Rochester is affiliated with the national body.

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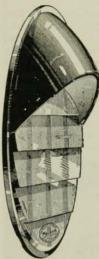
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### Open the Adirondacks Says Motor Federation Head

R. J. Barrows, President of the New York State Motor Federation, took the lead in urging the voters of the State to support Amendment Number 2 to the State Constitution, which was one of the several proposed amendments voted on November 2nd. Mr. Barrows, as spokesman for the Federation, strongly recommended that all the Federation clubs get behind the movement to have the voters thoroughly understand what this would mean to the people of the state, and also sent out several publicity articles explaining his reasons.



R. J. BARROWS President New York State Motor Federation

"To begin with," says President Barrows, "the Motor Federation had a bill introduced in the legislature two years ago and again a year ago, giving the Highway Commissioner the power to construct a road from Old Forge to Racquette Lake and thence connecting with Saranac Lake via Long Lake; both of these bills passed thus bringing the subject before the voters in a referendum which called for an amendment to the State Constitution."

The Referendum voted Nov. 2nd:

The lands of the state, now owned or hereafter acquired, constituting the forest preserve as now fixed by law. shall be forever kept as wild forest lands. They shall not be leased, sold or exchanged or be taken by any corperation, public or private, nor shall the timber there be sold, removed or destroyed. Nothing contained in this section shall prevent the state from constructing a state highway from Saranac Lake in Franklin County to Long Lake in Hamilton county and thence to Old Forge in Herkimer County by way of Blue Mountain Lake and Raquette Lake."

(But the) The Legislature may by general laws provide for the use of not exceeding three per centum of such lands for the construction and maintenance of reservoirs for municipal water supply, for the canals of the state and to regulate the flow of streams. Such reservoirs shall be constructed, owned and controlled by the state, but such work shall not be undertaken until after the boundaries and high flow lines thereof shall have been accurately surveyed and fixed, and after public notice, hearing and determination that such lands are required for such public use. The expense of any such improvements shall be apportioned on the public and private property and municipalities benefited to the extent of the benefits received. Any such reservoir shall always be operated by the state and the legislature shall provide for a charge upon the property and municipalities benefited for a reasonable return to the state upon the value of the rights and property of the state used and the services of the state rendered. which shall be fixed for terms of not exceeding ten years and be readjustable at the end of any term. Unsanitary conditions shall not be created or continued by any such public works. A violation of any of the provisions of this section may be restrained at a suit of the people or, with the consent of the supreme court in appellate division, on notice to the attorney-general at the suit of any citizen."

It is almost unnecessary to explain the benefits accruing to people of the State in having a highway straight through the heart of the Adirondacks. Here is the vast area of land standing idle, and why should it not be opened up for the benefit and the pleasure of the people who own it? Such a road, when constructed, will connect Utica directly with Saranac Lake, and avoid the circuitous route via Malone and thus shorten the drive for Rochester motorists who want to go to Saranac or Lake Placid."

#### STATE SENATOR



HON. GEORGE F. ARGETSINGER

Who has taken a permanent position at Chicago. He is now general manager of a large manufacturing corporation in Chicago. Members of the Auto Club always appreciated the manner in which the Senator handled highway and automobile legislation at Albany.

Mr. George C. Donahue, Rochester, N. Y. Dear Friend George:—

Am in receipt of yours of the 12th inst, and contents noted and digested.

Any Rochester tourist enroute here, likewise any tourist who cannot show a membership card of an Automobile Club which is legally affiliated with the A. A. A. is immediately told where he gets off.

I am pleased to state that up to the present writing we have not had any Rochester Tourists who were not members of the Rochester Club, and can assure you that, should we encounter any such who are not members, will forward their name and address to you at once, and sincerely hope you will do likewise with any Uticans who cannot present a 1918 membership card.

The writer hopes the Federation Clubs will be unanimous in this action as I fully believe that it is the only way that we can prove the value of the N. Y. State Motor Federation and make its affiliated clubs worth while.

Thanking you for your communication, with kindest personal regards, I

Yours very truly,

E. Malley, Field Sec. Automobile Club of Utica.

### TIRES-

### PERPETUAL TIRE UPKEEP

Is located at 618 Main Street East. We wish you to phone us, and a representative will call and give you our dazzling proposition. It will save you money.

PERPETUAL TIRE UPKEEP

### Good Roads Committee Urges Snow Removal

A meeting of the Highway Committee of the Club was called for Monday noon, October 21st, at the Powers Hotel, to consider the advisability of attempting to keep the highways leading out of the city open for automobiles during the coming winter months. After a select coterie consisting of members of the committee and officials of the Club, highway officials from the surrounding counties, and sundry newspaper men had gathered, Chairman George W. Henner called the meeting to order for the first serious discussion of ways and means for putting Rochester on the winter automobile map.

The pleasure and benefit of the "open road" for the automobile in the winter time needs no explanation for the red-blooded motorist, and of late the advent of the closed car has aroused the interest and engaged the fancy of the blueblooded devotee of the sport. But this new movement does not plead as its excuse the pleasure motive alone.

The rapidly increasing amount of freight and express haulage between neighboring towns and cities by motor truck under normal conditions, would sooner or later have forced the question of open routes the year round, but the exigencies of war-time demands has brought the matter to a head much sooner than would otherwise have been the case, and it is in fact a war-time necessity that has crystalized speculation into action that will make the main highways out of Rochester safe and comfortable for the passenger car or the motor truck every day out of the three hundred and sixty-five.

Since the actual beginning of the country's war activities the government has been moving a rapidly increasing amount of equipment from Buffalo and western points to Atlantic Coast ports by motor truck, and if this transport were halted or delayed by impassable roads, it would retard the country's war work. It has therefore been decided to keep the main highway from Buffalo to New York City, known as Route Six, open during the coming winter months.

The method of keeping a road open for automobile travel is to erect snow fences at points where snow is likely to drift and to remove snow by plows or scrapers. For this work the state, in addition to the fences, has made an appropriation of forty dollars a mile for snow removal for the towns through which this route passes. Any sums spent in addition to this, the towns will have to meet.

ROCHESTER

If this state Route Six went through Rochester it would give the city open routes east and west, but instead it runs from Caledonia through Avon to Canandaigua leaving Rochester bereft of its advantages. The question then for Rochester is keeping one or more of the highways connecting with Route Six open.

One of the highway officials present at the meeting was County Engineer J. Y. Mc-Clintock and he brought a map showing the five most feasible connecting links with Route Six, also estimates prepared by him on the amount of snow fence required to keep these routes open. These estimates showed eleven thousand feet of fence necessary on the West Henrietta route, sixty-seven hundred feet on the East Henrietta route, fifteen thousand feet on the Clover Road route, sixteen thousand eight hundred feet on the East Avenue—Pittsford—Ionia route and forty-eight hundred feet on the Scottsville—Mumford route.

It was the opinion of Mr. McClintock and of the highway officials from Ontario and Wyoming Counties who were present as well as the members of the committee who are familiar with the lumber situation that the main difficulty in the erection of snow fences at the present time is the acute shortage of material. Mr. McClintock's estimates showed that under normal conditions it should be possible to erect snow fences at a cost of twenty-five cents a foot.

The chief difficulty, just now, would not be the cost, but the question of getting it at any price.

County highway superintendents G. W. Powell, of Ontario, R. A. Cribb of Canandaigua, Robert Holmes of Wyoming and C. McAvoy of Pen Yan told the members of their experiences with snow fencing and snow removal in their districts. They told of how the difficulties encountered through lumber shortage had been met by erecting a new type of snow fence



Advanced Engineering

## Why This Car Keeps Its Balance At All Speeds, Regardless

BECAUSE of its very low center of gravity, centralization of the load, and scientific spring suspension, the Marmon rides with perfect equilibrium. Passengers, mechanism and even gasoline are all carried between the two axles.

This minimizes side-sway, skidding and whiplash motion and very materially reduces the wear on tires and mechanism.

A drive in the Marmon demonstrates conclusively that this car hugs the road, smooths out inequalities and runs straight to the line at all touring speeds.

136-Inch Wheelbase - 1100 Pounds Lighter

### PAUL LEHARDY

308 EAST AVE.

Both Phones

ROCHESTER, N.Y.

ROCHESTER

which used largely wire in place of wood. This type of fence, they stated, had proven very satisfactory along their highways and the cost compared favorably with the cost of wooden fences. After hearing their reports those present decided their suggestions offered a practical solution of the problem.

All other points having been disposed of to the satisfaction of those present, there remained but the question of who would stand the expense. A goodly portion of it should in all fairness, it seemed, be borne by the towns through which these connecting links passed, as they would be the chief beneficiaries.

Secretary George C. Donahue told the members that the Club had at all times done everything in its power for its members and the automobiling public at large, and that he believed all members would be especially interested in this matter of open winter highways. However, if the Club were to finance any portion of the work its membership would have to be largely increased. Nothing definite along this line was done at this meeting, but the Committee members are discussing ways and means, and another meeting will be held in the near future to take up financing the improvements.

In view of the fact that the State is to keep open the Pittsford-Mendon, Victor Canandaigua route to Route 6, we favor keeping open also the Scottsville-and West Henrietta Roads from Rochester to Route 6.

RESOLUTION ADOPTED AT GOOD ROADS COMMITTEE MEETING

# SNOW FENCE NECESSARY TO MAKE CONNECTIONS BETWEEN ROCHESTER AND STATE ROUTE 6 WEST HENRIETTA

WEST HENRIETTA	
Brighton	. 1200 ft.
Henrietta	
Rush	. 5000 ft.
Total	.11000 ft.
CLOVER ST.	
Brighton	. 1500 ft.
Pittsford	. 8000 ft.
Mendon	. 6100 ft.
	-
Total	.15600 ft.
ROCHESTER-SCOTTSVILLE-MU	MFORD
Chili	. 3600 ft.
Wheatland	
Total	. 4800 ft.
EAST HENRIETTA	
Brighton	. 900 ft.
Henrietta	100000000000000000000000000000000000000
Rush	. 1700 ft.
Mendon	. 1000 ft.
Total	. 6700 ft.
EAST AVEPITTSFORD-IO	NIA
Brighton	. 500 ft.
Pittsford	
Mendon	

### New By-Laws Committee

At the November meeting of the Board of Directors a by-laws committee was appointed to go over the present by-laws and recommend proposed changes, so that these changes could be brought before the December Board meeting for discussion. Any member of the Club who desires to make recommendations, should do so at once, and the same will be gratefully received by the following committee: Charles Bechtold, Esten Fletcher and Samuel Kearns. It is expected that the time of the monthly meeting of the Directors will be changed from Wednesday to some other day of the week, probably the second Monday of each month.

MOTORIST 13

### The Relative Rights and Liabilities of Motorists and Pedestrians

By Charles B. Bechtold, Attorney for Automobile Club of Rochester

There has been considerable discussion recently in the press and elsewhere, relative to the rights of automobilists and pedestrians on the highways.

Pedestrians and automobilists have equal rights to the use of the streets. Each must use reasonable care under the circumstances and each must bear in mind the rights of the other.

Dr. Thompson, one of the most eminent authorities on the law of negligence, in his commentaries sums up the law briefly as follows:

"Foot passengers and those driving vehicles have equal rights in the public streets, and both are required to exercise that degree of care and prudence which the case demands. A footman or a horseman has the right of way, as well as the driver of a vehicle. The former cannot compel the latter to leave the smooth and beaten track of the road, if there is sufficient room to pass on either side. Where a road is narrow and there is difficulty in passing, if the footman or horseman can turn out without danger to himself or beast, and the vehicle cannot be turned out without incurring danger, it is the duty of the footman or horseman to give way. \* \* \* A foot passenger, though he may be infirm from disease, has a right to walk in the carriage way if he pleases, and is entitled to the exercise of reasonable care on the part of the drivers of vehicles."

The Courts of this state have held that a pedestrian has no superior right even upon a crosswalk and likewise that a motorist has no superior right between crosswalks. The motorist must, however, use a higher degree of care at a crosswalk and the pedestrian in turn must use a higher degree of care on his part between crosswalks.

Ordinarily the question of negligence is a

question of fact for a jury, as is also the question as to whether the motorist or the pedestrian used the degree of care which was incumbent upon each at the time of the accident.

Motorists must always bear in mind that the laws of different states differ not only on the question of speed but also on the question of negligence.

In South Carolina, for instance, the courts have held that vehicles have the right of way in the street.

In England, the courts have held that a presumption of negligence exists when a foot passenger receives an injury from a vehicle. This law, however, does not exist in this country and in this state our higher courts have expressly repudiated this doctrine.

Motorists should always remember that a pedestrian on the highway or about to cross the street has the right to presume that persons driving vehicles, and particularly automobiles, will not violate any law or ordinance of the city in so doing. If the law were otherwise, it would be almost impossible for a pedestrian to cross the roadway of a crowded thoroughfare.

The strict rules applied to a pedestrian or other person about to cross a railroad crossing to "stop, look and listen," do not prevail when a pedestrian is about to cross a highway. It is true that a pedestrian must look, and must use his ears and his senses as a careful and prudent man would do under similar circumstances, and must remain on the alert during the entire time that he is crossing the highway, but pedestrians should never forget that it is as much the duty of pedestrians attempting to cross a street or road to look out for passing vehicles, as it is the duty of drivers to see that they do not run over pedestrians.

A motorist operating his vehicle upon an unlighted city street or where he is forced to take the wrong side of the highway by reason of obstructions or for some other reason, should use the highest degree of care in operating his machine under such circumstances. While the

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### VIM TRUCKS

We are prepared to make immediate deliveries of this sturdy little car. Our stock of parts is complete. An expert from the Vim factory is in charge of our service station.

New models of the HAYNES LIGHT SIX are on display at our showrooms.

### ROCHESTER HAYNES, Inc.

**76 NORTH STREET** 

### No Raise in Price Of Genuine Gas Coke

Price at yard, \$7.70 per ton Price delivered, \$8.70 per ton

Genuine Gas Coke costs less to burn, is easy to handle, gives off no smoke, is cleaner and has less ash.

Rochester Railway & Light Co.

conditions prevailing may absolve him from negligence, as a matter of law, nevertheless, his conduct in case of an accident is always subject to the scrutiny of a court and jury upon the question of his actual negligence.

The Uniform Traffic Law of the state lays down comparatively simple rules for the conduct of motorists and pedestrians, and particularly the relative rights of vehicles using the highway. This statute has been in operation for upwards of a year, and there is no excuse for any operator of a vehicle not to know that the vehicle approaching from the right has the right of way. This does not mean, of course, that under any and all circumstances the vehicle approaching from the right can maintain its right of way, regardless of the circumstances then prevailing. It merely means that when two vehicles are approaching at intersecting streets, and reasonable grounds exist for believing that a collision might take place, the one approaching from the left must give way. Common sense and prudence, however, should compel both vehicles to be under perfect control under such circumstances and if necessary that no accident may result, both vehicles should come to a stop.

The duties of pedestrians and drivers of vehicles are reciprocal, and if all parties using our highways appreciate this fact and each uses that degree of caution which is incumbent upon every user of the highway, fatalities and serious accidents will be reduced to a minimum.

It is needless to say that every motorist should always be arraigned on the side of law and order. There is no excuse for cutting to the left of a street car unless ordered to do so by a traffic officer. There is also no excuse in attempting to pass within seven feet of a street car when passengers are boarding and alighting from the same.

No automobilist should countenance, for one minute, the operation of an automobile by another when he is under the influence of liquor, and no penalty is too severe for the automobilist who has an accident and then runs away without stopping to ascertain the extent of the injuries which have resulted or to give his name and address as required by law. Occurrences of this character are bound to instil a certain amount of public prejudice against automo-

biles, and ninety-nine prudent and law-abiding automobilists must, as a consequence, suffer for the negligence and criminality of one.

Automobilists and pedestrians, and in fact all users of the highway, should exercise a high degree of prudence and care at all times when using the highways, bearing in mind the rights of the other and never forgetting the golden rule.

Rochester, N. Y., Nov. 14th, 1918

From: H. T. Martin, Washington Representative of Motor Transport Corps.

To: Mr. Geo. C. Donahue.

Subject: Headquarters for enlisting purposes

Dear Mr. Secretary:

In the name of the Motor Transport Corps, I wish to express my very great appreciation of the special efforts, which your President, your Board of Directors and everyone connected with your organization have made to assure the success of our campaign in your city. From all information now at hand, it appears that the results obtained in Rochester exceed those obtained in any other city, and I can say in all sincerity that this would have been impossible without the co-operation of the Automobile Club of Rochester, its directors and members.

In closing, let me again thank you, individually and collectively for the splendid spirit you have shown in aiding this good work. It will interest you to know that Rochester recruited 2400 men in its five weeks' work.

Yours very truly,

H. T. Martin.

#### LIBERTY LOAN LEADER



GEO. J. KEYES

Secretary, Geo. C. Donahue, Auto Club of Rochester, Rochester, N. Y.

Dear Sir:

Although I may not personally have come in touch with your work in the Liberty Loan campaign, I want to assure you that the work which you did in connection with the Speakers teams was most effective and of great value, and to thank you for the hard work which you did and assure you of the appreciation of the entire Liberty Loan Committee.

Very truly yours, GEO. J. KEYES, Chairman.

### Who Said "Peace"?

The coming of peace to the world at large was the signal for the outbreak of a violent and possibly a bloody feud in Rochester, for the firemen and policemen, supposedly guardians of life and property, are locked in a life and death struggle on the outcome of which the city waits with abated breath.

It all came about through the egotistical attitude of one or the other. In a moment of unguarded expansiveness one of them remarked that they could sell more thrift stamps than the other. The other, of course, replied with the short and ugly word—and the fight was on.

Too late now for diplomacy. Fighting has begun, the catastrophy is upon us. Nor can the Automobile Club remain neutral in the emergency. It must fly to the aid of it's ally, the traffic squad, which is fighting valiantly with it's brothers of the force. When the membership campaign was on these stalworths of the crossovers rendered invaluable service to us and now is our opportunity to repay in kind.

The good work was started at the Club's directors' meeting held at George's country estate where the stirring appeal made by Lieutenant Barry brought forth the sinews of war to the tune of \$1,307.50. This was a good start, but it was only a start, and it is up to us to stick with our friends to the bitter end; until the Prussian autocrats of the fire houses bite the dust of their own raising. Get into the game to-day, and whenever you meet one of our friends in blue slip him a few dollars for War Saving Stamps and help to boost their quota.

THE SECRETARY.

### Safety Facts

"We have absolutely demonstrated, so that it is not theory but a fact, that three-fourths of all deaths and serious injuries in industry can be eliminated."

"The experience of a large number of companies which have done efficient Safety work, reveals the fact that not more than one-third of what has been accomplished was accomplished through the use of mechanical guards. Twothirds was accomplished through organization and education; that is, by reaching the workmen and getting them interested in protecting themselves."

"Every company which has done efficient Safety work has discovered that it makes not only ordinary dividends but extraordinary dividends, and, therefore, Safety is rapidly being taken out of the baby class and put into the business class, and is being given a dignified standing in industry as an indispensable part of an efficient shop organization."

These are striking statements of C. W. Price, Field Secretary of the National Safety Council, who is now in Rochester helping the local Council organize effective Safety work. They represent the three outstanding facts in the first ten years' history of the Safety movement.

"One of the best statisticians in this country tells me," continues Mr. Price, "that out of the 38,000,000 wage earners last year, there were 22,000 killed by industrial accidents, which means 73 American workmen were killed on each of the 300 working days: or, as I pictured it to myself the other day after reading about how our soldier boys are buried in ditches over in France, shoulder to shoulder, about two feet per man, it would make a ditch 8½ miles long and in the bottom of that ditch would be a solid sidewalk of the dead bodies of the American workmen killed by accidents last year."

"While at Omaha, some time ago, I visited the American Smelting & Refining Company's plant. In this plant, they employ some 1,000 men, mostly Italians: many of them do not speak English. As I entered the door through which the men go to check in for work, I noticed a long blackboard about 15 feet long and six feet high which was divided into two parts. On the left-hand side was the record

month by month, for lost time accidents for 1915 and on the right hand side was a similar record of lost time accidents for 1916. The blackboard revealed the fact that they had made a reduction in lost time accidents of 90 per cent, comparing 1916 with 1915, and they had eliminated all deaths. But here is a more interesting figure still: They made a record of running from September 15th to January 10th, a period of four months, without a single one of the thousand men being sufficiently injured to lose more than twenty-four hours of time."

"One of the officers of the United States Steel Corporation told me recently, that during the first eleven years of their Safety work, beginning with 1907 and ending with the end of 1917, they saved 19,815 men from either being killed or so seriously injured, that they were permanently disabled or lost more than thirtyfive days of time, as compared with what they would have done had they gone on at the same rate they were going in 1906, before they organized for Safety work. Similarly, he declared his corporation has saved \$1,000,000 yearly, a total of \$11,000,000 in that period of eleven years by its Safety work. If you have ever visited one of the steel plants you will be impressed with the fact that Safety is absolutely on the map as a business proposition, and that every superintendent and foreman is charged to make it first and production second."

"A recent report of the Interstate Commerce Commission reveals the fact that during the first five years of Safety work on railroads, deaths to passengers in train wrecks were reduced one-half, and deaths to train operators were reduced 47 per cent. During the year ending June 30th, 1916, there were 325 railroads with 162,000 miles of track which carried 485,000,000 passengers during the year without killing a passenger in a wreck."

"Are not these awakening facts that prove the value of the Safety movement to both employer and employee? A new force has been introduced into the Safety movement, having for its purpose the preservation of human life. Back of this movement is not only the ethical, the humane motive, but also the economic incentive."

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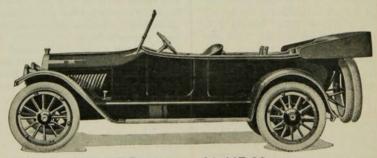
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7-Passenger, \$1,467.00

The result of 20 years experience in high-class Motor Car building

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### Reports on Road Conditions

WASHINGTON TO RICHMOND: 183 miles. Good gravel or graded dirt except few miles between Occoquan and Dumfries which become impassable in wet weather, also on detours which are necessary at broken bridges. From Washington go to Alexandria, then from a point near the railroad station go via telegraph road to Accotink, then over the main route to Richmond. The regular course from Alexandria is being concreted but may be open for travel before winter. The large toll bridge at Fredericksburg is still down, and it is necessary to detour to the left before entering the town. There is another bridge down between Partlow and Coatesville beyond Fredericksburg. Detour for 10 miles from Partlow at Post office. FREDERICKSBURG. Hotel Princess Anne. Richards Garage. RICH-MOND, Jefferson and Reugers Hotels. Model Garage. Use A. A. A. colored strip maps.

RICHMOND TO RALEIGH: 193 miles. Via Petersburg, Dinwiddie, South Hill, Clarksville and Oxford. All good sand clay or gravel with some macadam. There is no ferry on this route. Raleigh may be avoided by going from Durham via Cary. SOUTH HILL, Hotel Nordan. CLARKSVILLE, Hotel Grace DURHAM, Hotel Malbourne. RALEIGH, Bland and Raleigh.

RALEIGH TO PINEHURST: 80 miles. All good sand-clay. Pinehurst has three fine hotels. Good roads in radius of 50 miles.

PINEHURST TO COLUMBIA: 147
miles. All good sand-clay. Few rough, sandy
sections. Well marked. Ferry below Camden,
50 cents, service frequent. COLUMBIA,
Hotels Jefferson and Colonial.

COLUMBIA TO SAVANNAH: 202 miles, via Augusta and Sylvania. All good sand-clay. AUGUSTA, Hotel Genesta. SAVANNAH, Hotels Savannah and DeSoto.

SAVANNAH TO JACKSONVILLE: 165 miles. Shell macadam, hard sand and dirt. Poor in places, when wet, especially below Brunswick. Railroad ferry at Darien, six miles long, runs from sunrise to sunset, \$3.25 for car and passengers. Two boat ferries between Brunswick and Jacksonville, 75 cents and \$1.

Some dirt sections which are bad when wet. BRUNSWICK, Hotel Oglethorpe. JACK-SONVILLE, Hotel Seminole.

JACKSONVILLE TO MELBOURNE: 201 miles. Brick, shell and asphalt. Excellent. Fast time can be made except for a few short stretches. ST. AUGUSTINE, Hotels Bennett, Marion, Monson and St. George. DAYTONA, Hotel Despland.

MELBOURNE TO MIAMI: 178 miles. Asphalt shell and coquina rock. Very fast time can be made. MIAMI, Hotel Urmey which is also headquarters for Miami Motor Club.

### AN ALTERNATE ROUTE FROM AUGUSTA

AUGUSTA TO MACON, via Thomson: 122 miles. Sand-clay. First 100 miles very good, last 22 miles rough in places. AUGUSTA, Hotel Genesta.

MACON TO VALDOSA: Via Tifton, 150 miles. Very good sand-clay. Small bridges placed lower than the road make bad drops. MACON, Hotel Dempsey.

VALDOSTA TO GAINESVILLE, via Quitman, Lake City and Newberry: 135 miles. Mostly good sand-clay. Be sure to go via Quitman and Madison.

GAINESVILLE TO ST. PETERSBURG, via Ocala, Dunellon and Brooksville: 188 miles. Gravel and brick and macadam with few sandy stretches. GAINESVILLE, White House Hotel. ST. PETERSBURG, Detroit Hotel.

### IN MONROE COUNTY

Number of Licences issued from Jan. 1st to Oct. 1st, 1918

	Total
Omnibus and Pleasure	20,746
Commercial and Trailers	3,663
Motorcycles	2,273

Buy War Savings Stamps!

### Unexpended Highway Money to be Used

When Monroe County finished up its schedule of highways to be constructed under the last FIFTY MILLION DOLLAR bond issue, there was a large sum remaining or actually unexpended, and which could be expended in this county provided the proposition was approved by the people of the State. Hon. John Mullan has been attending to this matter in the legislature and introduced a bill last year, which became a law in May 1918 providing for a referendum to the voters; this was Proposition Number One:

### STATE SENATOR



HON, JOHN MULLAN

Proposition Number One:

Unexpended balances; how to be used. If moneys authorized by this act to be raised and which have been apportioned before the taking effect of this section to a county for usein the construction of state highways cannot be used within such county for that purpose, or if any of such moneys which have been apportioned before the taking effect of this section to a county for use in the construction of county highways cannot be used within such county for that purpose, under the foregoing provisions of this act in the manner herein prescribed, the

unexpended balances of such moneys portioned pursuant to section four of this act shall be available, after appropriation by the legislature, for use in the discretion of the state commission of highways in the construction, reconstruction or widening of state or county highways as defined in the highway law or of such other highways as he may determine to be necessary to connect the systems of state highways, county highways or highways improved by federal aid. Such commissioner shall expend within any county having unexpended balance of moneys originally apportioned to it by section four of this act, for the construction, reconstruction or widening of such highways, one-half of such unexpended balance, and such commissioner may expend within any other county or counties for the same purposes the remainder of such unexpended balance. the use of such moneys in the construction, reconstruction or widening of any state, county or connecting highway, the county within which such highway is located shall contribute to the total cost thereof in the same manner and to the same extent and in the same proportion as is now provided by article six of the highway law in connection with the improvement of county highways within such county.

Senator Mullan not only followed this matter through the legislature of 1918 but took the proper steps to have the proposition submitted to the voters. Further, he set out to get the approval of the voters so that Monroe County would have fifty percent of the unexpended balance for construction in this county and in this entire work he had the active support of the Automobile Club of Rochester. The Senator might well be called the "FATHER OF GOOD ROADS IN MONROE COUNTY."

### WANTED

Motorists to co-operate with the Traffic Squad, by buying War Savings Stamps every day. The traffic men carry the Stamps—you can purchase any amount—any day.

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Known in France as "The American Car"

### PEACE

of mind

### Comfort

of body

and

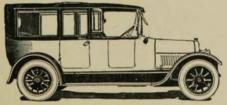
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of operation

are three of the natural and pleasing results of

### Cadillac Ownership

Above copy suggested by George Donahue, our Secretary, to whom due acknowledgment is made



The Landaulet Limousine is a most efficient year 'round car

### Mabbett-Bettys Motor Car Company

252-262 Court Street

"Just East of Clinton"



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With the facilities and a readiness to aid you in the solution of any wartime problem that may confront your business-

Whose close touch with everyday industrial activities qualifies it to advise and safeguard The "Traders" Patron in his financial operations.

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EDWARD C. CHAPIN - - Superintendent of Vaults

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WILLIAM H. ROWERDIN	K									
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THE TRADERS NATIONAL BANK OF ROCHESTER NY 43 - 45 STATE ST

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1919

### **JANUARY**

1919

# ROCHESTER MCTORIST

OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER

NOW that the ending of the war has solved the gasoline problem, it's possible ex-Commissioner H. G. Strong will talk Chandlers. Ask him. Central Library of Rochester and Monroe County · Historic Serials Collection

### YOUR SUPPLY HOUSE

That's what we want our store to be.

Always room for one more on our list of customers.



If it's for your automobile, we have it. We don't know of a weak spot in our list of reliable, up-to-date accessories.

### U. S. RUBBER CO.

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### W. H. ROWERDINK & SON

WHOLESALE
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MANUFACTURERS
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When You Buy TIRES Buy of ROWERDINK

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ROCHESTER, N. Y.

AUTOMOBILE RUGS

Steamer Rugs we considered the proper kind to use for autos. We have an extensive assortment from \$5.98 up to the best grade.

The Burke, Fitz Simons, Hone & Co., Inc.

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# HUDSON Super-Six

AND

# The New HUPMOBILE

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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

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Vol. 3

January, 1919

No. 11

# Dr. Frederick R. Smith Elected President of New York State Motor Federation

# His Words of Acceptance to the Delegates

R. President and members of the Motor Federation, I am not going to keep you long. I just want to tell you how much I appreciate the distinguished honor that has come to the Rochester Automobile Club. Fortunately, I was in a position to receive that honor but we feel that the Club, itself, is the one you honor. I have no propositions or theories I want carried out but I shall be open to such work as may come up during the year which will be given proper attention and acted upon promptly. Any interest that tends to the benefit of our Motor Federation and the A. A. A., it will be my duty to give it prompt attention during the coming year.

I know the importance of what has been done and it will be brought to the attention of every individual interested. If we can only carry out what was suggested during the convention the Federation will have the best year it ever had.

I want to thank you again for the honor conferred upon me and say that I will endeavor to follow the example of my predecessor, and others, and do my best.

# Auto Club Members Benefited by Work of Motor Federation—Convention Reports Show Action

So that members of the Automobile Club of Rochester may become acquainted with the activities of the New York State Motor Federation the reports of the officers are published herewith; these were given at the Convention held at Powers Hotel, December 13th and 14th. The Auto Club of Rochester is one of the largest Clubs in the Federation and gives active support to the Federation and also the American Automobile Association.

#### ANNUAL REPORT OF PRESIDENT, R. J. BARROWS, NEW YORK STATE MOTOR FEDERATION

GENTLEMEN:

The figures to be later submitted to you, in the reports of the Secretary and Treasurer, show the affairs of the Federation to be in a very satisfactory condition. This is gratifying to me and I know will be of equal interest to all members. An organization of this nature which has held its own or shown an increase in membership during the past year, has every reason to feel well content.

The character of men who make up the membership of the Clubs of the New York State Motor Federation are the kind of men who have been quick to respond to the call of the Government. Not only in enlistments but for work in the various activities of the several campaigns. Throughout the United States there is no one body that has contributed more men or money or more effective, efficient workers in the cause than has come from the organized motorists.

Recognizing the greater need of the Government for the service of our men, the Federation has made but few calls for the service of its

Now that the World War'is ended and the signing of the armistice has brought peace once more to the entire world, let us not go back to our comfortable "before the war" status. Those whose energies have been

devoted so whole-heartedly in doing their part toward winning the war should, with the same spirit of devotion, take up the problems of the work of reconstruction.

Let the motorist, recognizing the need of the service performed by the live Automobile Club, with loyalty and enthusiasm give the same aid in this great work. War-time conditions have demonstrated the need of better transportation facilities—of good roads—in the State and throughout the Nation. This is the time for the organized motorists to get squarely behind the "Good Roads" movement and give it an impetus that will bring about the results we have so long desired.

The Federation must energetically work for a larger number of Clubs and a greater membership in all of our Clubs. Each Club must seek to give better service to its members and those members of other Clubs asking its aid. There should be better co-operation between Clubs, particularly in the interchange of information of interest to the motorist.

In the past the Federation has made little effort to induce Clubs to affiliate nor has it sought to organize Clubs. This is work we may well take up.

The accomplishments of the Federation have never been given deserved publicity. We have known the good work we were doing but have failed to let others know of it.

With an appreciation of the achievements of the American Automobile Association and MOTORIST 5

valuing our affiliation, we must give full cooperation in the larger affairs of the parent organization. These matters I refer to largely in the way of suggestions for the future.

The Federation has accomplished much during the past year in Legislative matters. We have taken a stand for those things which meant benefit to the interest of the motorist at large. This work has been ably handled under the direction of our Legislative Committee, with John McInerney as Counsel, and with J. Sheldon Frost as Legislative Representative at Albany.

The emblems adopted by the Federation last year, showing the insignia in the same colors as the license plates of the year, have attracted much attention and have proved a membergetter. The colors this coming year are black and white.

In March, this year, an effort was made to bring about an amalgamation of the two State motor organizations. By arrangement a committee representing the New York State Motor Federation met in conference a committee of the New York State Automobile Association. in Albany, on March 13th, with Secretary of State Francis M. Hugo, as Chairman. The various points of difference or misunderstanding between the two State bodies were thoroughly discussed and agreeably adjusted to the satisfaction of all members of both committees. The official minutes of this conference have been recently published in pamphlet form, by the Secretary of the Federation at my request, and constitutes indisputable evidence of all that transpired at this conference. A copy of these minutes is made a part of my report and other copies can be obtained through request to Secretary Wiborg.

That no good should have come from this conference is not, I believe, through the fault of the Committee named to represent the Association, for I am sure most of these men acted with sincerity and in good faith. It developed after the conference that the Committee of the Association had no authority and the Executive Committee of the Association, under the whiphand of one of their officers, saw no obligation to submit the agreement as formulated. The point of attack upon which the men in control

of the Association sought to upset the good work of the conference, was that of representation at Annual Meetings. It was agreed in conference that this should be similar to the plan followed by the Federation; each Club to be represented by three delegates but on demand of any delegate a roll call to be granted, at which time the delegates, would vote the



A. C. BATCHELDER
Executive Chairman of the American Auto
Association

Mr. Batchelder attended the Good Roads meeting at Chicago on Dec. 11th and 12th and arrived in Rochester in time for the opening of the Motor Convention on the afternoon of the 18th. He attended all of the sessions and took an active part in the deliberations. His report on the Chicago meeting demonstrated the necessity for cooperation on the part of the Federation and its Clubs with the big national good-roads movement and the A. A. A. through Mr. Batchelder, put over the resolution asking for the Federal Highway Commission. Mr. Batchelder reported to the claim of the Arman and the

entire strength of their Club. The number of votes to be determined by the number of members for which the Club had paid dues to the State organization. Upon this one point and STONE 558

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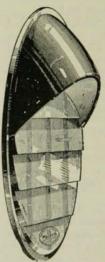
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MOTORIST

upon this only did Dr. Brown, chairman of the Association Committee, call for an individual expression from each member of this Committee. Each member of the Committee expressed himself as favorable to this plan of voting, which applies only to the annual election of officers. It was explained to those in attendance at the conference that, while this plan has been in force during the four years of the Federation's existence, never had a vote by roll call been requested. The basis is representation in direct proportion to the taxation.

Under the guidance of the "Rasputin" of the Association, the very few men in absolute control of the State Association repudiated every agreement entered into at the conference, and the serious efforts of their Committee, and ours, has accomplished no good result. Some day the members of the State Association will awake to understand the true situation of affairs in their organization.

This was the second attempt to reunite the Automobile Clubs of New York State and this failure is sufficient to convince me that there is no real intent on the part of those now in control of the Association to eradicate the existing difference between the two State organizations.

From the information gained in the conference, and since that time, it is apparent the Federation has little to gain in an amalgamation. The Association claims to have something like a hundred Clubs, but many of these are very small, and some have an almost intangible existence. The condition of the Federation is an enviable one, in every way, as compared to that of the Association.

I recommend that the New York State Federation continue, very largely, its policy of the past and give little regard to the disturbing efforts of the State Association, now denied affiliation with the American Automobile Association. I consider that silence should no longer be a part of that policy.

At the Annual Meeting of last year a resolution was adopted suggesting the appointment of a committee to consider certain proposed changes in the Constitution and By-laws. This committee, consisting of Mr. McInerney of Rochester, Mr. Watson of Syracuse and Mr. Ross of Utica was appointed, but under pressure of other matters has not been called to meet. I recommend the committee be continued.

In conclusion, I wish to thank my friends among the members of the Federation Clubs for the kindly consideration shown me at all times and for the spirit of co-operation manifest on so many occasions.

> Respectfully submitted, R. J. Barrows, President, New York State Motor Federation.

December 13th, 1918.

North Rose, N. Y., December 5, 1918.

Rochester Auto Club, Rochester, N. Y.

Dear Sir:

New work on Rochester—Oswego, route 30, is now opened up, leaving only two miles of poor road east of line of Sodus township—east of Alton, remaining distance to Wolcott from Sodus Bay being fairly good dirt road.

Bear in mind that ½ mile clay road just east of Sodus Bay is practically impassable in spring when "frost is going out."

Respectfully yours,

E. W. CATCHPOLE.

Brighton, N. Y., December 6th, 1918

Secretary, Automobile Club, Powers Bldg., City.

Dear Sir:

About two o'clock this morning I was aroused by an imperative knocking on my door. Assuming that I was pinched, as I understand that is the customary time for making arrests. I projected my ivory out of the upstairs bedroom window and inquired the cause of such nocturnal disturbance. A commanding voice from below, in tones which characterize the importation from Prussia, announced "My car is stuck—I want your lantern."

To be brief I handed the gentleman (?) a lighted lantern and later giving the road the once-over noticed that the autoist had released the car from the ditch. He then turned around and sped down Blossom Road taking my

Diogenes with him

Now the value of my illuminator including oil, wick and other accessories is only \$1.04 but I feel that I have been shamefully used. Inasmuch as this ungrateful nightprowler was arrayed in Ear. Williams apparel, I infer that he is a member of your exclusive organization.

On a number of occasions last winter the writer and neighbors assisted motorists out of the drifts but after this they can go hang. We have furnished lights, boards, shovels, tackle, etc. and frequently our bucolic muscles.

shovels, tackle, etc. and frequently our bucolic muscles.

For your information would advise that there are ditches on both sides of Blossom Road and when same are filled with snow it is impossible to detect them. So warn your members to keep in the center tracks and avoid trouble. We farmers will give no further assistance.

Respectfully,

J. C. O'BRIEN.

Blossom Road and Clover Street, Brighton, N. Y.

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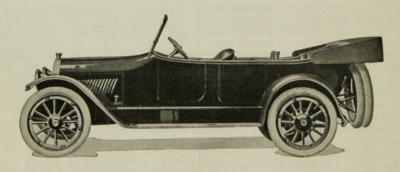
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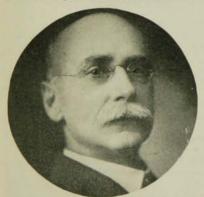
### Annual Report of the Secretary of the New York State Motor Federation

CHARLES H. WIBORG, Secretary

TO THE PRESIDENT AND DELEGATES OF THE CONVENTION:

MOTORIST

The activities of the New York State Motor Federation have been somewhat curtailed during the past year by reason of the war. In view of the large demands made on the Clubs of the Federation for war work, subscriptions to Liberty Loans and war work funds, the present condition of the Federation is better than might have been expected. The present paidup membership of the Federation is 14,720.



C. D. VAN ZANDT

Who was Chairman for the Reception Committee of the Federation Convention, and whose work was well done.

Meetings: Three meetings of the Board of Directors of the Federation have been held as follows: January 5th at Rochester, N. Y.— May 7th at Buffalo, N. Y.—July 29th at Richfield Springs, N. Y.

Club Emblems: At the Directors' meeting held at Rochester, January 5th, the Federation adopted a Club radiator emblem to be issued annually and to be made up in the same color as the license plates of the current year. The adoption of this emblem has materially assisted in increasing the membership of the Clubs, especially the smaller ones. The fact

that Clubs in other states are following our example is proof of the value of the emblem.

Touring Information Bureau: One of the very best features of the Federation is the high standard of the information bureaus maintained by the Clubs. Starting from Jamestown and traveling thru the central part of the state to New York City, tourists may obtain first-class information from Federation clubs. A trip across the State via the southern tier route will disclose the absence of touring information bureaus. There is but one conclusion—that Federation Clubs render real service.

At the May meeting of the Board of Directors, President Barrows was authorized to appoint a Publicity Committee. The following members were named: George C. Donahue, E. J. Malley and J. J. McInerney. This Committee has caused publicity to be given to many matters of interest to motorists and credit should be given them for having so thoroughly informed all motorists of the necessity of the adoption of Amendment No. 2. The result of the last election, as to this Amendment, is most pleasing to all of us.

It is not my purpose to attempt a review of Legislative matters, as that will be taken up by our able and alert Counsel, Mr. McInerney, and supplemented by Mr. Frost. There is, however, one matter I desire to call to your attention and that is the recommendation to the Governor by the Federation at the time the headlight law was to be signed. This was to the effect that a Committee should be appointed by the Governor to take up uniform motor vehicle laws with like committees to be appointed in contiguous states. matter is of sufficient importance to motorists to be followed up and action should be taken with reference thereto at the coming session of the Legislature.

Respectfully submitted,
CHARLES H. WIBORG,
Secretary.



MADE FOR A MOVIE STAR

"There is nothing new under the sun," so it is said, but Jack Frost of Don Lee's Los Angeles toy department, and Henry B. Day, disproved this by turning out a motor car completely covered with high grade top material. Craftsman's Frabrikoid was used and every part of the car and fenders was covered. The material on the body is of lighter shade than that used on the top and fenders. This covering completely obviates the necessity of repainting the car.

This is believed to be the first thing of the kind ever turned out. The result far exceeded the expectations of its originators. The fabrikoid is attached to the body by a specially made glue which holds it firm and gives a perfectly smooth surface. It can be easily cleaned and never loses its luster. The idea is Day's and the execution Frost's. The material gives the effect of the highest grade leather without any of the defects of leather. It is rich and distinctive in appearance. The car used for the experiment was a Cadillac Eight Roadster.

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MOTORIST 11

### Legislative Report at Motor Federation Convention

In the turmoil of war legislative activities were less urgent against the motorist in the legislative session that is gone than they will be in the one following the advent of Peace.

Patriotism imbued the minds of the Senators and Assemblymen, so there was less of the old



HON. EDWIN DUFFEY State Highway Commissioner

Commissioner Edwin Duffey was a guest of the Federation at the Convention and at the dinner Friday evening, December 13th was the only speaker on the programme. He gave a very interesting address on the highway situation which was thoroughly enjoyed by the delegates

time "drawing and quartering" of automobilists than heretofore existed. But the year 1919 bids fair to see efforts made to tax the motor vehicle far beyond the dreams of the most aggressive legislative enemy of motorists and motoring.

A dry New York State means the falling off of taxation of direct and indirect nature approximating between twenty and twenty-five millions of dollars. Real property valuations will shrink, and personal property valuation will all add to the taxation shrinkage. We may be sure that motorists will be called upon to make up for some of the activities of the disciple of drydom, and that direct revenue due the state will fall off to the extent of about twelve millions of dollars, and that there will be local efforts at taxation that will attempt to compensate for the falling off in excise revenue locally. Automobile owners have won great battles heretofore and smashed the Hindenburg line of legislative programs, many times and oft, but the old autocratic idea "that we must have money and must take it from those who possess it", must again be successfully assailed until finally it is dissolved into wreckage and its chief exponents completely "in dutch" with the motoring public.

We must advocate better roads because military exigencies proved the insufficiency of our highways. Warfare has established the instability of state roads for truck travel, and truck travel is but beginning. Parallel roads should be built throughout the state, and if necessary the burden of travel on some of the roads should all go in one direction, and on the other parallel road all traffic should go in the opposite direction. Better foundations, better materials, better supervision and greater integrity of contractors must be the efforts of the New York State Motor Federation in upbuilding the road system of the state.

It requires no far-seeing person to determine that from the chief cities where the Federation is located, will radiate freight and passenger travel that means much to the community served and much to the urban population. Good roads, therefore, must be the foundation of that service, and eternal vigilance must be ours. Every legislative aid that can be given to the new play of Federal assistance for New





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York highways, should be urged to the utmost because the best solution of the high cost of living must come in the easiest and most natural means of transportation.

The Federation prides itself upon the great work done in the Legislature during the past two years and in the state during the past election, in passing the bill for a road through the Adirondack Forest Preserve through the Blue Mountain Lake District which bisects the Adirondacks, and makes that beautiful location accessible to Western New York motorists.

Publicity and personal solicitation by the officers and the members of the Federation, brought about a victory that will not be appreciated, until the people of this state learn to love the beauty of the Adirondacks, as they ride along the highway made possible by Federation activity.

Snow removal made progress in several bills introduced last year, but greater effort should be made this year to keep the main highways open, and to make it possible to operate motors at least on the main lines throughout the winter time. Besides legislative action local action should be encouraged by the members of our influential clubs, so that snow-plows and snow-fences will assist in making winter less irksome than heretofore. Twelve months' usage of the highways means twelve months' devotion to the upbuilding of the highways.

Without doubt there will be many bills introduced which will have to do with the prevention of theft of automobiles. chiefs, in various localities, will welcome any device or regulation that will put a stop to this wild desire for joy-riding or the covetous desire for some other person's property. The Federation has always taken an advanced position in this matter as it has in other legislative matters, to curb the thievery of motor Senator Mullan, of Monroe County, devoted considerable time last year to working out this problem, and every encouragement should be given that will assist him in the coming year, and all those whose efforts will tend to reduce the activity of motor-car thieves.

Signaling systems on motor vehicles have

received a great deal of attention in various communities of the state. Naturally, legislative efforts will be invoked to provide some general but not specific means to indicate when a vehicle is about to turn. This is particularly so in the night time, and it is a dull eye indeed that does not see the wrecks of automobiles cast up along the highway, as a testimonial to the need of better systems of signalling than the hand-direction signal system.

Whistle signals should, in opinion of counsel, be utilized by traffic officers, because the motorists would not then be compelled to watch the officer for his signal. Some of these signals are misunderstood, and the motorist often suffers thereby. With whistle signals the autoist can have his eyes forward, and the same signal that directs him to proceed would cause the pedestrian to remain in a position of safety. As matters now are in many cities of the state pedestrian traffic on cross walks of intersecting streets is absolutely unregulated, the traffic signal being for the motorist alone, hence the condition and stagnation of traffic, and the accidents which occur.

The licensing of all drivers will, undoubtedly, be presented this year, from what your counsel can ascertain, and it is necessary that a definite position on this matter be taken by the clubs of the Federation.

Legislation should again be invoked, so that the Secretary of State will take steps to publish licenses of motor vehicles registrants, so that those who are interested in such matters will have accurate and timely information. This matter was gone over by your counsel last year, with the members of the Secretary of State's staff but results could not be obtained within the time.

Urgent enforcement of the headlight law is recommended because glaring violations of this law are producing grievous accidents. The Federation took an advanced position on this matter in Syracuse in 1917, approving devices after giving them a thorough test. The legislature delayed the whole matter until the latter part of 1918, and then finally approval was given to more devices than the Federation approved at Syracuse. It is significant that no devices approved by the Federation were

rejected by the Illuminated Engineers employed by the Secretary of State, and that none of the devices which were rejected by the Federation were approved by the Secretary of State. While discussing headlights let us implore the Public Service Commission to cause the headlights on locomotives to give some real light. Electric headlights on locomotives, instead of dim kerosene lights, would save many lives and much railroad and private property.

Bill after bill will be introduced which will attempt to give to local communities a portion of the fines gotten from motorists. These bills must be fought vigorously, so that speed traps will not grow up in any community, and so that constables may not wax fat on fees founded upon fraud.

Every encouragement should be given to the State College of Forestry in broadening its powers and in utilizing its resources in causing trees to be planted along our main arteries of travel. They will not only act as windbreaks, saving the highway from snow, but protective shade will be given which will be of benefit in preserving the pavement.

What a glorious thing it would be if the men of the heroic 27th Division, both alive and dead, and those of the 42nd Division and the other brave American boys, both sailors and soldiers, could have highway trees named after them. What a splendid thing it would be, that in time to come, that towering trees would tell the story of the boys who went out from the state of New York to fight for democracy. Tablets could be attached to those trees, and the tale of heroism would cause future generations to thrill with pride, as they enjoyed protection, and the resulting foresight of those who planned the planting of trees for the benefit of posterity.

Let the Federation set itself to this task with zeal and patriotic resolve, and its constructive plan will redound to the credit of those who labored so zealously for the good of the common cause.

### BUY WAR SAVINGS STAMPS

#### PROPOSED AMENDMENTS TO BY-LAWS

The Committee on By-Laws report that the present Constitution and By-Laws have proven in the main very satisfactory to the officers and members of the Club.

It is deemed best by the Committee, however, to recommend three amendments to the By-Laws, one of which amendments would provide that the Directors' meeting should be held on the second Monday of each month instead the second Wednesday. Another amendment would be to the effect that if a director is absent from four consecutive meetings he may be dropped from the roll of directors, instead of six meetings as the by-laws now provide.

The officers of the club are now ex-officio members of the board. We recommend that in addition to being ex-officio members of the Board of Directors that each officer shall have the powers of a director including voting power.

The following are the amendments suggested:

RESOLVED: That Section 2 of Article V of the Constitution should be amended to read as follows: The officers of the Club shall be exofficio members of the Board and shall have all of the powers of the members of the Board, including the power to vote on all questions.

RESOLVED: That Section 7 of Article I of the By-Laws be amended to read as follows: Stated meetings of the Board of Directors shall be held on the second Monday of each month. Special meetings of the Board of Directors may be called by the President.

RESOLVED: That Section 1 of Article IX of the By-Laws be amended to read as follows: Any director who shall be absent from four consecutive meetings of the Board of Directors without proper excuse having been given to the Board of Directors shall be considered no longer a director and his place may be filled for the unexpired term by the Board of Directors.

Respectfully submitted.

ESTEN A. FLETCHER,

Chairman, By-Laws Committee

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### Federal Goods Roads Commission

#### Recommended by Motor Federation and American Automobile Association

### Report of George C. Diehl

The traffic on our highways has increased a hundredfold over what it was in 1905 and in 1912, when the first highway bond issues were made. There was never a time when automobile clubs were so necessary than at this minute, and there was never a time when the good road, movement was in more jeopardy than at this time. It is my experience that better to do it now than never, and I say this because the Motor Federation is what it is. The life of the road depends on the amount of tonnage over it, he public highway. The tonnage of travel is more than a hundredfold what it was in the past.

In 1904 there were 100,000 automobiles; now there are over five million, and it is a thing you will have to deal with—the wear and tear for the trucks will soon exceed the pleasure cars. For this reason I believe that every automobile club should have a truck section.

We must look at the highway problem from a national standpoint. We must support the federal government movement for good roads. We should help out with this work. Transportation is not only by rail and water but highway transportation is now a great element. Motorists were the first great users of the highways, and they are the most interested in the matter and there is a bounden duty for every one to help carry forward transportation through the state. We cannot do this as individuals but the organization is the one to look this matter over, and help make the federal movement a success. We must all aid it through federal action. It is the duty of this Federation to support the federal movement for good roads. I have been out to Chicago to the Good Roads Convention; they had 400 delegates not made up from the local delegates. These 400 represented every highway movement. It was a There was no good great demonstration. roads convention that was ever like that one, and no such talk as they had there. Because it was important for the federal good roads commission to have good roads all over the United

States. They said they wanted the A. A. A., to stand back of the Federal system idea.

We used to think we ought to start with the town and then the city, but the United States will make this thing go, and it will make the roads fit for the great trucks to go over them. It is for us to get back of the federal commission as far as to the highways systems of the United States. We are certain that N. Y. State had a good system until we get a durable pavement 24 ft. wide in the open and 30 ft. wide at the entrance to the cities, we have not begun road building. The funds for this work must come from bond issues and this generation is placed as none other has been-through its giving of its life and wealth for the successful termination of the world war, and it has a right to demand that future generations pay the bill.

It will require from two to three hundred million, and it is up to the motorists of the state to convince the public that it is necessary That convincing must be in terms of dollars and cents, showing how the prices of food commodities and others will be decreased, and the cost of the roads thus returned in exchange for the building of the systems, and the New York State Motor Federation, a body of motorists, which is doing its work for the benefit of the motorists, not for political reasons, and which is free from petty spites, and is the one body that can make that appeal to the public in N. Y. State.

This Federation is composed of clubs whose membership comprises the sound business men of the state, who take the matter seriously and are looking at it as a sound business proposition, important for the great Emprie State to keep in the place it holds as the greatest state, and we should complete our state highways in conjunction with the federal movement.

This is up to the Federation, and when it is realized every automobilist will want to get into an organization of this kind and live and work for their country, and will be willing to put it through. It will cost a great deal of money; and it will have to be raised by bond issues.

I have a list of some of the well-known automobilists of the country who were at the Chicago convention. (Mr. Diehl here read the names of some). They came from all over the Union, from Maine to Florida; from Illinois to Texas, from Columbus, Ohio, St. Louis, Mo., Springfield, Mass., and I was from Buffalo, N. Y. There were many things considered besides good roads pavements, that I haven't time to state. I was quite busy there. When the main question was to come to vote I saw everyone I could and told them to be there at such a time, and I wanted them all to vote for it, and when it came to a vote it was adopted almost without a dissenting vote.

Every one of us is put into this world to make it better, and I feel that we should all do what we can to make people better, and we should follow the Golden Rule, especially in the matter of highways.

On motion Mr. Diehl's report was ordered filed.

#### STATE ASSOCIATION DROPPED FROM A. A. A.

New York, Oct. 19.—"When any state body from which practically all of the clubs in the large cities have withdrawn, seeks to retain its national affiliation by reporting less than a quarter of its remaining club membership, it would seem time for the parent body to enforce the existing by-laws," today commented President David Jameson of the American Automobile Association, on the occasion of a periodic visit to the New York headquarters.

The A. A. head thus explained the paragraph in the call for the forthcoming meeting of New York State Automobile Association clubs at Utica, wherein a topic for discussion has to do with "A national organization of automobile owners which will be of some service and benefit to its members."

"It is not within the province of the A. A. A. to force the motor clubs of a state to accept its dictum in connection with state affairs."

continued President Jameson. "Why the large clubs in Buffalo, Rochester, Syracuse, Poughkeepsie, Utica, and New York City left the New York State association and subsequently formed the New York State Motor Federation, is a long story which does not concern the present administration of the national body, except to the extent that it now leaves the A. A. A. door open to all New York clubs, individually, to join nationally, without reference to the intra-state controversies which have separated them into two groups, the large ones in the State Federation and the smaller ones in the State Association.

"In matters which have to do with the comprehensive use of motor cars, there is a distinct line of demarcation between Federal and State procedure, and, insofar as it is in the power of the present A. A. A. administration, we intend that there shall be no interference through internal state dissensions with the national work, which has assumed tremendous and unusual importance owing to our participation in diversified war activities. (THAT IS WHY THE NEW YORK STATE AS-WAS CALLED TO SOCIATION COUNT THROUGH AN EXECUTIVE BOARD VOTE OF 54 TO 2, FOR FAIL-URE TO COMPLY WITH THE BY-LAWS AND IT ALSO MAKES CLEAR WHY THAT BODY HAS LOST ITS NATIONAL MEMBERSHIP AS A STATE ORGANIZATION.")

### FOR SALE

Rauch & Lang 1917 Model Electric Coupe

NEW TIRES NEW BATTERIES

Address A. B. C. Auto Club

### Busy Year for Motor Federation

Being one of the largest clubs affiliated with the New York State Motor Federation, the Automobile Club of Rochester will take an active part in the programme of work laid out at the convention. Special attention is called to the first resolution passed at the morning meeting, Saturday, December 14th; it is the first shot in the highway construction plan for new era of road building and while the ball was made in Chicago it was fired for the first time in this state at the Motor Federation Convention. The other resolutions cover the programme of work laid out for the Federation clubs.

WHEREAS, the President of the United States in his recent message to Congress recognized the value of improved highways it the general transportation system of the nation, and definitely recommended and urged their rapid development; and,

WHEREAS, this work is necessary to give employment to our returning soldiers, and also to furnish worthy projects on which unemployed labor can be engaged during the period of readjustment, and,

WHEREAS, We recognize the necessity for a well-defined and improved system of highways in order to expedite the distribution of foodstuffs now wasted on account of the lack of prompt and adequate highways transportation, and to better serve the economic and military needs of the nation.

THEREFORE BE IT RESOLVED, that a Federal Highways Commission be treated and promoted to guide this powerful economic development of both highways and highways traffic and establish a national highways system, and

BE IT FURTHER RESOLVED, that the present appropriations for federal aid to the states be continued and increased and the states urged to undertake extensive highway construction so as to keep pace with the development of this country and its transportation needs, and in carrying out the provisions of the present Federal Aid Act or any amendment thereto, that the State Highways Depart-

ment shall co-operate with the Federal Highways Commission; and

BE IT FURTHER RESOLVED, that all Governmental activities with respect to highways be administered by the Federal Highways Commissions.

And to supplement that resolution the following was adopted to "hook up" New York State with the national idea:

The New York State Motor Federation supports the American Automobile Association in all its objects and urges all motorists of New York State to affiliate with the Federation a the only practicable way those motorists can assist in upbuilding the highways of the nation.

Other resolutions were:

Favoring the resumption of road building and repair despite high prices.

Approving all issues for bond construction work, and urging the United States Railroad Administration to reduce the rates on road building materials.

Urging that roads be constructed of more durable materials, along safer lines; that bridges be strengthened, railroad approaches widened, and warning signs be arranged for.

Urging the P. S. C. to bring about better headlights on locomotives in N. Y. State as a precautionary measure.

Urging the construction of the highway in the State of Pennsylvania from N. Y. State line to Williamsport and Harrisburg.

Urging that State routes 2 and 6 (the cross-state highways) be widened, constructed of

more durable materials, and made a width of 24 ft. in the open and 30 ft. at the entrance of cities.

Recommending that the Department of Safety teach safety first in the schools as applied to crossing streets and highways.

Asking the Highway Department to have a new basic map of New York State prepared, showing all town, county and state roads.

Favoring the rigorous enforcement of the Headlight Law.

Urging prudence and caution on the part of autoists and pedestrians, that motorists act as road monitors; that traffic signals at street intersections be given by whistles; that safety devices be applied to all automobiles; that the practice of motorists driving cars doffing their hats to women be done away with.

Requesting the Federation and individual clubs of the body to form a commercial vehicle committee.

Favoring the continuation of the present automobile registration fees, with a continuance of the present division of the funds.

Accepting the plan of the State College of Forestry to plot out the planting of trees and hedges along the highway from Utica to Syracuse, the trees to be named after N. Y. State heroes and the co-operation of the Sons and Daughters of the Revolution to have tablets placed on each tree.

Favoring the plan of receiving road, snow and weather conditions at automobile club headquarters to be given out to drivers and commercial and passenger automobiles.

Urging a huge scrap heap of old automobile numbers, with the metal salvaged and donated to the Red Cross.

Recommending that the repair of approaches to railroad crossings be placed in the hands of the highway department.

Recommending the extension of snow removal plans, with the burden of doing the work removed from towns.

Recommending legislation to adopt means to prevent the stealing of automobiles.

Urging legislation to prevent carrying extending boxes on the running boards of automobiles. Petitioning Governor-elect Alfred E. Smith to appoint a practical man as state commissioner of highways.

The Board of Directors of the Automobile Club of Rochester, assembled at its regular monthly meeting on Dec. 11th, 1918, unanimously adopted the following resolution:

RESOLVED: That we, the Directors of the Automobile Club of Rochester, hereby extend to Charles T. Chapin, a member of this Board, our heartfelt sympathy by reason of the death of his beloved mother, Mary E. Chapin, which occurred in this city recently.

Mrs. Chapin was well known and well thought of in this community for her many acts of charity and kindness. She was in all respects a mother of whom any son might well be proud and revere her memory.

While we sympathize with Mr. Chapin in his great loss, we also feel that he has been most fortunate by reason of the fact that his mother was spared to him for so many years and able to round out the useful and worthy career which she did.

### Annual Meeting of Auto Club

In accordance with the by-laws of Automobile Club of Rochester, Dr. F. R. Smith, President, has issued a call for the annual meeting to take place at Powers Hotel, Wednesday, January 8th, at 8 P. M. There will be the report of officers, committees, election of officers and directors, and any other business that may be brought before the meeting.

# Address of Professor Faxon of State College of Forestry of Syracuse University

NOTE: The Federation voted to defray the expenses connected with planting the trees along the route from Syracuse to Utica.

This afternoon I have been asked to present to you the matter of "Roadside Tree Planting." As I understand this has been presented to you before but I think that nothing came of it. The College of Forestry has kept the matter alive and hope, with the State Federation cooperating, some thingmay grow up from it. I might say that the people of the State are taking this up as a memorial to the soldiers of the State who have made the supreme sacrifice. What finer memorial could be given them than by planting trees by the roadside. Just as it took many years to get the roads, so it will take many years for the state to develop this roadside planting of trees. We all appreciate the idea in an aesthetic way, the beauty of them, the shade they give, but do we recognize that trees add to the life of the roadway and will, after some years, replace these unsightly snow fences that are being built along the highways through the state to keep them open; and the trees that are planted will take their place and do their work. For all these reasons and the other reason as a memorial to the soldiers, I think the Federation and the College of Forestry can be put on the same basis.

In 1914 the College of Forestry took up this idea of roadside planting, and we determined to plant the roads from Buffalo to New York. The College of Forestry took that to show what would be needed, the cost and the procedure of doing it.

The College of Forestry cannot only furnish the time of their assistants but also give you a clear idea as to what to do with the farmers, so they can be assured of its necessity. I was interested in this bulletin of the roadside planting, and later we will advert to conditions in the towns and cities. The roadsides can be planted with trees and with shrubs; we shall show what should be taken out and what left, and given better care. The College of Forestry deemed it best to keep the matter alive, and that the people of the State, through the Federation,

would, in time, realize the necessity and the benefit that would come from it; we have taken up the roadway between Syracuse and Utica.

I may say that the College of Forestry does not want to compete on professional outlines. I can say that it wants to co-operate with the people, starting them on some basis and then let the State of New York deal with the professional men, and I suggest that it does start in union with some such basis as the College of Forestry has been so interested in.

The roadside from Syracuse to Utica has been thoroughly surveyed by the use of the basic maps, and this work has located the places by the roadsides that will be benefited by the planting of trees. Every farmer could plant a few trees and have them develop, but we have felt that we should have the work done on an organized plan: there are plans drawn for each place or locality, and this bulletin that I have spoken to some about is in preparation and will be published this winter or spring.

It is hoped that the planting plan that is to be carried out between Syracuse and Utica will be taken up this summer. The College of Forestry is willing to give the time of its landscape men for the work, if the Federation will be back of it and act on the matter definitely and work up state legislation. It would require from four to six weeks for a survey for planting between Syracuse and Utica. This would be for the preliminary survey, copies of which I have here. I think it would take from six to seven weeks or more for the planting of the roads. If the location would furnish an automobile, it would save considerable time in going over the road. A plan of that kind cannot be made hurriedly; if it is going to be done, it should be done thoroughly. The College of Forestry thought, by having a small section done it would be an incentive to the automobilists of the state. It took many years to get good roads, and after the people saw what good came from them, there was a state-wide de-



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We consider it a signal honor that in the crucial time the experts of the French High Commission selected the Marmon 34 as the American car best suited to the needs of the staff, and ordered several hundred. French motor-car judgment is unexcelled. France knows it is an honor to serve her.

A drive in the Marmon demonstrates conclusively that this car hugs the road, smoothes out inequalities and runs straight to the line at all touring speeds, and with ease, flexibility and economy.

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mand for them. I think it will be the same with roadside planting, because, where an organization is interested there will come a cry to get the beautiful trees, and with the additional incentive that it is to be a memorial for the soldiers lost in the war, I think the whole state will take it up and have it completed within the next two or three years

+

Teacher—What is the difference between "I will hire a taxi" and "I have hired a taxi"?

Pupil—About six dollars and a half.—New Orleans Times-Democrat.

+

Regan (at Leary's Book Store)—"I want one of Edgar Allen Poe's works."

Clerk-"All right, sir; any special title?",

Regan—"Oh, give me something he's just written."

+

MacEvitt—"Waiter, this coffee is pretty weak."

Waiter—"Well, sah, this is a week day."
And Mac was apparently satisfied with the explanation.

#### NOTICE:-

Publicity given retreading plant at Platt Street and Brown's Race and arrangement with Rochester Railway & Light Co. for use of steam line of quality and pressure used in manufacturing tires resulted in many taking vulcanizing work here.

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Plant on Race duplicates factory conditions. Retreaded Tires giving same service as new. You save from \$10 on small fabric to \$60 on large cord tire. Worth while? Some day motorists will watch and remove tire for retreading when fabric shows. Run in or phone us. We will look at tires and if fit, give prices. Positively will not attempt work where case does not warrant. Consider, we use treads (Non Skid) supplied by Goodyear, Goodrich, Miller, Mohawk, etc., and new appearance of tire is unaltered. All repair work guaranteed whether repairing a puncture or retreading.

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#### Coming Events

Motor Shows

Los Angeles, Cal.		Dec. 25-Jan. 1
Milwankee Wis		Ja. 24-30
Chicago		Inv. 95 Feb. 1
Chicago	assenger Cars, Coliseum	Jan. 25 Feb. 1
Chicago	assenger Cars, Consenin	Jan. 25-Feb. 1
	rucks, Coliseum	
Rochester		Feb. 10-15
Louisville, Ky		Feb. 15-22
Newark, N. J.		Feb. 15-22
Minneapolis Minn		Feb. 15-99
Des Moines In		Feb 17-99
So Rothlohom Pa	. Passenger cars.	Feb 17-94
So. Detinenein, La.	Trucks.	Feb 04.07
Ct 7 M.	Trucks	Feb. 21 20
St. Louis, Mo.		P. L. 21 M 1
	parente en la company	
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San Francisco, Cal.		Mar. 1-10
Syracuse, N. Y		Mar. 10-15
	Passenger cars	
Di Goldiyin.	Trucks	
Tenton N I	THURS	March
Great Falls Mont		March
Pittsburgh.		March
Cleveland, O.		April
Montreal, Can.		April 5-12
Committee of the Commit		THE CONTRACTOR OF THE PARTY OF

Rochester, N. Y., Dec. 14, 1918.

Dr. Frederick R. Smith, President, Rochester Automobile Club, City.

My Dear Dr. Smith:-

In behalf of the local Executive Committee of the New York State Conference of Charities and Correction, I wish to thank the Rochester Automobile Club for the very valuable assistance that it gave in entertaining the visiting delegates. They were all profuse in their laudations of the way in which they were entertained, and they said that they would always hold Rochester in grateful remembrance. Yourself and Secretary Donahue did everything that could be desired for their entertainment. Please to make known to the Club the gratefulness of the local Executive Committee.

Yours very sincerely,

A. M. O'NEILL.

## Report of Committee Attending the Convention of American Association of State Highway Officials and Highway Industries in Chicago

December 16, 1918.

To the Honorable, the Board of Supervisors of the County of Monroe.

#### Gentlemen:

In accordance with your resolution, we attended the Convention of the American Association of State Highway Officials and Highway Industries held in Chicago, December 11th and 12th. The meeting was very largely attended. Eright men of the country, representing forty states were there, including road-builders, material manufacturers and builders of motor vehicles, both touring cars and trucks, also representatives of the U. S. Bureau of Public Roads.

Realizing that it would be a good opportunity to discuss with leaders of thought, concerning highway problems, we took with us the following proposition that in case the Federal Government should decide to build any roads, they should, no matter what other roads were built, construct two highways or routes in which the County of Monroe is directly in-First-a great trunk line from Buffalo to New York, following in general the line of the New York Central & Hudson River Railroad. Second—a great north and south road from Rochester following in general the line of the Buffalo, Rochester & Pittsburgh R. R. to Fittsburgh, and that these two roads should be made with a hard surface at least 22 ft, wide of sufficient strength to sustain a load of twenty toes on four wheels, with radi of all curves to be not less than 900 ft, with no grades exceeding 5 ft. in 100.

We discussed this proposition with many people at Cleveland, Toledo and Chicago, including highway men, railroad engineers, motorists and operators and manufacturers of trucks and learned that on account of the prevailing sentiment apparently the country over, we were conservative in such proposition.

At Chicago, on the 10th of December, the American Association of State Highway Officials and Highway Industries, by the vote, favored extension of the Government aid to highway building in accordance with the law that has been in force three years, which provides for Government aid apportioned among the states somewhat in the manner in which the State of New York apportioned the money received from bond issues among the counties; that is, in accordance with the area, population and mileage of post roads as certified by the Postmaster General and the moneys so apportioned to be paid to each state after it had furnished as much money as the Government allotment and the combined amount to be spent under the direction of the State Highway Department with the approval of the U. S. Bureau of Public Roads.

Notwithstanding this, at the joint meeting on the 11th and 12th, when the representatives of the Highway Industries were with them, they authorized the preparation of a law to be submitted to Congress, providing for the building of National highways by the Government which should be selected by a Governmental Commission to be established, independent of any of the existing governmental departments, and further, that the cost of these roads should be borne by the Government in full and that they should be maintained by it.

This action taken in Chicago has been approved unanimously by the New York State Motorists' Federation which includes the Rochester Automobile Club as well as the Buffalo Club, etc.

In view of this action and on account of the great interests of the County of Monroe in such possible legislation, we recommend that the Good Roads Committee of your Honorable Body be instructed to attempt to secure through our delegation in the New York legislature at Albany a joint resolution by the legislature of the State of New York, urging upon the National Congress the advisability of specifying in the proposed law these two great routes to be put at the head of any National routes that may be selected under such proposed law.

Very respectfully submitted, H. A. BOWMAN, Chairman of the Good Roads Committee J. Y. McCLINTOCK, County Superintendent.

### Automobile Show February 10 to 15

Rochester's eleventh annual automobile show will be held at Exposition Park the week of February 10 to 15, and the executive committee of the Rochester Automobile Dealers' Association is hard at work on the plans to make the event the biggest and best exhibit of

automobiles ever held in the city.

Plans for the show were begun at the annual meeting of the Dealers which was held at Hotel Seneca on December 17. George W. Henner, the local Oldsmobile man, was elected president of the association; Frank W. Peck of Studebaker fame was named vice-president; Paul Le Hardy, the Marmon man, was re-elected secretary, and William P. Knipper, Saxon and Nash dealer, was made treasurer. In addition to those named, the board of directors consists of George J. Wagner and George J. Bauer, Ford dealers, and E. J. Ellis, the Packard and Dodge man.

President Henner named the balance of his executive committee the day following his election. This committee consists of the board of directors and eight others. They are Charles T. Chapin and Henry J. Rowerdink, accessory men; Campbell Baird, of the Cunningham factory; George J. Sullivan, the truck builder; Edward D. Creed, Overland man; Archie Holley, Haynes dealer; and Henry J. Strong,

Chandler man, a former president of the Automobile Club of Rochester.

The selection of the dates is happily fortunate. The week of February 10 to 15 is the second week of the New York City show, but that week in New York is to be given up exclusively to trucks. That means that any and all new models of passenger cars by manufacturers for the New York show will be available for the Rochester exhibit, and they will be brought to this city and exhibited here.

One of the features which the committee hopes to work out so that it will form one of the big things of the show, is the tractor exhibit. There are a number of tractor agencies in Rochester, with more being opened up each month and it is expected that by Show-time there will be eight of these machines

available for exhibition.

Affairs in the automobile world are opening up very brightly for 1919. There are those in position to know who state that the year will prove the biggest automobile year in history and that manufacturers will be hard pressed to furnish dealers all the cars required. This can mean but one thing, that the automobile show will be attended by thousands more than ever before, and that orders and sales will be piled up in large quantities.

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The object of carrying automobile insurance is for protection in case of trouble, and this point is a sturdy reason why it is an advantage to place your policy with me, because I have the New York drafts right with me to pay the claims; and you will find this a real service at the time you need it most.

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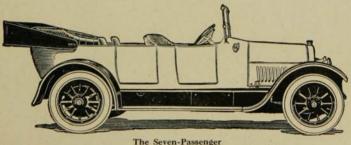
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OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER

ASKED if the Chandler

would be seen at the Auto Show this year, as usual, Henry G. Strong, President Strong Motors, Inc., Union Street Off East Avenue, authorized the following statement:

"Not only seen, as usual, but admired."

3-12

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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 3

February, 1919

No. 12

"Back from France and On the Job"



EDMUND S. HOWARD Assistant Secretary of Club

#### Officers and Directors for 1919

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### ANNUAL MEETING

OF THE

### AUTOMOBILE CLUB of ROCHESTER

Held at the Powers Hotel on January 8, 1919

### Report of President, F. R. Smith, M. D.

We have again met in annual session for receiving the reports of the officers and to enable them to give an account of their stewardship for the year. Many of you have received through the mail a copy of the annual report of President. If any one wants one they will be handed around and will show the activities of the club for the past year.

I have no fixed address tonight. I want to call your attention to one or two things in the report. One is the matter of road signs. You know that very little was done in regard to road signs during the past year. Now that the has ceased we will be able to do more with the road signs than we have done in two years; we thought best last year to conserve our efforts. We will take in the central part of the State, going east to Geneva and to the west, meeting the Buffalo and Jamestown clubs in the work.

We look back with a great deal of pleasure to what we have done in one day, for the Rochester city orphans, when, through the club and the generosity of the members, we gave the little orphans as good a day as possible.

There will be a new number plate ready for distribution very soon, and a new emblem will be ready. This will conform to the number plates and will take in all members of the Federation.

We are in affiliation with the New York State Motor Federation, which paid our club a very great compliment when they very courteously elected me their president for the ensuing year and allowed me to appoint our secretary, George Donahue, as secretary of the Federation. Our dues to the Federation are twenty-five cents per member, with ten cents for the A. A. with which we are affiliated.

We have offered a reward of \$25.00 for the detection and punishment of any one stealing an automobile.

Our war work has been very heavy during the past year; during the Liberty Bond campaigns, the War Chest, the Red Cross and the influenza, but through the splendid efforts of Mr. Donahue we have been able to accomplish much.

The Automobile Show was changed, last year, from the Exposition Buildings to Powers Hotel in a few hours. It was done through the efforts of the Automobile Club and the courtesy of Mr. Messner of Powers Hotel.

Mr. Howard is among the boys in service with our army in France. As he was the mainstay of his mother, we have maintained his salary, or rather the difference between what he has drawn from the government and what his salary was, and she has received a salary check as if he was still one of our office force.

We had some trouble with the "gasolineless sunday," which was a difficult thing to handle. Some of the motorists were very pleasant about it and some were very unpleasant, but through the diplomacy of our secretary, we succeeded in satisfying everybody and the club received great credit for its way of handling it.

We have had tractor demonstrations, motor and motor truck demonstrations and motor truck enlistments, and through the co-operation of the club with the motor transportation people we succeeded in getting 1200 enlistments for that service. They gave their time and we gave them the use of our quarters.

There is one more thing I want to call attention to. You will notice it in regard to the accident on the Henrietta road. At the ex-

pense of the club we had the trees and the brush cut to such a distance that it will make that crossing perfectly safe, if a driver uses the least care.

MOTORIST

As to the license bureau; the burden was assumed by us when the bureau was taken by us to handle. The State has taken the bureau over this year, and it makes Rochester a license bureau city. No funds were appropriated for it and we took the burden upon ourselves, at an expense of \$3,000.00. We understand it will be taken care of by the Legislature this year.

You will find from our finance report that we have maintained that bureau. You will also find in the finance report that the club is entirely out of debt, having a balance in the treasury, which is a great satisfaction to the officers. You will see on the last page of the report the statement of the Wilson & Co. accounting firm. They have brought it up to the close of the fiscal year, so we come to you tonight with a clean slate, with a year of great activity, through the absolute loyalty, cooperation and support of the club membership. There has been no task too great or too small

for our members to respond to and show their willingness to give their services and the services of their cars, during the past year. We have been able to help the Red Cross and take soldiers on their outings, which was done during the past year, and we had already organized a committee to take care of the wounded if the hospital had been established at Exposition Park, where arrangements had been made for the government to take over the park and convert it into a military hospital for soldiers and sailors. We had arranged to do it with the government. We expected to be at their disposal, at least once a day.

We extend a hearty welcome to the stranger, whether members of any club on outside. We hope they will carry the impression that the members of this club are good fellows and that it will be a favorable impression of the city. Every motorist—it is the motorist we are working for, whether a Democrat or Republican, Protestant, Catholic or any other denomination, whether he belongs to the Motor Federation or the State Association; if he drives a car, he will be welcome here.

### Report of Club Committees

Report of the Good Roads Committee

During the past year as Chairman of the Good Roads Committee, I attended several meetings of the Committee which were held to take up numerous road propositions throughout the county and adjoining counties.

The Committee has been active in obtaining Federal aid on the Batavia-Bergen-Rochester road and we can report that this will be among the first roads to be constructed.

We met with the Committee from Brighton on the improvement of Clinton Ave. south and this matter is now pending with the County Superintendent of Highways, and we urge that the proper resolution be passed at the meeting tonight favoring the early construction of this road.

While the matter of improvement of the so-called Shore Boulevard means the expenditure of a large amount of money, still, we are hopeful that sufficient money will be forthcoming from the State to bring about this improvement within the next two years.

Last month we held a very enthusiastic meeting for the discussing of the removal of snow from the main highways and seven of the members of the Board of Supervisors were present. All were enthusiastic and we recommend to the Club that during the next few months the Club go into the matter thoroughly with the County Board of Supervisors.

During the coming year we recommend that this Committee take an active part in State and national good roads movements and give every co-operation to the Good Roads Committee of the Motor Federation and the American Automobile Association.

> Respectfully submitted, GEORGE W. HENNER, Chairman

#### REPORT OF TRAFFIC COMMITTEE

Owing to the numerous war activities and the fact that most of the members of this

#### THE FIVE-COLOR DISPLAY SIGN

Now appearing in all of the show windows of Rochester, announcing the

# ROCHESTER AUTO SHOW

TO BE HELD AT

# EXPOSITION PARK February 10th to 15th

was manufactured by a new patented process which we have just installed and on which we control exclusive manufacturing rights in this territory. All printing plates and their cost are eliminated by this process. It might be termed "mechanical painting". Genuine oil paints are used—permanent colors that will not fade—also water proof.

#### Rochester Advertisers

who use from 500 to 5000 Display Signs—Street Car Signs—Window Cut-Outs or Displays will be interested in learning more about this new process.

Call Main 6045 or Stone 4539 and arrange for interview with our representative.

# Visit The Auto Show

# Schaefer-Ross Company, Inc.

84 North Street, Rochester, N. Y.

(Largest Manufacturers of Photographic Advertising Specialties in America)

MOTORIST 7

Committee have been extremely busy because of the war but few meetings were held and no great step was taken to urge improvement in general traffic conditions, although we have on several occasions taken steps to preserve the safety of the public and lessen the number of accidents in the city.

The Committee strongly recommends that the City ordinances be published and a copy available for motorists in the city and county. This could either be done by the city or by the Club and we further recommend that the new traffic committee take up with the Common Council the necessity for a new ordinance on traffic which will include parking restrictions and one-way streets.

Respectfully submitted,

W. F. FOLMER, Chairman.

#### REPORT OF ENTERTAINMENT COMMITTEE

It has been customary for the Automobile Club to hold its annual banquet early in the year and the Entertainment Committee had all plans completed for a war supper for the month of March, but owing to the request of the Fuel Administrator to conserve fuel and the Food Administrator to conserve food, the Committee voted to abandon the idea of a banquet or supper this year.

Early in the year the Rochester Committee was appointed to lay out a schedule of entertainment for the soldiers at Baker Field, Mechanics Institute and Kodak Park, and the Club co-operated with other organizations in the city in entertaining these soldiers. This Committee promoted a special entertainment for the soldiers at Genesee Valley Park, consisting of athletic events and the picnic all of which was provided at a small expense.

On December 13-14th the New York State Motor Federation held its annual convention at Rochester, electing our President and Secretary to the same offices as they hold in this Club, this being the first year the Federation came to our city for its convention, the Board of Directors authorized the Entertainment Committee to properly entertain the visitors and a supper and theatre party were held for about sixty.

We recommend that a banquet be held by the Club during the month of February or March.

> Respectfully submitted, E. C. PIERREPONT, Chairman.

#### REPORT OF THE CONTEST COMMITTEE

While it has been customary for the Contest Committee to handle outdoor activities of the Automobile Club including the hill climb, Kendall Fair, Buffalo Run and Clambake at Bergen, we beg to report that owing to the war, the Committee decided not to hold these annual events and the only one on the program was the clam bake which was held at Bergen with about one hundred members attending and fifty of the Buffalo Club.

It is the aim of the Contest Committee to promote outdoor activities for the members of the Club without expense to the Club and the coming year we recommend that the four annual events be held, for they are always enjoyed by a large number of the members.

During the past year automobile races were held in Western New York without sanction of the American Automobile Association Board and we strongly recommend that members of the Club discourage the promotion of nonsanctioned events.

Respectfully submitted,

A. B. HONE, Chairman.

#### REPORT OF SIGNS COMMITTEE

Mr. President:

I beg to report that the Signs Committee has had but little work to do this year owing to the fact that during 1917 our entire territory was properly posted with direction and danger signs and that we confined our activities the past year to replacing worn-out signs and erecting signs asked for by members.

The Committee recommends that early in the year the Club follow the same program in this work as in 1917, that is, that all the highways be again posted with danger and warning signs and that we also include the earth roads that are good for motoring.

Respectfully submitted,

PAUL LEHARDY.

# CHAPIN - OWEN CO., Inc.

370-386 MAIN STREET EAST

C. T. CHAPIN, President C. S. OWEN, V-President C. H. CHAPIN, Treasurer R. D. HAYWOOD, Secretary

### AUTOMOBILE TIRES AND ACCESSORIES SPORTING AND ATHLETIC GOODS

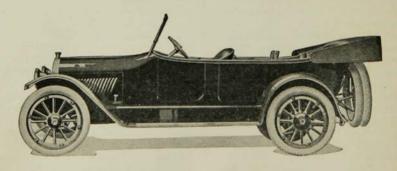
We Sell All Makes of Tires

"The Autoist's and Sportsman's Shop"

# EVERYTHING FOR THE AUTOIST AND SPORTSMAN

WHOLESALE AND RETAIL

### OLDSMOBILE 8



The result of 20 years experience in high-class Motor Car building

G. W. HENNER

1000 EAST MAIN

MOTORIST 9

### Address of County Engineer J. Y. McClintock

History is filled with stories of cities becoming great by reason of development of
streams of commerce and afterwards dwindling
because of changes in the flow of that commerce. There are instances of cities on great
rivers enjoying the prosperity due to such location reduced by reason of a change of channel
in the river. It is said that Venice, the commercial mistress of the world, declined from
such position when the discovery of the possibilities of sailing ships around Cape of Good
Hope to the East did away with the movement
of caravans from the Mediterranean.

It is a serious question at this time whether the City of Rochester is not at a turning point in its career of growth and prosperity. This community has done its full share in developing a splendid system of good roads already built in the State of New York but after hundreds of millions of dollars have been expended, we find ourselves left on one side of the great stream of travel passing east and west. Today, it seems apparent to all, that the one great trunk line which should have been built ere this, should now be in operation in the neighborhood of the great New York Central & Hudson River Ry., and yet, one today can go almost anywhere in the State of New York more easily than along such route.

Now, gentlemen, it is noticeable that other communities who do not have the advantage of publicity that this community enjoys rightfully, have organized working associations for the purpose of convincing their own citizens, as well as other people of the advantages of the given proposition in which they are interested. Lately, there was a convention at Kansas City at which the following associations were represented; Yellowstone Trail, Lincoln Highway, Pike's Peak Ocean to Ocean Highway, National Old Trails, Jefferson Highway, King of Trails, Dallas-Canadian-Denver Highway, Burlington Way, Daniel Boone Highway, Sunshine Highway, Albert Pike Highway, Mississippi Scenic Highway, Diagonal Trail Association and Dixie Highway, and these are only a portion of such associations.

The question occurs, whether or not it is not up to such a Club as this, being one of the largest and most active in the country, to arrange for an organization, say of all the chambers of commerce, Automobile clubs and other civic associations that might be interested in behalf of securing aid from the government or states for the New York-Rochester-Great Lakes-Chicago & Twin Cities National Trunk Highway.



GEO. HENNER, President Show Committee

#### PROPOSED MOTOR TRUCK WORK

Realizing that the passenger automobile and the motor truck are economical fellow-occupants of the road, the American Automobile Association, through recent action of its executive directors has added to its list of national boards one which will have to do with motor truck operation. President David Jameson has appointed as the chairman of the new board Stedman Bent, president of the Automobile Club of Philadelphia, who is thoroughly acquainted with motor truck transportation needs. John R. Eustis, who has made a special study of road transportation, is the new secretary of the Motor Truck Board, which will have its offices at the New York City A. A. A. headquarters, No. 501 Fifth avenue at Fortysecond street, claimed to be the busiest corner in the United States.

# H. J. PELLETTE

## CLEANER

\_\_\_\_OF\_\_\_\_

Rugs, Silk Tapestry and Automobile Upholstery

Velour, Velvet, Plush and Silk

DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

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ROCHESTER, N. Y.

# PAY Your Dues

AT THE

Auto Club Booth

AT THE

Auto Show

February 10th to 15th

# **ANNOUNCEMENT**

We have taken the distributing agency for

### VIM TRUCKS

We are prepared to make immediate deliveries of this sturdy little car. Our stock of parts is complete. An expert from the Vim factory is in charge of our service station.

New models of the HAYNES LIGHT SIX are on display at our showrooms.

ROCHESTER HAYNES, Inc. 76 NORTH STREET

# Good Roads Programme of Auto Club

Resolution passed at annual meeting of the Club. Proposed Good Roads Improvements of great interest to motorists.

#### Resolution No. 1

RESOLVED, That the Automobile Club of Rochester express, by a vote of thanks, its appreciation of the successful and cheerful efforts of the Department of Public Safety of the City of Rochester in making the streets safer for automobilists and pedestrians by efficient regulation of traffic, and that special emphasis be given in expressing the gratitude of this organization to the members of the traffic squad of the Police Bureau for their effective work in the membership campaign of last year.

#### FEDERAL HIGHWAY COMMISSION Resolution No. 2

WHEREAS, The President of the United States in his recent message to Congress, recognized the value of improved highway construction in the general transport system of the Nation and definitely recommended and urged their rapid development, and

WHEREAS, This work is necessary to give employment to the returning soldiers and also to furnish worthy projects on which unemployed labor can be engaged during the period of readjustment, and

WHEREAS, We recognize the necessity for a well-defined and connected system of improved roadways in order to expedite the distribution of large volumes of foodstuffs now wasted on account of the lack of proper and adequate highway transportation and to better serve the economic and military needs of the Nation, therefore be it

RESOLVED, That a general Federal Highway Commission be created to promote and guide this powerful economic development of both highways and highway traffic and establish a National highway system. Be it further

RESOLVED. That the present appropriation for Federal aid to the states be continued and increased and the states urged to undertake extensive highway construction so as to keep pace with the development of this country and its transportation needs; and in carrying out the provisions of the present Federal Aid Act, or any amendment thereto, that the State Highway Commission shall cooperate with the Federal Highways Commission and be it further

RESOLVED, That all governmental activities with respect to highways be administered by the Federal Highways Commission.

#### SHORE BOULEVARD

#### Resolution No. 3

WHEREAS, The adoption of the constitutional proposition at the last election enables the legislature to appropriate a considerable sum of money from the balance due to Monroe County from the moneys raised from sale of the second fifty-million-dollar bond issue for highways, and

WHEREAS, It is expected that such appropriation may be used on the proposed Shore Road, and

WHEREAS, A section of this Boulevard has been laid out and graded with necessary culverts built, extending from the East Side Boulevard easterly about one mile, the land for such boulevard being given by George A. Gillette and others, and Jay A. Stanton, and already many beautiful lots in this section have been sold to prospective builders, and

WHEREAS, It is evident that this Boulevard should be extended easterly to form what will be the main entrance from the city to Durand-Eastman Park, therefore

RESOLVED, That the Automobile Club of Rochester urge the authorities of the City of Rochester, County of Monroe and the town of Irondequoit to make provision for extending such boulevard easterly so as to properly develop the travel between the city and Durand-Eastman Park.

#### BATAVIA-BERGEN-ROCHESTER ROAD Resolution No. 4

WHEREAS, Rochester, the third city in the

STONE 558

MAIN 557

# RAYFIELD CARBURETORS

BOSCH MAGNETOS

# "TAKE IT TO HILL'S"

General Overhauling. Battery Repairing
Tow Car Always at Your Call

# J. LAWRENCE HILL CO., Inc. 21-23-25-27-29 PLYMOUTH AVE. SOUTH

### MACBETH'S GREEN VISOR LENS

Awarded Highest Rating

Approved and Used by Secretary Hugo

> ALL SIZES IN STOCK

A Lighthouse Lens for Your Car

BUY THEM AT

Laube Electric Co.

338 Main St. East

THE

# DETROIT ELECTRIC

### "ALWAYS READY TO SERVE"

GARAGE CAPACITY FOR ONE HUNDRED ELECTRIC CARS— OPEN 24 HOURS EACH DAY

#### SAGER'S ELECTRIC STATION

Roch. Phone, Stone 2518 Bell Phone, Chase 1287 340-360 CULVER ROAD

State of New York has become sidetracked in relation to the great stream of through traffic between the East and the West by reason of the over-confidence of our people in the proper treatment of the city by New York State officials and our own neglect.

RESOLVED, That this Club insist that the condition permitting of Rochester being left out be remedied, and that the great trunk line through the State of New York shall be built so as to go from Buffalo through Batavia, Bergen, Rochester, East Rochester, Fairport, Mendon, Palmyra, Lyons, Savannah and Syracuse, making a direct line following practically the New York Central Railroad. Be it further

RESOLVED, That the Good Roads Committee take up this matter with the Commissioner of Highways and secure the co-operation of the county officials.

# RESOLUTION FOR CLINTON AVENUE SOUTH

#### Resolution No. 5

544

WHEREAS, Clinton Avenue South is one of the few great streets which is unimproved, extending out into the country, and such road has been destroyed for travel by the construction of the two water conduits by the City of Rochester, and

WHEREAS, We are informed that the city officials have undertaken to pay to the town of Brighton, five thousand dollars (\$5,000.00) towards repairing and improving such Avenue, therefore

RESOLVED, That the Automobile Club of Rochester hereby strongly urge the Board of Supervisors of Monroe County to meet such effort on the part of the city by an appropriation if necessary from the moneys to be received from motor vehicle licenses so that this important Avenue from the heart of the city may be properly improved as soon as possible.

#### SNOW REMOVAL ON COUNTRY ROADS Resolution No. 6

RESOLVED, That the Automobile Club of Rochester highly approve of the beginning of effort made by State Highway Commissioner Duffey to maintain traffic on some of the roads through the entire year, and while this work will be limited for the coming winter to the connecting route through Brighton, Pittsford and Mendon connecting with great State Route 6 between Buffalo and Albany, it is to be hoped that the mileage so cared for will be largely extended and we urge for the consideration of not only the state officials but also county and town highway officials to carefully consider the subject and to plan to maintain as large a mileage as possible for motor vehicles during the whole year and in this particular make Monroe County a leader amongst the bounties of the state.

#### MEMORIAL TREES

#### Resolution No. 7

WHEREAS, There is a prevailing sentiment in favor of setting trees along the highways to serve as a memorial of the boys who have given their lives in the World War,

RESOLVED. That the Rochester Automobile Club endorse such plan and recommend to the highway officials of the towns, county and state to provide for the carrying out of such plan as far as possible. Further, we recommend that long-lived shade trees be selected for such purpose rather than fruit trees, and to be more definite that in general they should be American elms as being the most appropriate and have a proper dignity for such purpose, and that these trees in general be spaced 70 feet apart on each side of the highway, and staggered, following the plan adopted by the County Engineer of Monroe some years ago when four hundred of such elms were set out on the West Henrietta Road from the city line for about two and one-half miles south.

# IMPROVEMENT OF BAY ROAD IN TOWN OF WEBSTER

#### Resolution No. 8

WHEREAS, \$181,000 has been appropriated by the County to various towns from the funds received from motor vehicle licenses and past experience indicated the danger of so distributing this money as not to give the greatest benefit to the people who actually put the license money into the treasury, and

### Now for the Automobile Show

By DONALD H. CRAIGIE

The members of the Rochester Automobile Club will be just as much interested in putting across the Eleventh Annual Automobile Show of the City of Rochester, as are the members of the show committee of the Rochester Auto Trades Association.

There are a number of reasons for this.

In the first place, the club secretary is manager of the show, the directors deeming it a good example of co-operation between the two organizations, when they granted the necessary permission.

Then two, every dealer in Rochester is a member of the club, and some of them are numbered among our most active workers.

And also, the show will be the best place—in fact the only place—where Rochester motorists can get a good, comprehensive idea of the cars sold in this city, with an opportunity for comparison of values.

The show, as is generally known, will be held at Exposition Park the week of February 10-15 inclusive. The formal opening will take place on Monday night, February 10, at 8 o'clock, and thereafter the Exposition will be open from 10 o'clock each morning until 11 o'clock each night.

One of the most unusual meetings ever held by the members of the Dealer's Association was that at which the space for the show was sold. The attendance at the meeting numbered 71, and bidding for spaces was active and spirited from the first. That the dealers were out to get the locations they had planned upon was shown in the high bids made. From the moment that Ed. Creek of the Overland-Rochester Company won first selection, there was not a bid made that did not exceed those of former years.

The greatest difficulty experienced in disposing of the space was the holding in check of the dealers to keep them from taking all the space before everyone had an opportunity to bid for some. Warning after warning was given that space could not be required and then filled with air; but cars would have to be supplied to fill up the room and make creditable showings.

But at last the session came to an end, with everybody satisfied and the space all gone.

A feature which will appeal to the motorists is that the show will be entirely free of the "pestering" magazine men. Many will remember that in former years they have blocked the aisles and "held up" everyone in their efforts to obtain subscriptions.

Buildings 3, 4 and 5 at Exposition Park will be utilized for the show; building 3 for accessories and a well-appointed restaurant; building 4 for passenger cars exclusively and a couple of accessory exhibits; building 5 for both passenger cars and trucks. It had been hoped to have a comprehensive exhibit of tractors, but lack of space presented that feature.

Entrance to the show will be through Building 3, and one will have to go through the accessory section before entering the automobile section. Bandstands will be erected in all three buildings, and there will be daily concerts.

The decorative scheme is such that light and color will predominate throughout. In Buildings 4 and 5 the background will be old gold and white, with the ceilings and walls completely covered. In Building 3 the scheme will be green and white. Lights of great power will be festooned throughout the buildings, hung low enough to get the full illumination on the exhibits.

Every make of automobile and truck sold in Rochester will be on display, while the accessories will include all known items for the comfort and convenience of the motorist. The attendants at the exhibits will be full of the story of their offerings, and the show will be an educational exhibit of great value to any motorists who attends.

The natural reaction of a country until recently engaged in war will be felt at the show. With car production gradually getting back to normal thousands of persons who last year put

(Continued on Page 23)

WHEREAS, It is apparent that all of Irondequoit Bay constitutes one of the most attractive and beautiful topographical features of the County of Monroe, and that one of the most enjoyable trips around the city is down the west side of such bay to Sea Breeze, returning on the east side by way of the Webster Road and Float Bridge, and the improvement of such a route is already provided for excepting a short section of about two and three-quarters miles in the town of Webster.

RESOLVED, That the Rochester Automobile Club hereby urge the Board of Supervisors of the County of Monroe to appropriate the necessary money from funds to be received from motor vehicle licenses through the State of New York, for the improvement of the Bay Road in the town of Webster from the Penfield town line northerly to the Sea Breeze Nine-Mile Point State-County highway, a distance of about two and three-quarters miles, and further, that before any additional appropriations from such fund are made, there be set aside at least \$25,000 to properly construct such piece of road.

#### HIGHLAND AVENUE BOULEVARD Resolution No. 9

RESOLVED, That the Rochester Automobile Club use its good influence with the officials of the City of Rochester to secure the immediate annexation to the City of Rochester of such property now lying within the town of Brighton as will be sufficient for the erection of a boulevard between Highland Park and Cobbs Hill Reservoir and that it endeavor to have the officials of the City of Rochester introduce a bill to such end at the present session of the Legislature. Be it further

RESOLVED, That this Club use its good influence with the officials of the City of Rochester to secure the erection and construction of a boulevard upon Highland Avenue from Monroe Avenue to at least Highland Park and if possible extending through said Park to Elmwood Avenue and along Elmwood Avenue through Genesee Valley Park to Scottsville Road, said boulevard to be at least one hundred (100) feet in width and that said officials of the City of Rochester be requested

to immediately take such steps as may be necessary for the construction of said boulevard thus providing work for many needy persons now out of employment by the cessation of war.



GEO. WAGNER

#### Coming Events

Motor Shows

	AOIOI DIIOII	
True	ks, Coliseum	Feb. 3-6.
New York		
Rochester		Feb. 10-15
Albany, N. Y		Feb. 15-22
Louisville, Ky		Feb. 15-22
Newark, N. J.		Feb. 15-22
Minneapolis, Minn.		Feb. 15-92
Des Moines, In		Feb. 17-22
So. Bethlehem, Pa	Passenger cars	Feb. 17-24
	Trucks	Feb. 24-27
St. Louis, Mo		Feb. 24-28
Kansas City, Mo		. Feb. 24-Mar. 1
Grand Rapids, Mich.		February
Philadelphia, Pa	and the same of the same	March
Columbus, O.		Mar. 3-8
Buffalo, N. Y.		Mar. 3-8
San Francisco, Cal		Mar. 1-10
Syracuse, N. Y		Mar. 10-15
Boston, Mass		Mar. 15-22
Brooklyn	. Passenger cars	Mar. 22-29
	Trucks	
Trenton, N. J.		March
Great Falls, Mont.		March
Pittsburgh		March
Great Falls, Mont		March
Syracuse, N. Y		March
Utica, N. Y.		March
Harrisburg, Pa		March
Cleveland, O		April
Montreal, Can		April 5-12

# MARMON 34

### A Stabilized Investment

# No Fictitious Price to Lop Off

The price of Marmon cars will not be reduced for some time. Certainly we can see no reduction during our next series. The reasons for this are set forth below in a candid discussion of price and the reasonable causes for price changes.

Broadly speaking there are four causes for reduction in price at any time:

FIRST—A reduction in cost of labor and materials, and remember, for cars to be built in the next series materials must be contracted for at this moment:

SECOND—An over supply of cars that must be sold regardless of their cost:

(The law of supply and demand)

THIRD—Prices set unduly high to be slashed later for effect:

FOURTH—A reduction in quality of materials and labor entering into construction of cars.

### Analyze Car Manufacturing in Relation to These Laws of Price Reductions

FIRST CAUSE—Reduction in cost of labor and materials. The material market at this moment is higher than it has seer been. Therefore, materials for cars of the next series to be manufactured must be purchased at the top price. The price of labor, you know, has not decreased. Therefore, there can be no reduction in Marmon cars due to reduction in the cost of materials and labor:

SECOND CAUSE—An over supply. During the past eighteen months the Nordyke & Marmon Company has concentrated upon the production of war materials for the government. Therefore, we have no over supply of cars and there can be no reduction of the Marmon 34 from that source:

THIRD CAUSE—Abnormally high price. If you will figure the percentage of price advance on the Marmon 34

and of cars in its general class since war began, and compare the present prices you will readily see that we have advanced less than any car in our field. We did not advance when the War Industries Board requested one hundred per cent. war basis after January 1. Many manufacturers did advance then. Therefore, having no fictitious price to remove we can not reduce the price of the Marmon 34 on this score.

FOURTH CAUSE—A reduction of the quality of materials or labor. Our policy established sixty-seven years ago does not permit us to lower the qualities of our materials or workmanship. Therefore, since we will never substitute inferior materials or labor, we can not reduce prices on this score.

Summing up, there is no reduced cost of materials or labor; we have no over supply of cars; we have no fictitious high price to lop off; and we will not substitute inferior materials or labor; therefore, it is beyond possibility to reduce the price of the Marmon 34.

This is the position of the Nordyke & Marmon Company. It is the policy behind the Marmon 34 which stabilizes its investment value to the patron who purchases now, just as it has in the past.

NORDYKE & MARMON COMPANY, Indianapolis, Ind.

# PAUL LEHARDY

308 EAST AVE.

Both Phones

ROCHESTER, N.Y.

# "The Development of the Roadside"

Plans Being Made for Planting of Trees and Shrubs Along the Highways from Syracuse to Utica, N. Y.

By R. B. FAXON

The State College of Forestry at Syracuse

Believing that the problem of roadside planting should not be entirely set aside during the present widespread movement for a greater mileage of improved highways, active steps are now being taken by the New York State Motor Federation and the State College of Forestry at Syracuse, for the development of a detailed and complete planting scheme for the section of the highway running from Syracuse to Utica, a distance of some sixty miles. With the State spending upwards of millions of dollars annually for improved roads, the relative cost for carrying out such a planting scheme would be very slight with results which would rank second only in importance to the improvement of the roadways themselves. It is hoped that this plan as recommended by the Federation may be carried out to completion in the near future and that it may serve as an example for other sections of the State interested in like development. This stretch of highway has been found to be generally representative of many parts of the State Highways and for this reason was selected as a demonstration planting.

It has been demonstrated by those in charge of the work that aside from the purely ornamental value of trees along the highway, that many practical benefits will result from their proper use. It is not generally realized that trees, by means of their shade during the many long hot summer months, prolong the life of the roadway for many years, this, however, is known to be a fact, and road experts in general are heartily in favor of this means for road protection.

Due to the emergencies of war work it was found necessary to keep many of the highways, which formerly had not been opened to the public travel through the winter months, opened and free from the heavy drifting snows. That a demand will be made for keeping these roads open in the future is certain and in place of many expensive and unsightly snow fences which now line our more open stretches of highway, it has been found that much of this work can be performed equally as well by the proper grouping of trees and shrubs along the more open areas. Much interest has also been aroused to the fact that the more general planting of fruit and nut trees will be recommended for use along the State highways. Many rural communities have followed this system to a greater extent in the United States. and though it is realized that conditions here may curtail as wide a planting of these trees as is found in some other countries, nevertheless their use will be more widely recommended. Areas now barren could thus be brought to a productive state and become a source of revenue to the state or community.

For many years it has been a custom with most people to simply plant trees without regard as to the ultimate purpose to which they would serve. Little thought has heretofore been given as to the most suitable varieties for future plantings or that there might be sections along the roadway where it would be of advantage to cut out the existing trees and in this way make the roadside scenery more interesting and attractive. A closer study of the problem, however, shows that we have two distinct types of roadside scenery. The first may be said to be where the trees, shrubs, buildings and other objects that border the highway form the element of the picture with the roadway as a central feature. Many places along the roadside have no inducements whatever as to special attractiveness, and, in fact, the scenery may be said to be of a decidedly monotonous character. It is in such a place that we may feel at liberty to plant according to the so-called closed type as described above. The second type can be used where the wide meadows, fields and distant landscape compose the picture with the roadside trees as frames. Examples of this type may be found in many sections of the State where beautiful vistas cut into the country could be enhanced very much by the presence of suitable shade trees. In many cases trees along the highway form screens so as to break up the long stretches of views along openings here and there which frame and make more attractive the roadside scenery.

An interesting feature of the work has come up as result of the victorious ending of the war. The New York State Federation has recommended to the College of Forestry that cooperation be asked of such representative bodies of the State as that of the Sons and Daughters of the American Revolution, whereby steps may be taken to have such tree

planting serve as a memorial to the fallen heroes of the war. It is thought that suitable monuments or tablets may be erected along the various sections of the highway in the future in memory of these men. Certainly no object would serve any better as a suitable memorial to these brave men and the planting of trees for such a purpose is being taken up generally, throughout all parts of the country.

With the active co-operation of these various state bodies, it is sincerely hoped that, upon completion of the plans, that sufficient appropriation may be secured from the State Legislature during the coming year so that at least one section of the State Highway may be fully developed and serve as an incentive to many sections to take up the important work in the future.

### Safety Council Advice

"Keep brakes that brake and an eye ahead for carelessly-playing children." This is the slogan which every Rochester motorist should make "his" during these months of slippery streets, uncertain traffic and reckless venturing of youth.

Chief of Police Joseph M. Quigley, has instructed his men to watch for dangerous play practices of children, such as the hitching of sleds to wagons and other vehicles. In spite of the vigilance of the police and warnings of teachers and pedestrians, however, children continue to tie their sleds to moving vehicles at every opportunity. One fatal accident has already resulted.

Motorists should keep in mind this reckless disobedience of children and look for possible sleds in tow before crossing behind a vehicle. Such alertness by the motorist will save many an accident which careless youth would rush into.

Any motorist who does not take steps to insure his service and emergency brakes being in good operating order at this dangerous period of the year is criminally negligent. Each of these brakes should be maintained in such prime condition that it will stop the car quickly by itself. It is a most unwise motorist who allows one set of brakes to be out of order because the other works all right.

Keep the linkage of your brakes clean, well oiled and in such a position that your brakes may be applied at full pressure. Renew the linings to the brakes as soon as they are worn thin enough for the rivets to touch the drum. Inspect your brakes frequently and see to it that they are properly adjusted and working at 100 per cent efficiency. If you do not understand the maintenance of good brakes, insist that your garage man keep your brakes in the best operating order. Ask him frequently if he has looked at your brakes.

Rochester motorists have been taking big strides toward safety in operation during the past year. Poor brakes have been responsible for a number of black marks on this record, however. Keep brakes that really brake when called upon.

Editor—"I found a splinter last night in a restaurant."

Mac—"How did that happen?"

Editor—"I got a club sandwich."

Hanley—"Have you read the autobiography of Franklin?"

Newell-"No; who is it by?"

### Edmund S. Howard, Assistant Secretary of Auto Club Returns from France

Some Incidents in His Sojourn in Europe

As the newly-arrived overseas members of the Battery B, 43d Artillery, begin to get acclimated to the home atmosphere again, stories of their adventures are being told in more detail and with calm afterthought, a thing which was hardly possible during the days when letter-writing time was limited and censorship severe.

Edmund S. Howard, assistant secretary of the Automobile Club of Rochester, describes in detail the experience of the Rochester boys of the 43d from the time they left the city to the arrival home after having helped win the war as members of Pershing's first army in France.

Boarding the Holland-American liner, the Ryondam, at New York City on May 10, 1917, the boys arrived at Brest on May 25, and were taken to barracks at one time occupied by Napoleon's troops. They remained there until 27th, when all were packed into box cars half the size of American ones, forty to a car, and sent on a four-day trip to Libourne. Motor truck trains met them there and conveyed them to St. Pardon, where they were billeted in houses and barns, and village shacks that furnished any shelter at all. The 43d boys were still members of the 57th Artillery, and as part of that unit began to get overseas discipline training. They were also taught to fire French 155's under French instructors, and they worked continuously to master these guns until August 1, when those men who had learned specialized work in handling the 155's were transferred to the 43d Railway Artillery Almost all of the second battalion of the 43d was taken from the 57th battalion by that order.

#### **Visit Historic Cities**

The transferred men, as members of the 43d, were now rapidly moved northward passing through the historic cities of Orleans, and Tours, gradually going farther inland and finally encamping at Hausamont, where the artillery headquarters were situated. They

received infantry drill here until September 6, when they finally got their nineteen A. L. G. P.'s, with eight-inch shells weighing 180 pounds each. The maximum range of those guns is about nine and a-quarter miles. The men had received only three days work on the new guns when they were moved up to St. Mihiel sector, stopping at the small town of Lowville, west of St. Mihiel. It was at that point, while waiting for further orders, that the 43d were surprised to discover the 57th, their old outfit, passing on its way to the front. The 57th stopped for twenty minutes and old acquaintances were quickly renewed, especially among the Rochester boys of both divisions.

Twelve o'clock of the 10th of September, the 43d boys left to get in position for the barrage to open the Metz sector, expected immediately after the capture of St. Mihiel. Although the 43d was in position to fire A. P.'s at 5 o'clock the next morning, they were held up because of the rapid advance of the American troops who had passed beyond the artillery range. Nine o'clock that evening the guns were loaded and ready to fire, but so great had been the gains of the doughboys, who for twelve hours had pushed on practically without any barrage to aid, that it was unnecessary. Members of the battery visited St. Mihiel to view the ruins left by the Germans and they found the village so badly shelled that little remained to show there had ever been inhabitants in the place. Bridges were blown up and all buildings were wrecked.

#### See General Pershing

President Poincare, General Pershing, Premier Clemenceau, and Cardinal Mercier visited the city and many Rochester boys of the 43d shook hands with the honoraries. It was there that Pershing, for practically the first time, took charge of the American army to lead in action. It was at St. Michiel also that the Americans bore the brunt of the battle by

breaking through the strong center of the sector.

The required work having been achieved at St. Mihiel, the 43d was moved to the Argonne, where the men toiled steadily for 96 hours at a stretch to get the guns in position for the attack to come at 11 o'clock of September 22d. Hub to hub for three miles straight, more than 3,000 American heavy guns opened fire at 2 o'clock on the morning of the 27th. The dinracking firing continued its deafening roar for three hours without a let-up, and at 5 o'clock the word was received that the doughboys had again accomplished the impossible, for they had dashed on so that the artillery range had to be lengthened to keep up with them. At 7 o'clock the Americans were through the Argonne wood, through the mine-covered ground with its hidden machine guns, barbed wire entanglements, and concealed hand-grenades. Almost every doughboy who took part in the battle was cited for extraordinary bravery on that memorable day.

Although reports showed that the artillerymen had done wonderful work, they knew little of their achievements, the enemy having been constantly out of view. The Rochester boys visited the base hospital at Rampant to the many wounded heroes of the Argonne battle. Several also went over to Verdun, but the tremendous shelling being given that place by Fritz made sightseeing tours impracticable, so they made a hurried exit. Because the railroad tracks were being constantly shelled, the 43d delayed going into position at Verdun, but two days later, the night of October 4, guns were moved up and at the snail-like rate of a mile an hour, the battery crawled up to lay it thickly on the retreating Germans.

North of Chaunay, the 43d played 155's and 75's on the front line German trench. Batteries and crossroads were shelled and for the first time the artillery had a chance to learn how they were making out against a real target. The German headquarters had been established in a church and orders were given to hit the mark. The first shot from each gun missed the target by only fifty yards, but on the fourth shot fired direct hits were made in rapid succession and the target was wiped out. The anger of the enemy was shown in their rapid

return to the 43d. Every five minutes Fritz sent over Austrian 130's, called whizzbangs, which cannot be heard until they land. At 1 o'clock they got the American range exactly. and one shell landed between guns and one or two Rochester boys being among the crews. Five shells struck almost the guns themselves, but a miracle saved the boys from being wiped off the scene, as each shell of the fire failed to explode. It was not until 1.30 o'clock that a sixth shell, well aimed, finally exploded. Fortunately, however, only one man, a Virginian, was wounded, although many others were bruised and scratched from the flying dirt. The German shooting suddenly ceased and the gun crew of the No. 1 with its Rochester boys. were all cited for having remained firmly at the gun during the entire bombarding of the enemy.

The next time the Rochester boys were targets for the German artillery was on the morning of Halloween at 4 o'clock. For fifteen hours the shelling continued as the men remained at their post awaiting orders. Not a single man left for meals that day, though all were told they might go to eat. Excuses were quickly made, and mess went begging that day. It was here at Chaunay, also, that 300 American airplanes were seen flying over the enemy positions, dropping pamphlets and literature of all sorts. President Wilson's speeches were prominent among the booklets.

First news of the fake armistice came to the 43d boys on November 7, when the rumor flew throughout the camp that orders to cease firing would come that day. The reports were not substantiated, however, and the artillery went into action for the next two days on a large scale. The morning of the 11th, whistles were suddenly sounded from all parts of the country about; sirens screeched, and locomotive whistles let loose like a tornado. The men were certain that the armistice had finally been signed at a little before dark, the colored lights and signal rockets emblazoned the sky. So intense was the celebration with Roman candles and lights that everything was as light as day throughout the whole night. There was no lull in the joy the next day, or even the next night.

Eight days after the armistice had been signed the 43d was back in Hausamont, where the state of the s

they were picked to return among the first. They left at once for St. Nazaire, living on corn, tomatoes, and beans, with illness prevalent among many of the men. Jacob Rhinehart of Rochester became ill during the trip and was removed to the hospital. At St. Nazaire 11,000 men were fed three meals a day at mess at one time until the 10th, when aboard the Zealander the men saw the last of the French shore. The return trip was rough, but all reached Newport News in good spirits and were taken to Camp Eustis, later leaving for Camp Upton, New York.

MOTORIST

The reception of the men at Rochester was beyond all expectation and all were loud in their praise of the welcome home. Regret



PAUL LeHARDY Secretary, Trade Association

expressed by the men that Mayor Hiram H. Edgerton was prevented by illness from attending the reception.

Charles Kenning was lost to the Company in France, being sent to Officers' Training Camp. Sergeant Raymond Fenton, one of the best-liked men in the battery, was kept at Camp Eustis to help finish records. He will be accorded a private reception by the 43d boys when he arrives home.

Pay Your Auto Club Dues—At the Auto Show Booth.

#### THEY'VE FINISHED THE JOB OVER THERE—HELP FIND THEM EMPLOY-MENT NOW AT HOME

21

The Automobile Club of Rochester and the Auto Trades Association have joined with the United States Employment Service, Monroe County Defense Committee, War Camp Community Service and Community Labor Board in an effort to find employment for soldiers and sailors discharged from duty. It is believed that the auto trades can do much to assist in this movement. Both dealers and owners are earnestly requested to co-operate.

Quite a number of the war veterans are auto repair men. It is hoped to have the owners of cars put their machines in now for repairs and overhauling instead of waiting until spring. By advancing this work they will help to at least provide temporary employment for the young men who risked their lives and gave up all the comforts of civil life that those who remained at home might continue to enjoy their automobiles and other luxuries.

A striking cartoon by Clubb was published a few days ago in the Rochester "Herald." It showed a soldier applying to a factory manager for a job. On the wall is this legend: "WIN THE WAR AND MAKE THE WORLD SAFE FOR DEMOCRACY AND BUSINESS." The soldier is pointing to the placard and saying: "We've finished that job, sir." The cartoonist remarks that the soldier is deserving of a new job.

There are more applicants at 44 Elm street, headquarters of the Employment bureau, than there are jobs. Can't you get a job for one of the boys? If you can, telephone to the bureau, Stone or Main 7140.

Never envy the man who goes by in an automobile at the rate of 60 miles an hour. Next Tuesday he may be riding in a slow vehicle drawn by two white horses.—Motor Life.

Prof. (in Physics)—"What is Ohm's law, Mr. Benson?"

Benson—"Action equals reaction in the opposite direction."

# From the American Automobile Association Washington, D. C.

Eastern tourists are sadly misinformed about conditions on so-called Western deserts, according to Secretary W. D. Rishel of the Utah State Automobile Association, who sends to Chairman Carl G. Fisher of the A. A. A. Touring Board this summation of far-western travel conditions:

"What about the so-called Western deserts and automobile touring travel? Every person east of the Rocky Mountains who contemplates a tour through to the Pacific Coast is today in fear of the so-called deserts. He has in mind his old school geography, which branded all that country lying between the Rocky Mountains and the Pacific Coast as the Great American Desert. He has visions of miles and miles of sand with almost unbearable heat, through which he must push his way to reach the He has read columns and Pacific Ocean. columns of newspaper press agent "slush," where this car or that truck made the trip after hardships worse than could be found on the Western Front, and that the driver came through alive due only to the strong construction of the particular car he drove, or the make of tires the car had on, or the kind of lubricating oil he used-depending on whether a car manufacturer, a tire builder or oil refiner was footing the bills.

"Now what are the actual conditions? The tourist can follow any one of the central routes and have a bed to sleep in under a roof every night. He can sit down to a table to eat his three meals a day. He will find gasoline, a garage and automobile supplies at frequent intervals, or as often as he needs them. The lighter he is equipped the faster time he can make. Instead of heat he will find an overcoat comfortable if he drives at night and he will encounter more sand at the old river bed crossing near his farm in the mid-continent country than he will encounter between the Rocky Mountains and the Pacific Coast.

"Whenever water can be turned on the socalled desert land he will see crops of wheat and potatoes, fruit and vegetables, that will far surpass the yield per acre of his Eastern farm. And, what is more, he will scarcely ever be out of view of another automobile occupied by a man and his family traveling to see the country.

"The desert stunt has been overworked and the Western motorist traveling across the country never takes the deserts into consideration. He knows there are long stretches of country with nothing but sage brush and jackrabbits, but he also knows that as a general rule he will make more miles per day than over any other section of the United States where the roads are not improved.



GEO. BAUER Show Committee

January 6th, 1919.

Mr. Geo. C. Donahue

Dear Sir:-

Find check herein for 1919 dues. Every man who owns a machine ought to belong to the club.

D. J. CORRIGAN, M. D.

# Now for the Automobile Show (Concluded from Page 10)

off buying on account of the war are now clamoring for the cars they had planned upon. But production at the present time is nowhere up to demand. Prices as now set will not change this year, and as the motorists have realized that fact they have become still more insistent upon having their new cars.

Rochester's automobile dealers are going to a great deal of trouble and expense in arranging the exhibit. Members of the show committee are taking time from their own business to make the coming Exposition a big success and the motorists as well as the general public are going to show their appreciation by attending in numbers so large as to make all previous attendance records small in comparison.

The year 1919, it is conceded, is to be the beginning of the real motor age in America. And Rochester will get its first chance to participate in the annual Automobile Show.

Let's all get together and make our presence felt. The club will have a booth, where members will be welcome at all times. Incidentally the club is going after new members strong at the show, having adopted for its slogan, "Join the Automobile Club at the Automobile Show."



WM. P. KNIPPER, Treasurer Show Committee

# To the Man of the House

One good way of getting into the good graces of the womenfolk in your home is to show a real concern for their health and comfort.

There is no better way of manifesting your concern for their welfare than by providing for them the things that make the work of home easy and pleasurable.

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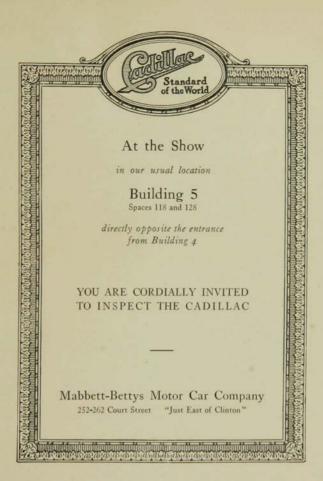
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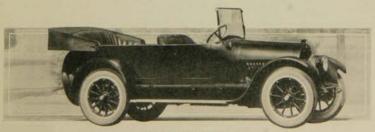
Juries determine the question of negligence and they are often none too favorably disposed toward Automobile Owners.

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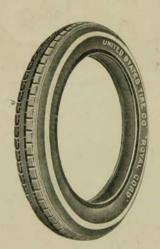
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Vol. 4

March, 1919

No. 1

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# Automobile Show Greatest Ever Held in City From Almost Every Viewpoint

The biggest and best Automobile Show that Rochester has ever had. That is the consensus of opinion of everyone who visited the buildings at Exposition Park and many even went a bit further and asserted that the Show, which the Rochester Auto Trades Association put across, was the equal of any automobile show held anywhere in the United States.

Certain it is that the officials of the show were well satisfied and it was a good one. All week congratulations were showered upon them, and not a day passed by without someone telling them that the Rochester show stood up well in comparison with the shows at New York, Chicago, Buffalo, Cleveland and San Francisco. This sentiment was expressed by a man well in touch with things in the motor world:

"I didn't believe all these nice things I had been hearing about this Rochester show," he said. "Now that I have seen it, however, I'll agree with them all. . It certainly was a wonderful exhibition in every respect. Rochester is on the map to stay."

In checking with the exhibitors it was found that all the cars exhibited were sold and that every exhibitor was well pleased with the outlook for the year. President Geo. W. Henner, Vice-President Frank W. Peck and Treasurer W. P. Knipper gave personal attention to the details and were greatly assisted by the members of the show committee.

On the evening of Feb. 10th Dr. Frederick R. Smith, President of the Automobile Club of Rochester and Hon. William W. Hibbard, President of the Common Council, were the speakers on the opening night and from the time they entered the exhibition halls till the closing, Saturday, Feb. 15th, the show was a grand success. It was big, attractive, and well organized and the Rochester public passed the word around that it was the best ever. The Club secured two hundred and fifty members during show and several hundred paid 1919 dues, securing the new emblem and map.

#### SHOW RECORD

Attendance for the week Feb. 10th to 15th incl.

1917	1918	1919
Monday night1,282	934	2,052
Tuesday aft'noon1,418	552	1,697
Tuesday night3,555	1,764	6.529
Wednesday aft'n 2,642	970	3,322
Wednesday night 4,696	2,416	6,463
Thursday after'n 3,372	1,315	3,667
Thursday night 4,924	3,070	6,211
Friday afternoon 2,787	1,164	2,601
Friday night4,400	2,568	4,905
Saturday aftern'n3,710	1,195	3,746
Saturday night 5,197	2,223	3,451
Totals38,256	18,171	44,644

#### CLUB EMBLEMS HERE

Members are requested to call at the Club headquarters at the Powers Hotel and get the new 1919 club emblem. It is a "beaut" and will look nice affixed to the radiator of your car. This is the emblem that was on the front of the Chandler which was used to carry the KING AND QUEEN the night of the Shrine Ball.

#### NEW MAPS READY

Every year the Club prints a new map and the 1919 club road map is now ready for the members. It is somewhat similar to the old map but brought right up to date, showing all the improved roads in red. Get your map today.

### Legislative Work of Club

Reviewing the Automobile Bills that are now before both branches of the Legislature and also under consideration by the Internal Affairs Committee of both Houses, Chairman Howard Barnes of the Law and Legislative Committee reports today that the Club is on record as vigorously opposed to Assembly Bill 61 by Mr. Claessens, which if passed would abolish the State Police. Not only this bill but all of the bills affecting the automobile and the construction and repair of highways have been carefully considered by the Law and Legislative Committee of the Club, passed upon and referred to the officials of the Federation for further action.

The Secretary has prepared a digest of the bills and for the information of the members, the complete report is given herewith to the public:

Assembly Bill 529 by Mr. Bloch to repeal state aid to towns for highway purposes, is opposed by the Club because it would discontinue the present state aid to town highways.

Assembly Bill 339 by Mr. McWhinney is opposed by the Club because it provides for the licensing of an operator, because it changes the disposition of fines and also the rate of speed, and there is a great deal of bad matter in the bill.

Assembly Bill 337 by Mr. McWhinney in relation to the equipment of motor vehicles. This bill would require all motor vehicles to carry a mirror, while the mirrors are only necessary on heavy trucks and vans, and therefore, the bill is opposed by the Club as adding unnecessary expense to the owners of motor vehicles.

Assembly Bill 335 by Mr. McWhinney in relation to uniform road signs and danger signals. The Club is opposed to this bill because it would not allow Automobile Clubs to erect direction signs upon the highways of the State

Assembly Bill by Mr. Rowe in relation to indemnity bonds of owners of motor vehicles. The Club is opposed to this bill because it would compel a motorist to take out Liability

Insurance or an indemnity bond, add great expense to the operation of the car and is considered as class legislation.

Assembly Bill 297 by Mr. Evans to amend the highway law in relation to disposition of fees. The Club is opposed to this bill believing that the law should remain as at present, giving this money for the building of town highways.

Assembly Bill 398 by Mr. Burston which would compel omnibus and taxicab owners to take out a bond. The Club is opposed to this bill as being class legislation and a special tax on the use of the the automobile.

Assembly Bill 295 by Mr. Donnelly in relation to owners of motor vehicles filing an indemnity bond. The Club is opposed to this bill which would compel all automobile owners to take out a bond.

Assembly Bill 204 by Mr. Braun in relation to amending the highway law regarding motor vehicles and compelling the owner of a vehicle to have his certificate of registration in a conspicuous place in the car. The Club is opposed to this bill because it adds unnecessary red tape and if the car is stolen so is the certificate.

Assembly Bill 159 by Mr. Martin in relation to liability of owners of motor vehicles. The Club is opposed to this bill because the responsibility in case of accident should be proven or fixed by the jury and not be presumed.

Assembly Bill 141 by Mr. Walter in relation to the form of number plate. This bill would change the form of number plate on motor trucks so that each plate would show the tonnage. The Club is opposed to this bill as being an unnecessary measure, which would only entail added expense both to the State and operator of truck.

Assembly 338 by Mr. McWhinney in relation to repair and maintenance of unfinished gaps in improved highways. The Club is opposed to this bill in its present form believing it should be amended so as to include construction, repair and maintenance.

Assembly Bill 344 by Mr. Richford in relation to permits for the use of bicycles on side

# OLDSMOBILE ECONOMY TRUCK

# Power, Speed, Economy of Operation

that's what this truck means in any business --- certain delivery, saving, profit.

## Every Feature is a Tried and Tested Success

#### Note these important advantages:

Oldsmobile-Torbensen Internal Gear Drive; 35 x 5 Goodyear Cord Tires, front and rear. Electric Starting and Lighting. Four-cylinder valve-in-head Motor. Deep channel section Frame :: :: ::

Price \$1350

F. O. B. Lansing, Mich.

G. W. HENNER

walks. The Club is opposed to this bill because sidewalks are made for pedestrians.

In connection with the proposed bill which would compel motorists to take out an operator's license and which is being recommended by several traffic court judges in New York City, the Chairman of the Committee has full power to investigate this bill when it is introduced, and further action by the Federation officials at a later date will be taken.

#### BILLS FAVORED BY THE CLUB

Senate Bill 63 by Mr. Thompson in relation to the removal of obstructions caused by snow on state and county highways. The Club has urged for four years that the state and counties co-operate in keeping the state trunk lines open during the winter months and favors this bill.

Senate Bill 64 by Mr. Thompson in relation to the method of oiling highways. The Club favors this bill for oiling half of the highway at a time, but can no good reason why a guard should be placed to check up motor vehicles and motorcycles.

Assembly Bill 105 by Mr. McGinnies in relation to the cost to be borne by the state for the improvement of co-operative public highways. The Club favors this bill so that the state can properly match Federal appropriation for highway improvement in the State of New York.

Assembly Bill 154 by Mr. Donohue to provide for surveys of a proposed Military Road to connect the Palisades Park with the New England States. The Club favors this bill because it presents further opportunity for touring in New York State.

Senate Bill 192 by Mr. Burling in relation to planting shade trees in villages. The Club is in favor of planting shade trees on the highways and therefore favors this bill.

Senate Bill 203 by Mr. Mullan in relation to the transfer of used motor vehicles. The Club is in favor of this bill because Senator Mullan has drawn the same to prevent automobile thefts and to detect automobile thieves.

Assembly Bill 262 by Mr. Davis requiring the Secretary of State to furnish lists of automobile registrants to the Police Department. The Club carefully considered this bill and the same has been referred back to the Chairman of the Committee for further investigation.

Assembly Bill 336 by Mr. McWhinney in relation to detour signs and their removal. The Club favors this bill believing that detour signs on construction work should be removed when the road is completed and open.

Assembly Bill 345 by Mr. Booth in relation to mirrors on motor trucks. The Club favors this bill but recommends that it include motor busses and commercial vehicles.

Assembly Bill 355 by Mr. Westfall in relation to closing highways for repair or construction. The Club favors this bill.

Senate Bill 262 by Mr. Thompson in relation to the use of dazzling and dangerous headlights by street surface railroads. The Club favors this bill because it is in line with the resolution passed at the Club annual meeting December 15, 1918. This is identical with Assembly bill 373 by Mr. McWhinney.

Assembly Bill 376 by Mr. Kenyon opposing amendments to the Constitution to open lands and timber in forest preserves. The Club is in favor of this Bill.

Assembly Bill 405 by Mr. Martin in relation to the maintenance of trees and shrubs along state highways. The Club is in favor of this bill which has been recommended both by the Club and the college of Forestry, Syracuse.

Senate Bill 471 by Mr. Mackrell in relation to motor vehicles. The Club is opposed to this bill which was withdrawn by the Senator on Monday, February 17th.

Senate Bill 419 by Mr. Sage making appropriations for the maintenance and repair of improved highways. The Club approved this bill but recommended that the Finance Committee consider appropriating the necessary money to meet the Federal Aid to good roads appropriation of several million which will be available June 1, 1919.

The car without the emblem belongs to the fellow who does not belong to the club.

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# HAYNES

OUR 4 PASSENGER, HAYNES COUPE, WAS A WINNER AT THE AUTO SHOW @ @

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ROCHESTER HAYNES, Inc. 74 NORTH STREET

#### RESOLUTION PASSED BY GOOD ROADS COMMITTEE OF AUTOMOBILE CLUB OF ROCHESTER

MOTORIST

#### E. C. Pierrepont, Chairman

Whereas, road building with state aid, was begun in the State of New York, in the year 1898, and after a period of seven years the people voted in favor of a \$50,000,000 bond issue; and

Whereas, after another period of seven years, the people voted in favor of an additional \$50,000,000 bond issue, in 1912,; and

Whereas, the system of state and county highways has been officially laid out, comprising a total mileage of 12,330 miles, of which some 4,300 miles remain to be built; and

Whereas, there are not sufficient funds remaining in the second bond issue either to complete these roads or to widen and make more durable the main highways over which is carried an ever-increasing tonnage in motor vehicles; and

Whereas, legislation by the present Congress will have appropriated \$275,000,000 for good roads, and the amount allotted therefrom to New York State, is between \$12,000,000 and \$13,000,000, and will require an equal appropriation by the State; therefore be it

Resolved, That the Good Roads Committee of the Auto Club endorse the proposal for a new good roads bond issue in the State of New York of not less than \$50,000,000 nor more than \$100,000,000 and that the funds so raised be not only available for state and county highway construction, but also to meet the Federal good roads appropriation, and that the funds be equitably divided among the several counties of the State, preferably according to area, population and mileage, and that there be a further provision that the locality shall to a certain extent share, together with the State, in the cost of road construction and within the judgment of the state highway officials that certain expenditures on bridge construction on main highways be provided; and be it further

Resolved, That a copy of this resolution be sent to each of the Monroe County members of the State Legislature.

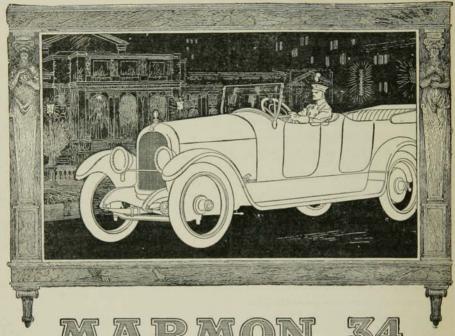
#### A.A.A. HEAD SPEAKS

"That a preponderating majority of the six million passenger car and motor truck owners of the country will support the Townsend bill in the Sixty-sixth Congress is practically assured," asserts President David Jameson of the American Automobile Association, which represents motorists generally in national organized form.

"Ever since the A.A.A., in January, 1912, called the first Federal Aid in Roads convention in the Capitol city, there has been a steady and logical progress toward comprehensive participation in highways betterment by the National Government," according to Mr. Jameson, who then goes on to say:

"The explanation of this development is exceedingly simple and consists mainly in the fact that we now utilize for passengers and freight road vehicles which disregard county sub-divisions and state lines. There must be a distribution of highways authority among the several sub-divisions. In our own councils we have repeatedly discussed the proposition that there should be no smaller unit than the county, which would mean county roads, then state roads, and, finally, Federal roads.

"On the way to a Federal system, we are following out a partnership with the several states by which equal amounts of Federal and state money are spent in the creation of state systems. This was preceded by a joint arrangement between the state and its counties, until finally the state in many instances has taken over the main market roads. Exactly the same thing is certain to result from the present Federal and state cooperation, and this is fundamentally set forth in the bill just introduced by Senator Charles E. Townsend of Michigan, the probable chairman of the Senate Committee on Post Offices and Post Roads in the next Congress. The measure introduced by him calls for a Federal highway system which will provide 'not less than two main trunk line roads in each state and joining the Federal highway system in the adjacent states and countries.' The commission is to consist of five members, geographically distributed, and not more than three of the same political affiliation. The terms of office will expire in such manner that only one commissioner would



# 1100 Pounds Lighter

ITHOUT sacrifice of strength and durability, the Marmon 34 weighs 1100 pounds less than any other car of comparable size and even some cars of shorter wheel-base. With this large saving in weight the Marmon 34 is correspondingly more economical in gasoline and tires. It handles easier, rides easier and holds the road better at any touring speed than any other car of like size and capacity. These facts are easily proved.

The frame construction does away with the necessity of body sills, step and fender supports, and avoids the squeaks and rattles that such parts cause in other cars.

136-inch Wheelbase-12 to 14 miles per gallon of gasoline

# PAUL LEHARDY

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be appointed at a time, after the commission had been created. The appointments are to be made by the President and confirmed by the Senate, with the term in office seven years. This commission would take over all existing Federal road activities, engage a chief engineer and other engineers, and the commissioners would give their entire time to their duties.

"These provisions will give an idea of the scope of the measure, which, in my opinion, will not only have the support of the motor road users, but will obtain the endorsement of all organizations which have to do with highways progress."

Have you seen the club emblem?

#### FEDERAL AID FOR HIGHWAYS

Over half a billion dollars—to be exact, \$562,000,000—will be expended in highways improvement in the next three years through the partnership between the National Government and the forty-eight states created by the Federal Aid Road act—if, as is expected, the Senate \$209,000,000 amendment to the Road Act is concurred in by the House of Representatives. Chairman Bankhead of the Senate Post Office and Post Roads Committee predicts the House conferees will agree with the Senate conferees.

The Federal Aid Road Act, resulting in great degree from the combined efforts of the American Association of State Highway Officials and the American Automobile Association, became a law July 11, 1916, and carried an appropriation of \$75,000.000 which required a like amount from the several states, the joint money to be spent in five years on roads which formed parts of state systems.

The sum of \$10,000,000 was also voted for roads in Federal forest reserves, to be used in a ten year period. In the Senate amendment there was included \$9,000,000 more for forest reserve roads, \$3,000,000 a year for the next three years. These roads are entirely Federal built, without any supplemental money from the states which contain forest reserves.

#### RESOLUTION ACTED UPON FAVORABLY BY GOOD ROADS COMMITTEE OF AUTO CLUB OF ROCHESTER

#### E. C. Pierrepont, Chairman

Whereas, The American people keenly sense the important place occupied by the transportation question in the great problems of reconstruction and extended national development; and

Whereas, the American people are sharply impressed not only with the many advantages arising from good roads, but particularly with the enormous economic losses due to bad roads; and

Whereas, the United States is the richest of all nations, yet in four years the National debt has increased twenty-five fold, and the carrying charges of this gigantic liability leaves this country less able than ever before to sustain the burden of bad roads, and the above-mentioned obligations, together with high prices, are an unanswerable argument not for a postponement or curtailment of the road-building program, but rather for a more aggressive, more extended and more comprehensive plan of highway transportation, involving vastly increased appropriations; therefore be it

Resolved, That the Good Roads Committee of the Auto Club express their satisfaction with the patriotic action of the Congress of the United States in the \$200,000,000 increase in the Federal Aid Highway scheme and in the action of the electorate in the States of Pennsylvania and Illinois in approving road bond issues of \$50,000,000 and \$60,000,000 respectively; and be it further

Resolved, That all state and county highway governing bodies be urged to advocate, whenever necessary, new road bond issues, to provide ever-increasing road appropriations, and to extend road systems of wider, more durable and approved types, in order to keep pace with the intensified and multiplied highway transport requirements of today and tomorrow.

1919 Maps Ready Call for Yours

ROCHESTER

# Genuine Gas Coke Is Guaranteed to Give Satisfactory Results

We sell genuine gas coke with the understanding that it is the best and cheapest furnace fuel.

We are so sure of this that we stand ready to remove the coke from your cellar and refund the money for the amount removed if practical demonstration in your home by our representative does not convince you of the fact.

If you want maximum heating service at less cost and with less labor, our guarantee makes it easy for you to learn from actual experience that genuine gas coke is the furnace fuel you need.

Price \$8.70 per ton delivered No Fuel Administrator's Order Necessary

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Inspection by appointment

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### Cordial Relations With Canadian Motorists

Dai H. Lewis of Buffalo, Chairman of the Motor Truck Committee of the New York State Motor Federation, announces that considerable interest is being shown in the motor transportation development, throughout the United States and Canada. At the annual meeting of the Ontario Motor League, held in Toronto, Canada, recently, there was considerable talk about closer cooperation between the Canadian automobile clubs and those in the United States and while nothing definite was decided, it is expected that in the near future there will be a joint working agreement or affiliation between the Canadian automobile clubs and the American Automobile Association, which is the national automobile body in the United States.

Representatives of the A. A. A. and the New York State Motor Federation were most cordially received, says Mr. Lewis at the annual gathering of the Ontario Motor League, and it was the unanimous sentiment that there should be international relationship between Canada and the United States, but that any attempt to form this relationship between the organization of a single state and the Motor League of a single Province would be abortive, and was not to be considered, in fact, no mention was made of it at all at the open meeting. However, the proposition of arrangement between the Canadian Automobile Association and the American Association was received most favorably by all the delegates present.

There is no question but that there is a general desire to have the most cordial relations between the Canadians and the Americans and that the war has brought all of them closer together and it was apparent by the expression of all delegates present at the Ontario Motor League Convention that the only manner in which motorists as an organization can express this neighborly feeling is by membership in the A A. A. and it was apparent that the Motor League appreciates the national work of the American Automobile Association and will consider international affiliation only with it.

The interests of the individual, says Mr. Lewis, should be centered in the welfare of its state organization and in New York State this is the New York State Motor Federation but on the other hand a state organization's interest should be centered in its national organization, which is the American Automobile Association, and be affiliated therewith. This is merely a matter of expression in automobile-terms, the fundamental facts being that a citizen's first duty is to his country, and the action of the Ontario Motor League at its annual meeting emphasized this fact.

13

Motorists of New York State would do well to look into the status of the club in which they are members, so that all automobile clubs will be affiliated with the American Automobile Association, which is the national body representing motorists in this country and the New York State Motor Federation, which is the State organization representing motorists in this State.

#### REMOVE ADVERTISING SIGNS

Seven States have a law making it unlawful to post advertising signs within the limits of a highway. Signs nailed to trees, not only destroy them, but afford an excellent harboring place for insect pests. Furthermore, a highway posted indiscriminately with advertising signs is most unsightly.

#### NEW YORK STATE LAW

Chapter 150 of the laws of the State of New York, 1915, amending the Penal Law in relation to the unlawful fixing of advertisements.

Section 1. Subdivision eleven of section fourteen hundred and twenty-three of the penal law is hereby amended to read as follows:

11. A person who wilfully or maliciously displaces, removes, injures or destroys a mileboard, mile-stone, danger sign or signal, or guide sign or post, or any inscription thereon, lawfully within a public highway; or who, in any manner paints, prints, places, puts or affixes, or causes to be painted, printed, placed or affixed, any business or commercial adver-

Continued on page 20

# When Better Automobiles Are Built



# Will Build them

### C. L. WHITING

342 East Avenue

### Henry G. Strong Comments

"Yes," said Mr. Henry G. Strong of Strong Motors, when he was asked if he has not noticed a different atmosphere at the Auto Show this year from that of former years. "I certainly have. I believe the recent war is the cause. The war has taught the people of the United States thrift and economy. By this I don't mean that cars are not selling this year. I have never seen such large sales before in the eleven years of Rochester Auto Shows. But the automobile buyer of today is a man of greater foresight. He is perfectly willing and able to pay a good price for a car, but he wants to be absolutely sure that he is going to get a car that will guarantee economy of operation and maintenance.

"So the buyer of today does not base his choice of automobile merely upon the price of the car or the beauty of the body. He wants to know how many miles he can get on a gallon of gasoline, how many miles he can go on a set of tires, how much money he will have to pay out for mechanical repairs.

"That is the reason you see just as large crowds showing keen interest in the chassis and making the most careful examination of the motor as you see gathered about the various models admiring the beauty of their body lines and their numerous conveniences and luxuries. Of course, when a man buys a car he wants a model that has an air of distinction and smartness and all that, but at the same time he is very, very particular about the car's heart, the motor. And the buyer shows more intelligence in regard to motors today than ever before. At least, that is apparent at our booth. He seems delighted with the simplicity, compactness, accessibility and strength of the Chandler motor. An examination of the durable, sturdy chassis, stripped of wasteful weight, and of the light powerful motor is a far more convincing argument to our prospects than hours of sales talk.

"Yes, sir, I sincerely believe that the lesson in thrift and economy which the war has taught

Continued on page 17

# New York Lagging in Highway Work

So that New York State may keep to the fore in highway development and get a 60-horse power start in construction work in the spring, it is necessary to watch every angle of the situation, says Ransom J. Barrows of Jamestown, chairman of the Executive Committee of the New York Motor Federation; and by this is meant that the National Government is appropriating a large sum of money for Federal Aid to states and New York State will receive a share that will have to be matched by the State.

The United States Senate has passed the additional \$200,000,000 for Federal Aid roads. \$50,000,000 become available in June of this year. The amount which New York State will be entitled to receive up to that time is practically \$4,000,000. Up to date the state has appropriated \$400,000; therefore \$3,600,000 is necessary to match the amount to which New York State will be entitled by June. This will mean \$8,000,000 worth of roads in addition to the amount raised out of the bond issue.

Another phase of this measure that has passed the Senate is increasing the government limit from \$10,000 to \$20,000 per mile; by this is meant that heretofore the government allowed only \$10,000 per mile and this is now doubled so that the State may build a mile of road and spend \$40,000, going fifty-fifty with the government.

We, the New York State Motor Federation, representing the 400,000 motorists of the State of New York, urge the present legislature to appropriate \$3,600,000 to take care of this Federal aid so that our road construction may go ahead and the Department of State Highways as well as the law makers may not be accused of lagging in this highway work. This is the time to act on road appropriations, and, instead of appropriating \$5,000,000 as recommended by the highway officials, the Federation asks for \$10,000,000 of the bond issue to be available this year for road construction and to be used if labor conditions and material supplies warrant. After being instrumental in securing the additional \$200,000,000 from the

National Government, the Federation and the American Automobile Association are now urging that New York State do its share.

# Coming Events Motor Shows

Detroit	
Quincy, Ill	Mar. 3-4
Buffalo	
Bridgeport, Con	Mar. 3-8
Muskegon, Mich	
Scranton, Pa	Mar. 3-1
Columbus, O	
Lancaster, Pa	
New Brunswick, N. J.	Mar 8-1
Philadelphia, Pa	Mar 8-1
Syracuse	Mar 10-1
Omaha Nah	Mar 10-1
Omaha, Neb Paterson, N. J	Mar. 10-1
Peoria, Ill	Man 10 1
Poster	Man 15 9
Boston Harrisburg, Pa	May 15 0
Philadelphia, Pa	Mar. 17-2
Norfolk, Neb.	

# General Vulcanizing

We Specialize on

# OF CORD TIRES

Equipment of regular tire factory which is the most complete and only one of its kind in this part of the state :: ::

### Pilot Tire & Rubber Co.

Factory:

14 Commercial St. 13 Gorsline St.

# New Invention which will be much Appreciated by Motorists

To be Manufactured and Placed on Market by the Well-known Firm of A. Schrader's Son, Inc., of Brooklyn

Dillaplain H. Wright of Webster, N. Y., prominent in the Dried Fruit Industry, and long connected with the Automobile business, has secured patents covering a most clever in-



D. H. WRIGHT Inventor

vention in the way of a Quick Detachable Dust Cap for automobile tires.

The cap, while very simple in construction and operation, apparently resembles to a large degree the cap now in use but has many advantages over the old style, chief of which is that it only requires an instant to attach and detach from the valve stem. It fits all makes of tires for any car, and its great success lies in the fact that it is strictly "Fool Proof" in all respects, no trick or turn required to operate it.

Absolutely positive and impossible to loose off under any conditions.

It has been thoroughly tested out in a practical way the past year not only by Mr. Wright but by the experimental departments of some of the largest tire manufacturers in this country and pronounced 100 per cent. One of these concerns in Akron, Ohio, stated they believed it to be the best Q. D. Cap ever produced.

Mr. Wright has rejected several very flattering offers for the outright sale of the Cap upon the advices of well-posted men in Rochester and Buffalo, to accept a royalty proposition from the Schrader Company, of Brooklyn, which has been done.

The Schrader Company manufacture and control practically the entire valve stem and dust cap business for autos in the United States and foreign countries which requires the output of several large factories to produce them.

The convenience of this device as looked upon by prominent club members and accessory men will be worth many times its cost and an accessory much sought for by motorists, and should prove a big seller once it becomes acquainted in the automobile world.

Mr. Wright is 43 years of age and is well-known in Western New York, an enthusiastic motorist, a member of the Rochester Automobile Club, Rochester Chamber of Commerce, Webster Lodges F. & A. M. and R. A. M., I. O. O. F., L. O. O. M., and first Commander of Wade Camp S. O. V. His many friends wish him success with the new invention.

"Look before you leap" was written long before there were any automobiles. Now the safest plan is to leap and then look if you are still curious.—Motor Life.

+

### Governor Interested in Federation Work

New York, February 17, 1919.
Dr. F. R. Smith, President,
Automobile Association of New York,
Rochester, New York.
Dear Sir:—

I have received a letter from the Secretary of the Hon. Al. Smith, Governor of the State of New York, in which he says that the Governor is much interested in the project of planting not only shade trees along our public highways, but also fruit trees, and that he will be glad to communicate with you on the subject.

Yours truly,

(Signed) W. E. D. STOKES.

New York, February 17, 1919. To His Excellency, Governor Al Smith, Executive Mansion, Albany, New York.

My dear Sir:

I have the letter of your Secretary. I am exceedingly pleased to think that you have taken the matter up, and that you are interested in the project of planting, not only shade trees, but also fruit trees along our public highways.

It is a big stride in the right direction to illustrate the practicability and value of our State Agriculture Colleges, and show the tax-payers that they are getting a return for their money.

I fear that in the State of New York, farmers do not use to advantage the advice of our Agricultural Colleges. Western farmers take the soil from their different fields and send it to the Agricultural College to get advice as to what fertilizer should be used and what crops would best be put in this or that soil.

In various states in the West and Middle West, farms are advancing in prices, whereas, in the State of New York, they are decreasing and I notice that one agent alone advertised that he had 1,000 excellent farms for sale. If these farms were properly handled, this agent would not have 1,000 clients, trying to sell their farms.

It strikes me that while there is such a cry for food and food is so high, that here would be a great chance to, in a measure, make up the supply which would lesson the price to the poor. Do communicate with Dr. Smith, President of the Motor Federation, of New York, which has 100,000 subscribers and members who would be so interested in the good work of tree planting.

Again, if this interests you, I would like to call your attention to the fisheries and fish hatching establishments of the State. These, in my opinion, need a most careful looking into.

There is one at Cold Spring Harbor, L. I., however, which is a model of excellent management, and gives excellent results. I do not know who is now Head of the Fisheries of the State, but he should be a skilled man and hatch out enough fish this year to properly stock many ponds, lakes and rivers, so that if the good work is kept up every year, the poor would have a good supply of healthy fresh fish foods. Anyone who has lived along the Mediterranean can tell you that two-thirds of the fish foods come right from the waters of the Mediterranean and there is no reason why, with our abundant supply of good rivers, streams, and ponds that the same results should not be in our State under your management.

Yours very truly, (Signed) W. E. D. STOKES.

## Henry G. Strong Comments

the American people is materially responsible for the enormous sales of automobiles that we have already made this year."

#### The Attendance Figures

Nothing elaborate had been planned in the way of closing exercises and all the salesmen and others who were in constant attendance during the week were so fagged that they were just as well satisfied. At 10.30 the bands in the different buildings struck up the Star Spangled Banner and as the number was finished the claxons and electric horns of the machines were all sounded together for a few minutes. After this ear splitting subsided the crowd began to file out and at 11 o'clock the lights were turned out.

### National Highways

By GEO. C. DIEHL

American Railways have been developed to a degree unknown in European countries and have been one of the great underlying causes for the rapid advancement of the American Republic.

It is interesting to study a map prepared by Washington officials, showing the transportation systems of the world. This shows in dotted black lines the water routes and in solid black the railways—the highway routes are not shown.

The United States and Europe are covered with rail lines; there are many in Japan, India, South Africa and Argentine, a few in North Africa and China and along the coast of Australia, one single line across Asia and the narrow part of South America, and no other trans-continental railroads, in fact, leaving out of consideration North America and Europe, the map is barren, and it is difficult to understand how the countries so isolated from rail transportation can exist, and it is not hard to comprehend why the United States and Europe lead the world. The only explanation for the countries without rail facilities is seen in the dotted black lines, which fairly cover all of the Oceans and constitute the world's great water ways. Some day air transportation may form an even more interesting chapter in the transportation story.

The rail- and water-ways have waxed strong because there has been a careful and intelligent study of the thousand and one problems affecting traffic with the result that an economic period of rail transportation has been developed, which can foretell almost to a dollar, not only the justifiable expenditure for new construction or reconstruction, but also the amount that is warranted to eliminate each foot of rise or fall, or each degree of curvature.

If a highway map of the United States were available on which would be shown only those highways which had been permanently improved, a few of the Eastern and Pacific coast states would stand out prominently, but the remaining portions would resemble the railroad map of Asia. If only those roads were indicated which were properly designed, both as regards width, and type of construction to meet present needs and those of the immediate future, then the United States map would perfectly resemble the railroad map of the Central parts of Africa, South America and Australia and one would well marvel how such a country could enjoy even a small fraction of its natural resources, or how there could be any real inter-communication and community of interests between all of its inhabitants.

In studying such a map we would not recognize ourselves, and yet, can there be any student of national development who will not concede that well designated, carefully built, properly connected and developed highway systems are a prime necessity?

It has been aptly stated that if a thing is a necessity then we fully pay for it whether we have it or not, and in the case of highway improvement, even a casual examination emphasizes that the cost of not having good roads is vastly more than the aggregate expense of constructing roads of the most durable and costly type.

Is it not reasonable to inquire why in such progressive nation improved highways are lacking? If the foregoing statements are correct, there are two outstanding reasons; first, that the facts are not understood, and second that it is impossible to finance such a vast undertaking.

There is frequent difficulty in connecting general funds, mental principle, or statements with special cases and in regard to transportation problems, it is doubtful if any large part of the population can be convinced unless the case is proved by actual figures based on admitted facts. To illustrate, there would be no hesitation in constructing a railroad if given an active cost of a sound building program on hand and on the other a given number of tons to be moved at a fixed price per ton mile, which income a careful analysis would show far in excess of all interest, carrying charges, etc.

MOTORIST 19

There should be no more reluctance in carrying out a highway improvement plan if the facts were just as clearly presented.

The first step, it would appear, is to collect, through the various highway departments, accurate data, present highway traffic and the probable increase due to increased facilities; also to determine the cost per ton mile, or equally convenient unit of moving traffic over highways, and to separate the various items of expense per ton mile of construction, maintenance, truck operation, wear and tear, etc.

For several years the New York State Motor Federation has urged the appointment in the State Highway Department of a Traffic Department under the guidance of a competent traffic engineer, who would, among other duties, collect statistics, which would prove beyond any doubt or peradventure, not only the importance and necessity of enormously increased highway appropriations and expenditures, but the downright sheer loss to every community and political sub-division, resulting from a failure to appreciate the necessity of scientifically developed highway transportation.

None would contend that this country as a whole was unable to finance a complete roadbuilding program if it could be demonstrated that even omitting the entire matter of passenger transport that the saving in moving necessities and ordinary comforts of life would in a few years time pay the entire cost, yet, it could not be denied that there are many sub-divisions which could not begin to pay even a small part of the expenditure for well-built roads within their own boundaries, any more than could a few isolated shippers pay the equivalent cost of a transcontinental railroad. It follows that there must be a true co-operation whereby the richer section helps the poorer, and upon this principle depends, to a considerable extent, the county and state aid road building, legislative enactment.

To develop the highway facilities of a nation is a matter of national concern and of national co-operation, and on this assumption there can be no question of ability to pay the cost of road building. It only remains to determine an equitable arrangement between the counties, state and nation. In general, the plan appears sound that roads of purely local nature should be paid for by the county, those of state importance by the state, and by the nation those main arteries over which moves the great bulk of interstate commerce, and which properly comes within Federal jurisdiction.

Broadly speaking, this is the plan advocated by the American Automobile Association, with the co-operation of the New York State Motor Federation, whereby the road-building program is expanded to meet every need, where no county or state is omitted or neglected but where there is adopted the broad national viewpoint which keeps every part or section, and in so doing, best develops the transport need of the nation.

#### ORIGIN OF LIBERTY FUEL

Out of a clear sky came the announcement that a new motor fuel had been invented and had successfully passed rigorous tests. In a day's time the announcement, sent out from Washington, was heralded throughout the country as the solution of the ever-increasing gasoline shortage problem. Newspapers and magazines from coast to coast and throughout Canada discussed the new fuel and praised its inventor.

But the suddenness of the announcement was not characteristic of the origin of Liberty Fuel. It was more than seven years ago that Captain Edwin C. Weisgerber, the inventor, began working on a new motor fuel. However, the success of his efforts was not announced until after he had become attached to the Research and Development Division of the General Engineering Depot of the United States Army

Captain Weisgerber is a chemist and oil expert of established reputation. His life-long study of fuel oils enabled him to develop what hitherto had been pronounced impossible. And Liberty Fuel is but one of his notable contributions to the scientific development of the world.

Gasoline has steadily risen in price and the available supply has just as steadily diminished. In 1912 gasoline sold for 10 cents a gallon in Chicago; today it is selling for more than twice as much there, and the proportion of increase obtains throughout the country. Within the last two years we have heard much of "cracking" processes and other means of increasing the gasoline supply, and even with the development of these the price has mounted steadily. Only a few months ago we were forcefully reminded of the necessity for new motor fuels by "gasless" Sundays.

The gasoline output, estimated at 90,000,000 barrels a year, has proved insufficient, and with the increased number of tractors, wider use of motor trucks, steady increase in the number of passenger cars and the rapidly approaching commercialization of the aeroplane the gasoline supply will fall far short of the requirements.

Into this breach steps Liberty Fuel, not merely a substitute for gasoline but superior to gasoline, as the many tests have demonstrated conclusively. Not only will it supply the shortage but it will win motorists away from gasoline as fast as it is available because of its superior qualities.

A group of the best-known and most reliable men in Indiana are privileged to manufacture Liberty Fuel, having purchased the sole rights. The process of manufacture will be guided by Captain Weisgerber, who retains a heavy interest in the new Company. These men are backing the Liberty Fuel Company with their own money, and an initial plant will be erected in Indianapolis. The plan is to expand as rapidly as possible, and more and larger plants will be built.

### Remove Advertising Signs

tisement on or to any stone, tree, fence, stump, pole, building or other object, which is the property of another, without first obtaining the written consent of such owner thereof, or who in any manner paints, prints, places, puts or affixes, or causes to be painted printed, placed or affixed, such an advertisement on or to any stone, tree, fence, stump, pole, mile-board, mile-stone, danger-sign, danger-signal, guidesign, guide-post, bill-board, building or other object within the limits of a public highway is punishable by a fine of not less than five dollars nor more than twenty-five dollars, or by imprisonment Any advertisement in or upon a public highway in violation of the provisions of this subdivision may be taken down, removed or destroyed by anyone.

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### Sold in France

Augustus Healy, of the Lyon & Healy Piano Company, was a lieutenant in France. About the second thing he did after he put his foot down in Cook County was to buy a Cadillac Phaeton. He said he didn't know why he bought it, but everybody in France was talking about the Cadillac car.

When Uncle Sam called for engineers, J. J. Dale volunteered and was sent to France. His job there took him over thirty-eight

miles of road twice daily.

The Government supplied a car, but it wouldn't stand the gaff. The second one ran well, but it took a lot of tinkering. Finally he traded for a Cadillac, and there his troubles ended. There is only one car for Mr. Dale. He is driving a new Victoria.

Mr. Bob Gardner, sometime western golf champion, and just back from France, came into the Chicago salesroom. Fresh in his memory was the Cadillac dust he had eaten from Tours to Strassburg. When he drove away a new Cadillac Phaeton, a great satisfaction replaced the envy which had possessed his heart for many months.

Young Mr. Widener, son of Philadelphia's richest financier, has a Cadillac enthusiasm that's contagious. He has a new four-passen-

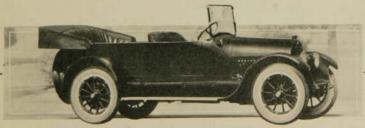
ger himself, and his sister has a special roadster.

These are only a few of last week's sales, recorded in Chicago and Philadelphia, which were really made in France. The men who have been "over there" know from experience how good the Cadillac really is—and how it stood up under the most severe service to which motor cars were ever subjected.

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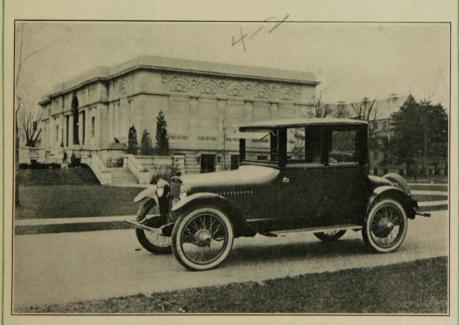
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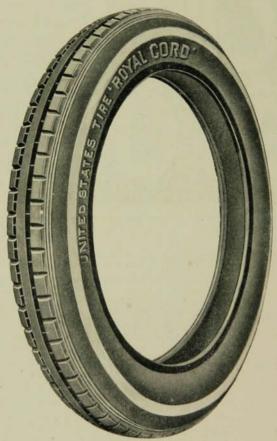
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All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

April, 1919

No. 2

### In Memoriam



Frederick R. Smith, M. D. 1870 - 1919

#### Resolution Passed by Board of Directors of Automobile Club of Rochester

Dr. Frederick R. Smith. But a few brief days ago he was living his life among us, a force for great good in the community. It is difficult to realize that his kindly presence will be with us no more. His death brings not only grief and a sense of great loss, but an acute appreciation of his value to our city and his constant and friendly service to his neighbors.

We are met here to record our love and respect for the man, and to extend to his family and others who are near and dear to him, a sympathy that is quickened by our profound sorrow. By his death the Automobile Club of Rochester loses

its most valued officer and the City of Rochester one of its best citizens.

With the realization that the automobilists of Rochester will sorely miss his faithful and intelligent efforts for the betterment of automobiling conditions in

the city and the state, it is

Resolved. That the Automobile Club of Rochester spread this record upon its minutes and that a copy thereof be sent to the family of Dr. Smith as a token of sympathy and respect.

Tuesday, March 25

#### Resolution Adopted by New York State Motor Federation at Special Meeting, Rochester, N. V.

It is with profound sorrow that the New York State Motor Federation records the death of its president, Dr. Frederick R. Smith. His work for the betterment of motoring conditions in the State, through his active interest in good roads and in the enactment of fair automobile legislation, was of great value. His wise counsel will be sorely missed by the officers and members of this organization.

Dr. Smith was a man of many unusual traits of mind and character. Keen of intellect and possessing a wide knowledge of men and business, his co-operation was eagerly sought in important public and private enterprises. From his busy life he was always ready to give of his valuable time to help his neighbors and friends.

Patient, amiable and charitable he was to an unusual degree. Of him can be said what is not often said: He never bore false witness. To him the affairs of his neighbors were sacred. He lived an exemplary life and died a Christian gentleman. In sincere grief at his loss it is

Resolute. That the New York State Motor Federation record its deep sympathy for the bereaved family and that a copy of this resolution be spread on the minutes of the organization.

Thursday, March 27

#### Resolution Passed at Assembled Meeting of People Interested in the Roosevelt National Highway

Dr. Frederick R. Smith, who has for many years been interested in highway construction and automobile legislation and affairs, but a few days ago was living his life among us, a force for great good in the community. It is difficult to realize that his kindly presence will be with us no more. His death brings not only grief and a sense of great loss, but an acute appreciation of his value to our county and his constant and friendly service to his neighbors.

We are met here to record our love and respect for the man, and to extend to his family and others near and dear to him, a sympathy that is quickened by our profound sorrow. By his death the automobilists of the county lose a most valued

friend and the City of Rochester one of its best citizens.

With the realization that the automobilists of Rochester will sorely miss his faithful and intelligent efforts for the betterment of automobiling conditions in the State, it is

Resolved. That this resolution be spread upon the minutes of the meeting, and that a copy be sent to the family of Dr. Smith as a token of our sympathy and respect.

Tuesday, March 25

### Frederick R. Smith, M. D.

President Automobile Club From 1915 to 1919

In the death of Frederick R. Smith, President of the Automobile Club of Rochester, motorists of the city and county have lost a very ardent supporter of good roads and a hard worker for the advancement of motoring conditions and the Club has lost its very esteemed presiding officer. Dr. Smith was ill but one week with plural-pneumonia and died at 9.10 on the morning of Tuesday, March 25th.

While Dr. Smith was active in many public ways, he gave much of his valuable time to the Automobile Club of Rochester and served as President from March 29, 1915 to the time of his death. Due to his efforts the Club advanced in four years from a small organization to one of the largest and strongest in the country. In December, 1919, the New York State Motor Federation Convention elected him President of the state body and within a short time his genial personality and progressive spirit won him a large number of friends and fellowworkers throughout the State. In the short time Dr. Smith was at the head of the Federation the number of clubs in the body were greatly increased and the finances of the organization greatly enlarged, and this year was certain to be the best in its history.

Dr. Smith's activities were varied, and his ability, coupled with his abounding good-cheer and personality brought him marked success in his profession as a physician, in politics and in Masonry. He was affiliated with every local branch of Masonry, and his rapid rise brought him the distinction of being the only Rochester man ever elevated to be imperial potentate of the Shrine. As a matter of fact, no other Rochester Mason is now in line in the Imperial Divan.

Dr. Smith leaves his wife, Mrs. Clarissa Smith; two daughters, Frances and Dorothy Smith; four brothers, Charles M. and Jasper O. Smith of Penn Yan, William C. Smith of Rochester and Lewis P. Smith of Syracuse; and one sister, Ella J. Smith of Penn Yan.

The funeral services were held on Thursday afternoon from Dr. Smith's residence. Dr. Smith was a member of St. Paul's Episcopal Church.

Dr. Frederick Robinson Smith was born in Penn Yan on August 31, 1870. He received his early education at the Penn Yan Academy and the preparatory school at Dundee. He graduated from the Hahnemann Medical College at Philadelphia in 1893, after which he became resident physician of the Homeopathic Hospital in this city when that institution was located on Monroe Avenue.

When the discovery of gold in Alaska started the rush of 1889, he was given charge of the organization, outfitting and directing of a mining expedition into that country. While the expedition did not uncover millions in gold, Dr. Smith had many interesting and exciting experiences.

Dr. Smith returned to resume his practise of medicine in Rochester, and his success, due to his careful application, won him a wide reputation throughout New York State. He was a member of the American Institute of Homeopathy, the New York State Homeopathie Medical Society, and the Western New York Medical Society, and since its organization he served as a field investigator for the War Risk Insurance Department of the government.

His extensive practise and his various interes's did not keep him from fulfilling his duties as a citizen. When Charles S. Owen resigned as supervisor of the Third Ward to become a commissioner of public safety in December, 1907, Dr. Smith was chosen to serve the remainder of the term. He served in the board about a month when the Democrats replaced him with P. E. Connaughton.

#### Chairman of Supervisors

In the Fall of 1998, at a special election, Dr. Smith was elected to the supervisorship by the Republicans, and was a member for seven years, serving until December 31, 1915. He was chairman of the board in 1911, 1912 and 1913, being the second man to hold that office for three consecutive years, the other man

being Harley E. Hamil, his immediate predecessor.

In 1915 Dr. Smith was elected alderman from the Third Ward, holding this post until December 27, 1916, when he retired to take up his duties as coroner on the West Side, to which he was elected that fall. Dr. Smith proved to be one of the most efficient coroners Rochester has ever had.

Dr. Smith was one of the most prominent Masons in the country. His masonic affiliations began when he was made a Master Mason by Yonnondio Lodge on December 11, 1894. His popularity was growing and he went through the various chairs of the lodge, then located in the Smith-Perkins building on Exchange Street, being chosen master in 1899. He became a member of Hamilton Chapter, Royal Arch Masons, in 1896, and of Doric Council, Royal and Select Masters, in 1898.

#### Masonic Connections

He was knighted by Monroe Commandery, Knights Templar, on May 14, 1897, rising in course of time to be its commander. He served as district deputy grand master for the 33rd Masonic District in 1900.

Following his joining Damascus Temple on May 12, 1897, Dr. Smith's rise in the Shrine was nothing less than remarkable. He became potentate, and then entered the Imperial Divan of the Ancient Arabic Order of the Nobles of the Mystic Shrine of North America as an outside guard.

As a reward for his assiduous attention to masonic affairs, and his great personal following, he was made imperial potentate by the Shriners at their convention at Atlanta on May 13, 1914. A special train of Rochester Shriners escorted him to Atlanta. He served in that office until the Imperial Council at Seattle in July, 1915. No past imperial potentate has ever been as popular or wielded such an influence as has Dr. Smith.

#### Shrine Imperial Potentate

While he was imperial potentate a countrywide trip to the various temples was made, and this merely served to increase his popularity. He was easily the most beloved Shriner in America. While on this trip Dr. Smith participated in some of the most unique Shrine affairs in the history of the body. He was one of a body of Shriners who went to Honolulu, Hawaii, in 1915, to install Aloha Temple. A spectacular feature of this ceremony was the conferring of a degree in the crater of Kilauea, the world's greatest volcano.

Before this, Dr. Smith accompanied a Minneapolis body of Shriners to Panama, where a temple was dedicated. There a feature was the conferring of a degree in one of the big locks of the Gatun Dam. Another unusual ceremony was one performed in the Grand Canyon of Colorado.

During his year as imperial potentate, Dr. Smith traveled 52,600 miles, or more than 1,000 miles a week. Gifts were heaped upon him everywhere. San Francisco Shriners presented him with a solid gold key as indication that the city was his.

When he returned to Rochester, Dr. Smith brought with him gifts from 95 out of the 105 Shrines he visited. Many of these gifts were costly and rare, and their value ran well up into the thousands. He was presented with gold and silver plate, and among the gifts were a silver dinner service of 347 pieces, a genuine totem pole, rugs, cut glass, statuary, loving cups, clocks, tables, punch bowls, etc.

Dr. Smith was given his Scottish Rite degree by the local consistory in 1902. He was made a 33d degree Mason, a much coveted honor, at Saratoga on September 19, 1911. He was commander-in-chief of Rochester Consistory from May, 1911, to May, 1913. He was elected high priest of Hamilton Chapter, Royal Arch Masons, in 1901. He was a member and former president of the Masonic Club and a director of the masonic board. For a time he was a member of the state committee on foreign correspondence of the Grand Commandery of the State of New York.

Dr. Smith was also a member of the Odd Fellows and the Knights of Pythias.

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Every feature is a tried and tested success.

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Electric starting and lighting. Four-cylinder, valve-in-head motor. Deep channel section frame. (653 M)

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Puts up Vigorous Fight Against Bills for Increased Tax on

Operation of Automobiles.

Among the best works of the Automobile Club of Rochester is that of opposition to vicious bills introduced in the Legislation at Albany, and among these is the Knight Bill which so modifies the present law that Monroe County motorists who desire to drive to New York City, would have to stop at the city line and go into the Magistrate's office or perhaps the New York City office of the Secretary of State and apply for a permit to drive in New York City, paying over \$2.00 for such a permit. This is ridiculous on the face of it and it is quite evident that this Bill will not only meet with the opposition of all motorists but will be relegated to the graveyard.

Senator Sage, who is the Chairman of the Finance Committee of the Senate, after March 4th, when the hearing on all automobile bills was held, introduced a measure to double the tax on Fords, or in other words to increase from \$5.00 to \$10.00 the State tax on automobiles having a horse-power from 19 to 35. This is simply a movement on the part of the Finance Committee to bring two and a-half million dollars into the State Treasury and to get it from the motorist. This measure is considered not only unjust but a vicious attack on the four hundred and fifty thousand motorists of the State.

Over thirty-five bills have thus far been introduced in the Legislature and while some of them are of a constructive nature, especially the ones introduced at the suggestion of the Motor Federation, yet there are many vicious ones which compel the operator to take out a license which would cost \$3.00, compulsory

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insurance and a compulsory bond, and the Automobile Club of Rochester has taken a stand against these measures and is supporting the MotorFederation in its opposition to the bills.

MOTORIST

In the March issue of the ROCHESTER MOTORIST, on page 5, a complete report was given on thirteen bills which were opposed by the Federation and the Automobile Club of Rochester and fifteen bills which were being supported by the Club and the Federation. This report showed that the automobile organizations not only are out to kill vicious legislation, but are taking a very business-like attitude in having constructive bills introduced and endeavoring to have them become a law.

While the attention of the individual members of the Automobile Club of Rochester, over thirty-two hundred, are not called upon to give their personal advice on these bills, the Constitution and By-Laws provide that a Law and Legislative Committee shall be appointed, and this Committee has gone over all these bills and in almost every instance the action of the Committee has been along the

same line as that of the Motor Federation. The Committee has watched every bill and is doing the work well and carefully.

9

#### Oswego Auto Club Affiliates With Federation

Another city club has taken the decisive step and organized an automobile club to affiliate with the New York State Motor Federation—Oswego. Motorists in Oswego gathered together on the night of March 18th and after a full discussion of automobile affairs in Oswego and vicinity as well as the state at large, they unanimously voted to re-organize the Oswego Auto Club and affiliate with the New York State Motor Federation and the American Automobile Association.

At a meeting held Wednesday, March 26th, the organization was perfected, officers elected and headquarters established at the Pontiac Hotel. Watch for the activities of the new club, for the men are taking hold and promise to put Oswego on the automobile map.

How about the Club Emblem?

### H. J. PELLETTE

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### Good Argument for New Members

Every real automobile club in the country is identified with the American Automobile Association, for the simple reason that after motor car owners have met other requirements locally in an organized form, they realize that the work extends to co-operation with other clubs in connection with matters of state-wide importance, following which is the present-day appreciation of Federal solidity and the merging of sectional interests into National expression.

Exactly as the state must relieve its counties of the most important market roads, the National Government must take over the great interstate highways which will weld the fortyeight component parts into a real nation.

True it is, that exactly as the rich counties in a state help the poor counties in the creation of a state road system, the rich and populous states of the nation will give aid to the undeveloped and poorer states in the establishing of a National road plan.

But the Automobile Club of Rochester believes in New York State, and it also believes in the United States, and so it is a member of the New York State Motor Federation and of the American Automobile Association.

With its principal headquarters in Washington, the American Automobile Association has become a forceful factor in all legislation which has had to do in one way or another with highways building and other law making which affects the owners of passenger automobiles and motor trucks. The National Capital headquarters serve as the automobile clearing house of the country, and every possible thing which has to do with the automobile and its use finds consideration at the hands of the A. A. A., which does its work through a board of directors, that is supplemented by an executive board, on which our club is represented. Furthermore, we have a member on the five other boards which have in hand the National body's departmental activities: Good Roads, Legislative, Touring, Motor Truck, and Contest.

Down in New York City the A. A. A. Metropolitan Division has its home at the headquarters, No. 501 Fifth Ave., at 42nd St., known as the busiest corner in the United States. No source of touring information in the entire country equals that which is kept on tap in New York City, and it is available to Rochester Club members at all times by letter, wire, or calls in person. Your club secretary will obtain whatever information you may need at any time, and also secure for you any one of the many maps which yearly are issued by the A. A. A. Touring Board.

As a member of the Rochester club you can feel at all times that you are doing you duty locally, in your state, and in your nation. We believe in these three channels of motoring activity, for the motorist is first of all a citizen of his own country, an advocate of his own state, and believes that Rochester is the best city in the world to live in.

"Barney" Back on the Job



Barney Cane

MOTORIST 11

### Roadside Tree Planting Bill Before Present Legislature

Great Interest Shown. Action Taken by Legislature Appointment of State Tree Warden Recommended

Syracuse, N. Y., March 29, 1919. A bill which is causing considerable interest to many in the State and on which all lovers of the countryside hope to have favorable action taken is that being backed by the New York State College of Forestry at Syracuse in co-operation with the New York State Motor Federation in the planting of trees and shrubs along the roadside areas of our improved highways. That no line of work should be made of greater value to the people as a whole than that of the development of our roadside areas is clearly shown when it is considered that a large percentage of the people of the State are traveling along these very highways practically every day of the year.

The suggestions made by the College of Forestry do not mean that a solid planting of trees and shrubs along these areas is to be recommended, as some have believed, but does

include the making of a careful survey of the area to be planted, securing necessary data for the development of the complete planting plan, giving due consideration not only to the planting material now existing but to the conditions surrounding the local area. Similar to many cities which have come to realize the advantages resulting from some definite control of the city's trees by a competent supervisor, the present bill recommends the appointment of a State Tree Warden whose work will be under the direct supervision of the State Highway Commission, the appointee to be a man of technical training along these lines. devoting his entire time to the planting work in such parts of the State as may call for his attention.

Included in the bill is the recommendation for an appropriation by which an initial demonstration planting along the highway from Syra-

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12

cuse to Utica may be definitely put into effect so that the people of the State may see the many benefits resulting from this work and encourage their sections throughout the State to follow suit.

The State Highway Commission of Massachusetts has been very active in this line of work during the last few years and the results of their action can readily be seen by those fortunate enough to travel along the many beautiful highways through all parts of Massachusetts.

It has been proven that tree planting intelligently carried out by the State Supervisor may not only make the highways one of the most attractive of the entire country, but that such plantings have been the means of much practical value, especially in prolonging the life of the highway. It is hoped that the people of New York State will see the importance of the work and that the present Legislature will pass favorably on the bill which will allow the opening of a work in the State second in importance to the improvement of the highways themselves.

Club Wants "Life" on Oswego Road

Now that the road building of the state is to be resumed and perhaps on a large scale, the Auto Club, through its Good Roads Committee, is urging the state authorities to rush through for completion the gap on the Rochester, Oswego, Watertown route, which is about eleven miles between Alton and Wolcott; at present this is a very poor road and during inclement weather is impassable. It is a very disgraceful condition for New York State to have such a good improved trunk line connecting three big cities, but not in use because of the great need for this connecting link.

Through the activity of the Motor Federation Clubs, Watertown, Syracuse and Oswego are assisting Rochester in bringing force on the highway authorities to have this work started early and finished this year.

Please call for your 1919 Road Map!

### HEADQUARTERS AUTOMOBILE CLUB OF ROCHESTER

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### An Invitation to Stop and Visit a Moment With the Birds

By JAMES H. THOMPSON



FAR off in some greenmeshed roadside sanctuary a love-thralled bird flutes a contented roundelay to his mate The notes of his liebeslied are legato, mellowed to the mood of

his security. They are tiny notes, pianissimo, muted by distance, fragile, tenuous tones that sound into the great symphony of the universe as the whisperings of viols blend unobtrusively into the concerto of some great orchestra.

The bird-call is insistent. It is never insignificant. It obtrudes into whatever else of human-made racket there may be. It is not to be ignored. Over and under the clamor of existence it rises, accented, emphatic. It is the keynote of life.

However much the Klaxon may jar the echoes with its stridulous warning; however much panting, exhausting engines may shatter the countryside peace with their hurrying throbs, the bird call will be heard. It is a tonal reminder that always, no matter how hurried we may be, calls us back to the things of nature. The call of birds is never to be denied.

The sputtering motors that drive wildly, like some modern Valkyries, through the glades and fields, are commanded to halt by the call of the throbbing-throated, jewel-eyed lovemakers of the trees. "Halt!" they call. "Stop a moment and let us tell of quiet and peace and beauty. Let us soothe your racked nerves and sing to you a lullaby to carry you far to our fairyland where percents and profits are not, and hurry and haste have no place."

They who ride may never heed the invitations; they who drive, honking through the bramble thickets and orchards, may never stop; but the birds keep on calling, always with tender insistence, asking, begging that mortals may come to them and let them ease some of the pain of life.

To them who have not listened to the bird-

call; to them who have been too concerned with petty importances, overweening trifles, this is a translation of the invitation of the birds. It is a request from the birds to come and visit with them and learn of them something of the joy they know.

Out in West Webster, along that ridge where the sun seems always to shine a little brighter and a little warmer; where breezes blow a little balmier, and flowers bloom a little sweeter; where birds and bees and butterflies go about their interminable summer business with a little more carefree joy, there nestles a little plot where the birds are holding continual reception.

Back from the road across a stretch of green lawn, entrenched in shrubs and overhanging trees, obscured as a bird home should be, sets a charming bungalow. Its brown sides and rambling ells blend into the landscape, and its vines and flowers almost cover it. There is a great peace about the place except for the chattering, piping gossip of hundreds of birds. Whatever day you may choose to accept the invitation of the birds the feathered busybodies are chattering away like mad, discussing the great affairs of the domestic life, but never too busy to greet you and sing a song to you.

When a chugging motor stops at the inviting driveway that leads into this reception room there is pretty sure to come from somewhere around the brown buildings a khakidressed, smiling man. Chances are that he will stop on his way to greet his guests to arrange some of the shrubbery or to cock his head to listen to a bird call. He, too, fits into the little garden.

Back into the wonderland of the birds' reception hall, he will take you back to where a hundred birds will greet you; bluebirds of happiness, cocky wrens, gay oriole Lotharios, dashing humming-birds and all the rest of the tribe that inhabits this place. They will greet you, sing to you, with never a bit of the reluctant modesty that other divas profess; they will preach to you, teach you, and send you away with your motor throbbing less swiftly and your

ears set to catch every echo of their parting goodbye.

No roadhouse that offers strange and potent draughts has the refreshment that this little half-hidden Webster house offers; no theater nor bandshell holds half its harmony.

#### It is the Reiber Bird Reserve.

Here six acres have been set aside to the life work of a man and the life uses of the birds. The place is a monument to the man's passion, a sanctuary for the birds' sole use. There are no warnings here—none are needed; there are no restrictions for mortals—none are needed. The birds with their very tenderness police the place and make it orderly.

The Birdman who has built this peace place, nearly all of it with his own hands, is Edwin S. Reiber. Since boyhood he has dedicated his life to the study of birds and their habits. He has evolved a system of bird-housing that is recognized as the only scientific and natural system, and each year he is saving the lives of thousands of songsters; teaching them how to live. He goes about his little Paradise modestly, happily, thinking always of the bird folk, but never too busy with them to stop to interpret gently to humans their lessons.

Back of the bungalow where he lives are the shops where workmen fashion the birdhome that have made the place famous. Chances are that an inquisitive bluebird sits in the shop watching the operations, as though superintending the tasks. It is such a workshop as you never saw, a place where humming belts and motors mingle with the happy tunes of the workmen and the songs of birds.

Within the bungalow there are wonders: Nests and eggs and mounted birds—all there to teach what we may do for the feathered folk. Outside the house there are so many things to make the birds contented and comfortable that visitors are amazed at the variety and ingenuity of the furniture. There are baths and dining rooms, storerooms for food and nesting materials, charming boudoirs as dainty as Milady Wren might wish, and whole apartment houses where live scores of tenants.

In a tangle of shrubs there are hidden tiny nests. Peering, friendly little heads poke over unsuspected screens to greet you, and happy little bird mothers chirp and quirk their polls to call attention to their broods. Mayhap the Birdman will thrust aside some sheltering vine to show you a cleverly-hidden household; mayhap within reaching distance of you he will point the haven of some little bird. Oh! It is all very well worth seeing, and very well worth gleaning a lesson from!

The Reiber Bird Reserve is always open to visitors. The trip to it from Rochester is a delightful one, either through the Dugway Hills and across the flag-set end of Irondequoit Bay, or around by the lake shore and up over the ridge. Motorists who are seeking a new point of interest and a new sensation will find it a delightful terminus for a half day's jaunt.

On behalf of his friends, the birds, Mr. Reiber, the Birdman, extends to all members of the Automobile Club of Rochester an invitation to visit them at any time in their sanctuary, and there to listen to them tell of their happiness.

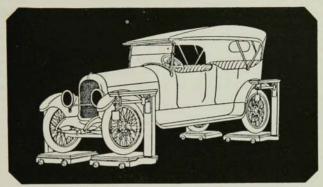
#### Road Signs by the Thousand

At the March meeting of the Road Sign Committee of the Club it was voted that one thousand direction signs be immediately ordered; this action was ratified by the Board of Directors at their March meeting and the signs ordered.

Chairman Sam Rosenbloom of the Signs Committee, says that this is but the initial order and that it is his purpose to see that all of the automobile roads in this vicinity are properly posted and that the road sign car will be out just as soon as the signs are received. In this work the Club is doing something that is appreciated by all motorists and it is one of the main purposes of an auto club.

Dues are now payable and by sending in your checks today you will be helping some. Emblems, maps and road signs have to be paid for, and you can help pay the bills. entral Library of Rochester and Monroe County · Historic Serials Collection

### MARMON 34



Right Front Wheel 866 Pounds Left Front Wheel 868 1 Pounds

Right Rear Wheel 903 1 Pounds Left Rear Wheel 911 Pounds

### Really Perfect Balance

THE lesson in this illustration is one of even distribution of weight. In the Marmon 34 the weight and the load are more toward the center than in any comparable car. The rear seat is forward of the rear springs and axle; the gasoline load is in the cowl; the front axle ahead of the radiator. This centralization of weight and its lower center of gravity are prime factors in producing the wonderful riding qualities and roadability of the Marmon.

It results in an absence of side sway---skidding or whip-lash motion, less wear and tear on tires and mechanism. And it also gives a feeling of great security and comfort to passengers.

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ROCHESTER, N.Y.

### Closing Days of the 65th Congress Bring Huge Federal Aid Road Appropriations

With the appropriation of \$209,000,000 made by Congress in the closing days of the session, the nation is committed to the building of good roads on a scale never before undertaken by any nation in the world's history.

The original Federal Aid Road Act, approved July 11, 1916, which resulted in a great degree from the combined efforts of the American Association of State Highway Officials and the American Automobile Association, carried an appropriation of \$75,000,000 to aid in the construction of post roads during a five-year period ending June 30, 1921, and \$10,000,000 to aid in forest road building during a ten-year period ending June 30, 1926.

Not over \$3,000,000 of the original \$85,000,000 had been expended prior to 1919, so that \$82,000,000 plus the \$209,000,000 or a total of \$291,000,000 of Federal funds is available during the next six years for the building of good roads, and \$286,000,000 of this is available during the next three years.

The act, together with its amendment, requires the States to provide at least an equal amount on the post road work, and it is customary for the States and localities to contribute toward the forest road work, so that there will be a total of \$562,000,000 to be spent on Federal aid and forest roads during the next three years, if this co-operative measure is lived up to fully. When it is considered that the normal annual outlay for roads in the United States is about \$300,000,000, including both construction and maintenance, the immensity of this Federal undertaking becomes more pronounced.

The far-reaching amendment, with its huge appropriation, makes comparatively little change in the existing Federal aid policy, but it does seek to remove one of the chief weaknesses of the original act in its definition of a rural post road.

The very restrictive construction put upon the definition contained in the old act made it next to impossible for many of the roads to qualify for Federal aid as post roads. Rural delivery routes in very many cases deviate from the main road so as to reach the individual patron, and it frequently happens that the most important road in a community has no mail route actually located on it for considerable distances. The old act, as interpreted by the Secretary of Agriculture, required that the mail actually be carried on the road, or that a reasonable prospect be shown that mail would be carried within a short time after improvement. The new definition, as embodied in the amendment greatly broadens the definition and reads as follows:

"\* \* \* \* \* \* the term 'rural post roads,' as used in section two of said act, shall be construed to mean any public road, a major portion of which is now used, or can be used, forms a connecting link not to exceed ten miles in length of any road or roads now or hereafter used for the transportation of the U. S. mails, excluding every street and road in a place having a population, as shown by the latest available Federal census, of two thousand five hundred or more, except that portion of any such street or road along which the houses average more than two hundred feet apart":

Another important change is the raising of the Government limit of contribution from \$10,000 a mile to \$20,000 a mile. At the time the original act was passed, the cost of labor and materials was materially lower than at present, and it was the intent of the framers of the act to keep the Federal aid scattered over a sufficient mileage to serve the largest possible number of people. Today the contribution of \$10,000 per mile would in many cases prove utterly inadequate and the change is therefore a most desirable one.

Just what each State will receive in the form of Federal aid to post roads under the terms of the original act and under the new amendment is shown in a table of apportionment, appearing in this issue which takes into account for the fiscal year ending June 30, 1919, the appropriation of \$5,000,000 for the fiscal year 1917, \$10,000,000 for the fiscal year 1918, and \$15,000,000 for the fiscal year 1919, plus \$50,000,000 carried by the amendment, or a total

for that year of \$80,000,000, which includes \$2,400,000 for the purposes of administration; for the fiscal year 1920, an appropriation of \$20,000,000 from the original act and \$75,000,000 from the original act and \$75,000,000 from the amendment, or a total of \$95,000,000 less \$2,850,000 for administration; for the fiscal year 1921, an appropriation of \$25,000,000 from the original act and \$75,000,000 from the amendment, or \$100,000,000, less \$3,000,000 for administration, or a grand total of \$275,000,000, of which \$8,250,000 is for administration.

So that a definite connection may be established between what has already been done, what is ready to be done, and the means available for the undertaking, a resume of the Federal aid projects approved from the passage of the original act to January 31, 1919, shows that a total of 813 projects had been approved by the Secretary of Agriculture to that date, carrying a total estimated cost of \$59,759,090.94, involving \$22,504,389.31 of Federal aid and \$37,254,701.63 of local funds, and aggregating in length 8,350.88 miles. Of these projects, 313 were completed or under construction on January 31 at an estimated cost of \$22,139,-365.33 and involving \$8,206,098.69 of Federal aid. The total Federal aid payments to January 31, amounted to only \$1,982,281.37. so that for the most part the great Congressional and State appropriations are available for this and succeeding years' work. The status of Federal aid projects by States is shown in the Federal Aid Progress Table presented herewith.

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#### American Automobile Association Urges Road Work

In connection with the activities of the American Automobile Association, Executive Chairman A. G. Batchelder sends on an important petition to the Good Roads Commissioner, of the Automobile Club of Rochester, which has been acted upon and carried out.

Now that the Railroad Administration has decided to reduce railroad rates on road materials, the question of pressing importance is to have such reduction made immediately so that contractors may make their bids in accordance with the new rates. The American Automobile Association is endeavoring in every way possible, to aid in the stimulation of road building during this season, and considers that the urgency of immediate action by the Railroad Administration should be emphasized from all quarters.

If the subject of rate reduction is taken up on an investigative basis, definite action will not come in time to affect the emergency existing this year. It would seem that inasmuch as the freight increase on road materials carried by general order No. 28, issued by the Railroad Administration last summer, was in the nature of a war-time measure, the simplest and most effective method of dealing with the present situation would be an order cancelling general order No. 28 and leaving the final adjustment of freight rates to be taken up later.

Merely by way of suggestion, says Mr. Batchelder, it would seem to us that if you could wire the Director of Traffic of the Railroad Administration the necessity for quick action in connection with the highway projects in your state, it would have great weight.



### Automatic Model Richardson Liberty Root Beer Barrel

Every person interested in the sale of soft drinks, will want a Liberty Root Beer Barrel.

It may be attached to the city water connection, and automatically carbonates, ices and serves Creamy Root Beer just as fast as the operator can open the faucet. Whether you serve ten people or a thousand in rapid succession, the Root Beer is always cold, creamy and absolutely uniform.

The Liberty Root Beer Barrel is furnished in three sizes. It is cork insulated, the coils and entire interior are heavy block tin.

You serve a large, glass 16 ounce stein for 5c. and make 4c. profit on every drink.



This Liberty Barrel in operation at Powers Hotel Lobby, Rochester, N. Y.

The handsome, rustic arbor may be purchased separately if desired. This is ideal for a large floor space or for outdoor stands or concessions.

4c. profit on every stein. Isn't that worth investigating?

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### Liberty Fuel-Shackled!

Tests Conducted Recently by the United States Fuel Administration Blasts Another "Motorists' Hope" and Substitute Gloom for Joy

If, according to reliable authority, the way of the transgressor is hard, that of the inventor frequently is studded with rocks and strewn with sharp pebbles. That at any rate may be the conclusion reached by Dr. E. C. Weisgerber, originator of the so-called Liberty fuel, for

which great promises were made and a description of which occupied several pages of the February issue of American Motorist.

Early in December more or less vague storiessaid to be unauthorized by the inventor - emanated from apparently well-informed circles. The stories had to do with the discovery or perfection of a new fuel for internal-combustion engines, and enthusiasts everywhere had visions of Mr. John D. Rockefeller in the act of applying for admittance to the county poorhouse.

The new fuel, the exact composition of which was kept a profound

secret for some time, had been subjected to a series of thorough-going tests, not merely by the inventor and his associates but also by the U.S. Bureau of Standards at Washington whose facilities for conducting such trials are not duplicated anywhere in the world. The article dealing with Liberty fuel was based upon information obtained from the inventor himself who placed his own records at the disposal of a staff writer for this magazine. The performances reported very generally were based upon trials and findings of the Bureau of

Standards. Likewise, the information that some 60,000 gallons of the new fuel would be produced daily, as a beginning, was given by the inventor.

Since it was the desire of American Motorist's editor to put before readers only information that could be regarded as authentic, the manuscript of the February article was submitted to Dr. Weisgerber and his associate, Major Zimmerman. both of whom pronounced it as correct in every essential detail.

Reference to these events is caused by the appearance of a statement issued by the U. S. Fuel Administration,



Major Frederick Couchman

reporting results obtained in later tests and trials.

According to the Fuel Administration, Liberty fuel analyzes as follows: Benzol, 65 per cent, kerosene, 25 to 30 per cent.

### Travis Has Wrong Idea

Says John R. Eustis

Recently, an employee of the office of the State Comptroller, Eugene M. Travis, visited Rochester, and in a statement made to one who was interested in automobile affairs, intimated that a bill would be passed at this Legislature raising the tax on motor vehicles, and immediately the Secretary of the Automobile Club of Rochester took the matter up with the clubs affiliated with the New York State Motor Federation, and it is interesting to note what John R. Eustis, Secretary of the Metropolitan Division of the American Automobile Association has to say on the subject.

I received this morning (March 14th), writes Secretary Eustis, a copy of the re-print entitled "Suggestions of State Comptroller, Eugene M. Travis, in relation to Taxation." In this statement Mr. Travis suggests under various heads that considerable additional revenue can be derived, not by increasing the rate of taxation, but by making it applicable to certain classifications or divisions heretofore exempt. Among these are the inheritance taxes, which can be made to yield two and a half million dollars more annually, by simply taxing bequests to benevolent, charitable, educational and kindred institutions of other states and counties.

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Another one of Mr. Travis' suggestions is that an additional twelve million can be secured annually if the 3 per cent tax on net incomes of certain corporations be extended to business corporations, associations, partnerships and business generally.

Now, if it is necessary, continues Mr Eustis, to secure an additional revenue from the use of the highways of the State, then it is logical following the plans mentioned above, to derive this additional revenue, not by increasing the license fee of motor vehicles, but by extending the existing fees to those classifications of vehicular traffic now exempt therefrom. This is fair and equitable and follows the same plan and line of reasoning which Mr Travis applies throughout his statement mentioned above.

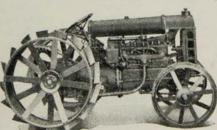
### FORDSON TRACTOR

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These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

### THOS. J. NORTHWAY'S

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### Promotion Campaign

### Automobile Club of Rochester May 13th, 14th and 15th

All Members of the Automobile Club are requested to enlist now with the Recruiting Officer and become a first-class private. All privates will report at Banquet Hall, Powers Hotel, at 12:06 o'clock,
Tuesday, May 13th. Complete instructions will be given by the Campaign Director. The Campaign for new members will open May 13th, returns will be made on the 15th and the close of the Campaign
Thursday, May 15th, at 6:06 P.M.

#### TWO HUNDRED RECRUITS WANTED!

Charles F. Buelte, Chairman of the Membership Campaign of the Club has held two meetings of his committee and plans have been perfected for the PROMOTION CAM-PAIGN to be held from May 13th to May 15th inclusive, so as to bring the strength of the Club up to its former high mark. This is something new says Mr. Buelte in as much as we are swinging from the Team Campaign to the individual worker campaign. This will not be a three days campaign for we open on May 13th with a lunch meeting in the Banquet Hall of Powers Hotel where the President and his cabinet will assemble and the two hundred first-class privates will be on hand for instructions prior to the recruiting of the new members. There will be no meeting May 14th, but workers will make returns. On Thursday, May 15th at 6.06 p. m., there will be a big meeting when the workers will make their final returns and will receive their promotions.

### Purpose of the Campaign

While many will say—"Why have another campaign?"—yet this will be done up so quickly and so conveniently that no one will regret taking active part. Primarily the purpose of the campaign is to get all the old members to pay up promptly so that the club officials

#### President's Cabinet:

Secretary of State
C. C. Beahan
Chamber of Commerce

Secretary of Treasury William H. Smith Knights of Columbus

Secretary of War WILLIAM W. HIBBARD Common Council

Attorney General
HENRY J. ROWERDINK
Kiwanis Club

Postmaster General George W. Henner Automobile Dealer

Secretary of Navy
E. C. Pierrepont
The Mystic Shrine

Secretary of Interior E. T. Crocker Rochester Ad Club

Secretary of Agriculture
THOMAS J. NORTHWAY
Agricultural Implements and
Tractors

Secretary of Commerce Elmen E. Fainchillo Rochester Rotary Club

Secretary of Labor
CRIEF JOSEPH M. QUIGLEY
Rochester Police Department

can give all of their time after May 15th, to constructive work for the members; second, there are over five thousand motorists in the City of Rochester who do not contribute one cent towards signs, legislation, etc., and during the campaign many of these will be reached and perhaps several hundred may come in and be willing to aid in the club activities.

#### The President's Cabinet

In planning the campaign the Committee struck upon the novel idea of installing the President and his Cabinet; the President will be C. D. Van Zandt, and in his cabinet will be men representing organizations in the City of Rochester.

Promotion Campaign Automobile Club of Rochester President, C. D. Vanzandt

May 13-14-15, incl. Rochester, N. Y., 1919. My dear Sir:

Your cooperation in automobile affairs through the Automobile Club of Rochester has brought about bet-

ter conditions for the Automobile owner and operator and much good work has been done for the motorists of Rochester and Monroe county.

You are earnestly requested to continue this cooperation, and an appeal is made herewith to enlist in building up the organization to its MOTORIST 23

old-time strength so that all lines of activities may be conducted.

Your time is greatly taken up, no doubt, but won't you kindly do what you can to secure six new members for the largest and best auto club in the country today? There are 9,000 to pick from in the city and 8,000 others in the country towns of the county.

Your personal assistance is asked to take active part in the campaign and fill out the enclosed postal and return at your earliest convenience.

#### The Promotion Plan

Enlist now with Recruiting Officer Geo. C. Donahue, and become a first class private. All privates will report at Banquet Hall at 12.15, Tuesday, May 13th. This will be lunch meeting. At this time the President will outline the campaign and the promotion plan, which is as follows:

All First Class Privates turning in one book or six new members will be promoted to Captain; for twelve new members the promotion will be to the rank of Major; for eighteen new members the promotion will be to rank of Colonel; for twenty-four new members the promotion will be to the rank of General. The one turning in the most members during the campaign will be proclaimed MARSHAL.

The Campaign will open May 13th at 12:15; returns will be made on May 14th, and campaign will close with a lunch meeting on May 15th.

There will be no set figure to be reached, but all Privates are expected to be promoted.

Yours very truly,
Charles F. Buelte,
Campaign Director.

#### Automobile Insurance—Now and Thereafter

Several years ago automobile insurance seemed very attractive to motorists and the auto clubs "got the idea" that the clubs should enter the insurance field; well, in Rochester this was gone over carefully and at the annual meeting of the Automobile Club of Rochester, the members assembled voted unanimously to keep away from entering any commercial line and especially the auto insurance, dealing in tires, towing, etc. And this resolution is still in force and the only time the Club takes any action when some faker is trying to get away with some of the Rochester people's money. Not many months ago a few chaps stopped at a Rochester hotel and went out and sold fake insurance policies; the club was notified and while they sold three policies they soon left town when they learned the Club was investigating. Their policies proved to be rank frauds.

#### TOUR BUREAU

The Club Tour Bureau will soon be ready for opening. Members will be supplied with tour cards, road information, and everything they want.

#### Federation Admits Albany Club

On March 4th, the motorists of Albany gathered at Keelers Hotel in Albany and appointed a committee to take the necessary steps to bring about a live and active automobile club at Albany, and the following day the committee brought about the incorporation of the Albany Motor Club. Basil Anglin, of Albany, is the President and E. C. Cuyler of Albany, the Secretary. The Club has established headquarters at the Wellington Hotel on State Street and this will be the mecca for motor tourists this summer.

At the first meeting of the Board of Directors of the Albany club a motion was made to properly affiliate with the New York State Motor Federation and the American Automobile Association. They are planning to erect roadsigns, conduct a touring bureau at the Wellington, and carry on the regular work of an automobile organization.

ROCHESTER

### Berkshire Hills of Massachusetts

Famous from the Atlantic Seaboard to the Pacific Coast

Included in the Itinerary of all Automobile Tourists Because of an Abundance of Beautiful Hills and Valleys, a Large Mileage of Improved Roads and Filled with Inspiring Scenery. It Furnishes

Numerous Historical Places of Interest

New York State is bounded on the east by three of the principal states of New England, and, from a motoring standpoint, Massachusetts will probably furnish a larger mileage of improved highways and more varied scenery than the others. In this state are located the famous Berkshire Hills, with improved highways extending from the central point of Berkshire County—and they are to be found in all sections of this county. This central location or point from which all improved highways, which wind among the hills, radiate is Pittsfield, a large city noted for its industrial activity, its neat dwellings, extensive lawns, and shade trees, and its civic pride.

There are numerous automobile routes from Rochester and other New York points extending eastward into the Berkshire Hills; but the most direct and at the same time most prominent is the route which includes the drive through the Mohawk Valley, passing through Utica, Little Falls, Amsterdam, Schenectady and into Albany. From Albany the trunk line route extends eastward, crossing the Hudson River, thence through Nassau and the Lebanons, over to Tatonic and through the Shaker Settlement into Pittsfield. This route is all improved highway and the most direct from Utica to Fittsfield. There are some motorists, however, who, perhaps, because of a pressure of time, will divert their course at Albany and go northward through Troy, Valley Falls and Hoosick into Bennington, thus entering the Berkshires from the north and allowing but one day's time to drive through the hills to Pittsfield and then southward to Lenox and Lee; these motorists, however, have a very limited knowledge of the Berkshire Hills, and have missed much pleasure and enjoyment by hurrying their trip in this fashion. It is best, considering mileage, road conditions, etc., to take the direct route as mentioned above into Pittsfield and to take at least three days to thoroughly view the hills and visit the many historical places that are easily reached from Pittsfield, and to learn the why and wherefore of the Berkshire Hills of America.

"That country is the richest which nourishes the greatest number of noble and happy human beings"-and this saying is true of the country known as the Berkshire Hills, for this region is the richest for its size and population of any in the east. It is rich in the beauty of its hills, in the fertility of its farms, rich in its manufacturing resources, and, above all, rich in its people; Berkshire is also rich in history, and no history book of the United States is complete without a portion of it giving account of Berkshire County. Its heroes were found in the war of 1812, and also in the other wars in which this nation took part, and it is deemed best that the history of this section be given later on in this story of the hills, so that motorists visiting Berkshire County will take more pleasure in their trips if they but knew something of the people who once lived in Berkshire County.

From Pittsfield the first drive we will take is the one stretching northward and connecting Pittsfield with Williamstown and Bennington; this drive brings us through the business section of Pittsfield, passing the House of Mercy Hospital on the right and then following the line to Pontoosuc Lake, which is a small body of water, but yet large enough for steamer service from one side of the lake to the other, and it is also surrounded with cottages which give it a pleasing aspect. Also, it serves as a playground for the children who live in the towns and villages throughout the country, who come there at least once a year, and this usually on the Sunday School picnic.

On from Pontoosuch Lake is a good earth highway into Lanesboro, New Ashford, South Williamstown and Williamstown. Lanesboro is known as the birthplace of Jos Billings, the humorist, and the Williams College grounds and buildings at Williamstown hold a prominent place in this village. President Garfield of Williams College is a son of the former President, who graduated from this school. From Williamstown it is a short drive of thirteen miles through Pownal and Pownal Center into Bennington, which old town was founded in 1761

Motorists will take great interest in the old Bennington battleground monument, which extends skyward about 300 feet. The drives in and around Bennington are very pleasant, and the roads are good, while there are many historical places, including the home of Ethan Allen, to visit.

Returning from Bennington to Williamstown we will follow the other path of what is known as the loop, which extends somewhat eastward to North Adams, another large city, which nestles close to the foot of Hoosick Mountain and not far distant from the foot of Mt. Greylock. Mt. Greylock is 3,500 feet high and is one of the largest peaks in this section of New

England. From North Adams extends the new State Highway known as the Mohawk trail, which gradually ascends Hoosick Mountain, thence, after taking a hairpin turn, winds up the mountain a distance of two miles to the summit. This trail has before been outlined and is worthy of a special trip, and should not be included merely as a side trip from North Adams.

Leaving North Adams, there is a good macadam highway southward through Adams. Cheshire and Berkshire to Pittsfield. Back in 1801, in Cheshire, was made the famous Cheshire cheese, which weighed 1,235 pounds and was shipped to President Jefferson as a token of admiration from the people of this village. Just before going into Pittsfield, at what is known as Coltsville, is the Government mill, where the currency paper is manufactured, and three miles distant over the macadam highway brings us back to Hotel Wendell, Pittsfield, the starting point of our journey, just opposite the City Hall Park. Another drive is south including the aristocratic summer resort town-Lenox. From

## When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue

26 ROCHESTER

Lenox we take in the old Indian town of Stockbridge, also Great Barrington, which is on the southern border of Berkshire County. A third trip from Pittsfield is the route which extends eastward, passing through Dalton, a thriving little paper manufacturing town, and the home of ex-Governor W. Murray Crane, and over a macadam highway to the northern extremity of Dalton. Thence there is a dirt road to the top of Windsor Hill, but from here on the route over the hills via Worthington is not advisable at the present time, but because of the woods and hills and beautiful country, the Massachusetts Highway Department is now preparing plans for the construction of this route, connecting Springfield with the Berkshire Hills, over what is known as the Worthington and Goshan routes.

One of the very delightful drives for Eastern tourists coming into the Berkshire Hills is that over Tatonic Mountain into the Lebanon Valley, which, of course, will be traveled by New York State motorists in going from Albany to Pittsfield; but returning from Pittsfield a good route and one much used is that via Steventown and the Alps into Troy and thence to the Mohawk Valley.

There are numerous automobile routes from Pittsfield to points on all four boundary lines of Berkshire County, and these drives will provide plenty of scenery and good roads and in almost every corner there is some history which adds to the interest of every halfday or day trip from Pittsfield.

#### Historical Data of Berkshire County

Because of the historical value attached to almost every town and village situated in the Berkshire Hills, it is deemed advisable to give a historical sketch of Berkshire County as a whole, so that motorists in visiting this section will appreciate their visit to each town more thoroughly because of a pre-knowledge of the history of each place.

When the white men first came to this region it was inhabited by Indians who belonged to the Mohican nation. They were peaceable people, living in little villages which were scattered up and down the valleys. Their chief village was called Westenhook; this was on the land now included in Great Barrington. All these Indians, however, had their chief seat on the Hudson River at Albany, then known as Pempotownt-hut-Muhhecan-neww. It was there that all peace covenants and other business of a like nature was transacted.

In August of the year 1676, when the closing events of King Philips's war were taking place, a body of about 200 hostile Indians were pursued into what is now Berkshire County. Maj. John Talcot, having with him a body of Connecticut soldiers and friendly Indians had come up to Westfield. Soon after their arrival there, the trail of hostile Indians was found leading towards the Hudson River; Major Talcot at once set out in pursuit of them and came at night upon their encampment on the west bank of the Housatonic River. That night he camped near them and early in the morning surprised them. He killed about twenty-five and took twenty prisoners, only losing one man himself and that one was an Indian. This is the first recorded incident of a white man's visiting the county.

After this a few Dutch traders came and went, but no permanent settlements were made. In 1724 a deed was received from the Indians for nearly all of southern Berkshire. For this land the Indians received \$460 in money besides three barrels of cider and thirty quarts of rum.

During the year 1726, about sixty settlers came, and in 1734–35, a mission was started among the Indians.

During the French and Indian war, the settlers were always in fear of an invasion from Canada and of Indian raids. Their territory was crossed by British soldiers who were stationed in forts at North Adams, Lanesboro, and Williamstown. After the capture of Quebec, many of these soldiers were so impressed by the country that they too added themselves to its already long list of occupants.

The various settlements had just begun to see a way to prosperity when the war of the Revolution broke out. On the 6th and 7th of July, in 1774, a "Congress" met in Stockbridge. This was composed of delegates in number about fifty-eight and at this Congress resolutions were drawn up to the effect that these towns would stand by the country if trouble MOTORIST 27

came with England. Soon after this convention two companies of "Minute Men" were raised in this county by voluntary enlistment, and after the battle of Lexington in 1775 they went on to Boston, where they joined other Berkshire County soldiers later on. Berkshire soldiers bore well the trying times of the Revolution and were among the honored at Bunker Hill, Boston, Bennington, Fort Ticonderoga, and other famous battle-grounds in the east. During all these years, Berkshire County had been growing, and in 1791, when the first census was taken, it held a population of over 30,000.

After the close of the war, the serious question of government confronted the colonies, and when the Constitution was sent to Boston, there were many in the convention who hesitated about signing and it was here, again, that Berkshire County showed its true patriotic spirit when Jonathan Smith of Lanesboro made a lengthy speech, and he personally brought about the acceptance of the Constitution by Massachusetts and brought honor to Berkshire County in this respect. During the

next thirty years Berkshire County prospered and many factories and mills sprung up along the Housatonic River, which extends across the County. Berkshire County is prosperous in paper mills and cloth-manufacturing plants.

Berkshire County has gained a great name in the world as having been the residence of such men as Bryant, Longfellow, Holmes, Hawthorne, Mark Twain, "Josh Billings," Catharine Sedgewick, Susan B. Anthony and many more of the world's illustrious men and women. Also from Berkshire County have been furnished to Boston, Governors, Lieutenant-Governors and noted statesmen.

Since the advent of the automobile, the Berkshire Hills have perhaps eclipsed all other sections of the east in attracting motor tourists, most all tourists coming to the east, first drive through the valley and over the hills of Berkshire County, and because of its geographical location it is a central point from which most tourists through New England are started, while fully 90 per cent of the eastern tourists visit the Berkshire Hills before starting into New York City.

### "The Wellington"

136 State St.

Albany, N. Y.

HEADQUARTERS OF THE ALBANY MOTOR CLUB
Affiliated with AAA and Motor Federation

Near State Capitol - 300 Outside Rooms

"Mecca for Automobile Tourists"

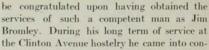
### "Jim Bromley" of the Chevrolet

A new face has just begun to beam on prospective buyers of Chevrolet cars and Republic trucks. It is not exactly a new face, for the owner admits having had it as long as

he can remember—and it is not the wish or intention of the editor to inquire just how far back his memory goes. But let it suffice that a newcomer is among us and he responds to the name of Jim Bromley.

Mr. Bromley has had so much experience in the meetings and handling of men to make him ably fitted for the position of office manager and credit man of the Chevrolet agency in Rochester. Jim has been holding down a similar position at the Hotel Seneca, where he has been nearly all the time since this well-known hotel was opened.

He is a man of wide business experience, for histraining, let it be known, has not been confined to the hotel business. He has been active in other fields of endeavor and Mr. Boyce is to



tact with hundreds of prominent men and women who were actively concerned in business, as well as social activities, and this fact alone insures his success with the Chevrolet agency. There is a knack in knowing how to meet persons properly. Jim Bromley has that knack. There is something more than that in making friends-and keeping them. Jim Bromley has these qualities. He has personality and that necessary human something that serves to make friends and hold them. He will be a valuable asset to the Boyce office and men in the trade who have heretofore been

deprived of the pleasure of knowing him will want to know him now.

We extend the glad hand of welcome to Jim Bromley in the automobile game.



### Motorists Are Advised to be Careful

By GEORGE C. DONAHUE

In matters pertaining to automobile and motoring, it might be well for a'l motorists in Rochester, Monroe County and adjoining counties, to be very careful when it comes to trying out something new, especially new organizations where you get (it might seem) everything for a small sum.

"THE AUTOMOBILE CLUB OF ROCH-ESTER IS A WELL-TRIED AND RECOG-NIZED INFLUENTIAL BODY representing the interests of the motorists in this vicinity; many fakers have been exposed through the Club's activities—the last being the sleuths from New York City who were selling the fake insurance policy for \$27.50.

Please don't part with your good money the minute a tall, lanky guy steps up to you and says that for FIVE DOLLARS you will get a little yellow book, a nose-guard, and you will be affiliated with nearly two hundred dead-ones throughout the state.

Please phone Main 4267 or Stone 4095 and get the right dope from the Automobile Club of Rochester.

### When Arriving in Albany

Motor to KEELERS - Broadway for a Nifty Lunch or Dinner

### Keelers is Known the World-Wide

Down State St. (Albany) on end of street, turn left a few doors to

### KEELERS



### Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The design of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks.

As a piece of engineering we will put the Atterbury up against any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

### G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.



Ohio Prisoners Operating Machine which Enamels Numbers on Automobile License Tags. Following the Suggestions of the New York State Motor Federation the Prison Authorities of New York State are now working out a Plan for Making Plates at Sing Sing and Auburn Prisons.

### Emptying the Dreaded Idle House

Ohio's Plan for Producing Automobile License Tags and Creating Happiness.
This Plan Advocated Two Years Ago by New York State Motor
Federation—Question—Should New York State Do Likewise?

Those nifty license tags Ohio automobiles are supporting this year—the red and white ones that you can see a mile away—have a human story behind them. Their brightness is not all spent out on the highways; in fact, they spread a glow that you might not know of unless you listen to this story.

In the manufacture of automobile license tags this year, Ohio is breaking another precedent. Ohio is making these tags in her own big, new plant at a considerable saving to the taxpayers.

Some of the most celebrated criminals in the country operate the lathes that cut the steel, the machines that emboss numbers and put the tags through other stages before they are ready for the autoist.

The new tag plant is at the Ohio penitentiary at Columbus. The workmen are prison convicts.

In addition to the saving to taxpayers, there is another good point to the new system; and that is that car owners are not being compelled to wait days and weeks for their tags. The convicts are turning out the tags in rapid fashion and the system of distribution has been changed so that last year's delays are no more.

Then there is still another good point. It is the joy that the contract has brought to prisoners. The "Idle House" is idle no longer. Dozens of unemployed prisoners were forced to spend their time in the "Idle House" before the new industry was added to the penitentiary's long list of activities. And the unfortunates who had to stay in the "Idle House" paid a bitter penalty indeed for their wrong doings.

"This beats settin' 'round holdin' yer mitts," declared Convict 1452 as he deftly inserted the tag forms in a huge machine which embosses the numbers.

Convict 1452 is a pickpocket. P. E. Thomas, warden of the penitentiary, says Convict 1452 is an expert workman and a much better prisoner since he won a place at the big machine.

About 100 other convicts are employed on the job. The tags come to the prison in great sheets. They are cut, punched, numbered and enameled by convicts. They are mailed directly from the penitentiary to various distribution centers throughout the State. A special postal clerk has been placed at the prison and has charge of the mailing department. Otherwise, all the work is done by prisoners.

The Toledo Automobile Club, of Toledo, is the biggest distributing agency in Ohio. The club handled 48,000 tags in the first shipment. Columbus received 25,000, Cincinnati 20,000, and Akron 20,000 tags in the first shipments.

The prison shop can stamp 8,000, enamel 5,000 and mail 5,000 tags every day, according to W. A. McCurdy, State registrar of automobiles.

By making all of the tags at the penitentiary the State this year alone will save \$50,000 or more than enough to pay for the new equipment.

That means more money for good roads.

Yes, indeed, the State automobile department is proud of its innovation. And so is Governor James M. Cox. And so are the prisoners. And the motor car owners never had any prettier or more durable tags than those for 1919.

#### "Another Jaw-Breaker"

The law makers at Albany, March 26, put in a new bill to raise the fees on all automobiles. All members should see the Club Secretary on this bill. If they will tax all users of the highways and let all the money go into the roads—all well and good—but they won't.

### Auto Club Opposes Vicious Legislation

By E. C. PIERREPONT Chairman, Law ond Legislation Committee

While members of the Automobile Club of Rochester know that the Legislature is in session, it might not be amiss at this time to tell the members of the numerous Bills which have been introduced since January 1st, those that have been apparently killed through the efforts of the motorists at the hearing in Albany on March 4th, and still others that may possibly slip through unless the Automobile Clubs and the Motor Federation are active in opposing the same

Early in the session Assembly Bill 361 was introduced which aimed to abolish the New York State Troopers, or State Police. Up-state people realized that the work of the State Police has been very satisfactory and that to abolish them would be a step backward. The Legislative Committee joins hands with the Motor Federation in opposing this movement and on March 4th, it was generally understood that the bill was killed; however, at a later date Assembly Bill 1219 was introduced by Mr.

Thayer to abolish the State Police and this is meeting with the vigorous opposition of the Motor Clubs. Because of the fact that two Bills were introduced on the same subject, one on which a hearing was held, and the bill practically killed, and the other one later introduced, it looks very much as though the second movement was started, thinking that perhaps the bills would be allowed to slip through, that the motorist would not be watching. The following bills have been introduced and action taken by the Legislative Committee of the Automobile Club of Rochester and the New York State Motor Federation.

Senate No. 623 by Mr. Maplan to amend the Workmans' Compensation Law in relation to providing compensation for private chauffeurs. This bill is considered unfair and unjust and, therefore, opposed. (Corresponding Assembly 901).

Senate No. 735 by Mr. Davenport in relation to mirrors on trucks. This is a bill recommended

OSWEGO, N. Y.

### THE PONTIAC

is a hotel both modern and attractive; it was built a few years ago and maintains all the attractions to be found in the big city hotels. Large, airy rooms, attractive dining rooms, and commands a delightful view of the lake.

#### HEADQUARTERS OF THE OSWEGO AUTOMOBILE CLUB

Affiliated with the American Automobile Association and the New York State Motor Federation

Oswego Motorists Welcome You

MOTORIST

by the Federation and endorsed by the Automobile Club because there is need for such a law.

Senate No. 737 by Mr. Davenport in relation to injuries to roadbeds by tractors and other machinery. This is a Federation bill and endorsed by the Automobile Club as a very good measure. The improved highways are being injured during the open season by such machinery having on their wheels sharp cleats or flanges which destroy the road bed. (Corresponding Assembly Bill 1028.)

Senate No. 738 by Mr. Davenport in relation to repair of highways at railroad crossings. This is a Federation bill and supported by the Auto Club because it provides that where grade crossings are out of repair, that same can be repaired by the highway authorities upon the railroad company nelgecting and refusing to do so after 15 days' notice. (Corresponding

Assembly Bill 1029.)

Senate No. 767 in relation to fees to be paid for chauffeurs' and operators' license. The club is opposed to this Bill because it discriminates against a motorist who is not a citizen of the United States. (Corresponding Assembly Bill 1030.)

Senate No. 759 by Mr. Ramsperger to authorize the preparation and printing of a base map of the State of New York. This is a Federation bill and is receiving the support of

the club because it will be an active map of the State of New York to be used for many purposes, and will be self-supporting by reason of the sale of said maps.

Senate No. 869 relating to appropriation for the State taking over Congress Street bridge between Albany and Rensselaer. The Club is in favor of this bill. (Corresponding Assembly

Bill 1232.)

Assembly 944 by Mr. Blakely in relation to compensation for injuries or death caused by the use of motor vehicles. This bill would require all owners of automobiles to carry compensation insurance and in fact is another form of indemnity insurance for automobiles. It is more vicious and troublesome than the other Indemnity bills, which have heretofore been opposed, and the Motor Federation is receiving the support of the Club in taking a firm stand against this bill and disapproving of it in every particular.

Assembly 1008 by Mr. Flanigan to amend the highway law in relation to the operation of motor vehicles. The club is opposed to this bill because it provides that no person shall drive an automobile unless he can speak and

write the English language.

Assembly No. 1053 by Mr. Thayer in relation to the establishment of a new state road in the Adirondacks. The Club is in favor of this bill.

### CHAPIN-OWEN CO., INC.

370-386 Main Street East

C. T. CHAPIN, President R. D. HAYWOOD, Secretary C. S. OWEN, Vice-President and Treasurer E. G. LAPHAM, Assistant Secretary

Automobile Tires and Accessories, Sporting and Athletic Goods:

WE SELL ALL TIRES

"The Autoist's and Sportsman's Shop"

### EVERYTHING

FOR THE AUTOIST AND SPORTSMAN

Wholesale and Retail

### **GABEL**

has the knack and facilities for making an old car look like a new one and a new car look better. Special Bodies, Tops, Slip Covers and Equipment.

The A. H. Gabel Co.

South Goodman and Monroe TELEPHONE STONE 2182

### New Road Into Rip Van Winkle Land

Modern Transportation Methods Now Prevail in the Heart of the Catskills

(In American Motorist)

In many parts of the United States short railroads and trolley lines are giving way to the motor bus as a means of transportation. The time is not distant when the gasoline king will reign supreme even in the larger village and city, for the motor bus is a step forward and not a retrogression.

In some cases motor trucks have been adapted to rail conditions and the iron rail retained, but where the steam railways catered only to the needs of the tourist, taking the shortest cut or line of least resistance, their destinations well-known summer resorts, they are being reduced to junk and the State highways utilized; for each year since the automobile has been an accepted necessity the number of passengers on these railroads has grown less.

Better than the smelly steam cars with its back-yard views, its habit of keeping to the valleys, monotonous level stretches, dreary swamp lands and restricted vistas, is a system of busses and trucks of the right sort, wellequipped and provided with good drivers.

There is—soon it will be was—a narrow gauge railway running from the landing at Catskill to Palenville (16 miles), at the foot of the Catskill Mountain railway, which is being rapidly reduced to junk, and is to be succeeded by the motor bus. Its history is interesting if one cares to look back eighty-eight years, for its track follows for several miles the bed of the first railroad in Greene county which ran from Catskill to Cooksburg, and was known as the Catskill and Canojoharie railway, also a financial failure, chiefly because of inadequate equipment.

In 1831 this first railroad was started on its way by "the firing of thirteen guns at sunrise, and a procession to move at the ringing of bells to the spot where the breaking of ground was performed by the president of the road." All of the big men of the town fell in line, together with president, directors, engineers, contractors, clergy, two fire companies, judges, trustees and principal men of the village; all

well marshalled, and protected by the sheriff. When completed some years later its "rails were stringers resting on cross ties of Norway pine" and "upon each stringer was nailed a fiveeighth inch iron strip."

There was but one small engine and on the steep grade the boys who used to steal rides had sometimes to jump off and help push. After a time the engine gave out and did not respond to repairs; then horses were pressed into service and in a few months the railroad ceased to exist; its bridges were swept away by floods and time reduced the roadbed to a narrow path.

One day in 1882 the second company came to the front organized as the Catskill Mountain railway, its terminal Palenville, the village of "Falling Waters." Later residents of Cairo built a branch road to connect with it. After ten years came the Otis incline to the top of the mountain and the railroad side-stepped to make connections with this. Now just as it put the stage-coach out of existence, so the automobile has blotted it from the map, and motor busses will pick up the tourist at Catskill, mount the hill beyond the village, roll over good roads at the foot of rocky wooded heights. cross the Cauterskill and pass through a beautiful bit of country, some of it historic and none of it commonplace; the blue mountains as they advance rising higher and higher, taking shape in rocky ledges, precipices, or thick forest growth which hide numerous mountain-side bungalows; and the air, clear and strong at the start, will have attained added strength and purity as the miles lessen. Unrestricted by rails the passengers will be dropped at some chosen rest-spot along the way, at the village of Palenville, or at the foot of the Otis incline, which is still in operation.

During the coming summer many motorists will want to try the new road through the Kaaterskill clove which has been three years or more in building owing to labor conditions and various complications. In spite of strenuous MOTORIST 35

efforts last summer and fall, while open to the public, it is used only in case of necessity by the motorist; but there is every prospect of good conditions in late spring. Many will park their cars at the foot of the incline, using it to reach the Mountain House, the twin lakes and the Kaaterskill Falls, made famous by Cooper—a desirable day's outing— or follow a winding path up South mountain, the real Rip Van Winkle land of the Catskills, where many

surprises await the stranger as he finds forest avenues of summer bungalows, here and there a year-round resident on the edge of mountain meadows—"God's garden" of wild flowers everywhere; the pink lady slipper, the arbutus, laurel, and the goldenrod all in their season.

And, perchance, you may stumble upon "Rip's still," but most of these things are hidden from the casual eye of man, and a native is needed to point the way.

### Motorists of State Expose Joker in Bill

Motorists of the State, through the Automobile Clubs, were represented at Albany on March 4th, when the Internal Affairs Committee gave a hearing for all automobile bills then in the Legislature and the one which met with the biggest opposition from the manufacturers. dealers and motorists represented by the New York State Motor Federation, was the Knight Bill compelling all motorists to take an operator's license and to pay an extra fee. The general sentiment there was, that this bill was more of a measure to collect money for the State and the motorists vigorously opposed it because it placed an unnecessary burden upon the motor vehicle owners of the State. Magistrates were present from New York asking that the bill be favored by the committee, inasmuch as New York City already has such a law, but from the opposition presented, the Committee finally decided to amend the Knight-Wheelock bills and this is where the real joker comes in, which makes the bill antagonistic.

Every up-state motorist, if this bill were to become a law, would become a criminal when he drives across the New York City line, unless he had first submitted to an examination and obtained a license, although he might be the most prudent and careful man in the world, and have driven for fifteen years continuously, and although he were only passing through New York City on a tour to New Jersey, Maryland or other places. This bill, if it be enacted in the form proposed, will not allow any operator to be in the city of New York using his machine for ten minutes, unless he shall have been examined and licensed, even though he is only intending to pass through the city as rapidly as possible.

### Solicitors at Work in Rochester? Syracuse and Buffalo—Not Yet

By GEO. C. DONAHUE, Secretary N. Y. S. Motor Federation

In the March issue of Motordom, the official publication of the New York State Automobile Association there are several published statements that need to be straightened out. Motordom says that "there are solicitors at work in Syracuse, Rochester and Buffalo securing members for the organization of Clubs in these places to be affiliated with the New York State Automobile Association"—the attention of the motorists is called to the fact that this is the "bunch" that were dropped from the AAA (American Automobile Association) and have no affiliated clubs in Buffalo, Rochester, Syracuse, Watertown, Oswego, Poughkeepsie, Jamestown, and are not affiliated with the AAA clubs throughout the United States.

Dear Sir:—I notice in your March issue, the following: The measure requiring mirrors on motor trucks was introduced by the New York State Automobile Association and will undoubtedly become a law. This law should facilitate the passage of pleasure cars around motor trucks on the streets and highways and prevent the well-worn-out excuse of truck drivers that "they didn't hear you."

In reference to same I wish to say THAT YOUR STATEMENT IS ABSOLUTELY UNTRUE. This bill was not introduced by the New York State Automobile Association. This bill was drawn by myself individually and was introduced by Assemblyman Booth of Oneida County and my special and personal request. DO YOU WISH TO STAND FOR MAKING FALSE STATEMENTS OF THIS KIND?

Yours very truly, F. W. SESSIONS, Chairman Legislative Committee New York State Motor Federation.

Just read this letter over and use your own good judgment about the authenticity of some published statements in Motordom.

### Only "A. A. A" Clubs in State

FOR THE BENEFIT of readers of the ROCHESTER MOTORIST—who are appreciative of the great work done each year by the American Automobile Association—the following list of AAA clubs has been compiled:

Automobile Club of Buffalo Buffalo

Genesee Valley Automobile Club Geneseo

> Clyde Automobile Club Clyde

Automobile Division Rome C, of C. Rome

> Automobile Club of Utica Hotel Utica

Richfield Springs Auto Club Richfield Springs

Randolph Automobile Club Randolph

Metropolitan Division Amer. Auto Asso. New York Albany Motor Club Albany

Oswego Automobile Club Oswego

Jamestown Automobile Club Jamestown

Syracuse Automobile Club Syracuse

Adirondack Automobile Club Old Forge

Jefferson County Automobile Club Watertown

> Seneca Falls Auto Club Seneca Falls

#### AUTOMOBILE CLUB OF ROCHESTER

Motorists are in "Right" when they are Members of an A. A. A. Club

### HENRY CONOLLY CO.

Quality

Service

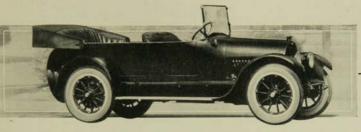
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you'll hear stories of Cadillac performance, durability and bull-dog tenacity that have never been equalled in civilian use---stories which we would hesitate to publish for fear of being accused of exaggeration, or at least over-enthusiasm.

Ask the men of the 27th--or anyone else who has been in France. They'll give you eye-witness testimony of the thorough goodness and dependability of the Cadillac car--evidence far stronger than any we'd dare submit.

And the way our returned warriors the country over are buying Cadillacs is proof positive that theirs are not idle statements. They are backing their words with their wallets.

> Mabbett-Bettys Motor Car Company 252-262 Court Street "Just East of Clinton"





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With the facilities and a readiness to aid you in the solution of any wartime problem that may confront your business—

Whose close touch with everyday industrial activities qualifies it to advise and safeguard The "Traders" Patron in his financial operations.

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WILLIAM J. TRIMBLE							-	-			-		- Cashier
CHESTER J. SMITH -		£.				-						4	Asst. Cashier
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# POCHESTER MCTORIST

OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER



ANNOUNCING THE NEW MODEL CHANDLER TOURING CAR



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General Overhauling. Battery Repairing

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### ROWERDINK'S

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**NEW LIABILITY AND PROPERTY DAMAGE RATES** 

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Liability \$27.00	\$31.50	\$36.50	\$41.50
Property Damage - 9.00	11.00	12.50	14.00
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A Discount of  $8\,\%$  is allowed for the elimination of business and professional uses, and  $20\,\%$  when automobile is operated by the owner exclusively for private and pleasure purposes.

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	Price per Hundred of Amount Required								
	CLASS A List Price \$3,500 and Up	CLASS B List Price \$2,500 to \$3,499	CLASS C List Price \$1,800 to \$2,499	CLASS D List Price \$600 to \$1,799	CLASS E List Price \$599 and Under				
Pleasure Gasoline and Steam	\$1.25	\$1.65	\$2.15	\$4.25	\$6.25				
Commercial Gasoline and Steam	1.10	1.15	1.30	1.50	1.75				
Electric—Pleasure and Commercial	1.10	1.10	1.10	1.10	1.10				
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### Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

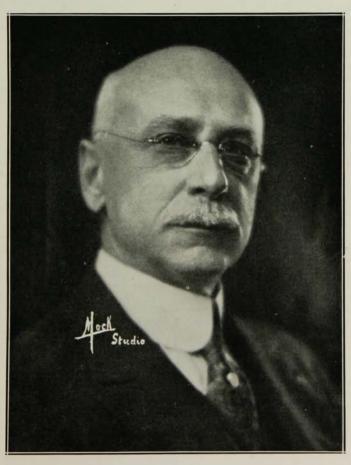
All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N.Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

May, 1919

No. 3



President C. D. Van Zandt

### Lake Shore Boulevard



MONG the many features of natural beauty that make our Rochester attractive are the beautiful scenic gorge of the Genesee River and the shores of Lake Ontario.

By adding large portions of this romantic scenery to our Park System Dr. Durand and

George Eastman have bequeathed to us and our posterity a legacy of inestimable value. Our City and County officials have been continually striving to keep these natural beauties unimpaired and also to make them more accessible to all of our people by the construction of a chain of connecting drives and boulevards. Our far-sighted County Engineer, J. Y. Mc-Clintock, long ago saw that one of the most important and by far the most scenic of the chain of connecting boulevards would be the new Lake Shore Boulevard, connecting the Boulevards along the river with Durand Eastman Park. He made it a special study or hobby. He has finally seen completed the Stutson Street bridge over the Genesee River, which is the starting point of this attractive highway. Thence it continues easterly over the bridge approach by gentle grades to Summerville Boulevard. This portion has already been paved with a substantial pavement and is bordered with cement walks and shade trees. Mr. McClintock realizing the scenic possibilities of the territory to be traversed with its gentle rolling slopes, ravines and water courses, made a careful survey of the environment and prepared maps and profiles that would make this broad and attractive thoroughfare conform to the landscape. These maps show the boulevard one-hundred feet in width and spacious lots for home sites on either side two hundred feet in depth, where it passes through private property and as near the Lake as possible, where it passes through Durand-Eastman Park to Sea Breeze.

From Summerville Boulevard, just south of the overhead railroad crossing of the Lake Shore Branch of the New York Central, this Boulevard already turn-piked extends parallel with said railroad and two hundred feet southerly therefrom, crossing Washington Ave. at right angles it extends back of Windsor Beach and White City, a distance of over a half mile through the "Lake Shore Boulevard Tract," formerly owned by Jay Stanton which has been subdivided and is now being operated by the General Realty Service Corporation. This subdivision has been laid out in lots sixty feet wide in front and two hundred feet deep on either side of the Boulevard. The town of Irondequoit has already constructed cement culverts to drain the ravines and watercourses over which the Boulevard passes. Next it intersects Rock Beach Road, and for over a half mile extends behind the Rock Beach residential district. Rock Beach is famous for being a refined and exclusive district, where the Lake Shore has been built up to the most attractive suburban homes in Monroe County. Here some of Rochester's best known citizens have built bungalows and pretentious summer mansions that excel anything on the American shores of Lake Ontario. Back of these stately homes with their well-kept grounds the Boulevard continues for over three thousand feet through Lake Side Park, a subdivision of the Tone Farm formerly owned by Anna M. C. Wilkin, and now owned and being developed by George A. Gillette. Mr. Gillette has carefully followed the County Engineer's plans in lying out this subdivision. The boulevard is laid out one hundred feet in width and has been planted to a row of maple and elm trees on either side. Lake Side Park contains over

#### IRONDEQUOIT MANOR



MOTORIST 5

eighty lots fronting upon the Boulevard, each sixty feet wide and two hundred feet in depth. All lots have been rigidly restricted so that buildings to be erected thereon shall cost at least \$6000.00 and shall stand back at least fifty feet from the Avenue. This will afford an unobstructed view of two hundred feet between frontages, which will add greatly to its desirability for home sites. The plan of land-scaping which has been adopted will cause the Lake Shore Boulevard to become another

suburban East Avenue, having the same broad and dignified appearance. Theestablished character of this neighborhood and the picturesque Durand - Eastman Park which adjoins it to the east will certainly attract home seekers to resort thither from the dust and germ-laden

atmosphere of the City, to build their homes where they can enjoy the salubrious and refreshing breezes from the Lake.

The Boulevard will cross two ravines over rustic bridges under which flow living streams, which are readily converted into artificial lakes passing into Durand-Eastman Park in front of Irondequoit Manor. Through Durand-Eastman Park the proposed route proceeds one hundred feet nearer to the Lake. From this portion of our new highway it will be a

driveforovera mile, affording an unobstructed view of Blue Ontario waves. This new approach to Durand-Eastman Park is a wonderful improvement over the Pine Grove Drive which contains danger points where the autoist is obliged to make turn outs ascending steep grades at zig-zag angles.

In Durand-Eastman Park this Boulevard will connect with the Parkways and will continue near the Lake Shore until it leads into the improved highway, leading to Nine Mile Point. This new and much-needed highway will make more accessible and enjoyable to autoists the refined pleasure grounds of Durand-Eastman

Park with its shady groves. sandy beaches and rolling waves. Here the whole familv far away from the noisy summer resorts may enjoy the quieter pastimes of picnicing, boating, bathing, and golfing on the newly laid out golf links. All automobilists should bend



ARTIFICIAL LAKE-Along Lake Shore Boulevard

every effort to get this much desired drive completed at the earliest possible date.

#### YOUR DUES ARE NOW PAYABLE

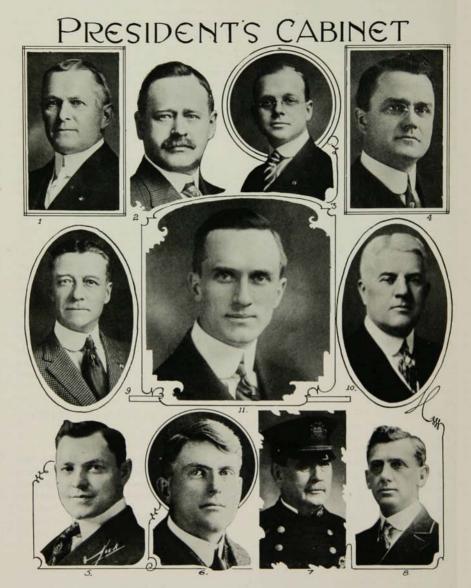
### Play Ball May 12th

Motor Day at Baseball park will be May 12th according to the Contest Committee of the Automobile Club of Rochester. Sam Rosenbloom is handling the affair and announces that those who

want reserved seats can get them at the club office. It is quite possible that the Auto Club will have a section of the grandstand.



DURAND-EASTMAN PARK One of the Beauty Spots on Lake Shore Boulevard



- 1. Hon. William W. Hibbard
- 2. Thomas J. Northway
- 3. Henry J. Rowerdink
- 4. Elmer E. Fairchild
- 5. George W. Henner
- 6. Edwin T. Crocker
- 7. Chief, Joseph M. Quigley
- 8. William M. Smith
- 9. Ernest C. Pierrepont
- 10. Charles C. Beahan
- 11. Charles F. Buelte

MOTORIST 7

### Automobile Club of Rochester Promotion Campaign

Rochester's Big Civic Organization Promoting Best Interests of Motorists and Citizens of Monroe County. Campaign to Bring In Many Outsiders. Three Days of Intensive Work.

Everybody Works for Promotion.

Everything is set! The big army of motorists that will assemble for duty have been enlisted and the bugle call will be sounded at Noon on Tuesday, May 13th, by Campaign Director Charles F. Buelte. In explanation it is stated that this will be the big Membership Campaign of the Automobile Club of Rochester that will be pulled on Tuesday, May 13th, 14th and 15th and winding up with a big rally of members at a smoker to be given at Powers Hotel. According to Charles F. Buelte, Chairman of the Membership Committee of the Club, the plans have been formulating for the past two months and that it will be one round of noise and gathering of the non-members for exactly three days and then the final reports when the "Promotion Idea" will be sprung.

Why another Campaign? "Why, man," says Charlie Buelte, "if all the motor car owners in the city and county knew but half the amount of work that is being done by the Automobile Club of Rochester they would come a rushing into the organization; it is up to the present members to get together during this campaign and get the other fellow in line. All motorists use the highways, read the signs, profit by our legislative work, and, in fact, many of them even call the Club on the phone and others call at the Club for assistance and they don't even think about coming across and doing their duty."

### Wanted-200 Recruits for May 13-C. D. Van Zandt, Pres.

#### The President's Cabinet

In shaping up plans for the big campaign, the Membership Committee thought that something original should be staged so that all possible would be interested and it was decided that the President and his Cabinet should be formed and said officials officiate during the days of the whirlwind campaign. President C. D. VanZandt will occupy the center of the stage and be surrounded by the members of his cabinet who are among the leaders of the livewire bodies of the City of Rochester.

President C. D. VanZandt is a motorist of long standing and has been an officer of the Automobile Club of Rochester for several years; he wants to see the Club the biggest and best in the country and is giving his personal attention to the big drive.

C. C. Beahan, better known as "Doc" Beahan, President of the Rochester Chamber of Commerce, has been selected as Secretary of State and judging from his stately appearance he is the man cut out for the job.

William M. Smith is the Secretary of Treasury and while he is not as old as MacAdoo, he is a man who knows the value of a large membership and he represents the big K. of C. organization of Rochester.

In selecting the Secretary of War, the Committee has chosen a facsimile of Marshall Foch; William W. Hibbard, the War Secretary, wins them with his smile, yet he is firm in his belief in the good of the Automobile Club of Rochester.

Whether Henry J. Rowerdink knows anything about law does not matter, for it is certain that as Attorney General he will give all decisions in favor of the Club. Henry is the Kiwanis President.

Then there is the Postmaster General in the person of George W. Henner, President of the Rochester Auto Trades Association. Already he has announced that the Auto Club should have the franking privilege as enjoyed by our illustrious U. S. Senators.

Secretary of Navy—as head of the Shrine E. C. Pierrepont has Daniels stopped forty ways when it comes to telling the boys what to do. Erny says the Club should be the biggest organization in Rochester because it is the busiest.

E. T. Crocker and T. J. Northway are occupying very responsible positions in the Cabinet but they always come across with big things and are known to produce results.

While President Hibbard is head of the Rotary and is the War Lord in the Cabinet, E. E. Fairchild, V-P. of Rotary is representing that association of live wires and is an efficient Commerce Secretary. And absolutely nothing goes over big in Rochester unless Chief Quigley puts in his little punch. Some say that the Chief is in the Cabinet to "keep the peace," but President VanZandt selected Chief for his pep.

#### Batter Up-

The game will be started on May 13—if you are going to score a few home runs for your home team enlist in the Membership Campaign. Ask the secretary.

#### C. D. VanZandt Elected President

At a meeting of the Board of Directors held on March 28th, C. D. VanZandt was elected to the Presidency of the Automobile Club of Rochester to fill the unexpired term of the late Dr. Frederick R. Smith. Mr. VanZandt had been 1st Vice-President for the past four years and a director of the organization for many years. He is well acquainted with Club activities and aims to continue the success of the organization by doing everything for the motorists.

All Vice-Presidents were advanced thus electing Esten A. Fletcher 1st Vice President, Charles T. Chapin 2nd Vice-President, William Bausch 3rd Vice-President, and to fill the office of 4th Vice-President, George W. Henner was elected. Mr. Henner is the only new officer.

### Motoring Views Along the Mohawk Trail

Delightful Tour Through Northern Massachusetts. Good Highways and enjoyable Scenery. Route and Maps Furnished by the Auto Club of Rochester.



Through the Valley



Along the Straight Way



Down the Eastern Slope



Improved Road Along the Trail

### A Tribute to a True Friend

### Western Theological Seminary

828 Ridge Avenue

Pittsburgh, Pa.

My Dear Mr. Donahue:

I am sending enclosed a small account of my relationship with Dr. Smith, and ask you to kindly publish same in your Rochester Motorist.

Yours truly,

FITZGERALD STEWART.

In saying that the late Dr. Frederick R. Smith was such a friend "that sticketh closer than a brother," I do not think that any one who was acquainted with him would consider such a qualification to be exaggerated. For he, as man did not restrict his deeds of benevolences to a particular class or sect, but to all those who came in contact with him regardless to class, creed or color.

Though my heart seems crushed within me, on account of the unparalleled loss I have sustained through the demise of so great a benefactor, yet, I consider it obligatory to express in a few words my esteem and deep appreciation of that man, whose catholicity of spirit caused him to see the undeveloped potentiality in others that could be developed for future usefulness and service; of that man whose words were few yet as pure as gold, whose deeds of mercy were not performed in a pharasaical manner but in silence; of that man whose friendship was lasting and true. In such a friendship I was admitted in the summer of 1916 until that sad and memorable day March 25, 1919, when his self-sacrificing labors were ended, and he was called from "labor to reward." Many have seen Dr. F. R. Smith, many have shared his abounding hospitality, yet I may venture to say that no one knew this generous kind-hearted philanthropist better than myself.

On June 3, 1918, I left school to spend my vacation in Rochester as an employee of Power's Hotel. Then my personal contact with Dr. Smith was resumed, and as he was deeply interested in my educational career, I explained to him my intention of taking a year's

graduate study before embarking on my life's work. After much deliberation, a day was set apart on which we expected to come to a definite decision. The appointed day came and I was invited by the Doctor to come to his office where, in less than five minutes, he decided that his support would be given if I would agree to the following pledge, "What I do for you, Stewart, when your chance comes do likewise for another." I acceded to this pledge and from that day until the 17th of March, he extended to me the hand of true friendship, and manifested his interest not only in writing letters of encouragement but through his liberal contributions. Here I may insert a few extracts from the many communications received from that man who had pledged himself to carry out a certain obligation, that would ultimately bring him no material benefit, but through him others who are likewise desirous of achieving some particular distinction in the realm of education would reap the fruit from the seed he had sown. On Dec. 24th, he expressed himself in the following manner: "My dear friend, I am indeed anxious to see you finish your school and accomplish your ambitions. please find check for \$15. In another letter dated Feb. 26th he said "My dear friend, kindly accept check for the sum of \$25 to assist you in your expenses." These remittances and other gifts from time to time have made an impression on my heart which I am sure will never be eradicated, that these were the outcome of a true and genuine affection. For when long-standing friends failed me, and when my own forsook me and fled, when

promises failed to materialize, it was my true friend Dr. Smith, who, like a benevolent angel of mercy, came to my rescue, made it possible for me to look forward with delight to the day which is not far distant when my financial struggles will be over.

In his letter which I received March 17th. after remitting a check for \$25 he closed his favor by saying: "Let me know how much money is needed to complete our plans." My answer was returned in haste only to meet him in such a condition that it was impossible to give heed to my communication. On the 24th of the month I was informed of his sickness through the kindness of Mr. A. Thomson Jr. On the 25th, from the same correspondent, I was notified of his death. There was nothing that I could do but to come to Rochester and pay my last tribute of respect to that man of whom I can truly say, is entitled to the honor I expect to receive from the school I am now attending, for had it not been for his constant aid I would not have been in this present position. And now he is gone and our plans are not completed, yet I have the assurance of many of his devoted acquaintances that the

good work begun by that broad-minded man will be culminated.

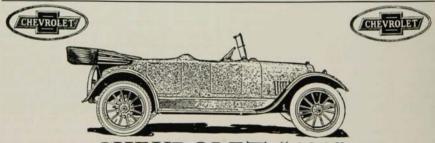
The most sacred spot to the Musselman is Mecca. The most sacred spot to the Jew is Jerusalem. The most sacred spot to me in these United States of America is that where my true friend is now sleeping concealed from the view of those he loved and who in turn loved him.

In memory of my true friend the late Dr. Frederick R. Smith the following lines are composed and dedicated:

Sleep on true friend, sleep on, sleep on, Until that glad, yea joyous morn When thou shalt from thy tomb arise To meet thy Saviour in the skies.

Sleep on, Sleep on, 'twill not be long Ere thou shalt hear the joyful song! Come forth, come forth, why linger there When I for thee a "place prepare?"

Thy deeds here done will then be known, To those who gather 'round His throne, Then, from His lips He'll say "Well done" Enter my joys thou blessed one.



### Our 5- Passenger CHEVROLET "490" TOURING CAR

is fast becoming a great favorite in Rochester

THIS IS THE REASON:

Its First Cost Is Moderate---The Up-Keep Never a Burden
Its Reputation --- More Miles on Less Oil and Gasoline

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certain delivery, saving, profit.
Every feature is a tried and tested success.

Channel see

Oldsmobile-Torbensen Internal Gear Drive. Goodyear 35 x 5 Cord Tires front and rear.

Electric starting and lighting. Four-cylinder, valve-in-head motor. Deep channel section frame. (653 M)

With handsome, express body, \$1350; with steel cab and sills, \$1295 Chassis complete with cowl, instrument board, fenders, windshield, no seat, \$1250 (f. o. b. Lansing)

G. W. HENNER 980-1000 Main Street East

### Our Roosevelt

### Memorial Highway

The story of the Roosevelt Road furnishes a good illustration of what splendid work for the public can be accomplished by such an organization as the Rochester Automobile Club. They, by resolution, endorsed the proposition that there should be built highways of a greater width and strength than those that have been

thus far built and that the Government should pay a large portion, if not the whole, of the cost of these better class of roads. As a result of this action of the Club, the County Engineer offered a resolution at the meeting of the County Superintendents in Albany on February 20th which was adopted, reciting the opinion that the route from the Metropolis up the Hudson River along the Barge Canal and the New York Central Railroad to the Twin Cities of the Northwest was the most important route from the National point of view, which could be selected, that this road

should be the first one to be built by the United States Government and that it should be called the Roosevelt Road.

#### Dobson Behind Measure

On the strength of that resolution, Assemblyman Frank Dobson introduced a joint resolution in the Legislature, reciting that such resolution had been passed by the County Superintendents and that the Legislature approved of such proposition and that the first East and West road built by the Government should be the Roosevelt Road. This joint resolution was referred to the Ways and

Means Committee of the Assembly.

The Board of Directors of the Automobile Club, including the late Dr. Frederick R. Smith, an enthusiastic supporter of the proposition, advised County Engineer McClintock to invite to a conference in the Board of Supervisors' room in the Court House. Rochester. the parties interested to consider how such road could be built. On March 25th such meeting was called to order by County Superintendent McClintock. At that meeting there were present about one hundred men from all parts of the state and the Roosevelt Road Association



J. Y. McCLINTOCK, General Secretary

was formed with the following officers:

President Wm. W. Armstrong

1st Vice-President Chas. T. Chapin of Chapin-Owen Co.



HON. WILLIAM W. ARMSTRONG President

2nd Vice-President George C. Diehl Co. Eng. of Erie Co. 3rd Vice-President

F. W. Sessions, Vice-President, State Motor Federation of Utica, N. Y.

> 4th Vice-President Peter G. Ten Eyck

Albany, N. Y. Secretary

J. Y. McClintock Co. Engr. of Monroe Co. Chas. J. Brown

Treasurer of Monroe Co.

Directors

Frank E. Bogardus Co. Eng. of Onondaga Co.

Chas. MacDonald Co. Eng. of Westchester Co.

W. Fred Starks Co. Eng. of Nassau Co.

W. G. Sisson Co. Eng. of Wayne Co.

W. M. Torrance Co. Eng. of Genesee Co.

C. R. Cornwell. Co. Eng. of Dutchess Co.

Campbell A. Baird Chairman of Good Roads Committee of Rochester Chamber of Commerce

Geo. W. Henner President of Rochester Auto Trades Association

James R. McClintock Consulting Engineer, 170 Broadway, New York City

Chas. M. Edwards Division Engineer, New York State Highway Dept., Rochester, N. Y.

> H. B. Rogers President of the Village of Newark

C. A. Coleman President of the Village of Lyons

H. L. Averill President of the Auto, Club of Palmyra

James L. Hotchkis President of the Citizens' Bank

Harper Sibley Ex-President of Rochester Chamber of Commerce

> Edwin B. Pendleton County Superintendent of Chenango Co.

Henry A. Bowman Chairman of the Good Roads Committee of the Board of Supervisors of Monroe County

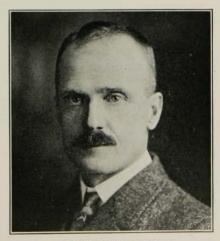
> George Y. Webster County Attorney of Monroe County

Theodore Krehbiel Chairman Good Roads Committee, Erie County Board of

Supervisors Nelson P. Lewis Ch. Eng., Board of Estimate, New York City

John F. Flanagan Malone Auto, Club

35 members of Board of Directors. 14 to be selected later



CHARLES T. CHAPIN 1st Vice-President

During the first week in April, Secretary McClintock with Vice-President Diehl, Vice-President Ten Eyck and Directors Troy, Mac-Donald and Starks had conferences with the leaders of both the Majority and Minority in the Senate and Assembly at Albany, also with Governor Alfred E. Smith, as well as Louis Nixon, Commissioner of Public Works, Frank M. Williams, State Engineer and Surveyor

and Commissioner Duffey as to what legislation would probably be passed during this session. In New York City they had conferences with officials of the American Automobile Association at their Fifth Avenue office, and with Colonel Frederick S. Greene who has since become Commissioner of Highways to succeed Mr. Duffey.

#### Special Road Commission

As a result of these conferences. Assemblyman Dobson introduced a bill providing for a Commission consisting of the Commissioner of Highways, Supt. of Public Works and State Engineer, to make plans and estimate

of the cost of building the Roosevelt Road and submit a plan for financing its construction. It was also decided to have the Roosevelt Road Association affiliate as the State of New York branch with the Roosevelt National Highway Association to build a road from Montauk Point to Los Angeles and San Francisco and that this road should be called the Roosevelt

National Highway extending from Montauk Point to San Francisco, of which the Roosevelt Road being the portion in New York State has a length of about six hundred miles.

On April 8th Secretary Donahue was in Albany and after a general discussion with the leaders of the Legislature, Assemblyman Dobson amended his bill 1897 so that it creates a State Commission consisting of the Commis-

sioner of Highways.

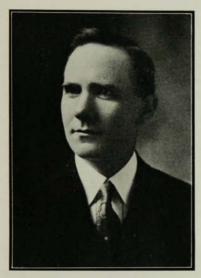
GEORGE C. DIEHL 2nd Vice-President

the State Engineer. Supt. of Public Works and two citizens to be named, one by the President of the Senate and one by the Speaker of the Assembly, to act without pay but with the small appropriation of five thousand dollars with authority to lay out and establish the Roosevelt Road from Montauk Point to the Pennsylvania line. a distance of about 600 miles. The bill provides that such Commission should investigate and formulate a practical plan not only for financing the highway but they should cause surveys to be made, maps to be prepared and also the necessary plans

and specifications so that on January 1, 1920, this Commission shall have a complete report which will outline in detail the construction, the width and the cost. It is provided that the County Superintendents along the proposed route in this state shall assist the Commission when called upon by it to do so.

It is not the intent of the Roosevelt Associa-

MOTORIST 15



HON. FRANK DOBSON Introducer of the Roosevelt Highway Bill

tion or the purpose of the Dobson bill to take any huge sum away from Federal aid or State aid to counties but the purpose is to force the construction of a permanent road on the connecting links along this route, especially between Syracuse and Rochester, and whenever any portion of the road is reconstructed, that a permanent road be built of sufficient width so that eventually the Roosevelt road will be at least 22 ft. in width and of permanent construction its entire length.

#### A Permanent Memorial

Many people all over the country are agitating for the construction of permanent memorials to Theodore Roosevelt. We approve of these memorials but we are inclined to insist that they are on too small a scale to satisfy the inclination of all people of United States to honor the memory of Theodore Roosevelt. We purpose a great trunk national highway from ocean to ocean through Oyster Bay, the home and burial place of Roosevelt and the metropolis of the world.

The proposed Roosevelt National Highway is to be built through the following states: New York, Pennsylvania, Ohio, Kentucky, Illinois, Missouri, Kansas, Colorado, Utah, Nevada and California. The length of road from Montauk Point to San Francisco via Denver is 4,107 miles; via Colorado Springs, 4,115 miles. The length to Los Angeles via Denver is 4,081 miles; via Colorado Springs, 4,089 miles. Of this length, 138 miles are east of New York City.

#### Many Pleasing Features

Some features of the road may be mentioned as follows: Hudson River Valley; Mohawk Valley: Niagara Falls: the grape country along Lake Erie; seven state capitals; great manufacturing centers of the East and Middle West such as Syracuse, Rochester, Buffalo, Erie, Cleveland, Dayton, St. Louis, Kansas City, Cincinnati; historic Kentucky; Valley: Kansas cornbelt; scenic Rocky Mountain region; on or near three National Parks including Rocky Mountain, Roosevelt and Yosemite; fruit belt of Colorado and Utah: Great Salt Lake (with the desert dangers removed); the greatest copper camps in the country at Garfield, Utah, and Elv. Nevada: the most impressive entrance into California through the mountains; the two highest peaks in the United States, Pike's Peak, Colorado, and Mt. Whitney, California: the big redwood trees: the finest harbors in the United States at Hell Gate and Golden Gate; with an option available when Sierra Nevadas are snowbound: with the Rocky Mountains crossing kept snow free; with a spur to the gorgeous Brice Canyon



F. W. SESSIONS 3rd Vice-President

and Zion Canyon and to the north rim of the Grand Canyon of Arizona.

Traversing the richest part of the richest and greatest country in the world the roads should be hard surfaced all the ways as too make it available all the year round, truly a National Highway.

#### Funds Available

Within three years, the following amounts of money for building roads in the various states will be available from the Federal Treasury under the existing law:

New York	\$14,416,000
Pennsylvania	13,160,000
Ohio	10,752,000
Kentucky	5,614,000
Illinois	12,800,000
Missouri	9,120,000
Kansas	8,234,000
Colorado	4,810,000
Utah	3,277,000
Nevada	3,700,000
California	
Total	\$94,569,000

The states will be required to furnish a similar amount, which makes a grand total of \$189,138,000 to be used within three years. Cost of construction under Federal aid is limited to \$40,000 per mile, and assuming the whole length of the Roosevelt Road from Montauk Point to San Francisco to be 4,115 miles, the total cost would be \$164,600,000. The figures show that if by united action it were determined to build this road, it could be done with the means in sight within three years.

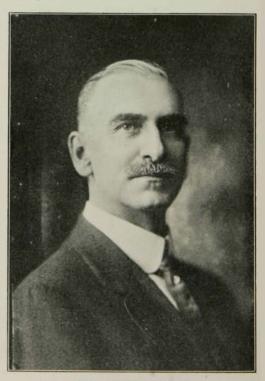
When the Roosevelt National Highway has been built from ocean to ocean, it will exist as a monument to the far sightedness and energy of the Rochester Automobile Club.

### Maps for Members Only

So that members will be all prepared for summer tours, the Secretary urges that they call at the office and receive their new edition of the Club road map and guide. It is the 1919 edition showing all of the improved roads in the state. Call at the office at Powers Hotel or send a 3-cent stamp and the map will be mailed.

#### Touring Bureau Opens May 12

In preparation for the opening of the touring bureaus of the clubs in the New York State Motor Federation, Lester Bush of Rome. Chairman of the Federation Touring Committee, has made plans to gather road information, covering the roads in New York State, as well as the Eastern States, to compile the same and send it out weekly to the clubs in the Federation so that their touring bureau officials will have the very latest information to supply to members and tourists who will come into the state this year. "It is my purpose," says Mr. Bush, "to gather this information from various sources and to supply it to the Federation clubs throughout the State of New York weekly.



HON. THOMAS B. DUNN

### Our Victory Loan

During the next three weeks the American people will subscribe fully the Victory Loan issue of \$4,500,000,000. The people of Rochester will add \$23,440,300 to their present bond holdings of more than \$100,000,000. This will be done because Americans are not quitters but always carry on until the job is done. This was magnificently illustrated by our soldiers, sailors and marines who were ready for a struggle, lasting from two to five years.

The Huns were not starved out or crippled by exhaustion of arms, men or munitions. They were disheartened, demoralized and utterly defeated by the fighting qualities of American troops, and by the hopelessness of attempting to combat the most gigantic warwinning program ever conceived. The Germans soon learned that the Americans had no superiors as fighters. Then came the information to the Rhine valley that there were two million of our boys in France and three million more to come; that the production and shipment of munitions, equipment and supplies were going forward on a colossal scale; that ships were successfully evading the submarines and that America was unconditionally in the war with all her man-power and resources until the Central Empires were defeated, be it tomorrow or five years from tomorrow.

Germany quit, thereby saving tens of thousands of American lives and billions of dollars. America spent money lavishly but America won quickly. Now the nation is coming to its people for the last time with the request that the outstanding bills be paid, and that money for the bringing home and payment of our fighters be furnished. Hanging over this request that the indebtedness be wiped out by the subscriptions of interest-bearing notes is the taxation alternative. The money must come from the people in one form or another. If the issue of notes is not taken up, the question of further taxation is bound to arise.

The banks in Rochester have done every-

thing in their power to make the buying of the notes easy for all the people. The notes in amounts of \$1000 or under can be purchased on a low initial payment of two per cent. Only a ten per cent. initial payment is required for the purchase of the notes on other than the weekly payment plan. This arrangement will again enable the people to loan their credit which is just as much wanted as in the preceding bond issues.

#### Batavia Joins Motor Federation

On April 25th the Batavia Automobile Club made application for membership in the New York State Motor Federation. It has been some time since Batavia had a live auto club and with Secretary Coley supervising the work of the club it is bound to go ahead and prosper. Other Federation clubs will be glad to extend every assistance to Batavia and cooperate to the fullest extent.

The Motor Federation now has clubs in Buffalo, Batavia, Rochester, Clyde, Syracuse, Utica, Rome, Albany, New York City, all places along the main line route and on the proposed Roosevelt Highway; other clubs in the Federation are Oswego, Watertown, Randolph, Jamestown and Richfield Springs, and owing to its progressive policy it is bound to gain new clubs.

### Orphans Outing

William Bausch, Chairman of the Orphans Outing Committee announces that August 6th, Wednesday, has been set as the date for the 1919 Orphans Outing and that a meeting of the committee will soon be held. Many details have to be arranged several months in advance and in addition the committee will consider if a change in the name of the day be advisable.

YOUR DUES ARE NOW PAYABLE.

CALL AT THE CLUB FOR YOUR CLUB EMBLEM

### Good Business is "Up to Us"

By E. J. Ellin

Rochester's business batting average for the future will be regulated absolutely by just how hard we hit the ball of business possibilities.

If we are all content to bunt the ball, it will be a listless game and the law of average will force a fifty-fifty break in results.

During the war, Official Washington, rightfully because it helped to win the war, flooded the nation with propaganda against luxury indulgence and inoculated its good people with the belief that a patch in one's trousers was the

equivalent of the Croix de Guerre.

It was splendid, yes, great work, because it helped to win the war.

But suddenly-and was sudden-the war came to an end and Official Washington, not from lack of honest intent - let's say fatigue, packed their grips and made for home. Too bad, because just two or three weeks of the reverse English on the preachments of the year and business would have been given a twelve-cylinder impetus that would have been hard to stop.

But after all is said of Geo. W. Henner, the latt and done, we are all President.

victims of environment. Our motions are regulated by the atmosphere of our surround-

Meet a man in the morgue, tell him how bad he looks and the chances are that some hospital has a new entry on the registrations of that day; but tell him the same thing when he is out in the sunshine listening to the swing of a jazz band and he'll tell you to go to—yes its the jazz that we want in the atmosphere of business.

Maybe you don't believe it, but why is it that you will pass a peanut stand at least twice a day and never think of buying a goodsized bag of healthy peanuts for a nickle; but you will two-step three miles to a circus, to the shricks of a steam calliope and buy half a bag of hump-backed peanuts for ten cents.

Its the jazz in the atmosphere of the circus. Think back for a minute, and not far back at that. This grand and glorious old country could not have floated a ten billion Victory Loan if it had been prepared to take subscriptions on November 7th and 11th. It would

have been a two day's campaign and oversubscribed, if the bonds could have been put on the streets on that Thursday and Monday. It was the jazz in the atmosphere of "t'll with the expense" that was in evidence throughout this good, red-blooded, luxury-loving nation of ours that would have made such a thing possible.

And, right here, it might well be said that it was because we are a luxury-loving nation that our potential possibilities proved such a factor in the war; for its the jazz in our methods of doing bus-

p e tt he o o n p p m it a tt s

EUGENE J. ELLIS

Elected to the Board of Directors to fill the unexpired term of Geo. W. Henner, the latter advanced to office of 4th Vice-President.

iness and living that has put us where we are today. Contrast it with China as an example of the other extreme if you will.

Let's forget all about the profiteers of the war, for they are to be the philanthropists of the future. It is understood that they have agreed to give most of their money back to the Government—unless the laws of taxation should be accidentally changed in the meantime.

Just another word. Wouldn't it be a good idea to forget that there ever was a war.

### Gone to the Graveyard

In following up the legislative report of the Law Committee President Glen Shriver, of the Motor Federation, gives great credit to F. W. Sessions of Utica, who led the big fight to get progressive measure through the legislature this year and who succeeded in having many of them killed. The following bills were opposed by the Motor Federation and Auto Club of Rochester, and were killed in the legislature, either in committee or on the floor.

Assembly by Mr. Walter in relation to the form of number plate, an unnecessary expenditure.

Assembly by Mr. Martin in relation to liability of auto owners; putting burden of proof on auto owners.

Assembly by Mr. Braun compelling motorists to carry their license registration in conspicuous place on car—red tape.

Assembly by Mr. Donnelly to compel motorists to take out bonds boosting expense of owning a car. Assembly by Mr. Rowe compelling owners of autos to take bonds or insurance, and again boost expense of owning an auto.

Assembly by Mr. McWhinney about erecting road signs. This bill would not allow auto clubs to erect signs.

Assembly bill by Mr. McWhinney for mirrors on all autos. The Federation bill for mirrors on trucks and omnibuses a better measure.

Assembly bill by Mr. McWhinney to amend highway law in relation to motor vehicles.

Assembly bill by Mr. Clasessens abolishing the state police.

Assembly bill by Mr. Burston for compulsory bonds.

Assembly bill by Mr. Bloch to discontinue state aid to town highways.

Assembly bill by Mr. McWhinney for illuminated rear license plates to cost the motorists more money to own cars.

Assembly by Mr. Blakely for compensation insurance with Secretary of State as commissioner.

# When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue

Assembly by Mr. Flanagan to prevent foreigners from operating autos unless they can write and read English.

Assembly by Mr. Theron relative to shifting responsibility to driver of automobile.

Assembly bill by Mr. Thayer to abolish state police.

Assembly bill by Mr. Wheelock to discontinue ten days driving in New York City without operators license.

Assembly bill by Mr. MacHold raising fees on Ford cars.

Assembly bill by Mr. Braun to charge two dollars for the license certificate or card. More cost of operating an auto.

#### Other Bills

Relative to the Wheelock bill for operators' licenses in New York City this bill went through both houses and is now with the Governor and was opposed by the Federation clubs, also Senate bill 1150 boosting the license fees on automobiles which was vigorously fought (alone) by the Federation clubs got

through. The Martin bill for tree planting along the highways was lost in committee also the Lilley bill in relation to injuries to roadbeds by tractors and other road machinery. Both of the Thompson bills for removal of snow and oiling the highways while apparently good measures were lost in committees.

The Sessions bill which the Internal Affairs committees of the Senate introduced compelling justices in the country towns to turn all moneys received as fines and penalties collected for violations of local ordinances affecting automobiles be turned over to the state, has gone to the Governor, also the Knight bill authorizing a bond issue of twenty millions of dollars for highway work in connection with the Federal Aid.

#### Get Your Lenses

No glaring headlights will be permitted on the highways this summer. So that motorists will get busy at once the State Police are arresting those who insist upon using the plain glass headlights.

# 15 SCIO STREET JUST OFF EAST AVENUE

IS THE PLACE TO BUY A

### DODGE CAR

E. J. ELLIS & CO. Inc.

### Scanlon Auto Supplies, Inc. to Change Name

Scanlon Auto Supplies, Inc. opened a store on advanced lines of service in January 1917a modest venture in a small store on East Main Street. Joe Scanlon, whose genial smile is known to distributors of U.S., and Fisk tires through his previous connections with these concerns was the moving spirit. Joe realized that "service" means as much or more to tire users than "rubber and fabric", and he proceeded to add a new brand of service to the excellence of Mohawk tires, of which his firm became the sole distributor in Rochester. The business grew rapidly and it was soon necessary to move to new quarters on East Avenue, corner of Pitkin Street where the business is now located. About the time this move was made, Mr. Elmer E. Fairchild and Mr. Oscar W. Stanley both of whom are connected with businesses in which service is the keynote. became interested in the business and added much to its development.

On March first, further expansion was required and an additional store adjoining was added so that now the entire ground floor at Nos. 260 and 264 East Avenue, corner Pitkin Street are occupied. The floor was remodeled and especially adapted for the Scanlon people, and is by critics considered the finest tire store in Rochester. The enlarged space made it possible to add the Goodyear line of cord and fabric tires to the Mohawk line. Beginning May 1st the concern will be known by its new name, Scanlon-Stanley Co. Inc.

The motorist learned these facts that should be significant to automobile owners, as marking an advance in the service owners can expect of tire merchants.

The Scanlon people have found by experience that any kind of a tire will run more miles if kept properly inflated, cuts and bruises promptly plugged to keep water from entering and more serious injuries vulcanized.

The average owner will give little heed to

these essentials if obliged to do the work himself, wherefore the Scanlon people encourage, even urge every patron to bring his car every week to have tires inflated, looked over for injuries and have them attended to. Most of this service is entirely free.

Remarkable results have been attained in this way, some owners claiming their mileage is easily double what they have been getting before.

### Summer Program Automobile Club of Rochester

Monday, May 12th, Opening of Base Ball Season.

In charge of Sam Rosenbloom.

Thursday, May 15th, Club Smoker at end of Membership Campaign.

In charge of Jos. DiNunzio and A. B. Hone.

Wednesday, June 25th, Automobile Club Run to Buffalo Country Club House.

In charge of A. B. Hone and G. C. Donahue.

Saturday, July 19th, Club Basket Picnic to Sodus.

In charge of F. H. Phelps and Geo. Atkinson.

Tuesday, August 6th, Orphans Outing.

In charge of Orphans' Outing Committee.

Saturday, August 30th, Country Fair at Kendall.

In charge of John R. Taylor.

September (date not as yet set) Clam Bake at Bergen.

In charge of A. H. Neisner.

When you receive your postal card on the Membership Campaign, sign it up and give your assistance for two days—just an hour a day.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of ROCHESTER MOTORIST, published monthly at Rochester, N. Y., dated April, 1919, George C. Donahue, Editor.

Names of Publisher, Editor and Business Managers:

Publisher, Automobile Club of Rochester, Rochester, N. Y.; Editor, George C. Donahue; Manager Editor, George C. Donahue; Business Manager, Edmund S. Howard.

That the owners are:

C. D. VanZandt, Pres., Rochester, N. Y.; Charles J. Brown, Treas., Rochester, N. Y.; George C. Donahue, Secretary, Rochester, N. Y. There are no bond holders, mortgagees or other security

There are no bond holders, mortgagees or other security holders. Number of copies, 3200. Signed, GEORGE C. DONAHUE, Editor.

Sworn to and subscribed before me

this 26th day of March, 1919. AVA FRANCIS M. DAVIS. My commission expires March 31, 1920.

#### Kendall Club Holds Meeting

At an enthusiastic gathering of the Kendall Automobile Club held in that village definite steps were taken toward pushing the good roads proposition in that end of the county. The meeting was attended by over 150, including a large number from the Automobile Club of Rochester, of which the Kendall club is a branch.

A dinner was served in the masonic dining room, after which Dr. G. D. Forbes of Kendall, director in that town for the Rochester club, called the meeting to order and spoke of the need for a state highway through the northern part of the county as a commercial necessity. There is assurance, he said, that a state road will be built from Rochester to Morton and from Lewiston to Lyndonville, leaving a strip between Lyndonville and Morton which will pass by unnoted unless some-thing is done. C. D. Van Zandt, president of the Automobile Club of Rochester, spoke briefly on the work which the Rochester club had been doing for the past two years in get-ting state aid. Charles T. Chapin and Mr. Riley, commissioner of parks in Rochester, also spoke. George Henner, president of the Rochester Automobile Trades Association spoke very forcibly on the need for every car owner to become affiliated with an automobile club.

A large number of new members were added to the club which now has a membership of 117. Twenty-six of its members are from Waterport and Asheville and so enthusiastic are they that it is probable a club will be formed at Waterport to further road work.

Officers were elected as follows for the ensuing year: President, H. E. Wellman; secretary, Joseph Wright.

### E. Monaghan & Co.

I. J. KAMAN, Prop.

All Makes of

### TIRES

Also Full Line of

### Auto Supplies

4 Atlas St., Off Chestnut St. One Block from East Ave.

### Try US Once and You Will ALWAYS COME

### TAKE YOUR PRESCRIPTION

=TO A===

#### PRESCRIPTION SPECIALIST

WE specialize in prescriptions. Our prescription work is the object of our most careful inspection. Our prescription specialists, each an expert in his line, give their entire time to compounding. They have no other duties to distract their attention. Every prescription is checked twice before delivery. Our stock of rare and unusual remedies is complete. You cannot afford to go elsewhere or trust your safety in incompetent hands.

### THE PAINE DRUG CO., Inc.

24 Main Street East, Rochester, N. Y.

## General Motors Plans to Spend \$37,398,000

For Additions, Plants and Equipment in Flint, Detroit, Pontiac, Toledo, Etc.

DETROIT, May 1—General Motors Corp. expansion plans for 1919 were outlined to-day by William C. Durant, its president and general manager. Combined, they entail an expenditure of \$37,398,000 to be invested in new plants, additions, office and sales buildings and new equipment in Detroit, Flint, Pontiac, Lansing, Saginaw, Toledo, St. Louis, Mo., Janesville, Wis., Bristol, Conn., and Muncie, Ind.

Detroit will get the lion's share of the appropriation, \$12,650,000 to be spent here. General Motors expansion here includes a complete new plant for the Cadillac Motor Car Co. division, to be located on Clark and Scotten avenues: a sales and service building for the same company to be at the corner of York and Cass avenues; a \$5,000,000 15-story general office building for the General Motors Corp. and all of its subsidiary units, to be located on Cass Avenue, with a four-story research laboratory in the rear; a differential gear and transmission plant; a general bearing and power plant; extensions to the Central Forge Co., and the Northway Motor & Manufacturing Co. plant, all to be located on Holbrook Avenue.

The proposed office building will cover an area of 336 x 482 ft. Four wings will extend from front to rear, and these will be connected by a central wing, this plan offering direct outside light to every office in the building. The ground floor will contain salesrooms for all of the subsidiary companies of the corporation, as well as service stations for the United Motors Corp.

In the center of the building and on the ground floor there will be an auditorium seating approximately 1000, with stage, dressing rooms, etc. It will be used for conventions and other purposes. The main entrance will be in the center. Other entrances will lead from

both sides to the main lobby and elevators. There will be 16 passenger elevators in the building. The laboratory in the rear will be  $60 \times 480$ . It will be 4 stories high, with approximately 50,000 sq. ft. of office space on each floor. The entire building, including laboratory, will have a floor area of about 875,000 sq. ft., exclusive of corridors, toilets, elevators. It will be strictly fireproof.

#### **Buick and Chevrolet Extension**

General Motors will spend \$6,715,000 at Flint, where large plant extensions to the Buick and Chevrolet companies are proposed. The remainder of the appropriation will be used to build 1000 homes for employees, with water mains, sewer systems, paved streets, etc. They will be sold to the workers on easy payment plan.

Lansing projects total \$2,540,000. A new axle plant will be built and large extensions made to the Olds Motor Works division. At Saginaw, \$2,427,000 will be spent in extensions to the central foundry, motor and steering gear departments for the Saginaw Products division and a central heating plant. Toledo will get \$543,000 to be invested in extending the transmission department of the Chevrolet Motor Co. branch factory there. A new plant will be built for the St. Louis Woodworking Co. at St. Louis, Mo., as well as large assembling plants for the Buick and Chevrolet division in These improvements will cost that city. \$4,135,000.

Janesville, Wis., projects total \$4,500,000 and include plant extensions for the Janesville Machine Co., the Sampson Tractor Co. and hundreds of houses for employees. At Bristol, Conn., \$1,028,000 will be spent in extending the present plant of the New Departure Manufacturing Co. At Muncie, Ind., \$800,000 will be spent in plant extensions and houses for employees.

#### ROAD REPORTS

#### Rochester Division

Route No. 1—Rochester to Buffalo via Caledonia is good.

Road Surface—State macadam, rough between Scottsville and Mumford.

Remarks: Trucks have cut up roads in different places.

Route No. 2—Rochester to Syracuse is good. Road Surface—Macadam.

Remarks: Because of cut-up at Victor, best to take route thru Ionia, Bloomfield and Canandaigua.

Route No. 3—Rochester to Niagara Falls, via Ridge Road fine.

Road Surface—Macadam and concrete.

Remarks: Road in very good condition.

Route No. 4—Rochester to Letchworth Park is good.

Road Surface—State macadam, cut up in some places. Remarks: Road cut up between Avon and Geneseo.

Route No. 5-Rochester to Oswego.

Road Surface—Macadam to Alton; dirt almost impassable from Alton to Wolcott; macadam from Wolcott to Oswego.

Remarks: Road between Alton and Wolcott dirt and impassable. Construction expected.

Route No. 6—Rochester to Elmira, via Canandaigua, Geneva.

Road Surface—State macadam, in good condition, except about 5 miles north of Watkins.

Remarks: Road good, except for detour into Watkins about 3 miles.

Route No. 7—Rochester to Buffalo, via Churchville and Bergen.

Road Surface—Macadam, in good condition as far as Bergen; dirt road in good condition to Batavia; Batavia to Buffalo, macadam and is in good condition.

Remarks: Road macadam, except for dis-

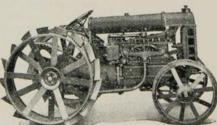
### FORDSON TRACTOR

Manufactured by HENRY FORD & SON, Inc., Dearborn, Mich.

### and Improved Farm Machinery Show

OLIVER PLOWS

Roderick
LEAN DISC,
SPRING TOOTH,
and
SPIKE TOOTH
HARROWS



American Seed Co. GRAIN DRILLS

> D. R. D. MANURE SPREADERS, LUMP CRUSHERS, ETC.

These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

### THOS. J. NORTHWAY'S

New York State Distributor

100 Exchange Street

tance between Bergen and Batavia which is dirt and good.

MOTORIST

Route No. 8—Rochester to Ithaca; via Geneva and Waterloo.

Road Surface—State macadam, reported in good condition.

Remarks: Road between Waterloo and Romulus just opened.

Route No. 9—Rochester to Elmira, via Mt. Morris and Dansville.

Road Surface—Macadam, rough in places.

Remarks: This route much longer then one via Canandaigua and Geneva, and not in as good condition.

#### Utica Division

Route No. 1-Utica to Albany is good.

Road Surface—State macadam reported rough in places.

Remarks: Frost has raised surface in spots.

Route No. 2—Utica to Cooperstown is impassable.

Road Surface – Macadam to Richfield Springs. reported fine.

25

Remarks: Richfield Springs to Cooperstown either route impassable.

Route No. 3—Utica to Old Forge reported rough in places.

Road Surface—State macadam reported drive with care.

Remarks: Frost has raised surface badly in spots.

Route No. 4—Utica to Binghamton is very bad.

Road Surface—Macadam and dirt reported bad from Hamilton to Earlville.

Remarks: Impassable from Oxford to Greene and Hamilton to Earlville.

Route No. 5—Utica to Saratoga and north is good.

Road Surface—State macadam reported good condition.

Remarks: Rough in spots—most of route splendid.

### CHAPIN-OWEN CO., INC.

370-386 Main Street East

C. T. CHAPIN, President R. D. HAYWOOD, Secretary C. S. OWEN, Vice-President and Treasurer E. G. LAPHAM, Assistant Secretary

# Automobile Tires and Accessories, Sporting and Athletic Goods:

### WE SELL ALL TIRES

"The Autoist's and Sportsman's Shop"

### **EVERYTHING**

FOR THE AUTOIST AND SPORTSMAN

Wholesale and Retail

### **GABEL**

has the knack and facilities for making an old car look like a new one and a new car look better. Special Bodies, Tops, Slip Covers and Equipment.

The A. H. Gabel Co.

South Goodman and Monroe TELEPHONE STONE 2182 Route No. 6—Utica to Watertown and north is rough in places.

Road Surface—Reported good most of way.

Remarks: From Lowville go via Carthage via Copenhagen shorter but very bad, vicinity of South Trenton frost raised surface badly. Mostly rough going.

#### Big Clean-Up May 1st

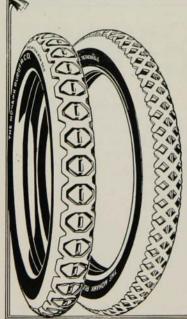
In accordance with the annual custom the New York State Troopers have issued notice that on May 1st all motorists driving with the "1918 plates" will be arrested. The license bureau at 29 North Fitzhugh St. has a large supply of plates, and all should have them on.

#### More Satisfactory Arrangement

In order to better handle the members and give them quick service the arrangement of the Club's office has been changed; when one calls he will find the information department to the left with the large wall map directly back of the young lady in charge and map files containing all of the road maps. The tour cards have been revised and many new ones added. Volume 1-2-3 of the Blue Books have arrived and other volumes will be in stock for the members. Members are requested to give their names over the telephone and not to get information for non-members. Miss Helen Christensen has been engaged to handle the touring information.

Don't Forget the Date "May 13th at 12:06" at the Auto Club

# MOHAWK Quality TIRES We Take Your Tires In



## We Take Your Tires In Part Payment

Get in touch with us before you buy a new set of tires and let us give you an estimate on MOHAWKS and the allowance we can make for the tires now on your car. Mohawk CORDS are the highest-grade, most classy tires made anywhere. Hundreds of Rochester's finest cars are now fitted with them.

Mohawk Fabrics Are The Best In Their Class

SCANLON AUTO SUPPLIES, Inc.

260-264 EAST AVE.

Cor. Pitkin Street

MOTORIST 27

## Roosevelt Memorial Highway

## Opposed by New York State Automobile Association

In accordance with data filed with Mr. J. Y. McClintock, Secretary of the Roosevelt Memorial Highway Association, the New York State Automobile Association, with its alleged 122 clubs in New York State is opposed to the Roosevelt Highway bill, advocated by Assemblyman Dobson, of Monroe County, which is now in the hands of the Governor for his approval. Secretary McClintock stated Monday, April 21st, that he is surprised at the attitude of the aforesaid organization, inasmuch as the measure had been favored and supported by the New York State Motor Federation, comprising the large automobile clubs of the State and which is the strongest body of motorists in the State of New York. I am further surprised, said Mr. McClintock, because the measure has met with the approval of the big men throughout the State, highway departments and county engineers, and in fact. there is no opposition, outside the "Baker" organization in Albany.

#### Reactionaries, Says Donahue

When proof of the opposition to this Roosevelt Memorial Highway bill was shown to Geo. C. Donahue, Secretary of the N. Y. State Motor Federation, he said that he was not surprised that this position was taken by the State Association, for they were comprised of reactionary elements which always oppose progressive legislation not introduced by themselves; further, relative to their 122 automobile clubs in the State they have never had the nerve to publish a list of these clubs and when they do it will be time to give serious consideration to their actions.

Secretary McClintock, of the Roosevelt Memorial Highway Association, states that the proposition as outlined, is merely a commission appointed to investigate and prepare plans, so that the Roosevelt Memorial Highway will be laid out for construction and that everything will be prepared so that the Legislature next year can raise the money necessary for this work. This bill has received the

approval of Hon. Wm. M. Calder, Senator of New York, Harper Sibley, of Rochester, County Engineers, the Highway Department and over 16,000 motorists represented by the New York State Motor Federation, so I presume, says Mr. McClintock, that the unwise attitude of the State Association will have little weight with the Governor.



George W. Henner Elected 4th Vice-President of Club

### Pierce-Arrow Sales Increase 27%

BUFFALO, May 1—Gross sales of the Pierce-Arrow Motor Car Co. increased about 27 per cent during the year ended Dec. 31, 1918, or from \$32,565,908 in 1917 to \$41,354,439 in 1918; and in this period the company produced 8,635 vehicles, of which 1168 were passenger cars and 7467 were trucks. In 1917 the company produced 7703 vehicles, of which 2532 were cars and 5171 were trucks.

#### Life Saver at Crossings

Referring to the article on Railroad Crossings by Coroner Killip I would say that he is practically endorsing my idea published about three years ago. The writer, while going over Brown St. crossing, came to a stop to make sure of the flagman's signal as he was swinging a red lantern. My passengers, three ladies and one gentleman insisted that he signaled to come ahead, which I did. I missed a fast train about 100 feet and the need of some good signal was impressed on me very strongly.

I wrote the Chamber of Commerce Safety Committee and suggested a red sign running parallel with the track so arranged that the flagman upon leaving his shanty could touch a button and light up the sign with the word STOP on it. This could also apply to crossings in the country. At present many ring a bell which cannot be heard until one is nearly on the track.

I asked then and ask now why a red light with the word STOP cannot be used. A round red light such as Mr. Killip suggests might be confusing and easily mistaken for another automobile.

I had the honor of suggesting the small disk sign now in such universal use with the word STOP on it, and received a letter at that time from the New York Central Superintendent of the Western Division thanking me for my idea. These suggestions were published by the Democrat and other city papers, also by the Chamber of Commerce and were discussed there at a safety meeting. Mr. Barstow wrote an article endorsing them. I later attended a safety meeting in connection with the railroads at the Chamber of Commerce and inquired as to why the ideas had not been adopted. I was informed that the small disk sign had been adapted for a daylight signal and that they were using the night sign west of Buffalo, but I have never seen such an installation. The reason given for delay was that the small towns did not have the necessary current, but I would suggest that a storage battery would answer as well.

If this matter were taken up by a considerable number of Automobile Club members, we might be able to impress it on the railroad companies that they should provide some kind of a life saver at the crossings, and thus be the means of preventing many accidents and much loss of life.

> Yours for humanity, MATTHEW ELLIOTT.

#### Race Calendar

May 17—Uniontown, Pa., probably 112½ miles. May 31—Indianapolis, Indianapolis Motor Speedway Assn., 500 miles.

June 14—Sheepshead Bay, L. I. Speedway race.

July 5-Cincinnati, O., Speedway.

July 19-Uniontown, Pa. Speedway race.

July 26—Sheepshead Bay, L. I. Speedway race.

Aug. 15-Middletown, N. Y. Dirt track event.

Aug. 22-23—Elgin, Ill. Road race.

Aug. 23—Sheepshead Bay, L. I. Speedway race.

Sept. 1—Uniontown, Pa. Speedway race.

Sept. 20—Sheepshead Bay, L. I, Speedway race.

Sept. 27—Allentown, Pa. Dirt track event.

Oct. 1—Cincinnati, O. Speedway race.
Oct. 4—Trenton, N. J. Dirt track event

Oct. 11-Danbury, Conn. Dirt track event.

## TIMES-SQUARE AUTO SUPPLY Inc.

"WORLD'S LARGEST DEALERS"

We wish to announce to the motorist of Rochester, the opening of the most complete and upto-date Auto Supply House in Western New York, located at

## 121-123 EAST AVENUE

PAUL B. MARTIN, Rochester Branch Mgr.

BOTH PHONES

## Club's Legislative Work

In checking up the bills in the legislature in which the motorists of the state are interested, the Law and Legislative Committee has prepared a report and it is interesting to note what work has been accomplished through the Motor Federation in passing progressive legislation and killing many measures that were bad. While it is regretted that Senate bill 1150, raising the fees on automobiles went through the legislature during the last two days of the session, it would have been killed if the law-makers had given it more serious consideration and it is hoped the Governor will see the injustice of the measure.

#### Motor Federation Bills Passed

Progressive legislation favored by the Federation clubs of the state and passed:

Assembly bill by Mr. Donahue to provide for military highway from West Point to New England States border.

Assembly bill by Mr. Davis requesting the

Secretary of State to furnish auto registration lists to police.

Assembly bill by Mr. Booth, case of highways at R. R. Crossings.

Assembly bill by Mr. McWhinney compeling street surface cars to eliminate dazzling and dangerous headlights.

Assembly bill by Mr. Malone to have state purchase toll bridge known as Greenbush bridge.

Assembly bill by Mr. Youker to amend the R. R. law in relation to warning sings at R. R. Crossings.

Assembly bill by Mr. Dobson creating the Roosevelt Highway Committee to lay out Roosevelt Road.

Assembly bill by Mr. MacHold, making an appropriation for highway improvement purposes.

Senate bill by Mr. Burling for planting shade trees in villages.

Senate bill by Mr. Mullan in relation to the transfer of used cars.

The Car with a

"Dual Personality"

## "PEERLESS" EIGHT

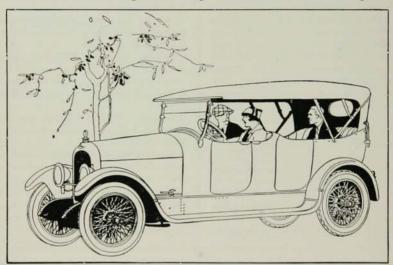
also

## Chevrolet and Haynes

**76 NORTH STREET** 

## MARMON 34

Advanced Engineering - Stabilized Design



## Pre-eminent Roadability

RUNNING with steady smoothness even with only one or two occupants—this distinctive Marmon quality never fails to impress the car buyer who has previously owned or driven other high-class cars.

It is not necessary to load the back seats to make this light-weight car cling to the road or ride on an even keel at touring speed.

Marmon design centralizes the weight and load between the two axles, the center of mass and center of gravity are at almost the same point. The long wheel-base, low center of gravity and small amount of weight below the springs all co-ordinate in producing the roadability for which Marmon engineering is pre-eminent.

In no other way has science so well mastered skidding and side-sway and added so effectively to the comfort and security of the passengers.

136-Inch Wheel-base-1100 Pounds Lighter-Only 4 Grease Cups

NORDYKE & MARMON COMPANY, Indianapolis

## PAUL LeHARDY

308 EAST AVENUE

**BOTH PHONES** 

Senate bill by Mr. Thompson giving highway commissioner power to repair and maintain unfinished gaps in improved routes.

MOTORIST

Assembly bill by Mr. Thayer in relation to laying out highways.

Assembly bill by Mr. MacHold state aid to town highways.

Senate bill by Mr. Ferris reappropriating some of Essex County unexpended money for new route in said county.

Senate bill by Mr. Davenport to have motor trucks and omnibuses carry mirrors. The Booth assembly bill substituted for this measure and Booth bill passed.

Senate bill by Mr. Rampsberger to authorize the preparation of a base map of the state good for motorists.

Senate by Mr. Sage for manufacturing license plates and signs in prisons.

Senate bill by Mr. Knight terminating certain highway contracts and allowing road construction to be resumed.

Senate bill by Mr. Marshall to amend highway law in relation to purchasing toll bridges. Senate bill by Mr. Lusk to employ convicts on highways.

31

Senate by Mr. Hewitt making appropriation for employing convicts on highways.

Senate bill by Internal Affairs Committee compelling justices to turn all fines from auto violators to state. Measure introduced at suggestion of F. W. Sessions of the Motor Federation.

At the annual meeting of the Federation last December at Rochester many of these subjects were brought up including auto registrations lists, dazzling headlights on surface cars, warning signs at R. R. Crossings, shade trees, transfer of used cars, finishing unfinished gaps in highway routes, mirrors on motor trucks, base map of state, employing convicts on highways, and others; not all of the Federation bills were passed but the foregoing are demonstrative of the effectiveness of our work. It was the Federation that first came out against abolishing the state police and opposed the effort to take away state aid to town highways.

## Genuine Gas Coke Is Guaranteed to Give Satisfactory Results

We sell genuine gas coke with the understanding that it is the best and cheapest furnace fuel.

We are so sure of this that we stand ready to remove the coke from your cellar and refund the money for the amount removed if practical demonstration in your home by our representative does not convince you of the fact.

If you want maximum heating service at less cost and with less labor, our guarantee makes it easy for you to learn from actual experience that genuine gas coke is the furnace fuel you need.

Price \$8.70 per ton delivered
No Fuel Administrator's Order Necessary

Bell 'Phone---Main 3960

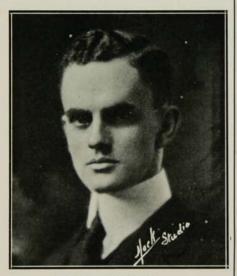
Home Phone---Stone 3960

## ROCHESTER RAILWAY & LIGHT COMPANY

34 Clinton Avenue North

#### New Auto Supply House in Rochester

The TIMES SQUARE AUTO SUPPLY COMPANY, with headquarters at Broadway and 56th Streets, New York City, wish to announce to the motoring public of Rochester, N. Y., that they will open a large branch in this city, ready for business, after May 1st. This will be welcome news to Motor Car owners of this city for the reason that the Times Square Auto Supply Company is known as the world's largest Auto Supply House perating stores in the leading cities of the



PAUL B. MARTIN, Manager

United States, with assets of over \$1,500,000.00, and are well prepared to carry out their comprehensive plans regarding the Rochester business.

The local branch will be located at 121-123 East Avenue, and will be under the management of Mr. Paul B. Martin, well known to all Rochester motorists, having been connected with the Stafford Motor Co., the local Cunningham distributors, for a number of years, and branch manager of the Cole Motor Car Co. prior to his entering service.

In an interview with Mr. Martin, who has just returned from a conference held in New York City with Mr. Jesse Froehlich, the founder and president of the Times Square Auto Supply Co., it was brought out that the Rochester Headquarters will be one of their main distributing branches in this part of the country, doing both a wholesale and retail business.

#### Bing! Bang! Another Smash-Up

Phone to Richter's Garage, 456 Lyell Avenue. Bell phone Genesee 2948 or Home phone Glenwood 31. Never mind doing anything yourself when you get into an accident or a collision, we will take care of you, get your car and then put it in "as good as new" condition. We make your car like new, for we have the mechanics who are competent and reliable. We can give you repairs, welding, storage, in fact after fifteen years of good service to the Rochester public we can give you the best possible.

To Richter's Garage day or night—NEVER CLOSED. (Advt.)

## AUTOMOBILE INSURANCE

AT THE

### Reduced Rates

Every Individual Case is Different

STONE 389 - MAIN 261 to get the best possible protection

## McKAY & KONDOLF

General Insurance Service

409-413 Arlington Bldg. (25 Main St. E.)

#### COUNTY ROAD REPORTS

LEWIS COUNTY—Roads under Construction—Barnes Corners—West Lowville but passable.

DETOURS—To go from Lowville to Barnes Corners: go by way of Copenhagen.

CHAUTAUGUA COUNTY—Roads under Construction—Jamestown—Gerry—but passable.

BROOME COUNTY—At present there is no construction in progress that makes it necessary to close any highways, except from Chenango Forks to Whitney Point where there is a steam shovel at work widening and filling. Best way to go north to Whitney Point is via Castle Creek—macadam—and from there earth road to Whitney Point.

OSWEGO COUNTY—Roads under Construction—Sandy Creek—Smartville—but passable.

DUTCHESS COUNTY—Roads under Construction—Pine Plains to Laffettville, Amenia, Red Hook to Barrytown, West Pawling to Holmes, Poughkeepsie to Clinton Corners and Pine Plains, but passable.

YATES COUNTY—Roads under Construction—From Rushville to Potter, Porter to Middlesex, but passable.

ALLEGHANY COUNTY—Roads under Construction—Belfast—Caneadea—Houghton—but passable. Passable only under favorable weather conditions. It is impossible to maintain proper detours and motorists are warned to avoid this route in wet weather.

SARATOGA COUNTY—Roads Closed—Repair contract just let on the Schenectady-Saratoga Springs Road; will probably be closed in section from Buell's Corners to the "V" corners South of Ballston for the greater part of the summer.

CHENANGO COUNTY—Roads under Construction—Afton—Coventry, Afton—Betsburg, Norwich—South New Berlin, South New Berlin—New Berlin, Smyrna—Otselic. Lincklaen—Madison County line, Kink—Pharsalia, South Edmeston—Columbus Quarter, but passable.



## Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against

any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

## G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.

#### Recommends Highway Traffic Engineer

"Traffic engineers will be essential members of the general staffs of National and state highway departments if the enormous and intensive needs of traffic are to be met," says George C. Diehl chairman of the Good Roads Board of the American Automobile Association. "Highway traffic is already at a point where it overshadows railroad traffic and has given rise not only to the engineering problems of building highways durably but to traffic problems which call for wider highways on main routes and involve consideration of such traffic questions as co-ordinating parallel roads, providing detours, economically locating roads with reference to tonnage and passenger requirements, routing traffic, sign posting highways and the conduct of construction and repair work to interfere as little as possible with the flow of traffic. The Federal Highway Commission when it is established can do more to bring order out of confusion in the handling of these great traffic problems than any other

conceivable agency.

"To emphasize the magnitude of traffic we should bear in mind that probably 75 per cent of the seven million motor vehicles which will be registered this year will be confined to not over 20 per cent of the highway mileage in addition to city streets. This would mean about twelve vehicles to the mile or about one to every 450 feet. To show how easily traffic may become congested on a narrow road take for illustration the Baltimore-Washington road and assume that a motor truck passes a given point at a speed of 15 miles an hour at 15 second intervals. As the truck would travel 22 feet a second there would be one truck for every 330 feet, and it would only take 628 trucks to thus fill up the whole space between Baltimore and Washington. Any fairly long train of trucks would therefore congest all passenger travel to a degree where the situation would become acute. We do not have to look far into the future to see just such conditions, and we must realize that only by wide roads or parallel roads can such situations be met. Just where and how much the road should be widened, where the parallel roads should be built, where the heavy types of construction should be located, where detours should be provided are problems which call for traffic surveys.

"Traffic surveys would take into account the tonnage and passenger traffic originating in zones along the roads and at local and ultimate terminal, the vehicles already in use and the probable development, the existing highway facilities including parallels and would provide for building, maintenance and management according to a plan in which the engineering and traffic problems would be co-ordinated.

The American Automobile Association will urge wider roads and effective traffic engineering, and will work tirelessly for these things as essential features of main routes in National and state highway systems.

Mr. George Donahue, Powers Hotel, Rochester, N. Y.

My Dear Sir:

May I express for the Treasury Department sincere appreciation of your splendid co-operation with the War Savings Committee of Monroe County?

I have just received a statement from Mr. O'Connor, that you are materially assisting the Committee in its preliminary campaign and we are glad that you have the vision to see the basic helpfulness of the service you are rendering to the people of your community.

> Faithfully yours, CHAS. D. JARVIS. Manager, N. Y. State Bureau, War Savings Committee.

#### Warning Signs at Railroad Crossings

With over three thousand miles of improved state highway stretching across the state in all directions, it is safe to assume that there are hundreds of highways that are crossed by a railroad at grade, and, judging from the number of accidents each year, it is a foregone conclusion that, not only should these dangerous death traps be eliminated, but something should be done at once to protect the motoring public at these crossings. The Youker Bill amends the railroad law in relation to warning signs at railroad crossings.

While the Legislature has favorably considered this bill, it might not be amiss to explain to the motoring public or first to call to their MOTORIST 35

attention, the dangers existing at grade crossings; the number of people who have been killed at crossings and the need for legislation which will aim toward protecting automobile drivers who have occasion to use highways which cross the railroad tracks. This bill is one which will cause uniform danger signs to be placed three hundred feet distant on each side of each railroad track that crosses the highway.

The Federation was notified by Assemblyman Harry Crowley that the Youker Bill passed the assembly, and it being a measure in the interest of safety and the protection of lives and property, passed the senate. The state and every municipality charged with the duty of maintaining a highway, where such highway crosses a railroad at grade, shall install and maintain a warning sign which shall consist of a circular disc 24 inches in diameter, with a white field and a blank border line one inch wide, and with black perpendicular and horizontal cross lines, two and a half inches wide, the reverse side of each disc to be colored black. Further, the top of said sign shall not be more than five and not less than four feet above the grade of such highway, the exact height to be fixed so that the circular disc shall be most readily illuminated by the headlights of passing automobiles. The railroad companies are charged with providing these signs to the municipalities of the state and the same shall be erected under the supervision of the Public Service Commission, and the erection of any other sign at said crossings may be prohibited.

For many years, the Automobile Clubs have erected direction and warning signs, and it has been the aim and that of the New York State Motor Federation gradually to bring about uniform danger signs at railroad crossings and as a result of agitation, the Youker Bill was introduced on the 21st of March and passed. Motorists of the state, knowing of the sad accidents that have occurred and the deaths caused at railroad crossings, will appreciate the work of the automobile clubs in getting this bill through and much credit is due to the assemblymen from Monroe County for their progressive attitude.

#### One Thousand Road Signs

Several weeks ago the signs committee of the Auto Club ordered one thousand road direction signs for the club and as soon as these are received the Club road car will be out. It is planned to erect several thousand signs this season for the motorists.

#### OPENS MAY 18

The Pleasing and Inviting

## GLEN IRIS HOTEL

at LETCHWORTH PARK

All Macadam from Rochester

67 Miles

#### NOW OPEN

## BIG TREE INN

at GENESEO

An Evening's Drive and a Good Dinner 32 Miles From Rochester

## H. J. PELLETTE CLEANER

\_\_\_OF\_\_\_\_

Rugs, Silk Tapestry and Automobile Upholstery

Velour, Velvet, Plush and Silk
DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

BELL PHONE, MAIN 3465

85 PLYMOUTH AVE. S. ROCHESTER, N. Y.

#### Hamilton to Galt

- 0.0 Hamilton. West on King St., following main road at forks.
- 5.0 Dundas
- 6.9 Bullocks Corners. Turn left, passing school on left.
- 14.0 Rockton
- 18.5 Sheffield
- 25.2 Galt.

#### Galt to London

Via Roseville, Plattsville and Bright. Good gravel and macadam all the way.

- 0.0 Main and Water Sts. Galt. Go west on Main St.. crossing bridge over Grand River.
- 0.1 Turn right
- 0.2 Turn left
- 0.3 Cross R. R
- 0.4 Turn right
- 0.6 Up hill past cemetery along River Road
- 1.3 Cross R. R.
- 8.6 ROSEVILLE P. O.
- 9.0 Turn right
- 10.7 Straight ahead
- 15.1 Through WASHINGTON Village.
- 17.4 PLATTSBURG Village. Turn left
- 17.5 Cross bridge
- 17.6 "
- 18.1

- 19.1 Turn right
- 21.3 Jog left and then right across main street of BRIGHT Cross R. R. and continue straight ahead (West) to HICKSON about 8 miles

Turn to left and go straight south to 3rd, cross road, about 6 miles, and instead of going into Woodstock, turn to right and go straight west to

Thamesford Road. Turn left into THAMESFORD then west to London.

#### London to Windsor and Detroit 142.0

- 0.0 LONDON
- 6.5 Lambeth
- 13.1 Delaware
- 22.5 Melbourne or Longwood P. O.
- 31 8 Strathburn
- 37 9 Wardsville
- 45.0 Clachan
- 53.1 Highgate 59.5 Ridgetown
- 69 3 Blenheim
- 79.8 Dealtown
- 100.1 Wheatley
- 107.9 Leamington
- 111.8 Ruthven 113.9 Olinda
- 194 7 Essex
- 142.0 Detroit

## HENRY CONOLLY CO.

Quality

Service

## **PRINTERS**

## BLANK BOOKS AND LOOSE LEAF SYSTEMS





### HOW ABOUT NEXT WINTER?

Will you come down to the theater in your own year 'round Cadillac---or will you have to choose between a cold, bundled-up ride or a taxicab, an evening spent indoors because of the nasty weather or a long wait on a windy corner 'til a street car happens along?

It is not too early to decide this question, because the better cars will quite likely be sold far in advance before Labor Day. You don't wait 'til snow flies to order your winter's coal supply; and the far-sighted person will likewise make early provision for next winter's motoring needs.

We might suggest that orders placed now for early fall delivery of year 'round Cadillac cars will naturally take precedence over late orders; also that prompt delivery will save you the disappointment and inconvenience often incident to delayed delivery.

But of course you know that, hence your better judgment and foresight will dictate a policy of preparedness.

If we can be of service in this connection, we will esteem it a privilege to call upon you at your convenience.

## FINISH THE JOB

Have you pasted the Victory Loan sticker onto your windshield?

INVEST!

### Mabbett-Bettys Motor Car Company

252-262 Court Street

"Just East of Clinton"



THE BROUGHAM
A comfortable year 'round car for five

entral Library of Rochester and Monroe County · Historic Serials Collecti



## AN ORGANIZATION

With the facilities and a readiness to aid you in the solution of any wartime problem that may confront your business—

Whose close touch with everyday industrial activities qualifies it to advise and safeguard The "Traders" Patron in his financial operations.

#### **OFFICERS**

HENRY C. BREWSTER	1													3			Chi	irman of Board
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WILLIAM I. TRIMBLE				-				-	-		6		2		-	-		- Cashier
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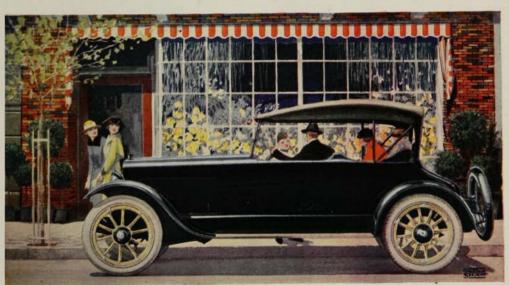
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## Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

June, 1919

No. 4

## Good Roads Meeting Great Success

Under the direction of the Good Roads Committee of the Automobile Club of Rochester a Good Roads meeting was held at Powers Hotel on Thursday, May 29th, at twelve o'clock noon, with State Highway Commissioner, Col. Frederick Stuart Greene, as the principal speaker, and Pres. C. D. Van Zandt presided. This meeting was staged for the purpose of having the Highway Commissioner receive delegates from the different towns and to discuss with the Commissioner highway developments in general and the construction of roads which the Automobile Club is very desirous of having built as soon as possible.

The Good Roads Committee of the Automile Club of Rochester with Geo. Shaeffer as Chairman, has a set program for the year and is very desirous of bringing about early construction on the following roads: 1. Morton-Kendall-Waterport; 2. Bergen-Byron-Batavia; 3. Honeoye-Falls-Lima-Hemlock; 4. East Avon-Lakeville; 5. Alton-Wolcott, resurfacing Parma-Hilton. All of these roads were brought up in the conference with the Highway Commissioner and he was greatly impressed with the early need for prompt attention in this section of the State.

At the speaker's table were Col. Frederick Stuart Greene, State Highway Commissioner; Pres. C. D. Van Zandt, Pres. Automobile Club of Rochester; Charles Edwards, Division Engineer State Highway Department; J. Y. McClintock, County Engineer, Monroe County; Henry Bowman, Chairman Good Roads Committee, Monroe County; Judge Gerald Fleur, of Orleans County; Hon. Jas. L. Hotchkiss, Monroe County Clerk; Geo. E. Shaeffer, Chairman Good Roads Committee, Automobile Club; Chas. T. Chapin, Vice-President, Automobile Club; Geo. W. Henner, President, Rochester Auto Trades Association; J. T. Taaffe, Private Secretary, State Highway Commission; Judge Rippey.

Judging from the number attending and the enthusiasm exhibited at the meeting, it was a huge success.

## Uniform Railroad Signs

On May 10th the New York State Motor Federation announced that the Youker Bill calling for uniform warning signs at R. R. crossings was signed by the Governor and thus becomes a law. This is another bill advocated by the Motor Federation at its annual meeting at Rochester last December, and was introduced and passed upon the request of the Motor Federation Legislative Committee.

Every municipality and the Highway Department charged with the duty of maintaining a highway where said highway crosses a R. R. at grade shall install and maintain each side of the R. R. crossing a uniform warning sign at a distance of not less than 300 feet. This warning sign shall consist of a circular metal disc 34 inches in diameter with a white field, and a black border line one inch wide and with a black perpendicular and horizontal cross lines two and a-half inches, the reverse side of each disc colored black and in each of the upper quarterings shall be a black letter "R" 5 inches high.

This new law requires the R. R. Company whose railroad is so crossed at grade to furnish to the municipality or highway commission, a sufficient number of these signs before March 1, 1920 and said Commissioner of Highways shall install these systems within 60 days after receipt of said sign, but the exact location of such sign shall be determined by the Public Service Commission. In case of the failure of the R. R. Co., to furnish the signs it will be the duty of the Public Service Commission to take the necessary action through the Supreme Court.

All the large Automobile Clubs affiliated with the Motor Federation throughout the state are greatly pleased with the new law and aim to follow it up and see that all its provisions are carried out. For ten years the clubs have been erecting warning signs at grade crossings, but owing to the fact that there are numerous small clubs throughout the state who do not erect road signs, or warning signs, the Federation thought it best to have a law made whereby the R. R. Companies and the Highway Department would take charge of erecting road signs at R. R. crossings, while the automobile clubs of the Federation will continue to erect direction signs along the highways for strangers.

## Motor Tourists Plan a Big Year A. A. A. Has Good Information for Cross-country Drivers

That cross-country automobile touring this year will assume a volume equal to that of the past five years combined is the opinion of A. L. Westgard of the American Automobile Association touring bureau, 501 Fifth Avenue, New York. Through roads in the middle West prairie States cannot be counted upon as being thoroughly dried out until the middle of June, many parties have already started, and more than two hundred members of the A. A. have been provided with complete information for transcontinental tours to be started in June.

For the benefit of those planning such trips, the A. A. A. is now issuing a new master map, which shows graphically the various possible routes that may be followed. But a trip of such length requires more than a map, and in order to secure a maximum of good roads, hotel accommodations and attractive scenery this map has been supplemented by a series of detailed printed digests covering the Lincoln Highway, the National Old Trails road and the Yellowstone Trail, besides several other highways which serve as main arteries of traffic between the East and the West.

Then, too, the trip must be planned with due regard to season, ultimate destination, size of party and how much time may be allowed for sightseeing in our national parks or other scenic regions. If camping out is contemplated for all or part of the way, it is the part of wisdom to be informed regarding equipment, and all such information is available at the A. A. A. touring bureau.

No motorist should attempt a transcontinental trip without first securing detailed and up to the minute information, which is not only essential but enhances the pleasure of the tour many fold. MOTORIST 5

## Special Commission for National Highway

"That a commission, as contemplated by the Townsend-Bankhead bill, will be the method of administration adopted by Congress for building a National Highway System is indicated not only by public sentiment but by the weight of Government precedent," says Dr. H. M. Rowe, past president of the American Automobile Association and a member of the special committee of the A. A. A. Good Roads Board which will devote much time to Federal highway legislation.

"Highways should be considered in the same class of public activity as railways, waterways, merchant marine, the national banking system, and, in fact, any of the great distinctly national undertakings," continues Dr. Rowe. "It seems a self-evident proposition that the building of a national system of highways will form an enterprise of such magnitude and such complexity as to put it entirely beyond the sphere of a single bureau or other subdivision of an executive department and if, therefore, it be considered in the class of these greater national enterprises I have named, we should naturally expect to see the same kind of administrative machinery established for highways.

"By way of precedent, therefore, we may point out that the railroads while under government control are managed by a director-general who is not subject to the control of any cabinet officer and that in the absence of government operation of railroads the Interstate Commerce Commission functions independently of executive departments. When we turn to the great shipbuilding and merchant marine industry, we find these are managed by the Shipping Board and the Emergency Fleet Corporation, both functioning apart from executive departments. If we turn to the national banking system, we find the Federal Reserve Board instead of a bureau of the Treasury Department. Other examples might be cited. Bureaus of executive departments are principally engaged in investigative and educational work and in the routine performance of a government activity more or less inherently and continuously a part of the executive machinery.

"There is no existing executive department

which could legitimately take over the entire task of building a National Highway System. It might be contended that the Department of Agriculture should do the job because of the agricultural interests affected by highways, but immediately the counter-contention might be made that the War Department should build the system because of the military and national defense needs of the Nation. The Post Office Department might very logically claim that its rural delivery and parcel post service should entitle it to control.

The Department of the Interior being almost entirely a public works department might contend that a constructive engineering task should fall in its domain.

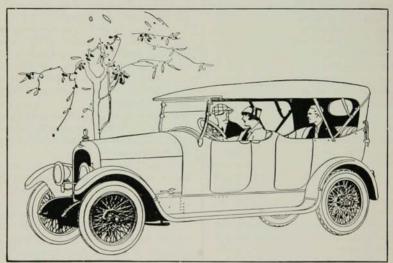
"As an outcome of these various contentions must come the realization that highways are of such an all-embracing and of such general importance as to make it impracticable to entrust the task as a minor undertaking to any single government department. A commission would consider the needs of all of the departments.

"From the standpoint of directness, of responsibility, timeliness of action and comprehensiveness of knowledge, a commission devoting its whole time to the one single task could not fail to accomplish far greater results than would be possible through the medium of a cabinet officer who would be devoting the greater part of his time and attention to matters wholly foreign to highways. It would seem that the commission plan is unassailable."



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#### "Gettysburg for the Motorist"

MOTORIST

It is said that the number of automobile tourists who visit the Gettysburg Battlefield each year now exceeds the number engaged on both sides there on July 1, 2 and 3, 1863. In fact, the armies of Meade and Lee were drawn to that little inland Pennsylvania town principally because it was the converging point for so many thoroughfares, or "Pikes."

Road travelers have the best means for observing the topographic features of the surrounding country as well as the battle area itself. But in order to make the trip thoroughly interesting and enjoyable, the reference data should be written from the special viewpoint of the tourist, and make available in convenient, inexpensive form. This has been done in a 32-page brochure, which includes a map of Gettysburg, showing the principal streets and avenues leading in and out, a special map of the battlefield, and a number of fine illustrations.

The important military movements leading up to the engagement are described; and outlines of each one of the three days' battles enables the visitor to easily master the essential features. All the details have been checked up either by men who fought there, or have been thorough students of the Gettysburg campaign. The dedication of the National Cemetery, the circumstances and historic background of the Gettysburg Address, and the development of the battlefield into a great National memorial for the soldiers of both the North and South, are also included.

"Gettysburg for the Motorist" has been prepared by and may be ordered for 50 cents from Robert Bruce, Clinton, Oneida Co., N. Y. Mr. Bruce is the author of The National Road, mapping and describing the old and historic route from Baltimore and Washington across the Blue Ridge and Alleghanies to the Ohio River at Wheeling, published in 1916. For the past two years he has been engaged in a work along similar lines covering the historic Philadelphia-Pittsburgh route, the Pennsylvania division of the Lincoln Highway.

The series of articles from Philadelphia through Lancaster, Columbia, York, Gettysburg, Chambersburg and Bedford, have been appearing continuously since June, 1917, in Motor Travel, the magazine of The Automobile Club of America, New York. During the coming summer, these will be carried through to Pittsburgh, and the through route brought out next fall in permanent book form.

#### ONE MINUTE PLEASE!

Everything was all set! We made reservation for you at the lunch meeting of the club held at Powers Hotel, Tuesday, May 13th, at 12:06 Noon. About two hundred responded with their personal assistance and put enough pep into the promotion campaign, which put it across. We are deeply indebted to those who worked.

C. D. VAN ZANDT, President.

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## Buelte Hit Out a Home Run.

Seven months ago the armistice was signed and the war was won. It was a cause for great rejoicing and much celebration. Fathers and mothers became children again. No more worry, no more anxious days and sleepless nights—the war was won and the boys were coming home. No more self-denials, no more sacrifices.

A few days later when the country had sobered from her drunk of happiness there was a great awakening. The realization that the was "was won" but that it "was not over" came to the American people. They were made to see the devastated countries of Belgium and France, the shell-ploughed fields and the homeless farms. They were impressed with the fact that boats do not cross the ocean in a day and that it takes a lot of ships to carry over two million soldiers. They learned that it takes longer for their sons to get out of the army and navy than it did to get in. They learned that the war cost a lot of money and that it was up to America to pay for it. They discovered that the signing of the armistice was merely the beginning of making peace. The war "was won" but it "was not over."

Did America lie down on the unfinished job? Did she cease to write letters of cheer and encouragement to her sons in France and the camps of the United States. Did she refuse to dig down and put across the Victory Liberty Loan? No, the war "was won" but it "was not over" and America realized it. She pledged herself to see it thru.

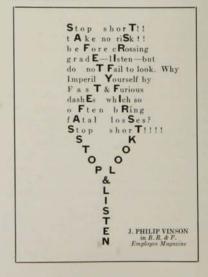
The Membership Campaign for the Automobile Club of Rochester is won. Hard, faithful work did it. For three days—seventy-two solid hours—the individuals of the club worked as a unit to secure one thousand new members and at the end of the third day 1,104 had been filled out.

The campaign was all that the most optimistic dared to hope for. Campaign Director Charlie Buelte worked day and night to put it across. He had two hundred scouts patrolling the city, each heavily armed. The town was combed for motorists. In this very short time a remarkably fine record was made. To the automobile dealers of Rochester a lot of credit is due If it had not been for them and their salesmen

we would never have attained the mark set. George Henner must have used one of those rapid firing machine guns, bringing into the club 117 new members. Tom Northway, Gene Ellis and Archie Holley gave us all their time and brought us across the tape. Father Strong, confined to bed with influenza, pulled some heavy signal corps work and secured his six by telephone. His offer of \$25 as a prize to the salesman obtaining the most members was a spur to the boys. The club greatly appreciates this act of Mr. Strong's.

Yes, the one thousand members were obtained and the campaign is won. The victory was celebrated at the smoker the evening of the last day. The recruits received the promotions that they well deserved. But are we going to lie down or are we going to make our goal every motorist in the city of Rochester a member of the club? Are we going to say "We've got the thousand we were after—why should we worry now?" or are we going to say "I know a man that owns a car but doesn't belong to the club—I'll get him, myself, right now."

We sent the ball over the fence for a homer the first time up, but are we going to fan the air for the rest of the game? The campaign is won, but is it over?





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certain delivery, saving, profit. Every feature is a tried and tested success. Oldsmobile-Torbensen Internal Gear Drive. Goodyear 35 x 5 Cord Tires front and rear.

Electric starting and lighting. Four-cylinder, valve-in-head motor. Deep channel section frame. (653 M)

With handsome, express body, \$1350; with steel cab and sills, \$1295 Chassis complete with cowl, instrument board, fenders, windshield, no seat, \$1250 (f. o. b. Lansing)

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## Knight Bill for Twenty Millions Vetoed

## Memorandum Filed with Senate Bill Introductory Number 1307, Printed Number 1532, Entitled:

"An Act authorizing the sale of bonds for the improvement, construction, or reconstruction of state highways designated or to be designated in accordance with the provisions of the highway law for improvement with federal aid."

By GOVERNOR ALFRED E. SMITH

This bill is disapproved in the interest of the future highway development of New York State. Ostensibly providing for a referendum to authorize the sale of bonds to the amount of twenty million dollars for the improvement, construction or reconstruction of state and county highways and highways designated or to be designated for improvement with Federal Aid, it would have been more properly titled if it had been called a bill to distribute and apportion highways to be improved as a matter of political patronage.

This bill provides among other things that part of the moneys shall be apportioned among the counties outside of New York City, and then that after the money is so apportioned it shall be used for the state's share of the cost of improving, constructing or reconstructing with Federal Aid "such highways as may be determined by the legislature."

New York State has had its experience with the legislative designation of highways to be improved. From 1905 until 1912, when the second referendum for fifty million dollars specifically designated the routes of the state highways to be improved, every legislature has had a large number of bills designating state highways. Those who were familiar with legislative matters at that time know that the selection of highways under that system was treated as political patronage and highways were designated, not with the idea of serving the greatest number of people but of benefiting the men with the most political influence.

No patronage more potent in producing results can be distributed in the up-state counties than the selection of highway routes. The state cannot tolerate a repetition of the practice which existed from 1905 to 1912 in regard to highway routes.

ROCHESTER

Aside from this feature of the bill there is a very grave question, if the referendum authorized by this bill should be approved, if New York would not be excluded from the benefits of the Federal Aid law. That law as passed by the Congress of the United States specifically provides that any state to receive the benefits must have a State Highway Department and there must be submitted to the Secretary of Agriculture by the State Department of Highways the program for the construction of highways. This question is so serious that the engineer in charge of the Federal Aid highway work in New York State appeared at the hearing before me, at the request of the Department of Agriculture, and asked that the bill be vetoed. Certainly, New York State does not want to take any risk of losing this Federal Aid money by legislation of this kind which specifically provides that the roads to be improved shall be selected by the legislature.

No comprehensive or satisfactory highway system will ever be established if the roads designated to be improved are to be selected as a matter of political patronage or if there is not a disregard of county lines. The highways of the state are carrying an increasing proportion of the state's commerce and the highways on which that commerce must be carried cannot be laid out according to the county lines any more than a railroad system could be laid out along county lines. The highways to be improved should be selected with the idea that they will serve the greatest number of people rather than that they will be of assistance to any party or to any political leader.

MOTORIST 11

The only question, then, is whether or not the State will lose any of the Federal Aid for highways by the disapproval of this bill. There will be no loss to the state. The moneys paid for the state's share of the Federal Aid highways can be appropriated from the general fund by the legislature. This will necessitate an appropriation of approximately \$3,500,000, but that amount would be a small price to pay as a preventative against the return of a system that fell into such disrepute. The next legislature can authorize a referendum which does not contain the objectionable features of this bill and the money which has been directly appropriated for Federal Aid roads can then be returned to the general fund.

For the reasons above given this bill is disapproved.

#### Another Live Branch

At a mass meeting of motorists held at Waterport, N. Y., on Friday, May 16th, representatives from Rochester were present and outlined to the motorists the benefits of the Club and before the meeting ended the Waterport Automobile Club was organized as a branch body of the Automobbile Club of Rochester. B. C. Squires of Ashwood was elected Secretary. Both these men are live and active business men and leaders in their respective communities.

J. Y. McClintock, County Engineer of Monroe County attended the meeting at the request of the Waterport motorists and outlined to them general highway conditions in New York State while Geo. W. Henner, President of the Rochester Auto Trades Association, spoke upon the activities of the Automobile Club of Rochester. It was a live meeting from start to finish with the Automobile Club of Rochester quintette furnishing the entertainment.

At the meeting forty-one new members were signed up, thus making a total of 67 members of the new branch. While Waterport and vicinity has no improved road direct from Rochester, it is a very delightful drive over macadam road through Spencerport, Brockport, Albion then north to Waterport, and members of the Club are invited to visit this new lakeside town and to become acquainted with the live wire motorists who dwell there.

The Car with a

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## "PEERLESS" EIGHT

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**76 NORTH STREET** 

## Monroe County and the Finger Lakes

By J. M. McCLINTOCK, County Engineer

We may consider the Finger Lakes as including the following:—Conesus, Hemlock, Canadice, Honeoye, Canandaigua, Keuka, Seneca, Cayuga, Owasco, Skaneateles, Otisco. Onondaga and Oneida. These thirteen names suggest the story of the most highly developed Indian life existing before the white man and also the story of the conquering of the wilderness by our forefathers. They have exhausted the ability of the artist, the poet, the story teller, as well as the historian in their description.

It is enough for us at the moment to say that they promise to be as influential in the future development of the region as they have ever been from the earliest days. After having been rather neglected for some past years for various reasons, there is now apparent an awakened interest in them, and within a short time a meeting has been held at Ithaca for the purpose of organizing an association to educate the new public to the beauties and possibilities of them so that it is well for us at this time to remind ourselves that Monroe County is interested not only in the development of the Rochester Seacoast along the shore of Lake Ontario but also improving our connection with the Finger Lakes.

We take our water supply from Hemlock and Canadice, among the most beautiful of all the series, so that our connection with them is vital.

Would it not be well to try to secure the construction of a good road from Honeoye Falls through Lima to Hemlock Lake, along the shore of that lake for its full length to Springwater, thence back by the east shore of Canadice Lake to the village of Honeoye, thence within sight of Honeoye Lake to West Bloomfield, then back to Honeoye Falls? I am sure

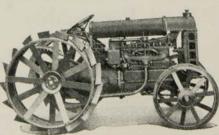
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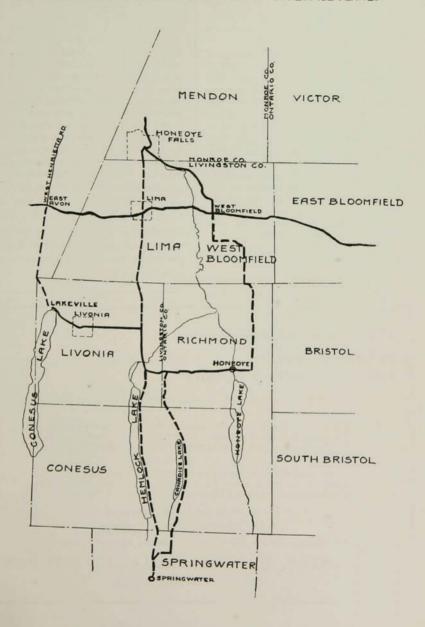
These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

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New York State Distributor

100 Exchange Street

## PROPOSED IMPROVED ROAD FROM MONROE COUNTY TO THE FINGER LAKES



that this would make one of the most attractive rides and the construction of it would result in adding largely to the advantages of life in Rochester and also adding to the prosperity of this village of Honeoye Falls.

You remember that the most important of the Indian villages known to the antiquary. was located where we are and was called Totoacton. It is well understood that the human story in connection with the beautiful scenery is what gives interest and charm to a region. Now supposing that in some way a portion of that old village could be reproduced on this site on the Dann farm, like the Federal Government maintains a reproduction of the old huts used by the Revolutionary soldiers at Valley Forge in 1778 and as the State of New York has developed in the Educational Building at Albany fragments of, in the reproduction of the original Indian life in this section, would it not be well worth the ride from Rochester or a longer distance to see these things in their own natural location?

Another thing, supposing the City of Roches-

ter, instead of attempting to make of its two surpassingly attractive lakes a hidden wilderness inaccessible, it should build a beautiful house at Hemlock Lake and organize a fishing club to membership of which all reputable, law-abiding citizens should be eligible, in the same manner as the great city of Liverpool controls the purity and safety of its water supply which is located some eighty miles from the city in the mountains of Wales, and the cost of membership is nominal, and everyone is controlled by carefully devised rules under which the lake might originate a vast amount of as fine fish as can be found in the world and the sanitary conditions can be maintained perfectly, all of us could enjoy the wonderful beauties of the lakes and the inspiration from the great pine forests which have been started by the city and if this was done, it would soon necessitate the rebuilding of the existing improved roads between Honeoye Falls and Rochester so that the increased travel could be served more safely.

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We sell genuine gas coke with the understanding that it is the best and cheapest furnace fuel.

We are so sure of this that we stand ready to remove the coke from your cellar and refund the money for the amount removed if practical demonstration in your home by our representative does not convince you of the fact.

If you want maximum heating service at less cost and with less labor, our guarantee makes it easy for you to learn from actual experience that genuine gas coke is the furnace fuel you need.

Price \$8.70 per ton delivered

Bell 'Phone---Main 3960

Home Phone---Stone 3960

ROCHESTER RAILWAY & LIGHT COMPANY

34 Clinton Avenue North

#### Cadillacs Ride Nitro Safely Over Texas Bumps

Highly Nervous Explosive Successfully Handled In Automobile for Burkburnett Oil Fields.

The highly nervous character of nitroglycerine necessitates unusual and interesting precautions for its transportation. In the Burkburnett oil fields of Texas, three Cadillac cars are used to transport the explosive to the new drilling operations. The cars are trucks formed by lengthening out three chassis of the 1914 models.

The peculiarities of nitro are so well understood by the men who make use of it that it is never transported in large lots. The unit of carriage in the oil fields is the quart can. The bodies of the three trucks are honeycombs of pigeon holes, each compartment just large enough to hold one quart can. Every nut and screw in each body is countersunk into the wood, and the holes are filled with paraffin, so that the cans have not the slightest chance of scraping on metal.

The drivers of the three trucks are said to take full advantage of the soft riding qualities of Cadillac springs in easing their loads over bumps in the road.

#### Safeguard Resolutions

I RESOLVE:-

To use all safety devices provided and remind every fellow workman of his failure to do so at any time.

Never to clean my machine while it is in motion and to

advise others of the danger in doing so.

Not to neglect to wear goggles while operating machinery in which I am in danger to eye injury from flying chips, leakage, spatterings, sharp light rays or other causes.

Not to wear gloves while working about machinery unless their fingers are cut off to the second knuckle.

To wear only close fitting clothes and good shoes and abstain from a flowing necktie.

To turn down or remove all projecting nails or spikes. Never to use stretched or otherwise defective chains, hooks, rickety scaffolds, weak or broken ladders or those with dull spikes, or bad wrenches.

Never to fool with electrical apparatus or air hose or to play practical jokes on my brother workmen.

Not to use a defective tool or machine and to call the foreman's attention immediately to unsafe conditions I discover.

To be careful in handling material and to see it is kept out of aisles or passageways.

To make sure that no material is moved unless the chain is properly attached or it is properly loaded on trucks. To report all trivial or serious injuries to the first aid

man and have them dressed at once.

To do everything possible to further the safety move-

ment as I and my family are numbered among its chief beneficiaries.

15

To assist in every way to bring about the lowest accident record for the year 1919 in the history of the company. ROCHESTER SAFETY COUNCIL

#### By Wireless

They're doing stunts up here just now,
And things move right along.
Old Adam's had a mussing up,
And Eve's not looking strong.
The truth at last is coming out—
We fear to tell the worst,
That Eden story's all a fake,
For Teddy lived there first.

Old Noah too, is looking sad,
He never built the Ark;
For Teddy bossed the job himself,
And branded with his mark
The animals, and bugs, and things
That scrambled on aboard.
Then climbed upon the pilot house
To grab the dove that soared.

Old Moses too, is looking glum,
Those slabs of graven stone
Were quarried out by Teddy,
And he did the job alone.
Some one cut out one of the lines,
And others now prove wrong—
"Just keep your chin and fist at work,
And keep 'em working strong."

They're plugging up the fountain now,
And digging up the strand;
And ev'ry harpist's signing up
To join the new brass band.
They're ploughing up the Shining Shore
To build a Roosevelt Park;
And putting in a shooting range—
A scarecrow for a mark.

St. Peter's lost his ancient job,
They've scrapped his merit list.
A broncho man now holds his place,
No keys but just his fist.
You mortals now may never know
What is to be your fate.
The Broncho Man may scowl and say—
"You'll take the other gate."

Chas. J. North, Feb. 28, 1919.

#### Small Clubs Favor Tax

Having fought the Bill in the Legislature for increase in tax on automobiles and followed it up with vigorous opposition at the hearing before the Governor, May 13th, an official of the Motor Federation stated at Rochester recently, that the Federation officers regretted very much the action of the Governor in signing the Bill and making it a law, for it is simply a measure to get more revenue from the automobile owners throughout the state, using as an excuse that the state needed all the money it could get to carry on its business.

In the Legislature the Bill was passed during the last three days of the session and the Motor Federation officials well know that some of the state officials used their influence and to a certain extent lobbied in the interest of the Bill and perhaps for purely political reasons. The Legislators were urged to favor the Bill and they were led to believe that the state budget could not be met without this additional revenue, but they failed to realize that their own counties and their constituents would lose thousands of dollars through the joker in the Bill taking away 50% of the automobile fees which have heretofore been returned to the counties.

While the Legislature passed the bill to collect the fines and penalties imposed by Justices of the Peace throughout the state and which would bring this money into the state funds, yet Governor Smith vetoed this Bill because it would take a considerable sum of money away from New York City. This was a bill favored by the motorists yet vetoed by the Governor.

On May 13th, the Motor Federation and its Clubs opposed the Taxation Bill before the Governor and on the 15th the Governor signed the Bill to increase the tax on automobiles from 60% to 70%. In this connection it is interesting to note just where the automobile clubs of the state stood relative to the increase.



The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

## G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.

MOTORIST 17

From public information given out at Albany on the meeting of the N. Y. State Automobile Association on May 13th, it is noted that seventy representatives out of the boasted "122" clublets which the Association is supposed to have in New York State, were at the meeting and out of this number twenty-six representatives, supposed to represent twenty-six clubs, voted to favor the increase in taxes on automobiles in this state. This report shows, to a certain extent, that the motorists of the state were not united against the Bill, and the State Association which is responsible for all its clubs, took a weak attitude on the measure.

According to the published report on the remarks of H. C. Andrews, an active member of the State Association for a longer period than Baker of Albany, there is evidently much politics in the affairs of the State Association, and that several Albany and Troy men at the State Association meeting at the Ten Eyck favored the increase in tax on automobiles.

It is reported that George D. Babbitt,

President of the Albany Automobile Club, and Peter G. Ten Eyck, one of the members of the Albany Automobile Club, favored the increase of tax on automobiles, and inasmuch as Peter G. Ten Eyck is a former representative and a prominent Democrat, he and the Albany Automobile Club undoubtedly will receive much credit for the increase in tax on automobiles.

When the Albany Motor Club was started at Albany it was organized by many prominent public men because they were dissatisfied with the way the Albany Auto Club was being conducted and ever since the inception of the Albany Motor Club, its affairs have been conducted in the interest of the motorists of Albany County. Let automobile owners of Albany and vicinity investigate somewhat before they decide to line up with an automobile organization and they will find that they should affiliate with the Albany Motor Club and receive benefits which they will not get from the clublets affiliated with the State Association.

# When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue

## Honeoye Falls Appreciates Auto Club

When the Membership Committee visited Honeoye Falls on the evening of May 14th, all the members of said Committee were quite surprised to find that everything was arranged for the meeting and the hall was filled with motor car owners. Director Frank H. Barnard presided and a number of prominent citizens of Honeoye Falls, Mendon and Lima spoke on the good work of the Automobile Club, as did several Rochester men. Geo. W. Henner,

President of the Rochester Auto Trades Association spoke on good roads and the need for improving the highway from Honeoye Falls to Lima to Hemlock.

Among the speakers was Frank J. Smith, of Rochester, who delivered an address on the work of the Automobile Club and following his oration, Sam Rosenbloom and the Secretary assisted by Frank Barnard and Frank Eckler, signed up over 50 members.

#### Winners of Gold Medals

Workers in Membership Campaign who reported the largest number of members prior to 9 P. M., Thursday, May 15th. These members are awarded emblems to go on their radiators and the men will officiate on all occasions when the Automobile Club is holding events and especially Orphans' Outing Day.

G. W. Henner, Marshal. Archie Holley, General. Dr. A. M. Ottman, Colonel. Sam Rosenbloom, Major.

#### CAPTAINS

E. Hodgkinson
Frank H. Banner
Frank Eckler, Pittsford
Frank J. Smith
Harry S. Moody
A. A. Ruttan
Wm. Defendorf, Morton
D. H. Wright, Webster
Wm. G. Trimble, Holley
Fred Sabey
Harry E. Wetmore

#### Race Calendar

June 14—Sheepshead Bay, L. I. Speedway race, July 5—Cincinnati, O., Speedway, July 19—Uniontown, Pa. Speedway race, July 26—Sheepshead Bay, L. I. Speedway race, Aug. 15—Middletown, N. Y. Dirt track event, Aug. 22–23—Elgin, Ill. Road race, Aug. 23—Sheepshead Bay, L. I. Speedway race, Sept. 1—Uniontown, Pa. Speedway race, Sept. 20—Sheepshead Bay, L. I. Speedway race, Sept. 27—Allentown, Pa. Dirt track event, Oct. 14—Cincinnati, O. Speedway race, Oct. 4—Trenton, N. J. Dirt track event, Oct. 11—Danbury, Com. Dirt track event.

#### Hello---Auto Club!

Question: I want the best route to Flanigan's at Canandaigua.

Answer: Good road thru Pittsford, Mendon, Iona, Bloomfield. Yes, a good fish dinner at Flanigan's.

#### **OPENS MAY 18**

The Pleasing and Inviting

## GLEN IRIS HOTEL

at LETCHWORTH PARK

All Macadam from Rochester

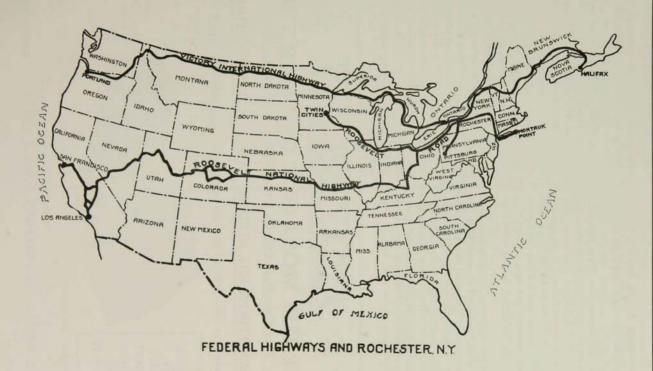
67 Miles

## NOW OPEN

## BIG TREE INN

at GENESEO

An Evening's Drive and a Good Dinner 32 Miles From Rochester



#### Governor Signs Booth Bill

Among the numerous Bills which met the approval of the Governor was the Booth Assembly Bill known as the Motor Federation Bill for mirrors on motor trucks which was signed by the Governor on Wednesday, May 7th. F. W. Sessions, Chairman of the Law and Legislative Committee of the New York State Motor Federation, was notified Wednesday that the Governor had approved his bill, attaching his signature to it, thus making it a law

In the past Legislature, two Bills were introduced calling for mirrors on automobiles, but the one calling for mirrors on all automobiles was not reported out of Committee. The Federation Assembly Bill introduced by Mr. Booth met with instant favor because the Federation Legislative Committee had given the subject much consideration and deemed it best that motor trucks alone should carry mirrors.

Motorists of the state appreciate the work that the New York State Motor Federation is doing for them, for during the past session a number of bills were introduced by the Federation and passed through the Legislature and this Booth Bill for mirrors on all automobile trucks is one of the first Federation Bills to be signed by the Governor.

Chairman Sessions will make an extensive report of the Legislative Committee at the Board of Directors meeting of the Federation, which will be held at the Pontiac Hotel, Oswego, May 21st. It is also expected that George C. Diehl, one of New York State's foremost highway experts, will make a report as Chairman of the Good Roads Committee of the Federation, and he will have two or three suggestions which will be of state-wide interest and which the Motor Federation will put through in the interests of the motoring population of the state.



## GET THE MOST OUT OF YOUR TIRES

Run Your Weak Casings 'Til the Fabric Wears Clear Thru

#### MAXOTIRES ARE RUBBER - TREADED INSIDE TIRES

Maxotires Give 1000 to 5000 Miles More of Safe Service to Each Tire

TRAVEL
IN
SAFETY
WITHOUT
PUNCTURES
OR
BLOWOUTS



A
MAXOTIRE
IN A
TIRE
MAKES IT
A
SAFE TIRE

They are not "Reliners." They do not reline the casing but encircle the tube entirely bolding the pressure within themselves NOTE THE DIFFERENCE

For Full Particulars See Your Dealer or

NEW YORK STATE DISTRIBUTORS MAXOTIRE SALES CORP.

GRANITE BLDG.

## Report On Membership Workers

At the Close of the Official Campaign, 9:00 P. M., Thursday, May 15th, Chairman Charles F. Buelte Reported 1104 Members and Since Then the Number Has Been Increased. The Following Record Shows the Members of the Club Who Wor-

ked to Increase the Membership

C W II MARSHAL	Wm. MacGregor
Geo. W. Henner	E. C. Mason.
GENERALS	Chas. Paige. Herbert W. Pierce
Archie Holley 56	F. H. Phelps.
Dr. A. M. Ottman, Hilton 54	H. J. Rowerdink
Harry S. Moody	M. B. Burch
Frank H. Banner 44	Chas. J. Brown.
E. Hodgkinson 46 Sam Rosenbloom 43	Clyde P. Burritt
V. G. Trimble	E. G. Brooks
Chas. F. Buelte 32	W. D. Crittenden.
Frank Eckler 31	H. W. Davison.
Frank J. Smith	Geo. C. Eichelman
Geo. C. Donahue	E. A. Fletcher
COLONELS	Dr. B. C. Guile
A. A. Ruttan	ELDOW OF ACC. DELIVATION
W. Defendorf	C. C. Beahan
MAJORS	W. O. Terry
D. H. Wright, Webster	A.M. Zimbrich
Fred Sabey 15	Geo. Sullivan
Harry E. Wetmore	Jos. Wright
H. J. Mitchell 14	H. E. Wellman
Otis A. Beam	G. S. Hovey J. M. Bromley
E. J. Ellis	C. T. Chanin
Geo. Neal, Bergen 13	C. T. Chapin 4 Dr. G. D. Forbes, Kendall 4
G. M. Madden 13 J. T. O'Neill 12	Geo. M. Gillette, Bergen. 4
Herbert J. Paine. 12	C. S. Thayer 4
	H. T. Ballard.
CAPTAINS	W. A. Sabin
W. F. Folmer 11 A. W. Hinchliffe 11	C. C. Schrader
J. H. Kelly	W. W. Hibbard. M. S. Hutchins.
J. Frank Norris.	J. Lawrence Hill
T. J. Northway	J. W. Keller
S. F. Ridgeway 10	Andrew Bown
W. S. Riley	W. H. Butz
Mrs. N. Barrowclough 9 Frank Barnard, Honeoye Falls 9	Harry B. Crowley
S. J. Kearns 9	Chas. M. Dispenza W. E. Davidson
N. W. Regan	B. W. Fenn
H. H. Rowley 9	F. H. Ford
J. H. Smith, Jr	Jos. Brightman
F. J. Whitehouse, Kendall 9	J. G. Galligher.
J. Y. McClintock 9	A. H. Gabel
Howard Barnes 8 A. B. Hone 8	Clement Lanni 9 R. E. McDougall 9
A. B. Hone	V. P. Owen
A. J. Swezy. 8	F. R. Richter
Henry Strong 8	W. M. Smith
E. G. Thompson	T. W. Schaad.
Whitney Cooper	G. G. Schelter
E. W. Fisher	Alex Thomson
H. P. Ruppert. 7 Simon N. Stein 6	J. R. Andrews
John R. Taylor	Vito Cimino
C. D. Van Zandt 6	Scott W. Crane
Edmund S. Howard. 6	J. A. DePuy
W. G. Heiber	S. C. Douglas
Wm. Linten 6	F. M. Dane.
W. J. Woerner 6	Geo. D. Fordham
Louis R. Hanmer. 6 W. T. Keys, Scottsville 6	J. A. Falleson. (Continued on Page 22)



SOCONY MOTOR GASOLINE

#### New Tax Levy

When New York State's motor vehicle year opens next February a brand new method of computing the registration fee must be employed, one which calls for payment not only on the horse power but also on the original list price of the car, fully equipped. The bill, which became a law Thursday afternoon, had been in the hands of the Governor since the close of the Legislature, a hearing being held last Tuesday afternoon in the Executive Chamber. The change and increase in the registration fee will bring a couple of million dollars, or more, additional revenue to the State. Instead of the receipts being divided equally, as at present, between the State and the respective counties, the State will hereafter receive 75 per cent and the counties but 25 per cent.

The new law provides for a divided and graded tax, in the first instance applying to the horse power as exists under the present registration system, the added new feature being a graded tax based on the list price of the car according to its age.

Thus the fee will be 25 cents per horse power plus 40 cents per each \$100 of the list price for the first three years after its manufacture; during the fourth and fifth years, 20 cents per each \$100 of the list price; for the sixth year and thereafter, 10 cents per each \$100, the 25 cents per horse power remaining constant each year.

For example, taking a 1919 well known car, costing fully equipped, the sum of \$590, the registration fee on the horse power would amount to \$5.62, plus 40 cents for each \$100 cost price, or \$2.36, making a total registration fee for the car of \$7.98.

In all cases the total registration fees on sixcylinder cars shall not be less than \$10 and on four-cylinder cars, not less than \$5.

Carry the Auto Club Emblem on your car---it may save you a whole bunch of trouble.

	O MODIFICA	P. C. C. C.

J. J. Pryne	
E. J. Govern E. L. Hall	
E. L. Hall	
Jas. Lunt	
Henry Lampert	
Henry Lampert J. J. McInerney	
Fred Muteobles	
Fred Mutschler Al Meyers	
W. S. Mandeville	
J. H. Newman	
Payne & Baumer	
C. W. Ross.	
Geo, V. Shaw	
Joe Swope.	
R. E. Tyler	
E. Weter	
Dr. J. F. McAmmond	

## House of Representatives U. S. Washington, D. C.

May 14, 1919.

Mr. George C. Donahue, Secy., Automobile Club of Rochester, Powers Hotel, Rochester, N. Y.

My dear Mr. Donahue:-

I am in receipt of your latter of the 13th covering preamble and resolution passed by the Board of Directors of the Automobile Club of Rochester, N. Y., relative to the proposed Roosevelt National Military Road, for which I thank you. Should opportunity be given in this next session of Congress for action I will give it my very best attention.

I am presenting the petition to the Committee on Roads, of which I understand Mr. Dunn is to be the new chairman, and shall be glad to co-operate with him if desired.

Very truly yours,
A. D. Sanders,
Congressman.

## Members Reported In Recent Campaign

Arthur Harris, Penfield Jacob Pembroke, E. Rochester T. J. Mitchell, E. Rochester F. B. Ewell, 570 Plymouth Ave. John J. O'Connell, Lima Harry H. Spencer, Lima Chas. H. Tuke, 62 Milburn St. Theo. J. Bogner, 401 Arnett Blvd. Robt. A. Fordham, 44 Sterling St. Hanley Mason, 41 Sidney St. Sam Long, 684 Park Ave. R. E. McMahon, 402 Flower City Pk. 12 Geo. G. Canute, 83 Broadway Alfred Bull, Kendall 15 L. H. Halvord, Kendall Milo J. Shaw, Kenda E. C. Grover, Irondequoit John Stubbs, 53 Beaufort St. 16 18 19 Arthur L. Griffith, 282 Rosedale St. Jessie Dailey, Brockport C. A. Rawlings, 213 Kenwood Ave. Jas. Bryant, 122 E. Main St. 21 22 Burton Baxter, Kendall 24 L. Hunter Knight, 115 Vermont St. 25 J. Fisher, 42 Ave. A. D. L. Miller, 90 Ellicott St Albert Bateman, Hilton 27 28 L. A. Paxson, Hilton John H. Law, 156 Ames St. 00 L. Thos. Hinton, Brockport J. Y. McClintock, Court House 30 31 Porter A. Wilson, 401 Arlington Bldg. 33 Turgon Bros., Hilton Fay Ducolon, Hilton 34 Edson Taber, Hilton 95 Herbert J. Smith, Hilton 36 W. H. Sours, 2nd, Barber's Lane B. C. & G. C. Lee, Hilton Fred B. Wadsworth, Hilton 37 Orange A. Green, Hilton Edw. C. Weeks, Hilton 40 41 Wm. MacDermand, Hilton 42 43 Bert Dailey, Hilton Earl Simmons, Hilton Geo. H. Lee, Hilton True Rowley, Hilton 46 Tony Roberts, Hilton Geo. Yeoman, Hilton 47 48 49 Julian Perry, Hilton Joseph Perry, Hilton 51 Fred McConnell, Bergen Warren L. Wood, Bergen A. D. Saunders, Bergen L. C. Higley, Bergen 54 E. H. Petherbridge, Bergen

H. C. Schneider, Churchville Ralph Simmons. Bergen Geo. M. Gillette, Bergen 58 E. D. Snyder, Bergen 59 Joseph D. McConnell, Bergen Jos. Barr, Bergen H. A. Sautelle, Bergen O. M. Hewes, Bergen 62 Gerald K. McInerney 64 A. C. Heberger, 103 Clasissa St Arthur H. Paul, 307 Berkeley St. B. F. Jonrowe, Bergen A. W. Aradine, Bergen 67 Earl T. Lewellyn, Bergen 70 Chas. S. C. Grant, 155 Curlew St. Calvin Russell, Penn Yan E. H. Ryan, 687 Averill Ave.

Leo. F. Powers, 175 Pearl St. John Scholand, 91 Kislingbury St Jas. G. Palmer, 205 Culver Rd. Edw. M. Austin, 60 Pollard Ave. W. J. Carson, Holley W. J. Hawkins, Holley 79 Leon C. Murdock, Dundee Frank S. Van Liew, Dundee Frank S. Vall Liew, Dundee Edw. J. Spears, Dundee Robt, S. Wall, Dundee Fred V. Fosburg, Dundee Harry C. Smith, Dundee 81 90 83 Leo B. Rossiter, 720 Frost Ave. Herbert Cart, 70 Cameron St. T. C. Murphy, 18 Carlton St. C. W. Coapman, 411 Pullman Ave. W. R. Gordon, 985 Dewey Ave. 90 E. P. Lee, 536 Magee Ave. Anthony Williams, 366 Magee Ave Philip Stecher, 367 Lyell Ave. 92 Wm. Ross, 214 Curlew St 93 91 Jos. Ackerman, 55 Santee St C. E. Hall, Lincoln Park 95 Herman J. Holmes, 348 Whitney St C. G. Schulz, 77 Crawford St W. H. Hutchins, 92 Mason St Chas. S. Elliott, 244 Birr St. 99 Monroe F. Bane, Spencerport Fred Bardo, 767 Maple St. Arthur C. Peters, 15 Scio St. 100 101 102 103 K. L. Rowley, Jr., Y. M. C. B. J. Cleary, 90 Elliott St 104 B. J. Cleary, 30 Embet St W. B. Varley, 325 Jefferson Ave. Ada C. Gribbroek, 677 Park Ave. David E. Campbell, 70 Westchester Ave. 105 106 107 108 Wm. Wohlers, 515 Clay Ave vm., womers, ats Clay Ave. Chas, D. Steenburg, 428 Magnolia St. J. W. Tracy, 82 Milburn St. Edw. A. Halblieb, 180 Albemarle St. Edw. W. Rothfuss, 39 Essex St. T. F. Woods, 227 Edinburgh St. 109 110 113 F. G. Yawman, 345 Jay St R. B. Knight, 117 Myrtle St. Chas. Teal, 350 River St., Charlotte Sta. 115 116 B. A. Rose, 761 Seward St. W. T. Robenalt, E. Rochester 119 G. W. Williams, E. Rochester David T. Wagner, E. Rochester J. G. Newcomb, E. Rochester 120 121 Robt, N. Ford, E. Rochester Chas, W. Newcomb, E. Rochester Herbert M. Sparks, 123 Shelter St. Richard H. Davis, 1853 East Ave. 122 123 124 125 126 J. E. Jarvis, 15 Lois St Jos. J. Williams, 237 Post Ave. A. A. Reeves, 288 Emerson St. J. W. Isbister, 7 Normandy Ave. 128 199 130 Jas. H. Ellis, 306 Ridgeway Ave Louise Caulton, 207 S. Goodman St. 139 Chas. M. Weber, 471 Brooks Ave. W. H. Stell, 121 Flower City Pk. Earl R. Stott, 338 Grand Ave. Philip Kreckel, 118 Rugby Ave 134 136 Daniel C. Sanders, 2095 East Ave.

Wm. Collins, 24 Upton Pk. Harry Sabin, 2 Gibbs St.

Alfred J. Campbell, 491 Flint St. Geo. W. White, Powers Hotel

Dr. Philip Conboy, 132 East Ave. Oscar B. Spiehler, 533 Seneca Pkwy. W. W. Simmons, 127 Crossman Terr. Franklin P. Ely, 98 Shepard St.

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149

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MOTORIST 25

145	Farl Stuarmald 1196 Manage Aug	1 220	Avery B. Davis, 13 Fair View Heights
146	Earl Stuerwald, 1136 Monroe Ave. Frank D. Walker, 1125 Monroe Ave.	551	Mark G. Goddard, Oxford Apts.
148	C. M. Harris, 29 Pullman Ave.	222	Victor Hendee, Jr. 79 Pinnacle Road
148	Geo. Ottman, 1160 Monroe Ave.	223	Gordon Lee, 100 Exchange St.
149	Frank G. Bell, 464 Post Ave.	224	L. J. McKearney, 386 Birr St.
150	Sam Rosenbloom, 10 Suter Terr. Noah Musselman, St. Paul Blvd.	225 226	E. M. Helberg, 160 Ave. D. Marvin Burr, 706 Cutler Bldg.
151	W. B. Munn, Kendall	227	F. Ward Marcellus, 1244 Lake Ave.
153	F. J. Trimmal, 289 W. Main St.	228	C. J. Curtin, 67 Greig St.
154	H. B. Gates, Chal-Max Mtr. Corp.	229	Joseph Hawkins, 699 Genesee St.
155	Mrs. Mary H. McGuire, 112 Clinton Ave. S.	230	John W. F. Swanton, 13 Wilmer St.
156	A. J. Brown, Honeoye Falls	231	F. W. Kittlinger, 110 Augustine St.
157	Wm. J. Whelehan, Charlotte Sta.	232	Edwin G. Starr, 176 Parsells Ave.
158 159	Joseph J. Gray, 93 Adams St. Mary, Katherine and Amelia Wehle, 675 E. Main St.	234	Geo. D. Miller, 121 Caledonia Ave. J. Harold Kitchen, 330 West Elm St.
160	J. A. Lawrence, 145 Shepard St.	235	Arthur Hewes, Honeoye Falls
161	John Piehler, 910 Jay St.	236	Geo. W. Schoen, Pittsford
162	John L. Hicks, 160 East Ave.	237	Fred Havecker, Pittsford
163	Fred J. Sullivan, 160 East Ave.	238	Wm. J. Furlong, Mendon
164	Timothy J. Griswold, 160 East Ave.	239	John R. O'Hara, W. Rush
165 166	Al. J. Groh, Jr., 160 East Ave. Chas. E. Addison, 160 East Ave.	241	Ferdinand B. Buedingen, 40 Raines Par Daniel P. McGrath, 5 Lake View Terr.
167	Ed. W. Collins, Honeove Fa.ls	242	Frederick L. Higgins
168	Leon W. Rittenhouse, Lima	243	Herman Stoll, 91 Peirpont St. Frank C. Sherman, 45 South St.
169	R. S. Tomkinson, Honeoye Falls	244	Frank C. Sherman, 45 South St.
170	L. B. Lord, Honeoye Falls	245	N. F. Decker, 1210 Park Ave.
171	H. W. Bradstreet, Honeoye Falls	246	Arthur Taylor, 178 Sherwood Ave.
172	Geo. A. Burton, Honeoye Falls	247 248	Chas. Weider, 519 Post Ave. Henry J. Winter, 36 Sycamore St.
173 174	R. S. & R. Fay Beecher, Honeoye Falls V. J. Rood, Honeoye Falls	249	Michael Schwan, 115 Gothic St.
175	John A. Driscoll, Lima	250	Geo. J. Ritter, Irondequoit
176	O. E. Cosby, Honeoye Falls	251	Louis C. Wheeler, 131 Oakland St. Chas. J. Young, 122 S. Fitzhugh St.
177	Chas. S. Peck, Honeoye Falls	252	Chas. J. Young, 122 S. Fitzhugh St.
178	Chas. Batzel, Honeoye Falls	253	J. R. Phillippsen, 124 Hamilton St.
179	Wm. Batzel, Honeoye Falls	254 255	Anthony A. Mann, 547 Linden St.
180 181	John Derrick, Lima Geo. Ottman, 1160 Monroe Ave.	256	R. K. Hutchings, 329 Linden St. W. P. Van Sanford, 45 South St.
182	Frank J. Bell, 464 Post Ave.	257	J. Harold Johnson, 625 Lake Ave.
183	Arthur Pritchard, 48 N. Washington St.	258	Wm. Schuler, 232 Mt. Vernon Ave.
184	Arthur Pritchard, 48 N. Washington St. Howard Strong, C. of C. Wm. J. DeMallie, 11 State St.	259	Wm. C. Young, 3371 Lake Ave.
185	Wm. J. DeMallie, 11 State St.	260	W. C. Rogers, 113 Reynolds St.
186	Crouch & Beahan, 99 Dewey Ave.	261 262	James Vance, 115 South St. Wm. J. Gerstner, 45 South St.
187	Henry F. Laughton, 53 Hobart St.	263	Wm. S. Cook, 30 Alliance Ave.
189	Jas. E. Whalen, 50 Phelps Ave. R. E. Childs, 37 Triangle Bldg.	264	Chas. D. Blackmon, 187 Culver Rd.
190	Dr. I. J. Crump, 200 Triangle Bldg.	265	Martha A. Moore, 81 N. Plymouth Ave
191	Dr. Geo. M. Growney, 147 Webster Ave.	266	E. J. Govern, 25 Vick Park B.
192	A. F. Hettig, 31 E. Main St.	267	Benj. Sherman, 36 Stevens St. Geo. Louk, Fairport
193	S. E. Marks, 100 Exchange St.	268 269	John Carini, Fairport
194 195	Henry C. Johnson, 479 Flower City Pk. Alexander Johnstone, 206 Fulton Ave.	270	Frank C. Schrader, Fairport
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197	H. C. Marquardt, 522 Benton St. Hobart H. Todd, Industry	272	Thos. W. Newcomb, 204 Cypress St.
198	C. Zimmerli, 104 Cornwall Bldg.	272	D. A. Sampson, 10 Walton St.
199	Fred H. Von Deben, Irondequoit	274	F. M. Harris, 116 Ambrose St.
200	John Barnhart, 219 Driving Park Ave.	275 276	Christian Bender, 565 South Ave. A. Link, Jr., Irondequoit
201	Geo. E. Walker, 550 Remington St. P. M. Sprague, 634 Portland Ave.	277	Wm. Musefelt, Pittsford
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214	Emil Meng, 276 Seneca Pkwy.	289	Fay Bagley, Hilton
215	Geo. Ingham, 530 Brooks Ave.	290	Helmuth Miller, N. Greece
216	Chas. L. Hohman, 381 Gregory St.	291	Glenn H. Bancroft, 349 Grand Ave.
217	S. E. Bancroft, 369 Melville St.	595	Fred Hecker, Webster
218	John E. Kreckel, 17 Cayuga St.	293	John Ebner, Webster
219	Chas. Ogden, 195 Platt St.	294	Alfred Hinchliffe, Webster

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Jacob Almeroth, 74 Henrietta Ave. 900 T. S. Alby, E. Bloomfield W. V. Allen, Bergen 003 904 J. F. Ancona, 1169 Lake Ave. 905 906 Earl Armstrong, Pittsford L. B. Ball, 422 Powers Bldg 907 Chas. H. Agnew, 210 Park St 908 909 Elizabeth E. Baker, Pittsford W. H. Banser, Honeove Falls 910 S. H. Barnard, Hemlock 911 L. H. Barnum, Honeoye Falls 919 Otis A. Beam, Hemlock 913 A. D. Bagg, 146 Bryan St H. C. Bengel, 33 Bengel Terr. 915 W. P. Bergin, 61 Hortense St. Frank Blackford, Adams Basin 916 917 W. H. Bigbie, 149 Shepard St. 918 919 Wm. R. Blue, Churchville 920 Dr. W. O. Boswell, Trust Bldg W. E. Boni, 21 Ardmore St. Abraham Allaart, 157 Cady St 991 900 J. H. Brearley, 197 Albemarle St. Frank Briggs, 261 Adams St. 998 924 W. E. Brogan, 223 Benton St. 926 A. Brooks, Bergen F. V. Brotsch, 1633 Culver Road 007 H. J. Brown, Livonia Center Dr. R. J. Brown, 70 Pearl St. 929 L. C. Brown, Brown Bros. 930 Donald C. Brown, Brown Bros 931 W. M. Leahy, 101 Roxborough Road 932 933 Harriet D. Brown, 62 S. Clinton St. A. H. Brown, Honeoye Falls 934 H. G. Butler, Waterport J. E. Burgess, 431 Wellington Ave. 935 936 Dr. Kathleen Buck, Monroe Ave. 937 G. A. Butler, 345 Lake Ave. Alfred Buell, Kendall Clarence M. Burdett, 333 Avis St. 998 939 940 G. C. Callihan, 24 Scio St. 941 Willard Caskey, Hemlock F. H. Caskey, Hemlock 942 943 C. V. Case, 84 Rutgers St 944 Carl Caskey, Hemlock 045 W. D. Carter, Honeoye Falls 946 Tilden Chappell, 184 Clay Ave 947 A. Christensen, 178 Corwin Road 948 949 M. J. Claffey, 27 Cady St. B. B. Clark, Summerville 950 J. C. Clancy Ctg. Co., 111 Parsells Ave. 951 Earl Collins, Livonia Ellsworth E. Cole, Hemlock 952 958 954 G. W. Cole, Byron R. H. Combs, Churchville 955 956 A. G. Corris, 115 Alliance Ave. T. E. Costello, Livonia Center 957 J. F. Corcoran, Kendall 958 Mrs. A. R. Coykendahl, Hemlock 959 960 Geo, Cripps, 18 Eagle St. Thos. Cusack Co., 267 South Ave. L. R. Cutler, 39½ S. Union St. Chas. E. Day, 53 Charlotte St. 961 969 963 Hugh J. Davis, 214 William St. A. E. Davis, Pittsford 964 965 J. F. Darrohn, Honeoye Falls O. J. Demarle, 253 Barrington St. 967 H. E. Deffendorf, 400 Flower City Park 968 C. H. Deming, Bergen 969 970 A. S. Down, Springwater C. F. Doolittle, Springwater 971 Edw. Dwyer, Jr., Hemlock W. E. Durrant, Honeoye Falls 972 973 C. F. Eagan, Henrietta 974 Elm Auto Supply Co., 23 Elm St. J. R. Elliott, 9 Lake View Park 976

B. B. Eckler, Pittsford

E. V. Eggleston, 38 Fair Place W. D. Elliott, 704 Granite Bldg 979 Miss Eleanor Everest, Hotel Rochester 980 H. M. Etsberger, Barnard 981 Raymond Ernisce, 82 Cottage St. 982 S. J. Fennell, 56 Hubbell Park 983 984 W. J. Fairlawn, 79 East Ave Dr. J. H. Finnessy, 2 Greig St. 985 C. L. Ford, Bergen H. H. Franck, 24 Scio St. J. A. Frank, 158 Berkeley St. 986 987 988 Henry Frasseth, 163 Webster Ave. 989 L. E. Gates, Honeoye Falls 990 Rodney Gibbs, Livonia 991 M. G. Goddard, 723 Harvard St. H. B. Greening, Hamilton, Ont. 990 200 H. C. Grell, 65 Queen St 994 995 Herbert Grey, 53 Parkdale Terr. G. P. Haggerty, Hemlock J. J. Haggerty, Hemlock 996 007 Wm. Habecker, Pittsford F. L. Halstead, 291 Tremont St. 998 999 C. H. Hadden, Webster 1000 1001 Dr. A. H. Hamm, 361 Lexington Ave. F. P. Hartshorn, Firestone Tire & Rubber Co. 1009 Walter Hardenbrook, W. Kendall 1003 F. J. & R. C. Hart, Honeoye Falls 1004 A. C. Heberger, 103 Clarissa St. G. C. Hemple, 1625 Culver Road 1005 1006 Henry Hemen, 149 Gregory St. 1007 1008 E. C. Herbrand, 1363 E. Main St. Henry Henderson, Rochester Herald 1009 O. M. Henderson, 461 Arnett Blvd. E. B. Holton, Webster 1010 1011 1012 Geo. Hoare, Bergen 1013 H. Holmes, Hotel Rochester T. Hough, Jr., 208 Warwick Ave. 1014 W. W. Hoppough, Hemlock S. A. Hosmer, Bergen 1015 1016 C. E. Housel, Bergen 1017 1018 W. E. Housel, 706 Insurance Bldg. Mrs. Martha Ide, Churchille 1019 P. E. Illman, 184 Dorchester Road 1020 F. E. Jeneks, Livonia 1091 H. B. Johnson, Waterport 1022 1023 F. H. Jobes, 1024 C. E. Johnson, 277 Woodbine Ave. Bruse S. Johnson, 34 Ericsson St. J. H. Kelly, 1039 Monroe Ave. F. C. King, Brockport G. E. Knapp, Hemlock F. H. Klick, Webster 1025 1026 1027 1028 1029 1030 M. L. Krewer, 98 York St. Isaac B. Lazarus, Powers Arcade 1031 J. G. Lewis, 139 Plymouth Ave. P. J. LeRoy, 128 Glenwood Ave. W. F. Maloney, 724 Parsells Ave. H. C. Marcy, 1041 Harvard St. 1034 1035 R. T. Maston, 25 Carthage St 1036 1037 J. J. O'Connell, St. Paul Blvd. F. J. McGrath, 1025 C. of C. Bldg. 1038 S. McOmber, Waterport 1039 G. K. McInerney, 16 Edgewood Terr. 1040 A. J. Miller, 281 Orange St. 1041 F. A. Miller, 318 Selye Terr. 1042 E. A. Miller, 37 Fillmore St. 1043 Monroe County Electric Co., 207 North St. Robt. Newman, 159 Gillette St. 1044 1045 J. J. Nugent, 10 Audubon St. 1046 1047 John O'Maley, Shortville 1048 F. P. O'Connor, 342 Beach Ave. V. P. Owen, Hemlock 1049 1050 F. P. Parrish, Spencerport F. R. Payne, Hemlock 1051 Jay Paul, 21 Lenox St 1052 Thos. Parsons, 974 East Ave. 1053

1130

MOTORIST

Raymond Peters, Honeoye Falls Dr. C. J. Pierce, 195 Grand Ave. 1055 Chauncey Porter, Irondequoit 1056 1057 Wm. Proctor, Hemlock 1058 S. H. Pooley, Morningside Park H. C. Rayton, Irondequoit, N. Y. G. P. Raetz, 30 West High Terr. 1059 1060 Geo. Ray, Lima C. W. Reiter, Lima 1061 1069 Alfred Remelin, 2 Carter St. 1063 G. C. Reynolds, Hemlock 1064 1065 W. J. Riordan, 321 Lake Ave. J. C. Richmond, 407 Magnolia St. 1066 1067 F. A. Rogers, 9 Greenleaf St. 1068 Frank Rooney, 28 Faraday St 1069 I. B. Rosenthal, 42 Berkshire St. A. M. Rood, 18 Colgate St. 1070 C. M. Rowe, 296 Lake View Park W. R. Ratzel, Honeoye Falls 1071 1079 F. J. Rath, Honeoye Falls 1073 R. Roth, 204 Dorchester Road 1074 1075 G. L. Rowley, Waterport E. L. Sanders, 158 Wilkins St. J. F. Sands, Bergen 1077 F. J. Sarr, 85 S. Plymouth Ave. N. B. Short, Hemlock Chas. Senn, Mendon 1079 1080 F. T. Shuelters, Mendon 1081 John Sheehan, Iola Sanitarium 1089 Ethel H. Severance, 3 Amherst St. B. T. Shrvass, 361 Raines Park 1083 1084 R. J. Service, 254 Flower City Park M. J. Shaw, Kendall 1085 1086 J. H. Sentiff, 307 Sherwood Ave 1087 1088 R. C. Shrevem, 27 Boardman St. Seward, Bergen 1089 C. E. Smith, Hemlock Chauncey Smead, Pittsford 1090 1091 G. W. Simpson, 8 Holmes St 1092 1093 Chas. Slemin, 271 Canterbury Road Daniel Sloan, 19 Gerling Place M. B. Smith, Kent, N. Y. D. W. Silver, 1 Plymouth Terr. F. M. Simpson, 7 Trafalgar St. 1094 1095 1096 1097 Everett Snyder, Bergen 1098 1099 Thos. Streb, Spencerport 1100 W. F. Stanton, 97 Berkshire St. E. F. Strickland, Waterport F. S. Stevens, Honeoye Falls John Steve, Pittsford 1109 1103 1104 Alfred Strantup, Pittsford 1105 Benj. Sutherland, Hemlock Dr. W. H. Sutherland, 1035 Monroe Ave. 1106 Wm. Thomas, Barnard, N. Y. 1107 Jay R. Thompson, Webster 1108 Fred Trimmer, Hemlock D. H. Tiffany, 193 East Ave G. Va. Treat, Honeoye Falls 1109 1110 Milton VanHoe, Mendon Versage Bros., 162 Monroe Ave. C. E. Wemett, Hemlock A. H. Weiland, Barnard 1113 1114 J. H. Welch, Hemlock 1116 Orley Welch, Pittsford W. C. Walch, 416 Magnolia St. Miss Anna S. Wall, 43 Erion Cres. 1117 1118 1119 1120 Eugene Wambach, 116 Saranac St Gus Warren, Honeoye Falls 1151 1122 J. F. Weis, 84 Brunswick St J. R. Wilson, 39 Raines Park 1123

Fred Wignall, Barnard

P. S. Wilcox, 84 Beverly St

E. J. Wittman, 24 Alexis St. F. C. Wichman, 372 Hudson Ave.

J. B. Wilmot, 155 Rosewood Terr.

Fred Wolfsberger, Honeoye Falls

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Elsie J. Wray, 1279 Lake Ave. A. Van Wyckhouse, 130 Webster Ave. 1132 Frank Zborowski, 954 Hudson Ave. 1134 Will Zenor, 95 Colby St. Fred Zuber, Mendon John Zuber, Mendon 1136 F. B. Punch, 15 Selye Terr. 1137 1138 Wm. Waldert, 86 Alameda St. 1139 Chas. Hibgie, 39 Spencer St Chas. Colton, 223 Linden St 1140 1141 Jas. Harrington, 301 Birr St. Harry Olmstead, 73 Selye Terr. Chas. Boketta, 293 Seneca Parkway A. Tischer, 76 North St. 1149 1143 1144 1145 O. D. Reed, 114 Birr St. 1146 A. R. Grover, 169 Dewey Ave. C. W. Holt, 1013 Dewey Ave. R. M. Andrews, 363 W. Main St. 1147 1148 L. Hallett, East Ave. Brighton 1149 Paul Elliott, 420 North St 1150 Warren Dolph, 115 Lexington Ave. A. R. Fulligar, 45 Fulton Ave. Joe Somes, 379 Lyell Ave. Adam Norwich, 886 Hudson Ave. 1154 Dr. F. H. Sanford, 222 E. Main St. DeForest Galligher, 222 E. Main St. 1156 Walter Howard, Hudson Ave., Irondequoit E. G. Werp, 518 Driving Park Ave 1158 1159 Wm. Sullivan, 217 E. Main St. C. E. Tufts, 441 Birr St. 1160 Jas. Withall, 227 Birr St 1161 1169 Frank Sciarrino, 249 Birr St. 1163 P. R. Christman, 1054 Dewey Ave.

C. R. Woodward, 90 Pearl St.

#### Summer Program Automobile Club of Rochester

Wednesday, June 25th, Automobile Club Run to Buffalo Country Club House.

In charge of A. B. Hone and G. C. Donahue.

Saturday, July 19th, Club Basket Picnic to Sodus.

In charge of F. H. Phelps and Geo. Atkinson.

Tuesday, August 6th, Orphans Outing.

In charge of Orphans' Outing Committee.

mittee.

Saturday, August 30th, Country Fair at Kendall.

In charge of John R. Taylor.

September (date not as yet set) Clam Bake at Bergen.

In charge of A. H. Neisner.

#### Rochester Division Road Report

Route No. 1—Rochester to Syracuse via Canandaigua and Geneva.

Road Surface—State macadam, little rough in some places.

Remarks: Instead of turning left in Mendon, go straight ahead crossing bridge into Ionia, E. Bloomfield turn left to Canandaigua and then follow the usual route.

Route No. 2—Rochester to Buffalo via Caledonia is good.

Road Surface—Macadam, rough between Scottsville and Mumford.

Remarks: Till June 10th, leave Rochester via Main St., Genesee St., and Brooks Ave., to Scottsville, owing to bridge being replaced.

Route No. 3—Rochester to Niagara Falls via Ridge Road, fine.

Road Surface—Macadam and Concrete.

Remarks: Roads in very good condition.

Route No. 4—Rochester to Letchworth Park is good.

Road Surface—State macadam, cut in some places. Route No. 5-Rochester to Oswego.

Road Surface—Macadam to Alton; dirt detour from Alton to Wolcott; macadam from Wolcott to Oswego.

Remarks: Road between Alton and Wolcott dirt and impassable. Detour via Wayne Center.

Route No. 6—Rochester to Elmira via Canandaigua and Geneva.

Road Surface—State macadam in good condition, except for 3 miles north of Watkins.

Remarks: Good road, except for detour of about 3 miles into Watkins.

Route No. 7—Rochester to Buffalo via Churchville and Bergen.

Road Surface—Macadam in good condition as far as Bergen; dirt road in good condition to Batavia; Batavia into Buffalo detour Batavia to E. Pembroke.

Remarks: Road macadam, except for distance between Bergona and Batavia which is good.

Route No. 8—Rochester to Ithaca via Geneva and Waterloo.

#### Guaranteed

# Tires Tubes Tires

We offer to the tire buying public of Rochester our 5000-Mile Written Guaranteed Triumph Tire at prices second to none.

A bona-fide written guarantee for 5000 long miles goes with every tire, backed by the World's Largest Auto Supply House.

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# THIS ENVELOPE CONTAINS YOUR 5000-Mile Written Guarantee

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Sold to John Doe

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Times Square Tire and Rubber Co. Sales Office:

121-123 EAST AVENUE

TIMES SQUARE AUTO SUPPLY CO. Sole Distributors Our Tubes absolutely guaranteed one year.

Non- Skid	List Price	Our Price	Red Tubes
28x3	\$17.25	\$13.00	\$2.35
30x3	17.10	12.70	2.55
30x3½	21.85	16.45	3.10
32x31	24.45	18.35	3.15
31x4	. 33.55	25.20	3.90
32x4	34.35	25.75	4.05
33x4	35.80	26.90	4.10
34x4	36.70	27.60	4.25
34x4½	. 49.50	37.15	5.25
35x4½	51.75	38.80	5.40
36x41	52.65	39.50	5.50
35x5	59.15	44.30	6.50
37x5	62.65	46.95	6.90

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## TIMES SQUARE AUTO SUPPLY CO.

MOTORIST

Road Surface—State macadam reported in good condition. Road between Waterloo to Romulus in good condition.

Route No. 9—Rochester to Elmira via Mt. Morris and Dansville.

Road Surface—Macadam, rough in some places.

Remarks: This route much longer than one via Canadaigua and Geneva.

#### Syracuse-North

Syracuse-Oswego—Road in poor condition in spots, being repaired but open to traffic.

Syracuse-Watertown—Road in good condition.

Watertown-Gouverneur-Malone—Road in fair condition.

Watertown-Cape Vincent—Road in fair condition.

Watertown-Clayton-Alexandria Bay—Road in good condition.

Watertown-Carthage—Road in bad condition.

Watertown - Theres - Redwood - Ogdensburg—Road in good condition.

Watertown-Tupper Lake, via Harrisville— Now in bad condition.

. Central Square-Constantia—Dirt road reported fair condition.

#### Syracuse—East

Syracuse-Utica—Road in fairly good condition.

Oneida-Rome-In bad condition.

Utica-Albany—In good condition, rough in places.

Albany-New York (East Side)—Some repair work south of Hudson, but tourists per-

## MOHAWK Quality TIRES



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Get in touch with us before you buy a new set of tires and let us give you an estimate on MOHAWKS and the allowance we can make for the tires now on your car. Mohawk CORDS are the highest-grade, most classy tires made anywhere. Hundreds of Rochester's finest cars are now fitted with them.

Mohawk Fabrics Are The Best In Their Class

SCANLON AUTO SUPPLIES, Inc.

260-264 EAST AVE.

Cor. Pitkin Street

mitted to go through. (West Side)—Good condition, except through village of Ravena, which is poor when wet.

Albany-Pittsfield—Good condition, except from Mass. State Line to Pittsfield.

Pittsfield-Springfield—Good conditions.

Springfield-Hartford-Bridgeport—Good.
Springfield-Worcester-Boston—Reported

Springfield-Worcester-Boston—Reported in good condition.

Schenectady-Saratoga-Good condition.

Saratoga-Luzerne-Lake George-Elizabethtown—Reported in good condition.

Saratoga-Glens Falls-Lake George—Good condition.

Utica-Cooperstown—State road, via Mohawk, Paines Hollow and Jordanville to Richfield Springs is in good condition. Dirt road either via Fly Creek or via west side of Otsego Lake, very bad.

Utica-Old Forge—Rough in places. Drive with care at these spots.

Syracuse-Cazenovia—In fairly good condition.

Cazenovia-Utica, via Nelson, Morrisville, Madison, Oriskany Falls and Deansboro—Reported in fairly good condition.

Cazenovia-New Woodstock—East road in good condition.

Hamilton-Earlville—In bad condition after recent rains.

Oxford-Green-Dirt road very bad.

Syracuse—South

Syracuse - La Fayette - Tully - Cortland—In good condition.

Cortland-Binghamton—Very bad condition, especially on lower end. Will not be good until dry weather.

Dryden-Owego—Eight miles of bad dirt road, when wet.

Ithaca-Owego—Nine miles of bad dirt between Danby and Candor. This has been bad since recent rains.

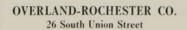
Binghamton-Scranton—Very bad. Practically impassible until dry weather.

Willys

OVERLAND-ROCHESTER CO.

26 South Union Street

The Auto Club Membership Campaign went "Way Over." We urge all automobile owners to become affiliated with the Automobile Club of Rochester





MOTORIST 35

Binghamton-Goshen—Reported in good condition.

Elmira-Binghamton—In good condition.

Elmira-Williamsport—Dirt sections of this road will not be good until dry weather.

Williamsport-Harrisburg—Same as above. Ithaca-Watkins, via Newsfield, Pony Hol-

low and Alpine—Good condition.

Ithaca-Elmira—The dirt route through Newfields and Cayuta to Horse Heads is all completed, except about 200 feet. This is rutty but is quite passable.

#### Syracuse-West

Syracuse-Geneva, via Auburn—Reported in good condition. Some rough spots.

Geneva-Canandaigua-Victor-Rochester— In good condition. Some rough spots.

Geneva-Junius-Phelps-Clifton Springs-Rochester—In good condition.

Canandaigua-Batavia-Buffalo—In good condition, some rough places.

Buffalo-Erie—The dirt stretch from Silver Creek to Westfield is very rough.

#### Adirondack Road Conditions

Saranac Lake and Lake Placid—State macadam in good shape, except for one bad spot.

Elizabethtown-Keene and Lake Placid via Wilmington Notch—State macadam all the way.

Ticonderoga-Port Henry-Westport and Elizabethtown—Good state road Ticonderoga to Westport. Passable but fair Westport to Elizabethtown.

Keene and Lake Placid via Cascade Lakes— Not advisable to try this route.

Saranac Lake and Ausable Forks via Franklin Falls—Passable but heavy going.

Saranac Lake-Paul Smith's-Meacham Lake & Malone—State and county stone road all the way in good shape.

Saranac Lake-Loon Lake-Goldsmiths-Moffitsville & Plattsburgh—New State Road

Plattsburgh to Moffitsville, but muddy between Loon Lake and Goldsmiths. Good stone road Loon Lake to Saranac Lake.

Saranac Lake & Tupper Lake via Harriets-



## \$100.00 REWARD

Bond Held by Rochester Automobile Club

\$100.00 payable to any person who detects a thief stealing or attempting to steal YOUR CAR when it is guarded by a---

#### SECURITY AUTO THEFT SIGNAL

LOOK FOR IT—A strong metal shackle locked around right front wheel.

LISTEN FOR THE BUMP—The racket made by THEFT-SIGNAL striking the road is sure proof that the car is stolen.

CALL THE POLICE—The thief cannot get away. The point of the THEFT-SIGNAL leaves a hole in the road with each turn of the wheel—a distinct trail leading to the capture of the thief.

YOU CANNOT MAKE A MISTAKE—The car owner always removes THEFT-SIGNAL with his special key, his sure identification. Earn the \$100 Reward by having all others arrested.

See the Security Auto-Theft-Signal at the Automobile Club Rooms, or phone Main 6187-W and we will be glad to call on you personally

NO CAR HAS EVER BEEN STOLEN WHEN PROTECTED BY THIS SYSTEM

R. R. ASPINWALL, Distributor

PHONE---MAIN 6187-W

209 LIVINGSTON BUILDING

town-Lake Clear & Saranac Inn—Stone road in fair shape.

Tupper Lake and Potsdam via Childwold, Sevey and Colton—Good stone road on either end. Sand between Sevey and Colton in fair shape.

Tupper Lake and Carthage via Cranberry Lake and Benson Mines—Not advisable. Practically impassable between Sevey and Cranberry Lake.

Saranac Lake to Saranac Inn via Forest Home—Stone in fair shape.

Saranac Lake to Coreys and Wawbeek via Old State Road—Not advisable.

Tupper Lake to Long Lake—New State Road nearly completed, but is not yet passable to Little Tupper. From there to Long Lake not advisable as it is dirt road.

Japanese-English Road Rules Some Japanese-English rules of the road have been issued as a guidance to the conduct of motor drivers in the Flowery kingdom. They read like this:

"At the rise of the hand of policeman stop rapidly. Do not pass him by or otherwise disrespect him.

"When a passenger of the foot hove in sight, tootle the horn trumpet to him melodiously at first. If he still obstacles your passage tootle him with vigor and express by word of mouth the warning 'Hi! Hi!'

"Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by.

"Give big space to the festive dog that make sport in the roadway. Avoid entanglement of dog with your wheel spokes.

"Go soothingly on the grease mud, as there lurk the skid demon. Press the brake of the foot as you roll round the corners and save the collapse and tip up."—Exchange.

# 15 SCIO STREET JUST OFF EAST AVENUE

IS THE PLACE TO BUY A

## DODGE CAR

E. J. ELLIS & CO. Inc.

MOTORIST 87

#### Better Service to Patrons

Henry G. Strong, President of Strong Motors, in emphasizing the importance of an efficient and courteous service department told his Chandler dealers some hard cold facts that motor car owners will heartily acclaim as true:

"Stabbing each other in the back has ceased to be the favorite pastime among automobile dealers" says Mr. Strong. "One hears little more of the pre-war remarks concerning a competitor's car such as 'Why, that fellow sells a piece of junk, an old tin can' or 'Yes, it would make a wonderful lumber cart.'

"A dealer no longer sells an automobile by telling how rotten the other fellow's car is. Even the greatest buyer can't be fooled as easily as that. The prospect believes—and as a rule he is right—that the dealer whose sales depend on knocking his competitor can't find much to say about his own line. The dealer in turn is coming to the conclusion that every knock is a boost.

"Instead of spending his time in answering the sting of the other fellow's advertisement, the progressive dealer of today is concentrating his energy and thought in bettering his service and giving greater satisfaction to his patrons. Experience has shown him that he loses more by selling a man a car and then giving him mediocre or disinterested service than if he had failed to make the sale in the first place. The disappointed owner has no hesitancy in telling his neighbors about the troubles he has with his car, which naturally seem large to him but which would never have bothered him at all if they had only been remedied the first time by a good efficient service department. On the other hand the owner who receives efficient, prompt and willing service will never fail to talk about it, to take pride in his car, its appearance and performance, to boost it at every possible opportunity and to urge his friends and neighbors to invest in the same car.

"Of course the kind of service that dealers wanted to give their patrons was naturally somewhat of a failure during the war because of the shortage of labor and materials, but now with the big supply of skilled mechanics and materials of quality, there is no reason at all why every motorist should not be a satisfied owner and booster of the motor car he drives. It does no good to talk service. People are tired of listening to it. We have got to practice it."

#### New Dazzling Headlight Law

"To amend the railroad law in relation to the use of dazzling and dangerous headlights by street surface railroads" is the title of the McWhinney Assembly Bill Number 364 which is known among the motorists as the New York State Motor Federation bill to promote safety in automobile driving throughout the state. This bill is one of several bills that the Federation advocated and caused to be passed in accordance with its progressive plan for legislation. This measure compels street surface railway cars to have the headlights so arranged that no dazzling beams of light shall be thrown upon the traveling portion of the highway, and thus prevents motorists and other users of the highway from being blinded by such lights and aids in avoiding accidents.

## **GABEL**

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TELEPHONE STONE 2182

#### To the Rochester Members

#### Of the A. A. A. Goods Roads Board

By Geo. C. Diehl

The Townsend bill, introduced at the recent session by Senator Townsend, the next Chairman of the Senate Committee on Post Offices and Post Roads, will have most powerful support at the coming special session of Congress. A resolution adopted at the Annual Meeting of the United States Chamber of Commerce, held in St. Louis, May 1, is directly in line with the provisions of the bill. The resolution reads:

"That Highways are an integral part of our nation's system of transportation has been emphasized by the War and enormous development is at hand, so important as to require a comprehensive National Policy under which Federal appropriation for highways will be applied to national needs for interstate commerce, agriculture, postal delivery, common defense and general welfare.

"Congress should create a Federal Highway Commission independent of present departments of the government, composed of members from the different geographical sections of the country to perform all executive functions of the Federal Government pertaining to highways, including those relating to existing appropriations in aid of state construction. Such a commission should act in co-ordination with any federal agency that may have functions of articulating rail, trolley, water and highway transportation.

"Congress should make substantial appropriations for the construction and maintenance of a National highway system to serve the need for the maintenance of interstate travel and traffic.

"The commission should report to Congress a plan for continued aid for State construction of highways in the period beyond nineteen hundred and twenty one (1921) to which time the provision of existing Federal Aid laws extend.

"Expenditure of funds should be permitted only for highways which are of permanent type having thorough drainage, substantial foundations, sufficient width and a capacity for traffic which will be reasonably adequate for future needs."

The Chairman of the Highways Committee of the U. S. Chamber of Commerce is F. A. Seiberling, President, Lincoln Highway Association, whose address is Akron, Ohio.

Senator Penrose, the next Chairman of the Senate Finance Committee made an announcement on May 1st to the effect that he considered that Congress should approve a National Highway System.

Senator Bankhead, retiring Chairman of the Senate Committee on Post Offices and Post Roads and author of the Federal Air Road Act, has announced that he is in favor of a National highway policy. A resolution of the United States Good Roads Association, of which he is President, reads as follows:

"WHEREAS, the Federal Aid Road Act is proving of incalculable value in the creation of systems on inter-county or intra-state highways; and

"WHEREAS, certain States after co-operation with counties in the building of main market and business highways, have then relieved the counties of the entire further expense of the most important of these roads included them in designated State systems in charge of duly constituted State Highway departments; and

"WHEREAS, it is equally logical that, following a period of Federal co-operation with the several states in the putting together of main roads in such manner as to evolve inter-county highways of great intra-state value, there should come similar action on the part of the National Government in the establishment of an interstate or Federal system of country-wide arteries of communication; therefore be it

"RESOLVED, that the U. S. Good Roads Association hereby urges the passage in the next Congress of the Townsend-Bankhead Bill which will call for a National System of Inter-State Highways, in charge of a Federal Highway Commission." MOTORIST 39

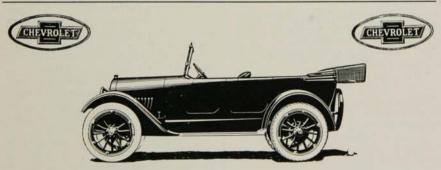
On April 14 your Secretary in conference with Chairman of the Executive Committee of the American Association of State Highway Officials, which committee is vigorously supporting the Townsend Bill, formulated suggestions for some changes in the bill. These suggestions are being considered by the Executive Committee of the Highway Officials Association and by your Chairman. At an appropriate time the suggested new draft will be submitted to you for your consideration and suggestion. One copy of the Townsend bill was sent to your President and one to your Secretary some time ago but if you are unable to obtain a copy from them, please advise us and we will gladly send you an additional copy.

As you know an amendment to the Federal Act was passed at the recent session of Congress making an appropriation of \$200,000,000, of which \$50,000,000 is immediately available, \$75,000,000 July 1, 1919 and \$75,000,000 July 1, 1920. The amendment also carriesan appropriation of \$9,000,000 for forest roads, of

which \$3,000,000 is immediately available, \$3,000,000 July 1, 1919 and \$3,000,000 July 1, 1920. Thus the aid measures are amply provided for and we can now concentrate on the National measure.

It is suggested that your club enter upon an active campaign for the passage of the Townsend bill and that you advise us as to what steps you are taking so that we may encourage each club by citing the good example set by each other club. As you know the problem is one of securing votes in the Senate and House of Representatives for the measure. Naturally your campaign will be conducted with this in view. We do not make any suggestion as to how you can best accomplish this purpose because we feel you are better able to work out a plan consistent with your local conditions and opportunities. We earnestly urge you to keep in touch with us, however, as this is an essential feature in the National campagin.

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\$1685 F. O. B. Flint, Mich.

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## Positiveness vs. Prohibition

By JOHN J. McINERNEY

A general prohibition of "don'ts" can be read any and every day in every motoring magazine and newspaper devoted to motoring interests. The motorist's life is one continuous negation so hedged about is he with "don'ts." Believing that there is something positive to be said which may be refreshing and instructive, I take my Underwood in hand to indite a few positives.

No matter how carefully you drive, you may be one of the "high contracting parties" in an automobile accident or in a collision with a pedestrian.

Go to the assistance of anyone who is injured. See that first aid is immediately gotten and then send the injured person to his home or to a hospital.

Secure the names of all persons present who may have seen or heard anything concerning the collision and whose testimony may be valuable.

Be sure to canvass as soon as possible neighboring homes for those who may have seen anything concerning the collision.

Be sure and get the correct addresses of all witnesses.

Make a rough diagram of the location of the machines, if it be a vehicle collision.

Take measurements, utilizing the median line of the road, the curbs and intersecting street lines as landmarks.

Observe the skid marks.

Direct the attention of witnesses to all marks so that their testimony may be preserved.

Oil marks made by leaking engine bases and water splotches made by radiator leaks are all of value as showing the point of collision or the distance traversed after the time of collision.

In the event that there is a collision with a pedestrian, take all of the foregoing measurements. Observe you own marks.

Secure the names of witnesses and their residences.

Canvass as soon as possible neighboring homes for those who may have seen anything concerning the collision. If you happen to be hurt but not seriously, then attend to your own hurts.

Arrange to have your car towed in so that those who think they need horns, lamps, extra tires and other portable parts may not purloin them.

Before you are sued, consult your advocate. Sometimes it is of distinct advantage to observe the Golden Rule but, like David Harum, do it "fust."

This, I know, sounds like an ad but it really is advice, besides which President Van Zandt said he wanted a story for the bulletin before six o'clock tonight and the hands of the clock have just reached 5:55 P. M. Direct your criticism at him.

#### Big Convention at Rochester

The annual conference of the Civil Service Commissions of the United States and Canada will be held at Rochester, New York, on June 11th, 12th and 13th, 1919. There will be present about two hundred and fifty (250) delegates representing the Federal, State and Municipal Civil Service Commissions. An elaborate program of entertainment has been prepared by the Municipal Civil Service Commission of Rochester, New York, with a banquet at the Powers Hotel, on June 12th, 1919.

This conference will be of considerable importance and many questions pertaining to Civil Service in relation to its application to veterans returning from war and protection of their rights will be considered and determined.

Among the various forms of entertainment provided for the visiting delegates will be a ride around the city and visiting the various points of interest. The Automobile Club of Rochester, with its usual courtesy, has volunteered to provide automobiles for the ride and to assist the local Commission in making the stay of the visitors an enjoyable one.

Remember the date and phone the Auto Club office June 9th that you will give the use of your car.

#### Kendall Branch Holds Rousing Meeting

Just prior to the opening of the membership campaign of the Club, the Membership Committee planned for a whirlwind campaign in the surrounding towns which opened with an official visit with the Kendall branch of the Automobile Club of Rochester. There were about 300 motorists who attended the supper meeting and about 12 members of the Rochester Board of Directors were present. President C. D. Van Zandt, Vice-Pres. Chas. T. Chapin and G. W. Henner and Directors, W. S. Riley, Sam Rosenbloom, F. J. Smith and the Secre-

MOTORIST

tary were among the speakers and solicitors for new members.

41

Pres. H. E. Wellman of the Kendall Automobile Club and Dr. G. D. Forbes, a Director of the Club, were assisted in arranging for the meeting by F. J. Whitehouse and Jos. Wright and they are to be congratulated on the very good results obtained. Kendall is now the largest branch affiliated with the Rochester Club with H. E. Wellman as President for 1919 and Jos. Wright, Secretary.

#### New Laws of 1919

#### Chapter 619

Senate Intro 1436 Print 1816 by Committee on Internal Affairs, making an appropriation for the expenses of the secretary of state in performing increased duties, in relation to the registration of motor vehicles, by reason of legislation of the year 1919.

#### Chapter 635

Senate Intro 1341 Print 1624 by Mr. Hewitt, Making an appropriation for the employment of prisoners in the construction of state and county highways. Motor Federation Law.

#### Chapter 622

Senate Intro 1150 Print 1711 by Internal Affairs Committee, Amending the Highway Law, in relation to amount distribution and effect of registration fees of motor vehicles. Raising tax on automobiles.

#### Chapter 634

Senate Intro 1335 Print 1734 by Mr. Yelverton, To amend Chapter 735, Laws of 1917, entitled "An act providing for the construction of a bridge across the Mohawk River and the barge canal to take the place of the existing Schenectady-Scotia toll bridge, and for constructing approaches thereto between State Street at Washington avenue in the City of Schenectady and Mohawk Avenue in the village of Scotia; apportioning the expense thereof to the state of New York, the City of

Schenectady, the county of Schenectady and the village of Scotia; providing for the payment of such expense and for the purchase of said existing toll bridge and the disposition of the proceeds thereof," generally, and making an appropriation towards the state's share of the expense of such improvement.

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## Big Jump in Membership

In looking over the membership record of the Automobile Club of Rochester President C. D. Van Zandt of the Club, and C. C. Beahan, President of the Chamber of Commerce, said that they were greatly surprised in the jump in paid membership during the past month, and that they believed it was the biggest rise in the shortest time of any organization that they know of. President Beahan of the Chamber of Commerce congratulated President Van Zandt on being President of the largest civic organization in the City, while Mr. Van Zandt extended his thanks to Mr. Beahan and other members of the Chamber of Commerce, who are co-operating with the Automobile Club during the campaign. Further said Mr. Van Zandt, I desire to extend our warmest thanks to the Automobile dealers, the press and to all the workers in the campaign. Without the generous assistance of the newspapers of the City of Rochester, it would have been impossible to put across such a rapid,-fire successful three-day campaign.

Recently the Automobile Club officials were congratulated by prominent motorists of the City and County on the result achieved after a two-year effort to have a regular Automobile License Bureau established in the City of

Rochester. During the year 1917, C. E. Sager and E. M. Alling, Pres. and Treas., of the Rochester Auto Trades Association at that time, together with former President, Dr. F. R. Smith of the Automobile Club, and the Board of Directors, gave a great deal of time and attention to the establishment and maintenance of the temporary license bureau at No. 29 Fitzhugh St., while both organizations paid out nearly two thousand dollars each toward the expense of the Bureau that year. In 1918, said Mr. Van Zandt, and thus far in 1919, the Automobile Club of Rochester has shouldered the burden of expenses of the Bureau and it is only right and just at this time that we should be happy to learn that the State had taken over the office.

ROCHESTER

I want the motoring public of Monroe County, added Mr. Van Zandt, to understand that Senator John B. Mullan is the one to receive congratulations, for he drew up the Bill and put it through the Legislature and worked with the Governor to have it signed and made a law, and I am sure that not only the Auto Club directors but the entire membership are thankful to Senator Mullan for his successful efforts.

#### Bergen Branch Holds Meeting

As customary the Bergen branch of the Automobile Club of Rochester held its annual spring meeting on Thursday, May 8th, opening with a supper at the Grange Hall which was followed by a regular business meeting with several prominent speakers. George Neal of Bergen, a Director of the Automobile Club of Rochester, was Chairman of the meeting, while Geo. M. Gillette was Chairman of the Speakers Committee.

Division Engineer Edwards of the State Highway Department and J. Y. McClintock, Secretary of the Roosevelt Highway Association, spoke on highway work. It was the consensus of the meeting that a new highway should be built as early as possible and with Federal aid from Bergen to Batavia and that the highway should run to the four corners at Bergen.

Hon. Archie Sanders, U. S. Congressman and Assemblyman Miller spoke briefly on the highway situation and automobile legislation. Geo. W. Henner, A. B. Hone, Frank J. Smith, Sam Rosenbloom and the Secretary were there and spoke briefly and signed up a large number of members for the Club.

The Automobile Club of Rochester Quintette were present and provided the entertainment for the several hundred present. Several automobile owners from Byron were present.

#### Government Vehicles Not for Sale

Federal Requirements Likely to Account for all War Trucks and Cars —Remainder to Makers

WASHINGTON—Reports current that many thousands of trucks and passenger cars would be thrown on the market in the next few days are untrue. The rumors are the result of action taken by the War Department to learn what possible surplus of trucks and passenger cars can be expected as a result of the reorganization of the army.

Following the inquiry by Acting Secretary of War Benedict Crowell, the Motor Transport Corps notified him that after detailing trucks and passenger cars to the various divisions of the army in accordance with the reorganization plans there will probably be about 30,000 motor trucks and 5000 passenger cars surplus, most of the passenger cars being Fords, while the trucks are divided up among all the different makes which were ordered during the war, some of them new and the balance used.

This surplus, however, is not an indication of a sale to the public. As soon as these amounts are definitely ascertained the War Department will ask the various government bureaus for requisitions for trucks and cars to meet their needs.

The plan is to first provide all government departments with their requirements and then if there is a surplus to allow the manufacturer to rebuy their cars and trucks at reasonable prices. Third, if after these two methods are used a surplus still remains, it will be disposed of by auction sale to the public. It is not expected, however that there will be any vehicle left for public purchase, and it is very doubtful if there will be any for resale to the manufacturers.

The Post Office Department, the Department of Agriculture, the Department of Commerce, the U.S. Health Service and, in fact, all of the government agencies, are expected to make demands for a large number of the vehicles, probably for more than the War Department can spare. The Post Office originally requisitioned 16,000 motor trucks; 3000 of these have been delivered.

Of the remaining 13,000 the Post Office Department is now able to take only 4000 whenever the War Department can provide them due to the fact that the Post Office appropriation bill failed to pass in Congress in the recent filibuster. The remaining 9000 trucks will be asked for by the Post Office Department if the bill passes in the next session of Congress.

The Department of Agriculture has already signified a need for 1000 passenger cars, 4500 trucks and several hundred trailers, and anticipates that it will use considerable more than this as soon as it definitely formulates its road building program. The plan is to use these cars and trucks for road construction.

The U. S. Health Service has already taken 1000 ambulances, and will take all that the army can spare, which may possibly mean that ambulance bodies will be fitted to some of the truck chasses to meet the needs of the U. S. Health Service.

Likewise, the Departments of the Interior, Commerce, Labor, etc., are expected to ask for considerable numbers of vehicles, all of which can be turned over to the different government agencies under the Act of Congress which authorizes the Secretary of War to meet any such requisitions. Consequently it appears at this time that there will be very few vehicles, if any, remaining to be offered for resale to the manufacturers.

#### LUNCH ENGAGEMENT

You had a lunch engagement at the Automobile Club, Powers Hotel on Tuesday, May 13th. The boys turned out two hundred strong and over eleven hundred members were added to the membership roll of the automobile Club. Boys, accept my hearty congratulations and thanks.

Charles F. Buelte, Campaign Manager.

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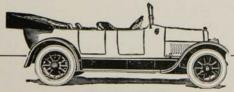
#### Automobile Men Praise the Cadillac

And many of them—manufacturers of other cars, retired dealers, garage men, supply dealers and service companies—own and drive Cadillacs.

They know—and act upon their knowledge—that the Cadillac is one of the best cars built, regardless of price; and they'll all tell you that—

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CHARLES J. BROWN -		-		-		-	-		-		-				-	Vice-President
WILLIAM J. TRIMBLE	œ.		-		-		- "							-		- Cashier
CHESTER I. SMITH -		-		-			-		-						-	Asst. Cashier
GEORGE C. EICHELMAN	-				-		-	+								Asst. Cashier

EDWARD C. CHAPIN

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Superintendent of Vaults

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JULY

1919

# ROCHESTER MCTORIST

OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER



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Property Damage - 9.00	11.00	12.50	14.00
Loss of Use90	1.10	1.25	1.40

A Discount of 8% is allowed for the elimination of business and professional uses, and 20% when automobile is operated by the owner exclusively for private and pleasure purposes.

#### NEW FIRE AND THEFT RATES ON NEW CARS

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	Price per Hundred of Amount Required										
	CLASS A List Price \$3,500 and Up	CLASS B List Price \$2,500 to \$3,499	CLASS C List Price \$1,800 to \$2,499	CLASS D List Price \$600 to \$1,799	CLASS E List Price \$599 and Under						
Pleasure Gasoline and Steam	\$1.25	\$1.65	\$2.15	\$4.25	\$6.25						
Commercial Gasoline and Steam	1.10	1.15	1.30	1.50	1.75						
Electric-Pleasure and Commercial	- 1.10	1.10	1.10	1.10	1.10						
	Lower rates for elimination of Valued Fire and Theft										

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## Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

July, 1919

No. 5

#### Club Held Run June 21st

Owing to the numerous outings planned for the last week of June, the Entertainment Committee changed the date of the club run to Buffalo Club House from June 25th to June 21st. There were over fifty who participated in this run and enjoyed themselves with a nice dinner and dance at the Auto Club of Buffalo home at Clarence.

#### Lend a Hand, Not a Hammer

Cooperation with the touring bureau of the Club will tend to improve road information and the fellow who lends a hand by giving the dope on a route he has been over will help others as well as himself. When you take a long drive, note road conditions and then call at the office and tell Miss Sadie Kaman all about your drive, and especially the road conditions, then she can pass it on to the next member going over these roads.

#### There is a Sign Needed! Where?

For many weeks the Club sign posting car has been out on the road and nearly one thousand signs have been erected to guide the strangers; when you drive over a good road and note a turn or corner where a sign is needed, just make a note on your cuff; before sending the cuff to the laundry, phone the "note" to the Auto Club and the sign will be erected as promptly as possible.

#### CLUB OFFICERS

C. D. Van Zandt. President

William Bausch, 2nd Vice-Pres.

G. W. Henner, 4th Vice-Pres.

George C. Donahue, Secretary

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South Goodman and Monroe TELEPHONE STONE 2182

#### Weigh the

## MARMON 34

#### With Any Other Luxury Car

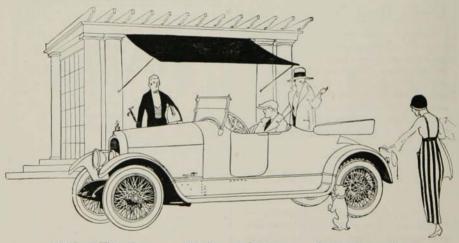
HAVE you not noticed, wherever Luxury Cars are discussed, men now concede that the Marmon's construction abolishes all excuse for excessive weight?

This car weighs a half-ton less than any other of equal size and power. And notwithstanding its lightness, holds the road at high speeds and does not sway. You experience in the Marmon 34 a riding comfort that seems like level flight.

#### Those are the Effects-These are the Causes

The Marmon 34 is scientifically constructed. The chassis is long and low, with low center of gravity and perfect ratio of weight above and below the springs. Aluminum is extensively used throughout. The body is aluminum and bolted directly to the deep steel frame.

Steel running boards also are riveted to this frame—completing a rigid unit of amazing strength!



136-Inch Wheelbase

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Only 4 Grease Cups

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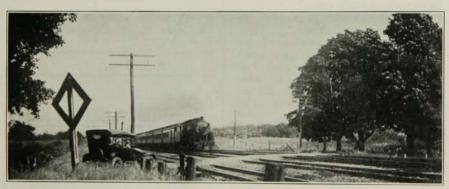
EITHER PHONE

## Motorists Should Consider the Man in the Cab

By H. H. KINGSTON, Jr. Illustrated by Author

AFTER my calls on the merchants of the railroad town of Valley Junction I went over to the station to come home on Number 518 and, as she was about twenty minutes late I strolled down the track to talk with the engineer of Number 610, the big locomotive that would haul my train over the next division.

Our conversation drifted to crossing accidents and I asked him his sensations when his train hit a rig or automobile. frolic with my wife and kiddies. Old 610 had settled down to her work with a steady, deeptoned roar. I glanced at the steam and knew that Bob, my fireman, was using his brains with his scoop. Slipping down a long easy, grade our speed picked up to better than 65. We approached the state highway crossing and at the whistle board I gave an extra long call for the crossing, for I knew that automobile traffic is heavy on this road. A couple of seconds later we flashed into view of the highway. The



It Looks Differently to the Man in the Cab.

"I don't want to talk about that, it only happened to me once and it is too horrible, but I will tell you what we are up against all the time."

And here is the engineer's story, almost word for word as he told it.

"We had left Valley Junction fourteen minutes late and old 610 was wheeling that string of heavy steel coaches along at a 62 mile clip. It was a fine day, one of those clear days when a man draws in deep breaths and feels it is good to live. I was feeling fine as we rushed along, board after board was clear and I knew that we would pick up our schedule and that in the evening I would be home for a

crossing was only a little way ahead and down the road I saw a big touring car racing toward me. I could see women and children in the machine and thought to myself that they were probably going to or coming from a picnic. I blew another warning whistle, but the machine did not slow up. I blew again. Was the man deaf?—Was he going to try to beat me to the crossing?—Had his brakes failed—Why didn't he slow up? This and other thoughts flashed through my mind as I shut off steam and applied the emergency. To reverse and once more give her steam took but a couple of seconds and when I looked again I knew it was useless, we couldn't possibly stop in time, and

that fool automobile driver, with a long wake of dust behind him, seemed bent on the murder of his party.

In my mind I could hear the crash of the engine hitting the macbine—I could see the flying wreck of the automobile and the bodies of women and children, mangled, limp and lifeless. God, how could I face my own wife and children that night. I closed my eyes to shut out the horrible scene, but only for a second and when I looked once more I saw that the machine was slowing down—maybe they could stop, God knows we couldn't.

A couple of seconds later we flashed by the crossing. The machine had stopped twenty feet from the track and—they waved at me, and MAN—they laughed at me! It was a joke, yes, a great joke for **them**, and for **me** a few minutes of the most intense agony.

In a half-dazed condition I picked up the speed of my train. That beautiful day had gone for me. There was no more pleasure in the clear, sweet rush of air, and all the joy I took in a good job well done was gone. That vivid picture of the mangled, bloody bodies of the women and children was still impressed indelibly on my mind. We pulled into the terminal, late of course, and I washed up and went home. But there was no place in my heart for my kiddies that evening. One day in my life had been wantonly killed by a thoughtless motorist. I really believe that had I stopped my train, left my engine and gone back to that man, that in my rage I would have strangled him to death, and I believe would later have been exonerated, for even death is too light a punishment for this class of fools, who endanger the life of women and children."

"I have never told this story before. Maybe you can remember it and tell it to a newspaper man who will put it in the newspapers. Maybe some of those automobile jokers never thought of our feelings and maybe some of them will remember us the next time they approach a crossing."

When he finished his story I told the engineer that I would try to get his story where it would be read by automobile drivers and I told him that I did not believe that there were many of them who tried this kind of a joke; he interrupted me—"Say now, mister, don't you ever think any such thing, because exactly what I have told you is happening to locomotive engineers all over the country every day of the year."

When No. 518 came along and I was settled comfortably I made notes of this man's story so that I could write it for you. Let us hope it doesn't apply to many and that those to whom it does apply will remember this story.

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Kendall and Waterport Motorists will be glad to know that progress is being made toward improving the highway Morton to Kendall to Waterport.



209 Livingston Bldg.

#### ABOUT AUGUST THE FIRST

# COUCHMAN CLOTHING COMPANY

will open a new clothing store at 135 MAIN STREET EAST specializing in Gents' Clothes, and featuring Louis Holtz & Sons' popular line.

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Rochester - Made Clothes for Rochester Men

Watch for the "opening day" announcement

#### Nordyke & Marmon Company

The myth that motor cars are going to employ airplane engines, or even airplane hybrids, is being tracked to its lair of vain imagination. There is very little of airplane engine design that can be adapted to the motor car engine, say the candid engineers of the motor car industry. Among the notable discussions of this subject was that by Howard C. Marmon, Vice-president of the Nordyke & Marmon Company. His experience as Lieutenant-Colonel in the aircraft service as chief of experimental engineering at McCook field and his study of airplane engines during two overseas trips to the fighting fronts gave him a sure knowledge of the subject.



CHARLES EDWARDS

He makes it plain that the demands upon the two engines differ radically. The carburetor problems are diametrically opposed. The airplane demands flexibility through a range of but 30 degrees, while the motor car engine must fire evenly through speeds covering 90 per cent of the speed range of the engine; in short, the greatest possible flexibility.

The motor car engine must be as quiet as possible, while this factor is never considered in the airplane. Ability to deliver full power through its small speed range without undue vibration is all that is required in the airplane motor. The automobile power plant, on the contrary, must furnish full power at all speeds without any vibration at all.

A hypothetical replica of an airplane engine made small enough for motor car use will be much heavier per horse power than the original airplane motor. Its cylinder walls must continue of the same dimension, as must the crankcase walls, etc. Ignition, spark plugs, carburetor, etc., and many similar parts will be of the same weight. Installed in the car this airplane hybrid replica will have to add a flywheel, a clutch, starting and lighting system and a tire pump. It will then weigh perhaps two-thirds as much as the usual motor car engine.

Trials of this hypothetical hybrid airplaneauto engine would prove it could not be used in city traffic or in heavy pulling over poor roads at low speeds without a new carburetor and a new intake system.

The real improvement which will result from our engine knowledge will be apparent in the service the car gives rather than in any radical change in design.

## **ALLEY'S INN**

ON LAKE KEUKA

Located on the west shore, four miles south of Penn Yan, N. Y.—follow the Trolley to Alley's Inn. Especially noted for its home comforts, cleanliness and delicious home cooking. Extensive shaded lawn; wide verandas; all outside rooms.

#### Special Attention to Automobilists

Our Sunday dinners are especially fine. Our accommodations for week-end parties and by the week or month are the best. Special Fish and Chicken Dinners to order on short notice.

Fine fishing, boating and bathing; Garage, also ample space for parking cars.

## ALLEY'S INN

Bell Phone 195-F 3. PENN YAN. Please Make Reservations

#### Address Given Before Engineering Society

Editor: The following is the address given by County Engineer J. Y. McClintock at a meeting of the Rochester Engineering Society,
held in Rochester June 13th, 1919.

Rochester is growing and has grown so rapidly that it requires an effort on our part to comprehend the problems to be met in the immediate future.

MOTORIST

X

She has a seacoast on the north with a beautiful harbor on deep water connected with the ocean and upper lakes by means of the Canadian canals and with the Barge Canal by Oswego, also a beautiful harbor on the south on the Barge Canal, the great artery of commerce which promises to be as important in the future development of New York State as the original Erie Canal was in the olden times.

Her railroad connections are nearly as well developed with seven lines of tracks east and west of the New York Central System, in addition to the B. R. & P. Railroad north and south from Pittsburgh to Rochester and across Lake Ontario by its railroad ferry connecting with the Canadian system of highways and

railways, as well as the important connection with the Pennsylvania system and Lehigh Valley, also the Erie, so that we might well consider its transportation system complete except for the disturbance in transportation and other features due to the development and growth of self-propelled motor vehicles which at the moment is furnishing problems that will test the engineering skill as well as the financial ability of the age.

It has become obvious to observing men that the transportation requirements of the day require the development of not only the water routes and the railroad routes but also the highways, and we cannot remain idle because of the manner in which the highway system of the country is being developed. We are threatened with a condition of being side-tracked notwithstanding all of our other advantages. The Rochester Automobile Club and

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## "PEERLESS"

-THE TWO-POWER RANGE-

## EIGHT

We also have the famous

## Haynes and Chevrolet

(Associative Dealers with A. H. Boyce)

#### ROCHESTER-HAYNES Inc.

**76 NORTH STREET** 

the Board of Supervisors of Monroe County have seen this possibility and the necessity of action, and since the beginning of this year have attempted to secure the construction of a great trunk-line highway from the east to the west through the city of Rochester.

This project was endorsed by the adoption of the Dobson bill at the last Legislature, which provided for the establishment of a commission to lay out and report on such trunk line, and giving it the name of "Roosevelt Road." That bill was vetoed by Governor Smith so that there is no hope for its being laid out by the state authorities this year. Accordingly, the Board of Supervisors of Monroe County at their meeting on June 3rd, adopted a resolution endorsing a resolution adopted by the Rochester Automobile Club expressing the opinion that in view of all the conditions there should be introduced as early as possible in the present session of the Federal congress, a bill providing for the laving out and construction of a National military road from Montauk Point through the City of New York, up the Hudson

River, along the Barge Canal and New York Central Railroad, through the City of Rochester to the Pennsylvania line, a distance of about 650 miles, and authorizing a committee consisting of the Chairman of the Good Roads Committee, the County Attorney and the County Superintendent of Highways to go to Washington and confer with representatives from New York State in Congress and others to devise a plan under which such road can be secured.

In order to call your attention to the bigness of this problem, I have brought for distribution to those interested, copies of the Rochester Motorist, a magazine published by the Rochester Automobile Club, containing a map showing United States and the provinces, upon which are simply shown in heavy black lines, two great trunk lines of highways across the continent, both passing through Monroe County. One is called The Victory International Highway extending from Halifax, Nova Scotia, through New Brunswick, Maine, New Hampshire, Vermont, New York State,

# Hundreds of Rochester motorists are using BENGAS

They are using Bengas because they get more miles per gallon and because Bengas reduces costly carbon troubles to the minimum.

# TRY BENGAS

25 cents per Gallon

We know what Bengas will do, therefore we know your verdict in advance.

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#### ROCHESTER RAILWAY & LIGHT COMPANY

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along the shore of Lake Ontario, through Duluth to Portland, Oregon, constituting possibly the longest highway that can be laid out upon the American continent.

Another black line shows the Roosevelt Road extending from Montauk Point through New York City, up the Hudson, along the Barge Canal, through Rochester, Buffalo, Cleveland, Toledo and Chicago to the Twin Cities of the Northwest, and at a point just west of Cleveland connecting with the line called the Roosevelt National Highway extending southerly into Kentucky and thence following west what has been known as the Midland Trail to Los Angeles and San Francisco. There is also one more heavy black line extending from Pittsburgh to Rochester. The map is merely entitled "Federal Highways and Rochester, N. Y." and is an effort to place in your minds the great problem in its simplest form.

The committee as named, are planning to leave for Washington on Sunday morning.

We must remember that our leading citizen, Mr. George Eastman, deliberately states that the Eastman Kodak Company with its tremendous business and far-reaching influence which is not only local but world wide, is in its infancy and promises enlargement almost beyond dreams. This, together with other facts, warrant us in believing that not only will Rochester outgrow its boundaries in the near future but Monroe County, itself, will outgrow its boundaries. It will require broad treatment to provide the Rochester standard of comfortable homes for the vast population which in the near future promises to be concentrated there. In this line, we note that lately there has been a revival of interest in what has been known as the Finger Lake Region of New York State. A strong organization has been made for the purpose of education the public anew to the beauties of this region which is in a manner tributary to Rochester, because the unsurpassed water supply of Rochester is taken from Hemlock and

#### IMPORTANT SALE OF

# TIRES

# REMEMBER

We do NOT sell seconds. These tires are all standard, but are only shopworn or have slight surface blemishes which do NOT interfere with their long-wearing qualities. NO WAR TAX.

#### Just a few of the following Non-Skid sizes:

Size	Our price	Our other well-known makes	Size	Our	Our other well-known makes	Size	Our	Our other well-known makes
28x3	\$ 8.95		33x4	\$18.95	\$14.26	35x41/2	\$26.95	\$20.52
30x3	8.95	6.72	34x4	19.95	14.69	36x41/6	27.95	20.95
30x31/2		8.54	35x4	21.95	15.05	33x5	29.95	
32x3½		10.15	36x4	20.45		36x5	34.95	24.62
34x3½			32x41/	22.95				
31x4	16.95	13.59	33x41/	23.95		37x5	35.95	25.49
32x4	17.95	13.61	34x41/	24.95	19.66	35x5	33.95	

# TIMES SQUARE AUTO SUPPLY CO.

World's Largest Accessory House

121-123 East Ave., ROCHESTER, N. Y.

Canadice Lakes, two of the beautiful series of the Finger Lakes. Here again, the Rochester Automobile Club has shown its farsightedness in publishing in its magazine, copies of which I have here for those interested, an address delivered by myself, entitled "Monroe County and the Finger Lakes," and a map showing in simple form a proposed highway from Honeoye Falls through Lima, along the east side of Hemlock Lake to Springwater and north along the east side Canadice Lake, thence to Honeoye Falls and West Bloomfield and returning to Honeoye Falls. It is believed this may be secured by the united and friendly action of the City of Rochester, County of Monroe, State of New York and Federal Government.

Believing in the truth of the old saw "All things come to him who waits," we are waiting, but not quietly, and propose to do our level best to secure these things not only for our own benefit but for the benefit of those coming after us.

#### Memoranda Regarding Closing of Webster Road

Contractors have started work on Float Bridge, and for that reason the road is closed to traffic. The detour provided for traffic coming from Webster is across the Track Road, Creek Road and then into Rochester on the Dugway; or south from Webster along the Fairport-Nine Mile Point Road to Dugway Road and thence west into Rochester. Traffic from the north part of the town of Webster should take the Sea Breeze-Nine-Mile Point Road to Sea Breeze and thence by way of Rochester-Ridge-Sea Breeze Road to the city. Traffic leaving Rochester from East Main or East Avenue section should go out East Avenue across the Penfield Dugway through Penfield to the Fairport Nine Mile Point Road, thence north to Webster; or leaving from the north of the city, follow the Rochester-Ridge-Sea Breeze Road to Sea Breeze, thence along the Sea Breeze-Nine Mile Point Road in Webster.

The road will probably be closed during July and August.

Willys

OVERLAND-ROCHESTER CO. 26 South Union Street

When you purchase an Overland Car, you secure besides an automobile that is perfect mechanically, the assurance of prompt, courteous and interested service, as long as you are an owner.

OVERLAND-ROCHESTER CO. 26 South Union Street





Polarine keeps compression tight under high engine heat and heavy pressure—assures maximum power at every stroke. Protects camshaft bearings and valvetiming mechanism from wear, working with the precise instant control. Keeps oil, fuel and repair bills small. you see the red, white and blue So-CO-ny Sign.

Polarine Gear Oil for your transmission and differential gears saves wear and keeps gears quiet.

accuracy that gives an engineits full range of power under For sale by garages and dealers everywhere—wherever

STANDARD OIL COMPANY OF NEW YORK Buffalo Boston Albany Principal Offices: New York

# Orphans Outing to be Held August 6th

Among the numerous questions asked at the Auto Club is the annual one: WHEN ARE WE GOING TO HAVE THE OUTING FOR THE KIDDIES? Chairman William Bausch of the Orphans Outing Committee sent out a call for his "Big Four" committee and in response to the call Charlier Rauber, Simon Stein, Charlie Brown, and Bill Riley reported. There is another member of this committee, Henry G. Strong, who is in California but is expected back for the big celebration.

It was decided to again hold the big family reunion at Ontario Beach Park August 6th; there will be the lunches for the kiddies, the mammoth parade along Main Street and on to the beach, the review by the Mayor, the landing at the park and then the real outing for the children. Everything has been ordered and many of the things are in the hands of A. H. Neisner, chairman of the committee on supplies.

Following out the usual custom the notices will be sent out and members may return the postal saying they will give their cars; a large number will be needed for this one big day of the year. Just remember the date and don't wait to be asked to give the use of your car.

# Hugo Orders 1920 Auto Plates

Chris Grant— one of the busy men in the Secretary of State's office at Albany has notified the Club that the order has been placed for the new 1920 Auto plates. In letting the order Mr. Hugo has employed his usual good wisdom so that there will be no falling down in the deliveries. Next year's automobile plates, says Mr. Grant, will be a combination of light pea-green and black, the background being of green and the numerals of black, with the hyphenated effect, originated by Mr. Hugo, retained.

Mr. Hugo has just let the contract for next year's plates to two well-known manufacturing concerns, the contract being split in order that there may be no falling down in the delivery of plates, owing to the size of the contract. The contract itself calls for the delivery of approximately 600,000 sets of plates in the fall for Mr. Hugo estimates there will be that number of cars in this State before the end of 1920.

The plate is similar to the ones that have been in use in this State for the past few years, although next year will see some slight changes in order to prevent fraudulent duplication on the part of unscrupulous motorists.

Before deciding upon a color combination Mr. Hugo got in touch with the automobile bureaus in neighboring states in order that there might not be any similarity in the color combinations for next year. The plate which Mr. Hugo has adopted is one which will add to the attractiveness of a car and at the same time the numerals will stand forth in a most prominent way.

#### 3500-Plus

Charles F. Buelte—chairman of the Membership Committee—says that he will give a prize to the member who can guess the day, or guess closest to the day, that the total membership of the Auto Club of Rochester will go over the FOUR THOUSAND mark. It is now 3500—plus; send your guesses today.

For the convenience of the modern gypsy

#### THE MOTORIST

we are opening on

**JUNE 30th** 

for the length of the summer season

The Lakeside Imm Geneva, New York

# No More Wooden Indians

Charles F. Buelte, Sales Manager for Strong Motors, Inc., while making a dash for somewhere, was blocked the other afternoon and dragged backed into his office for an interview on the used car situation. But there wasn't a chance of holding him inside; so I followed him out to the street, jumped into his Chandler beside him and we were off.

"You remember the old cigar store and the Wooden Indian, don't you?" was the way Charlie started out, and, nodding, I shoved my pipe back into my pocket, getting all set for a real smoke,—but was fooled. "I mean the store in which, if you happened to be a chance visitor, you had no idea of what you were getting for your money. You would give the

bird behind the counter a quarter, and unless you were a personal friend, you walked out with a dime and a Zeppelin-shaped cabbage."

I was beginning to wonder if Buelte had heard me right, and thought I had said "used cigars" instead of "used cars," but I didn't interrupt. I was too contented and was about ready to believe that there really was something in that advertising stuff, "It rides like a dream."

"About ten years or so ago," continued Charlie, "there was a great massacre thruout the country. All the Wooden Indians were burned and buried—and all the traditions went with them—the dingy shop, the dusty shelves, the musty case and the Steve Brodie. The United Cigar Stores sprang in their place."

# MOHAWK Qualify TIRES



# Why We Believe in Mohawk Tires

Did you ever stop to think what relation your satisfaction in the products we sell has to our success?

It's easy enough to understand, when you think of it. If we give you better products for your money, naturally you come to us again and we are mutually benefited.

That is exactly the basis upon which we recommend Mohawk tires.

Mohawk Fabrics Are The Best In Their Class

# SCANLON AUTO SUPPLIES, Inc.

Sole Distributors

260-264 EAST AVE.

Cor. Pitkin Street



POWER, speed, low cost—that's what this truck means in any business, on any farm—

certain delivery, saving, profit. Every feature is a tried and tested success. Oldsmobile-Torbensen Internal Gear Drive Goodyear 35 x 5 Cord Tires front and rear

Electric starting and lighting. Four-cylinder, valve-in-head motor. Deep channel section frame. (653 M

With handsome, express body, \$1350; with steel cab and sills, \$1295 Chassis complete with cowl. instrument board, fenders, windshield, no seat, \$1250 (f. o. b. Lansing)

G. W. HENNER 980-1000 Main Street Eas

"What the ——" I asked. "Are you trying to sell me some United Cigar Store Stock?" But I didn't say it aloud, just to myself. A ride like that one didn't come every day and I wasn't going to wake the Strong Motors Sales Captain out of his trance.

We were in the country now and the Chandler took up a little more speed. I wondered if Buelte knew where he was going. We were headed for Canandaigua but Canandaigua went dry a year ago. He did not stop talking.

"Just so, the Wooden Indian has passed out of the used car business. A new era in the automobile industry has come. The dealer now fully realizes that satisfaction expressed by the used car buyer is his best advertisement. He also realizes that dissatisfaction spells ruin for his business. That is the very reason we are so particular about our used Chandlers. We thoroughly believe in the Chandler but we are not so conceited to believe that the Chandler is a motor car that never needs rebuilding and renewing. That is the very reason we devote

so much time and labor in rebuilding the Chandlers that are traded in toward the later models, in making them correct in every mechanical detail, and making them appear as well as they perform. We take a lot of pride in our renewed Chandlers and have won the confidence of the public.

"Every progressive automobile dealer in the country had adopted the same policy and he, too, has won the confidence of the public. That is one reason why there is such a demand for used cars this year. The other reason, naturally enough, is that enough new cars cannot be placed on the market to meet the demand. But the fact that the new methods employed in the used car business has changed the mental attitude from skepticism to belief cannot be disputed. The Wooden Indian with all its traditions has gone to the Happy Hunting Grounds."

I reached for my pipe again but Charlie stayed me with "Have a cigar." I took it, for I knew it wasn't a "Zeppelin-shaped cabbage."

# When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue

# Introducing Major Barry of the Selden

Timken May Magazine

Did you ever hear the story of the Imperious Millionaire and the Temperamental Chef? It doesn't make any difference whether you have or not; I'm going to tell it and take the consequences, whatever they (or it) may be. It isn't much of a story anyway, just a little illustration of a trait peculiarly human.

This millionaire was lodged, with his secretaries and assistant secretaries, at a very expensive hotel. Desiring a particular steak cooked in a particular way, he sent his Second Assistant Secretary direct to the Chef, giving specifications as to size, dimensions, heat treatment, forging, and assembling; delivered f. o. b. (for our breakfast), with accessories, and bill of lading attached.

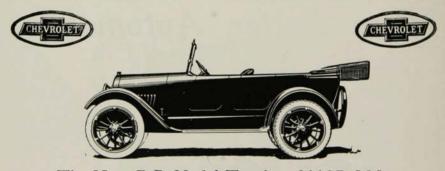
The Chef informed the S. A. S. that they had no such steak in stock, moreover, he wouldn't cook a steak in that manner, and, lastly, to get out of the kitchen or he would carve his initials on the Secretarial dome with a meat axe.

The Imperious Millionaire rushed down to the office, pounded the desk, and called for the proprietor. In ten minutes he was the owner of the Whole Works. He then asked the location of the nearest first-class meat market, and, proceeding thither, purchased the Choicest Cut in the place.

With the deed in one hand and the juicy tenderloin in the other, he marched into the kitchen, slammed the steak down on the meat block, and, shaking the papers under the Chef's nose, he said: "Now you blankety-blank son of a frogeater, cook my steak the way I ordered it, n'est ce pas, viola tout, pouf!"

I leave you to guess the point of the story and hasten to the interesting personality of Major William C. Barry, Vice-President and General Manager, Selden Motor Vehicle Company, which is the Manufacturing Division of the Selden Truck Sales Company, Rochester, New York.

Major Barry is a native of Rochester, born



The New F. B. Model Touring-\$1135 Flint, Mich.

The F. B. Model Sedan \$1685 F. O. B. Filnt, Mich.

Ready For Delivery Now

A. H. BOYCE
336 - 340 EAST AVENUE

R. D. BURCH Gen'l Manager

in the city on the Genesee when it was known as the "Flour City," and has lived to see his home-town grow to be one of the beautiful spots in America. When Minneapolis became the great milling center, Rochester simply changed the spelling and called herself the "Flower City."

One of the great industries was the Elwanger & Barry nurseries, founded by Major Barry's father. Belonging to a wealthy family, young Barry had the privilege of leisurely choosing his life work. He could succeed to the nursery business, follow a profession, chase foxes with the neighboring Genesee Valley Hunt Club, or do anything else that he liked.

He became interested in the horseless carriage idea, because it was something new and promised a great future. His plan was to launch right into manufacturing, so he proceeded to build a machine which he called the Covert Car—and immediately struck a snag.

In those days the Selden patents on the internal combustion engine had the industry tightly tied. Every manufacturer using this type of engine was compelled to get a license from the owners of the patents. For some reason the company would not issue a license to young Barry and the Covert Car never reached production.

Mr. Barry was slightly peeved, but not discouraged. More than ever now he determined to get into the game, and as the Selden Company seemed to have all the cards it might be a good idea to climb in at the window where he couldn't get in at the door.

He applied for a job—any old job that happened to be vacant—with the company that had scorned him. Perhaps it was because they were surprised that a scion of wealth wanted to do real work, or perhaps their conscience hurt anyway, he was given a chance as city salesman for the Vehicle Company.

It wasn't long until he became advertising manager, then sales manager, and finally when the company was reorganized and the factory became the Manufacturing Division he landed right at the top.

Mr. Barry is a mild-mannered, considerate, equable, honest, and reasonable gentleman but he gets his steak cooked the way he wants it.

# 15 SCIO STREET JUST OFF EAST AVENUE

IS THE PLACE TO BUY A

# DODGE CAR

E. J. ELLIS & CO. Inc.

# Owner's Responsibility

It has been judicially determined by the courts of the State of New York that a person who invites another to ride in his private vehicle owes to the invited guest, although it be a gratuitous ride, a certain obligation. In the case of Padnote against Foote, decided by the Appellate Division of the Third Dept. November 13, 1912, Mr. Justice Houghton, writing the opinion, stated that counsel upon both sides claimed not to be able to find any reported decision defining this obligation, and that after considerable research the court had not been able to find any such decision, and states that a Connecticut case impressed the court as stating the true rule. In the Connecticut case a person invited to ride in a private vehicle of another is declared to be a licensee, and the duty of the person giving such invitation is stated to be the refraining from doing any negligent acts by which the danger of riding upon the conveyance is increased or a new danger created, and states that one who invites another to ride is not bound to furnish a sound vehicle or a safe horse, but, if he should have knowledge that the vehicle was unsafe for transportation, or the horse unsafe to drive, another element would arise, and he might be liable for recklessly inducing another to enter upon danger.

In the case of Padnote against Foote it appeared that the defendant invited the plaintiff to ride with bim in an open buggy drawn by one horse, driven by himself, and that the defendant drove at a reckless speed against the plaintiff's protest, and that a collision with another wagon, which threw the plaintiff violently to the ground, was the result of defendant's careless driving. A judgment for the plaintiff was rendered in a lower court, and upheld by the appellate division, because it appeared that the defendant did not use ordinary care not to increase the danger of riding with him.

This case was cited in Lowell vs. Williams, decided May 17, 1918, by the Appellate Divi-

# H. J. PELLETTE

# CLEANER

OF-

Rugs, Silk Tapestry and Automobile Upholstery

Velour, Velvet, Plush and Silk

DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

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BELL PHONE, MAIN 3465

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#### PRESCRIPTION SPECIALIST

WE specialize in prescriptions. prescription work is the object of our most careful inspection. Our prescription specialists, each an expert in his line, give their entire time to compounding. They have no other duties to distract their attention. Every prescription is checked twice before delivery. Our stock of rare and unusual remedies is complete. You cannot afford to go elsewhere or trust your safety in incompetent hands.

THE PAINE DRUG CO., Inc.

24 Main Street East, Rochester, N. Y.

sion, Second Dept. Mr. Justice Kelly, writing the opinion, states "that the owner of a vehicle inviting another to ride with him as a favor, nevertheless owes some duty to his guest, cannot be disputed. He cannot willfully injure him or expose him to unnecessary or unusual danger, nor can it be disputed that in such case the owner would be responsible for his own personal negligence in caring for his guest."

In the case of Lowell vs. Williams the owner of an automobile which was driven by owner's chauffeur invited a friend to ride with her, and the friend was injured in a collision caused by the negligent driving of the chauffeur. The owner of the car in this case was held liable, the negligence of the chauffeur being imputed to the owner of the car. This decision, however, was by a divided court, three being for affirmance of the judgment and two for reversal.

In a text book on automobiles edited by X. P. Huddy in 1916, the author states "Although a guest pays nothing for riding, he is nevertheless in the care and custody of the owner or driver of the machine, and is entitled to a reasonable degree of care for his safety. If the driver has negligently run into some obstacle on the highway, and thereby injured the guest, undoubtedly the owner and the driver would be liable to civil suit for damages. One who voluntarily accepts an invitation to ride as a guest in an automobile does not relinquish his right of protection from personal injury caused by carelessness, and it should be understood by owners of motor vehicles that they assume quite a serious responsibility when they invite others to ride with them, especially persons who by reason of weaknesses are subject to injury from slight causes." The author, however, cites no New York cases supporting his conception of the law.

In a case tried in the Supreme Court of Monroe County in June, 1919, Mr. Justice Sawyer, in charging the jury as to the duty which the owner of an automobile owes to an invited guest, stated substantially as follows: A person operating an automobile must use the degree of care which an ordinarily careful and prudent man would use under the same circumstances, and if he fails to exercise such care he will be liable for any injuries sustained by an invited guest in case of an accident, due

to the lack of such care. The owner of an automobile, however, is not an insurer of a gratuitous passenger, and is not bound to exercise that degree of care and caution which the law imposes upon a common carrier of passengers for hire.

Justice Sawyer, in his charging also stated that if an accident were caused by a defect in the mechanism of the machine, which defect was known or ought to have been known by the owner, then the owner would be liable for the injuries to his guest. If the owner had knowledge of a defective steering column or some other part of the car which would cause an ordinarily careful and prudent man to have the part repaired before driving and with such knowledge invited a person to ride with him, and if an accident were caused through the operation of this machine in such defective condition, the owner would be liable to his guest for the resultant damages.

A guest would not be able to recover against the owner of an automobile in case the guest

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32 Miles From Rochester

voluntarily accepted an invitation to ride in the machine when it was being driven by a person who the guest knew at the time was in an unfit condition to drive an automobile, by reason of intoxication or some other cause, nor where the guest knows the car is mechanically unfit for driving. If the guest should acquiesce in the negligence of the driver, as by continuing to ride at a very rapid and excessive rate of speed for a considerable distance without remonstrance, the guest might not recover, nor where the driver, at the guest's request, controls the machine in a certain way.

If you allow another to ride in your automobile, use that degree of care and caution, both as to the condition of your car and its operation, that an ordinarily careful and prudent driver would use under the same circumstances, otherwise you may be liable for the damage re-

sulting.

#### Construction of New Type of Road Between Mt. Morris and Geneseo

"This is one and one-half miles in length and consists of two strips of first class concrete with a center strip of bituminous macadam five feet in width," says Division Engineer Charles Edwards.

The idea of this type is that it does not require the closing of the highway during construction and results in a permanent road so strongly advocated by Commissioner Greene. The concrete is being made of crushed stone from LeRoy and sand from the Niagara River as no suitable materials are available in the vicinity of the work. The contract is held by R. W. S. Corporation of Syracuse and they are trying out a new machine. This consists of an endless belt about two feet in width which carries the material to the mixer. eliminates the use of wheel barrows and several laborers. The concrete has now been laid on the south side of the road between Creek bridge and trolley tracks and is being left to harden, which requires twenty days before opening to traffic. After the concrete has been laid it is kept moist and covered for a period of ten days to properly cure it.

This particular type is new in New York State and the results are awaited with considerable interest by the Engineering profession and others interested in highway construction.



# Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against

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Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

# G. W. HENNER

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ROCHESTER, N. Y.

# To Stop Automobile Thefts He Would Have All Sales of Cars Made Matters of Record

(From Times-Union, June 19th)

It is done every day. Some clever thief picks out a likely-looking car, makes a getaway, takes it to some barn, makes changes in its numbers stamped on engine, etc., and soon offers it for sale through a second-hand dealer in another city. Sometimes he makes the sale direct, and the "innocent purchaser" gets a bargain without inquiring too closely into the pedigree of the car.

Cars are stolen because they are saleable. Take away the opportunity of selling stolen cars and you will stop nine-tenths of the stealing.

If you own a vacant lot no one can steal it. You can go to Alaska or hunt out the wild man of Borneo with full assurance that if you leave or send funds for taxes your lot will still be yours when you return.

A building lot will stand without hitching for years, while an auto can't be trusted under lock and key for an hour. Why?

Title to real estate is a matter of record. No thief can claim ownership and make a sale, unless he finds a fool for a dupe, as did the New York rogue who was arrested on the charge of transferring a faked title to Grant's Tomb to an unsuspecting countryman.

Now, suppose that when you car left the factory, sold to a dealer, a title deed was made out describing the car, and one copy was filed in the office of the county clerk in the county of sale, while the other was given to the dealer, to be transferred to you and in turn recorded by you. Legislation requiring such recording of titles to automobiles would add to the work of lawyers and title guarantee and search companies, but it would pretty effectually put an end to the work of automobile thieves, don't you agree? When such a law is made effective a successful automobile thief would need to add to his expert mechanical equipment the ability of a forger of documents and counterfeiter of official seals.

No, the universal recording of titles and

transfers of motor cars would not entirely prevent crookedness in such transfers any more than it has in land transfers; but it would make such a theft and crooked transfer such a rarity as to give its occurrence and discovery a doublehead mention in telegraph news.

#### Federal Highway Commission Bill

On June 3rd, 1919, the Townsend bill was introduced in the Senate at Washington; this is the measure to establish a Federal highway Commission to take charge of the building of the national highways and the spending of over six hundred millions of dollars for highway construction. The Auto Club is on record at Washington favoring this bill and when said commission gets into its work it will mean the beginning of the construction of trunk line routes connecting Rochester with Cleveland and Chicago and such points as Philadelphia, Harrisburg, and the like, with improved highways.

#### Road Signs Being Posted

Since early May, the road sign car of the Auto Club has been out daily carrying road direction and warning signs which are being placed along the highways to guide the motorists. Every year the Club does this great work for the benefit of all the motorists; this work alone is well worth the cooperation of all motor car owners and it has to be done year after year. Rochester and vicinity is being thoroughly posted and by the end of July it will be the best posted section of the State of New York.

DO YOU KNOW that you can get a delicious chicken dinner any time of the day and every day in the week at

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#### Liberty Fuel Expected on Market Soon

Special Motor and Airplane Product Developed by U. S. During War

Chicago, July 1.—Liberty fuel, the special motor and airplane product developed by the Government for its war trucks and planes and regarding which conflicting reports came from Washington early in the winter, is to be put on the market in large quantities within a short time, according to Major Zimmerman, formerly in the service and who was instrumental in its development. Major Zimmerman made this statement in enlarging upon his theory that one of the greatest developments of the future in the automotive field would be the chemical treatment of fuels to increase their volatility and reduce the heat losses through cooling and exhaust.

The announcement of the marketing of

Liberty fuel came in a discussion of a paper on "The Design of Intake Manifolds for the Present Heavy Fuels" by F. C. Mock, engineer of Stromberg Motor Devices Co., presented to the June meeting of the Midwest Section, Society of Automotive Engineers, last night. In answer to question as to conflicting reports of the value of Liberty fuel, Major Zimmerman said that road tests covering thousands of miles were made and that no undesirable features were shown. There was no corrosion due to its use, and in some instances the mileage per gallon was doubled as compared with gasoline. The confusion in the minds of the public with reference to the fuel, it was stated, was due on the one hand to the necessity of camouflaging not only the results, but test samples of the fuel itself, and also to certain jealousies which came up as between different Governmental departments.

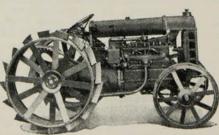
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# Michigan to Regulate All Drivers

# New Law Requires That Applicant Demonstrate Ability to Operate Car

Lansing, Mich., July 1. Michigan motor Auto clubs scored a distinct triumph when Governor Albert E. Sleeper signed the James license bill. As a result there has been written on the law books of this state a statute which gets right at the fellow who disregards the rights and lives of others. It provides for the registration of every driver in the state. The secretary of state is paid the nominal fee of 50 cents to cover the cost of registration. Once a driver is registered his license is permanent unless he runs afoul of the law.

#### Drastic but Just

The James law is a drastic one, but nevertheless it is just. During its passage through the House and Senate it met considerable opposition and even after it had been approved by both lawmaking bodies, the situation reached the point where the governor was considering placing his official veto on the bill.

The law provides that every applicant for a license must give his name, postoffice address and place of residence. Applicant must state whether he has any physical defects which might affect the operation of a motor car and whether the applicant has been convicted of violating state motor car laws.

The application is forwarded to the secretary of state, but before that it must be approved by the chief of police of the city in which the applicant resides or, if applicant resides in the country, it must be endorsed by the sheriff or one of his deputies. Police chiefs and deputies must personally examine each applicant either by an oral examination or a practical demonstration to ascertain such person's ability to properly operate a motor vehicle and the examination also must include questions touching upon the applicant's knowledge of the motor vehicle laws of the state.

When the applicant demonstrates to the satisfaction of the examiner that he is qualified to operate a motor vehicle, the examiner must approve the application and it is then filed with the secretary of state. No license must be issued without the approval of the local examiner, provided, however, that the applicant may appeal to the secretary of state from the decree of any local examiner.

#### What License Must State

The secretary of state is required to assign a distinguishing number to each license. Each license must state name, age, place of residence, postoffice address, address of licensee, number assigned to him or her, brief description of the licensee for identification and such other facts as the secretary of state may determine.

The license card under the requirements of the James Bill, will resemble a passport issued by the federal department of state and should the Michigan department carry out the Federal idea, each card will bear a miniature photograph of the license holder. Such licenses must be carried at all times when a person is operating a machine on the public highway and must be presented upon demand by any officer of the law.

Within sixty days after the act takes effect the secretary of state must furnish every sheriff and police chief with a complete and accurate list of all licenses issued, with the names of the licensees, their addresses and numbers assigned to each. Non-residents are not required to obtain these licenses during the period they are permitted to operate under Michigan laws, and it does not apply to regularly licensed chauffers.

Authority is given the secretary of state to suspend, for not more than one year, the license issued to any person convicted of reckless driving, of driving while intoxicated or having caused injury to any person or damage to any property and who leaves the scene of accident without leaving his name and address.

After a hearing the secretary of state may order delivered to him the license of any person when it is established that the holder by reason of physical or mental defects is an improper person to operate a motor vehicle and the license shall not be returned except upon petition of the holder and following an investigation which satisfies the secretary of state that the person in question is capable of operating a car.

Provision is made that no license may be suspended by the secretary of state except after a hearing and, where the licensee is a resident of a city, except upon written complaint of the chief of police, approved by the mayor. Where the licensee is the resident of a village or township the complaint must be signed by the sheriff or his deputies and approved by the supervisor of the township.

#### Violation a Misdemeanor

Any person operating a motor vehicle without the required license is deemed guilty of a misdemeanor and upon conviction may be punished by a fine not exceeding \$100 or by imprisonment in the county jail not to exceed three months or by both fine and imprisonment in the discretion of the court.

Secretary of State Vaughan, who has charge of the administration of the law, is wondering where he will get sufficient clerical assistance to put it into operation. The budget bill limits his department to 100 clerks, and it is conservatively estimated that forty additional clerks and stenographers will be required in the state department to successfully administer the proposed law.

There are now approximately 300,000 licensed cars in Michigan and it is estimated that aside from the regular chauffeurs on an average three drivers' licenses are issued for every car. Next year this will mean approximately 1,000,000 licenses.

#### Highway Commissioner Favors Permanent Roads

Both in the public address delivered before the Auto Club and in the public press, State Highway Commissioner Frederick Stewart Greene has gone on record as in favor of more permanent highways; this means that he will build concrete highways that will stand the heavy traffic and eliminate the water-bound macadam, especially on the trunk line routes. The Auto Club Good Roads Committee has continually advocated something better than the water-bound macadam and at a recent meeting passed a resolution commending Commissioner Greene for his stand.



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\$100.00 payable to any person who detects a thief stealing or attempting to steal YOUR CAR when it is guarded by a---

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CALL THE POLICE—The thief cannot get away. The point of the THEFT-SIGNAL leaves a hole in the road with each turn of the wheel—a distinct trail leading to the capture of the thief.

YOU CANNOT MAKE A MISTAKE—The car owner always removes THEFT-SIGNAL with his special key, his sure identification. Earn the \$100 Reward by having all others arrested.

See the Security Auto-Theft-Signal at the Automobile Club Rooms, or phone Main 6187-W and we will be glad to call on you personally

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#### Cadillac Decorated for Heroic Service

#### Battle Scarred and Faithful Motor Car Returns Home

Three service stripes and a wound chevron decorate the famous Cadillac, the U. S. 1126, whose trail of glory extends through every fighting area made famous by the 5th Marines.

From Chateau Thierry to Soissons, and from St. Mihiel to the Champagne front, this faithful car performed an almost human duty in its transportation of officers from one scene of battle to another.

Thirty-seven pieces of German shrapnel struck this car during the intense fighting near Bouresches at Chateau Thierry, and today this Cadillac stands in Philadelphia, on recruiting duty, exhibiting her scars, and giving vivid testimony of all the famous 5th Marines endured and accomplished.

The car went into Germany with the Army of Occupation, and was there decorated by its admiring comrades—men who had seen her meeting every obstacle, and serving them unfalteringly. Three gold service chevrons were painted on the cowl to the left of the driver, and one to the right.

The U. S. 1126 is a touring car and was the first automobile to be landed with the American Forces in France. The 5th Regiment of Marines changed commanding officers three times, and the car was used successively by the three commanders of the regiment, Brigadier-Generals Charles A. Doyen, W. C. Neville, and Logan Feland.

Menat the Philadelphia recruiting station have asked permission to inscribe on its sides the famous motto of the Marine Corps, "Ever Faithful."

#### Mirrors on All Motor Trucks

Every motor truck, omnibus and all commercial vehicles of one ton capacity or more operating on the highways outside of cities of the first and second class shall be equipped with a mirror or other reflecting device so adjusted that the operator of such truck shall have a clear and full view of the road and conditions of traffic behind the truck—thus reads the new Booth law which is now in operation in New York State. All owners of such vehicles should get the mirrors on at once.



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The measure of a car's merit is the general eagerness to own it. In that respect the Cadillac is surely fortunate in its following. Never, perhaps, in history, has any product been so greatly desired.

That eagerness is tempered by a willingness to wait for Cadillac delivery, that constitutes the highest sort of tribute.

People appreciate that even large production cannot always insure immediate ownership in the face of a preference so universal.

Be Careful!

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is out for

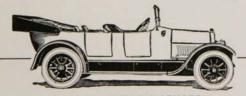
the Summer

Many are placing their orders for delivery months hence, content in the thought that they will eventually acquire a Cadillac. It is not too much to say that no one questions Cadillac greatness, now—not even those who are not yet of the family of Cadillac ownership.

In the light of its splendid record in France, the car has assumed almost heroic proportions.

The one thought of the Cadillac Company is to keep alive, by transcendent merit, the eagerness to own the car, which exists, the world over, today.

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**AUGUST** 

1919

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OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER



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Property Damage - 9.00	11.00	12.50	14.00
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A Discount of 8% is allowed for the elimination of business and professional uses, and 20% when automobile is operated by the owner exclusively for private and pleasure purposes.

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	Pr	Price per Hundred of Amount Required										
	CLASS A List Price \$3,500 and Up	CLASS B List Price \$2,500 to \$3,499	CLASS C List Price \$1,800 to \$2,499	CLASS D List Price \$600 to \$1,799	CLASS E List Price \$599 and Unde							
Pleasure Gasoline and Steam	\$1.25	\$1.65	\$2.15	\$4.25	\$6.25							
Commercial—Gasoline and Steam	1.10	1.15	1.30	1.50	1.75							
Electric-Pleasure and Commercial	1.10	1.10	1.10	1.10	1.10							
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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N.Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

August, 1919

No. 6

# Wants One Hundred Millions

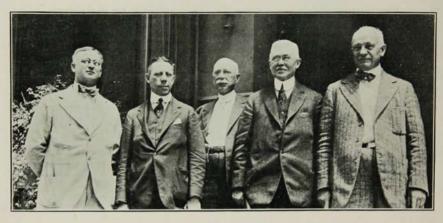
Automobile Club of Rochester Urges Huge Sum for Highways

Good roads are an asset for the state of New York; the more good roads the better—but we must have permanent good roads that will not need to be repaired and oiled each year. To-day we build one mile of macadam highway for about \$22,000 and during the next three years will spend \$22,000 more for oiling and repairs.

Why not build one mile of permanent road costing \$40,000 which will last five times as long as the macadam and will not be closed each summer for oiling and repairs?

This is the problem confronting the state of New York to-day and the solution is another bond issue for one hundred million dollars for permanent roads.

# Co-Workers With Chairman William Bausch of the Orphans Outing Committee



-Photo by Stone, Herald Photographer

Left to right—CHARLES S. RAUBER, Marshal; SIMON STEIN, PRESIDENT C. D. VANZANDT, WILLIAM S. RILEY, TREASURER CHARLES J. BROWN.

Among the numerous big organizations in the City of Rochester, or perhaps it might be called a big corporation, is that which has been christened by the public as the Bausch-Rauber-Stein & Company, a branch of the Automobile Club of Rochester and incorporated several years ago with but one object in view, namely that of spending time and money in planning for several months each year to put a vast amount of sunshine and happiness into the lives of the little orphans of the City of Rochester. Each year a whole day is set aside when the orphans of the city are taken out for an automobile ride and for a jolly time at Ontario Beach Park, and all, including the parade, lunches, sports and good things at the park are planned by the aforesaid corporation of bighearted men.

William Bausch, chairman of the orphan's outing committee of the Automobile Club of Rochester announces that the 1919 orphans' outing will take place at Ontario Beach Park on Tuesday, August 5. It is planned to start the parade at eleven o'clock and to have five or six hundred automobiles in line, carrying the twelve hundred children.

The parade as usual will be four abreast from Culver Road, East Avenue to Main Street, then swinging west on Main Street to Plymouth Avenue, thence via Allen Street to Church Street and State Street to Ontario Beach Park. Many of the children are looking forward to the moment when they will enter the park and catch a flying glimpse of his Honor, Mayor Hiram H. Edgerton, who always has a happy smile for the children and who is expected to occupy his usual observation point at the park this year.

Charles S. Rauber is the grand marhsal of the orphans' parade and says that everything will be planned in detail so that when the automobiles enter the park, Larry Sexton and his assistants will be there to give the little ones popcorn and peanuts, and it is also planned to have the New York State Troopers in charge of the parking space so that the cars will be lined up convenient for the children to find them when they are ready for home.

General Manager E. H. Vaughn, who is the man who furnishes the motive power to keep everything going at the park, is looking forward to the reception of the little children on August 5. He says that everything will be free and even the government will eliminate the war tax, so that the Rochester kiddies may have a merry time for four or five hours, taking in the merry-go-round, the lisp-the-lisp, the merry widow chaser and numerous other attractions.

At a recent meeting of the orphans' outing committee at the automobile club headquarters it was thought to somewhat change the arrangements for the lunches for the children. Simon Stein a member of the corporation, voted that the women be invited to pack the lunches for the kiddies in various colored boxes and that the same be neatly tied in preparation for distributing them to the children at the park. Mr. Stein volunteered to assist the women in cutting the bread and making sandwiches, but according to Charles S. Rauber the entire committee and other members of the club will be present on that evening to assist in packing the boxes.

While it has been customary for the automobile club, through its orphans' outing committee, to take care of the necessary expense in promoting this outing, last year the committee was obliged to allow others to make small donations so that all would feel that they were doing something toward entertaining the children, and this arrangement will be in force this year. On July 10 the committee mailed a notice to all members of the club, giving them the opportunity to send in a check toward expenses and also to fill out a card giving the use of their automobile on that date. The outing will cost about \$800 and six hundred automobiles will be needed to carry the children.

As customary and through the courtesy of Park Commissioner William S. Riley, the Park Band will furnish the music and the members of the band are already looking forward to this, the happiest day of the year for the children.

Charles J. Brown is a member of this corporation and will receive all donations in the way of checks and cash and distribute the same to the different committees, so that every-

Willys

OVERLAND-ROCHESTER CO. 28 South Union Street

When you purchase an Overland Car, you secure besides an automobile that is perfect mechanically, the assurance of prompt, courteous and interested service, as long as you are an owner.

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28 South Union Street



thing will be purchased and paid for before the day of the outing, and word has been received from Henry G. Strong that he will be back in Rochester and on the job on August 5. "Bill" Hibbard announces that the firm of Hibbard, Kalbfleisch & Palmer will not be able to take care of its patrons on August 5 for the firm will be interested only in the big parade and the outing. One of the happiest men on August 5, will be C. D. Van Zandt, president of the Automobile Club of Rochester, who has never missed an outing of the children, and will spend the entire day in endeavoring to make the little ones as happy as possible.

#### Good Money Thrown Away

In the list of fakers and the like, a new one is being sprung on the wiseacres of the sparsely settled districts. First you get an appointment as a district representative or chairman; the community gets the promise of a memorial or scenic highway; then a request comes to donate or cover the palm of the organizer (who does not live in this section of the country). Good money is being thrown away every day but members of the Auto Club of Rochester are requested to take all such matters up with the Secretary and get the right inside information.

For the convenience of the modern gypsy

#### THE MOTORIST

we are opening on

JUNE 30th

for the length of the summer season

The Lakeside Inn

GENEVA, NEW YORK

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#### Our Customers Come Back, But the Tires Don't

We have sold a large number of Mohawk tires. And today we believe that we can show a record that few tire sales companies can.

Here's the record--eighty-five per cent of the people to whom we have sold Mohawk tires have become permanent Mohawk users.

The reason is plain. It has simply been a case of satisfaction.

Mohawk Fabrics Are The Best In Their Class

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# To Build New Bridge on State Highway

Automobile Club of Rochester Recommends to Public Service Commission That New Bridge Be Built East of Victor—Two Dangerous Curves to Be Eliminated—Project Expensive but Necessary for Public Safety.

Among the numerous duties of the Club is that of bringing about such improvements along the public highways so that the property and lives of motorists will be fully protected. Along many of the routes improved throughout the State of New York, there are dangerous bridges and bad curves, but the Automobile Club is aiming to eliminate as many bad curves on the highways in this section of the state as can possibly be done and also to have new bridges replace the old structures which are worn out and unsuitable for the present day automobile and motor truck traffic. This is especially true of the two bridges and two bad curves at the east end of Victor on the trunk line route, running from Rochester to Syracuse.

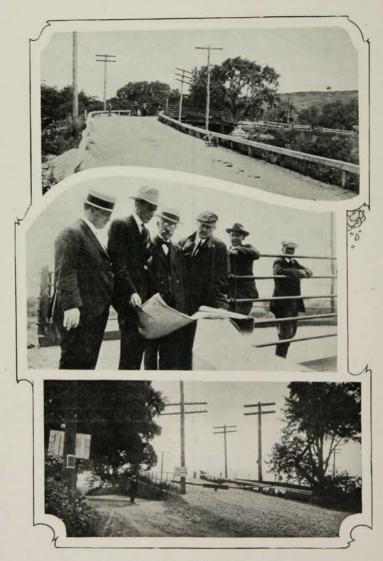
#### Petition to Public Service Commission

Recently the Club through its good roads committee, prepared a petition and presented it to the Public Service Commission, asking that the commission investigate conditions on the trunk line route going east and urge them to make arrangements whereby the two bad curves at the east end of Victor and the old bridges will be eliminated by straightening the road and constructing one large bridge. Not only Rochester motorists and automobile owners throughout the state go over this highway and pass over these bridges, but on an average of 25,000 motorists a year drive from Rochester over this route, passing over these bridges, and because of this tremendous traffic there is a very urgent need for a new bridge at this point and in line with the policy of the highway builders, the road should be straightened, thus eliminating two very dangerous curves. This petition of the Club has been forwarded to Public Service Commissioner John A. Barhite, asking that the commission go over the sketch presented and also the data filed. The Club goes further and asks for a hearing sometime in the near future so that all people interested may appear before the commissioner.

#### Inspection on July 6th.

Knowing the interest of all motorists in improving conditions which are now so dangerous at the crossing of the Lehigh Valley Railroad on the road from Rochester to Albany and New York, just east of Victor, the secretary of the Club, after consultation with the Club's consulting engineer, J. Y. McClintock, and Charles Edwards, division engineer of the State Highway Department, it was decided that an official inspection be made of the dangerous curves and two bridges at Victor. After looking over the ground thoroughly and discussing different ways in which the work could be done advantageously, it was agreed by the Inspectors that a sketch lay-out map should be made in accordance with the plan agreed upon. This sketch lay-out map is drawn on the scale of 50 feet to an inch and the long black line extends from the end of the macadam east of Victor and just west of the approach to the first bridge at a small angle, cutting across the Lehigh Valley tracks, to a point just east of the first bridge, thence over the creek and connecting with the state highway on the east side of the second bridge. This plan as shown in the sketch would eliminate two very dangerous curves and one bridge.

In carrying out the plans of the inspectors, it is proposed that a bridge be built across the Lehigh and that the state highway on the east side be straightened out, eliminating the dangerous curves and having the bridge on a direct line with the highway on the east side. This diagram is drawn merely to show the plan as suggested by the Automobile Club of Rochester and presented to the Public Service Commission so that if the plan meets with approval, a survey can be made followed by blue prints, which will be thoroughly accurate, and out-



Auto Club Pushing for New Bridge at Victor

lining not only the detail of the changes in the road but also the complete plan of the bridge, showing dimensions and estimated cost.

#### Engineer Edwards Approves Plan

Charles M. Edwards, division engineer of the seventh division, State Highway Department, was kind enough to assist the club, not only in inspecting the conditions at this point, but also in making recommendations and in a letter to the club he states that he approves of the plan as outlined. "Your suggestion for trying to eliminate the serious condition existing just east of Victor, where the main highway from Rochester to the east crosses the Lehigh Valley by an overhead bridge, should bear some fruit," said Mr. Edwards. "Your plan will eliminate the series of bad turns at the approaches to the bridge, but will necessitate a new and longer bridge crossing the railroad at an oblique angle, just west of the present location, and will also require a new bridge over the stream south of the railroad." It is possible to put in an overhead bridge with a not too great expense, on account of the formation at this point where the railroad runs through a rock cut, thus eliminating a great amount of embankment for the approaches. After receiving the approval of Mr. Edwards on this project the club feels that the Highway Department will co-operate not only with the club but with the Public Service Commission, to bring about greater safety on this heavily traveled trunk line.

Because of the activities of the Automobile Club in highway improvements along the county and state highways, it has been found necessary to have considerable expert engineering advice on these matters and President C. D. Van Zandt sometime ago, was fortunate in obtaining the assistance and co-operation in this respect of County Engineer J. Y. McClintock, a man of recognized ability and many years' experience in such work. Mr. McClintock is the consulting engineer for such work of the Automobile Club of Rochester, and like all big men of the country is a dollar a year man.

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Manufactured by HENRY FORD & SON, Inc., Dearborn, Mich.

# and Improved Farm Machinery Show

OLIVER PLOWS

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LEAN DISC,
SPRING TOOTH
and
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HARROWS



American Seed Co. GRAIN DRILLS

> D. R. D. MANURE SPREADERS, LUMP CRUSHERS, ETC.

These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

# THOS. J. NORTHWAY'S

New York State Distributor

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giving his advice and assistance freely to bring about these improvements for the good of the general public.

Consulting Engineer McClintock attended the official investigation of conditions at the Victor bridge and strongly recommends the plans as outlined in this sketch lay-out map. "There have been in the past," says Mr. Mc-Clintock, "a number of serious accidents at this point, and it seems that the general sentiment of the public would be with you in your efforts to make this highway from Rochester to Syracuse a safe road to travel inasmuch as this road is traveled by all automobile owners in this vicinity, and is the main trunk line leading easterly from the City of Rochester." Mr. McClintock further offered to appear before the Public Service Commission and urge the elimination of the dangerous curves and the construction of the two new bridges, and to go into details with the Commission on the proposed plan.

#### Co-operation Will Bring New Bridge.

Secretary Donohue says that this is a huge project, this building of a new bridge and elimination of the two curves at Victor, but with the co-operation of the State Highway Department the Ontario County highway officials, it is safe to say that the entire matter will be properly brought before the Public Service Commission at a hearing in the near future, and it is expected that after the commission holds the hearing and carefully goes into the entire project, that the petition of the Automobile Club of Rochester will be granted and steps taken to bring about the desired improvement.

When the inspectors visited the bridge they were joined by A. S. Hinman, County Assistant Engineer of Ontario County, who seemed pleased with the proposed plan of the Club, and who thought that Ontario County would desire such an improvement.

> Call for your Road Map. It is ready.

# H. J. PELLETTE

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Velour, Velvet, Plush and Silk DRY CLEANED

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# ALLEY'S INN

Located on the west shore, four miles south of Penn Yan, N. Y .follow the Trolley to Alley's Inn. Especially noted for its home comforts, cleanliness and delicious home cooking. Extensive shaded lawn; wide verandas; all outside rooms.

#### Special Attention to Automobilists

Our Sunday dinners are especially Our accommodations for week-end parties and by the week or month are the best. Special Fish and Chicken Dinners to order on short notice.

Fine fishing, boating and bathing: Garage, also ample space for parking cars.

#### ALLEY'S KEUKA PARK, N. Y.

PENN YAN. Please Make Reservations



Hon. William W. Hibbard, President of Rochester Exposition, to be held September 1 to 6 at Exposition Park. Mr. Hibbard is a former President of the Automobile Club.

# Rochester Victory Exposition

Every motorist in Rochester and the surrounding territory should have a personal and positive interest in the Rochester Victory Exposition of 1919, which opens on Sept. 1st and closes on the 6th. Not because it directly appeals to land and aerial motordom, but because it reaches out into educational, amusement and uplift fields and taps new veins of thought and study.

To members of the Automobile Club of Rochester in particular, the Victory Exposition will have a manifold interest. One of the former presidents of the club, Hon. W. W. Hibbard, is president of the Exposition. Several members of the Board of Directors are members of the Club. The Club itself will have a booth at the Exposition.

A touchstone to every motorist is the fact that there will be an automobile show at the Exposition, showing some of the new 1920 models of cars. What motorist doesn't want to see the newest design in autos? There also, will be trucks, auto tractors and trailer cars, in addition to the pleasure vehicles.

Within the last decade of years the automobile has challenged the horse in the mobile world and has almost crowded Dobbin off the road. At the Exposition, Dobbin challenges the auto and is in a fair way to crowd it off the center of the stage. Exposition's Horse Show is a national equine show. Its fame has spread from coast to coast and bay to gulf. Wonderful specimens of horses from noted stables in a dozen states and Canada will compete for \$15,000 in prizes. It is not an exaggeration to state that the supremacy of the Rochester Horse show is acknowledged everywhere. A proof of this is evidenced in the fact that all of the 120 boxes were sold weeks in advance at \$50 for the season. For several years the Horse Show has been the big magnet at the Exposition attracting the society aristocrats of the East.

Taking up another great feature of the Exposition—aerial motordom; and it's coming to that soon. A flying circus has been engaged by Secretary Edgar F. Edwards to supply the real tingling thrill of the Exposition. Three of the Curtiss stars of aviation will perform feats such as are seen on the big aviation fields. Everything which was done during the war in Europe by the birdmen will be reproduced here. There will be aerial combats, dashing charges in battle formation, aerobatic stunts, Immelmann turns, tailspins, nose dives, upside-down flying and looping. Anyone wishing to feel, not see, the thrill, may go up with the aviators at rates fixed by the Exposition. The famous JN-4D machines will be used, the same type as used in training 95 per cent. of American and Canadian fliers.

But the Auto show, the Horse show and the Flying Circus are only three of scores of exhibits. To those that seek amusement, there is Signor Joseph Ferrari's Giant Midway, comprising more than twenty-five different shows and introducing the newest mechanical devices. For twenty-five years Ferrari has sought to reach the apex of Midway heights and has succeeded. His reputation is international.

One of the innovations of last year, the Pagant, produced by Florence Colebrook Wetmore, proved one of the most attractive and popular. This year it will surpass in every way that of last year. Massed band concerts will "soothe the savage soul" of many a tired spectator.

More than 200 booths have been set aside for Industrial exhibits and Rochester manufacturers and merchants will challenge in competition. A feature of this will be the "Better Homes Exposition", the purpose of which is to raise the standard of taste in furnishing and decorating the home. The Mechanics Institute will have an exhibit of its finished products. The Safety Council of the Chamber of Commerce will show how to avoid accidents.

New York State will have its fish exhibit, bigger and more varied than last year, when it, also, as an innovation, proved a magnet for young and old.

Besides this the State College of Agriculture, State College of Forestry, State Health Board and other state bodies will have exhibits.

Uncle Sam, himself, will have a hand in the "big pie," too. A collection of war materials and relics of many battlefields will be shown. This collection will be exhibited at only a few places in the country and Rochester is fortunate in being able to get it. Eastman Kodak Company will show its remarkable display of aeronautical cameras, including the "gun camera," which was shown at New York recently.

By and large, the Exposition will be a city in itself. It will have a telegraph and telephone office, a postoffice, a police station, a fire station and a squad of firemen. It will have a dental dispensary exhibit and a dentist to "vank" a tooth if it aches; it will have a house to live in, furniture to recline on, a typewriter to make notes of your impressions on, and a booth for the Automobile Club of Rochester to "rest up" in and allow Secretary George Donohue to sign you up as a member. You will be able to get anything you want at the Exposition, except the nectar of John Balrevcorn, but there will be the finest exhibit of the latest and newest fangled "substitutes" ever shown anywhere since the U. S. went "dry."

# Use Your Emergency Brake AUGUST 6-10

When you motor thru

#### BERGEN. N. Y.

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#### STOP AT THE BIG BROWN TENT

to hear -

HAWKINS, THE ANIMAL MAN SPEAKER W. I. NOLAN of Minnesota

LITTLE PLAY HOUSE COMPANY

The Best There Is

#### COMMUNITY CHAUTAUOUA

Season Ticket Two dollars and twenty cents Forty and sixty-five cents

GRENADIERS BAND

Single Admissions

KAFFIR SINGING BOYS



# \$100.00 REWARD

Bond Held by Rochester Automobile Club

\$100.00 payable to any person who detects a thief stealing or attempting to steal YOUR CAR when it is guarded by a ---

# SECURITY AUTO THEFT SIGNAL

LOOK FOR IT-A strong metal shackle locked around right front

LISTEN FOR THE BUMP-The racket made by THEFT-SIGNAL striking the road is sure proof that the car is stolen.

CALL THE POLICE-The thief cannot get away. the THEFT-SIGNAL leaves a hole in the road with each turn of the wheel-a distinct trail leading to the capture of the thief.

YOU CANNOT MAKE A MISTAKE-The car owner always removes THEFT-SIGNAL with his special key, his sure identification. Earn the \$100 Reward by having all others arrested.

See the Security Auto-Theft-Signal at the Automobile Club Rooms, or phone Main 6187-W and we will be glad to call on you personally

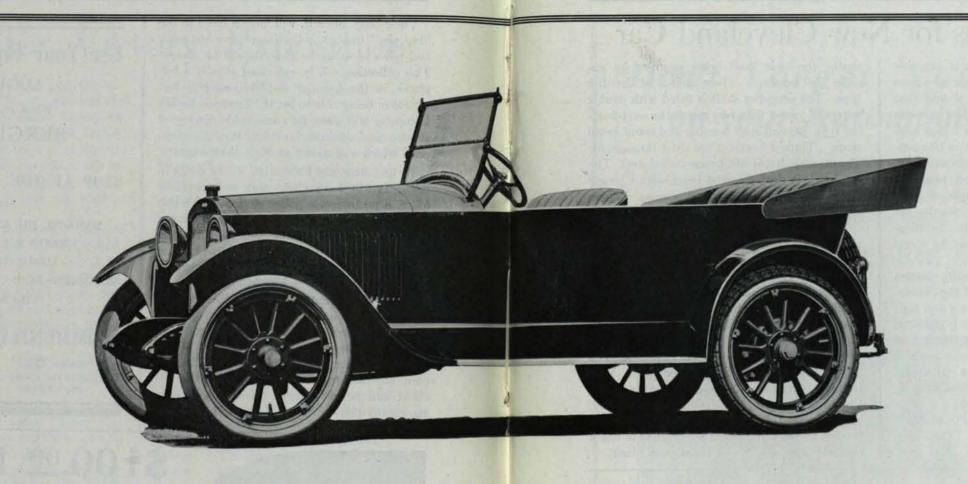
NO CAR HAS EVER BEEN STOLEN WHEN PROTECTED BY THIS SYSTEM

R. R. ASPINWALL, Distributor

PHONE---MAIN 6187-W

209 LIVINGSTON BUILDING

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## THE

## **CLEVELAND**

A MOTOR CAR FROM WHICH THE VEIL IS NOW LIFTED TO THE GREAT DELIGHT OF ALL MOTORDOM

## SIX

F. O. B. CLEVELAND \$1385

TO BE ON DISPLAY IN THE CLEVELAND SALES ROOM AT 223 EAST AVENUE

## Specifications for New Cleveland Car

The new "Cleveland Six" which is arousing so much admiring interest has specifications that make the knowing motorist wonder that the cost is not more than \$1385. The motor is a six-cylinder valve-in-head type, a 3-inch bore and 4½ in. stroke, six cylinder cast en bloc separate from crank case, detachable cylinder head. The valve mechanism is completely enclosed. It has a three bearing crank shaft of large diameter. The cam shaft and accessories are driven by adjustable silent chain. Lubrication by gear pump positively driven by spiral gear from crank shaft.

It has a Stromberg Carburetor, fed by vacuum tank from 15 gallon tank at rear of the chassis. The ignition system is the distributor and high tension coil. The Bosch Magneto is optional at an extra cost of \$45.00. The Gray and Davis two unit system is used for starting and lighting. The motor is cooled by a centrifugal pump, cellular radiator and adjustable self-oiling belt-driven fan.

The transmission is of the Unit Power Plant construction with center control. There are three speeds and reverse, nickel steel gear shafts, the main shaft being mounted on annular ball bearings. The clutch is of the disc type. The propeller shaft is fitted with double universal joints. The rear axle is the semi-floating type, pressed steel housing and spiral bevel gears. Timken bearings are used throughout. The drive shafts are of Chrome nickel steel. The front axle is drop forged I beam with Chrome nickel steel spindles and steering arms. There are Timken Bearings in the wheels.

The springs are semi-elliptic front and rear with bronze bushed eyes. The rear springs are underslung. The steering gear is of the worm and sector type—irreversible—fitted with 18-inch walnut wheel. The wheels are woodartillery type. The rims are Firestone—straight side—demountable. The tires are 32 x 4, non-skid rear.

The wheel base of the car is 112 inches. The top is the one-man type, fitted with door-opening curtains. The body is finished in a Cleveland Blue, upholstered in hand buffed, bright-finished, long-grain leather. The hood, fenders and running board are finished in black enamel. The wheels and chassis are black.

# 15 SCIO STREET JUST OFF EAST AVENUE

IS THE PLACE TO BUY A

## DODGE CAR

E. J. ELLIS & CO. Inc.

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## Don't Forget Your Kodak on your Automobile Trips

The snap shots you take on these trips will remind you next winter of the good times you had.

But for expert Developing and Printing, leave your Roll at any of

## **CAR-HART SERVICE STATIONS**

Where my delivery car Collects and Delivers daily



This Ford Delivery Car was Painted by Edw. Rabe

## "RABE'S"

## Complete Auto Repair Works

**STONE 1755** 

97-103 MANHATTAN STREET

**CHASE 3152** 

17

## Automobile Club Going Along Strong

"It is the purpose of the Automobile Club of Rochester," says President C. D. VanZandt, "to carry on every activity that is for the benefit of the owner and user of an automobile, and indeed I might say that the Club does a great deal of work that never comes to the attention of the entire membership. And while there are twenty thousand motorists in this county, I in dollars and cents, for we have come into cities and towns within a radius of 75 miles of Rochester and brought about many miles of improved highways.

"For three months the Automobile Club has had a car on the road with two men, putting up danger and direction signs, and several thousand have been placed in position not only



Charles F. Buelte-the Member hip Booster-3650 Paid Members July 20-Best Ever and Still Going Up

firmly believe that if all of them knew what the Club is doing, they would all become affiliated at once.

"Our legislative work is of the utmost importance and the results obtained save much money to the motor car owner. The road sign work costs several thousand dollars each year and our good roads work cannot be estimated along the trunk line routes, but also on automobile routes. We took care of all legislative matter in co-operation with the New York State Motor Federation and we believe we saved much money for the motor car owners. Now we are in the touring period and furnish valuable road information and directions to motorists.

"Of course we do not aim to do everything for non-members for it is just like walking into a barber ship and asking for a free shave, for a motorist to call at the club and ask for two hours time of the office without being a member.

MOTORIST

"Our road improvement work has been quite extensive this year and we are working on several propositions at present and we know that all of them are going through. And we are assisting our members when they get into accidents or when their cars are stolen. All of this is bringing us more members, which shows that we are giving the utmost satisfaction to all.

"Briefly speaking, the Automobile Club of Rochester is an organization working for public improvements and specializing on making things better and safer for the motor car owner; and we look to the same car owners for their support. There is a large percentage who are willing to let the other fellow pay for this, but to date there are 3,650 who are paying the shot. The Auto Club is big and doing good work and we are thankful to the members for their generous support."

#### Kendall Branch of Club Successful

19

For two long years the Auto Club has been working to bring about improvement of the highway from Morton to Kendall and this year the Club has added a large mileage to its job; the desire now is to have the highway improved from Morton to Kendall and on to Waterport and Lyndonville. Recently the Highway Commissioner came out in favor of this road and the work will be started first by placing the mileage on the map and then getting out the plans and specifications. The Auto Club of Rochester is meeting with continued success in its efforts to show results in the northern section of Orleans County-while certain motorists of Medina-Albion have been trying to discredit the work of the Rochester Club, but results count.



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Run Your Weak Casings 'Til the Fabric Wears Clear Thru

### MAXOTIRES ARE RUBBER - TREADED INSIDE TIRES

Maxotires Give 1000 to 5000 Miles More of Safe Service to Each Tire

TRAVEL
IN
SAFETY
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OR
BLOWOUTS



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MAXOTIRE
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MAKES IT
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SAFE TIRE

They are not "Reliners." They do not reline the casing but encircle the tube entirely-holding the pressure within themselves--NOTE THE DIFFERENCE

For Full Particulars See Your Dealer or

NEW YORK STATE DISTRIBUTORS MAXOTIRE SALES CORP.

GRANITE BLDG.

X



TWO POWER RANGE

LOAFING - "8" - SPORTING

Crowded Street or Steepest Hill

The Two-Power-Range Eight with very small fuel consumption gives in its "loafing" range the smooth, steady power which makes driving on the crowded street comfortable and safe,—while in the "sporting" range the unfailing flow of increasing power levels all hills and makes the miles go by unheeded.

These special advantages are demonstrable.

HAYNES and CHEVROLET

(Associate with A. H. BOYCE)

ROADMASTER MOTORS, Inc.

(ROCHESTER-HAYNES)

76 NORTH STREET

# When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue



cost—that's what
this truck means in any
business, on any farm—

certain delivery, saving, profit.

Every feature is a tried and tested success.

channel sec

Oldsmobile-Torbensen Internal Gear Drive. Goodyear 35 x 5 Cord Tires front and rear.

Electric starting and lighting. Four-cylinder, valve-in-head motor. Deep channel section frame. (653 M)

With handsome, express body, \$1350; with steel cab and sills, \$1295 Chassis complete with cowl, instrument board, fenders, windshield, no seat, \$1250 (f. o. b. Lansing)

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## **GABEL**

has the knack and facilities for making an old car look like a new one and a new car look better. Special Bodies, Tops, Slip Covers and Equipment.

## The A. H. Gabel Co.

South Goodman and Monroe TELEPHONE STONE 2182

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\_\_\_TO A\_\_\_

#### PRESCRIPTION SPECIALIST

WE specialize in prescriptions. Our prescription work is the object of our most careful inspection. Our prescription specialists, each an expert in his line, give their entire time to compounding. They have no other duties to distract their attention. Every prescription is checked twice before delivery. Our stock of rare and unusual remedies is complete. You cannot afford to go elsewhere or trust your safety in incompetent hands.

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## Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

## G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.

MOTORIST 23

It happened back in the days before Prohibition. To Moses Cleaveland those were glorious days. One day late in the eighteenth century Moses, with a small band of surveyors and a goodly number of barrels of New England Rum broke away from little old Connecticut and soon struck a Creek called Conneaut which he followed for many a weary day. It was hard traveling for this leader and his party, but on one hot July afternoon after many days—or maybe weeks and months—of penetration thru dense wilderness and the likes they came upon a little trading post which pleased Moses mightily.

Now Moses was a shrewdfellow. He possessed wonderful foresight. So after refreshing himself with a quaff of New England Stock he mounted a large tree stump as was the custom of the day, and addressed his tired fellows who had gathered about him:

"Boys, in this place I see a great future. It promises to be one of the largest cities of the United States. It will be a wonderful manufacturing town. There is the Cuyahoga River flowing into the Lake called Erie. Transportation will be simple. Steel will be a great product. Why go on, boys? Shall we build our homes here? Am I to infer that the chorus of "You bet's" means "Yes?" Good!"

Moses poured out another goblet of stuff that faintly resembles our 2.75 but isn't that at all, and glancing towards the heavens he continued: "Now, boys, I don't want you to think that I am visionary, but some day people are going to travel faster than we traveled thru these woods and forests. In fact, horses are going to be too slow, but I am afraid that we are not going to live to see that day. However, maybe our children or grandchildren or great grandchildren will. But even if we shall not live to see those things that travel faster than horss, I would awfully like to have one of them named after me. Now Cleaveland is a good substantial name even if it does have a superfluous "a" in it. So, boys, if you don't mind, we will call this spot 'Cleveland.' And maybe I'll get my wish."

And the boys drank heartily to their leader and cheered lustily for the little trading post called Cleveland. Moses Cleaveland was right. Cleaveland—later abbreviated by the omission of the superfluous "a"—did become a great city, in fact the sixth largest city of the United States. What is more, Moses' wish has come true, for the veil has just been lifted from a motor car that is sure to captivate the motor world—the Cleveland Six. It is a motor car just as substantial and just as good as its name. It has established a new standard in the light six field, a motor car that would delight the farseeing Moses Cleaveland if he were still living—just as it has delighted motor car dealers and motor enthusiasts all over the country.

The much asked question "Will this motor car be sold in Rochester?" has been loudly and definitely answered in the affirmative. In fact it is now on display in the Cleveland Salesroom on East Avenue and since its appearance has been the object of large crowds of interested and pleased motor car owners and prospects.

#### NOW OPEN

The Pleasing and Inviting

## GLEN IRIS HOTEL

at LETCHWORTH PARK

All Macadam from Rochester

67 Miles

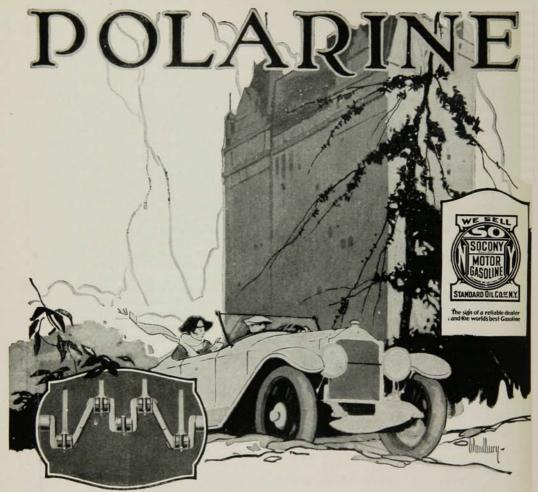
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A very pleasant place for a day's trip, or a few days vacation. Twenty-eight miles from Rochester, with a good macadam road twenty miles of the way, and the rest gravel.

Conesus Lake is 800 feet above the sea level; fine fishing is to be found here; black bass, perch and rock bass are plentiful. Boat livery in connection with the Inn.

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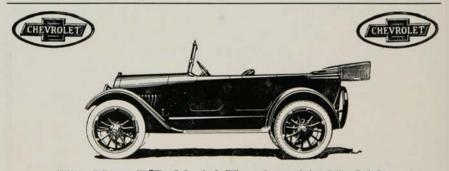
#### Just a few of the following Non-Skid sizes:

Size	Our price	Our other well-known makes	Size	Our	Our other well-known makes	Size	Our	Our other well-known makes
28x3	\$ 8.95		33x4	\$18.95	\$14.26	35x4½	\$26.95	\$20.52
30x3	8.95	6.72	34x4	19.95	14.69	36x41/9	27.95	20.95
30x31	2 11.95	8.54	35x4	21.95	15.05	33x5	29.95	
32x31	2 13.85	10.15	36x4	20.45		36x5	34.95	24.62
34x31	2 14.95		32x41/2	22.95				
31x4	16.95	13.59	33x41/2	23.95		37x5	35.95	25.49
32x4	17.95	13.61	34x41/2	24.95	19.66	35x5	33.95	

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The New F. B. Model Touring--\$1135 Flint, Mich.

The F. B. Model Sedan

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Advanced Engineering-Stabilized Design



WE do not believe that there exists another car so scientifically constructed that it has remained essentially unchanged for four years, and yet has been in greater demand each succeeding year. This is the record of the Marmon 34.



Pennant Awarded to Nordyke & Marmon Company, Nov. 1, 1918, for Oct. Competition. Permanently Awarded

136-inch wheelbase-1100 pounds lighter Greater gasoline and tire mileage

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THE Cadillac did not spring, fullfledged, into the possession of its beautiful readiness, and ease and reliability.

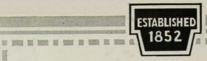
The qualities which distinguish the Cadillac-steadily and progressively developed by a skilled group of designers, engineers and craftsmen-have been seventeen years in the making.

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With the facilities and a readiness to aid you in the solution of any wartime problem that may confront your business-

Whose close touch with everyday industrial activities qualifies it to advise and safeguard The "Traders" Patron in his financial operations.

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CHESTER I. SMITH -		_											-				Asst. Cashier
GEORGE C. EICHELMAN							. 10									24.	Asst Cashier

EDWARD C. CHAPIN -

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#### DIRECTORS

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1919

SEPTEMBER

1919

OFFICIAL PUBLICATION

AUTOMOBILE CLUB OF ROCHESTER



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Property Damage - 9.00	11.00	12.50	14.00
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A Discount of 8% is allowed for the elimination of business and professional uses, and 20% when automobile is operated by the owner exclusively for private and pleasure purposes.

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	Price per Hundred of Amount Required								
	CLASS A List Price \$3,500 and Up	CLASS B List Price \$2,500 to \$3,499	CLASS C List Price \$1,800 to \$2,499	CLASS D List Price \$600 to \$1,799	CLASS E List Price \$599 and Under				
Pleasure Gasoline and Steam	\$1.25	\$1.65	\$2.15	\$4.25	\$6.25				
Commercial-Gasoline and Steam	1.10	1.15	1.30	1.50	1.75				
Electric Pleasure and Commercial	1.10	1.10	1.10	1.10	1.10				
	Lower	rates for eli	mination of	Valued Fire	and Theft				

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## Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N.Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

September, 1919

No. 7

## Orphan's Outing Very Successful

For a time it looked as though the Orphans' Outing, scheduled to be held Tuesday, August 5th, would have to be postponed because of rain and the night before the outing when fifty ladies were in the Banquet Hall of Powers Hotel, preparing the lunch boxes, Grand Marshall Charles Rauber seemed to be very nervous and predicted that the outing would



Chairman WILLIAM BAUSCH

have to be postponed because of rain, but he was assured by Billy Bausch that everything was all set and that orders were given for a bright day. Everything turned out well with the sun shining and the 1,094 orphans happy during the entire afternoon. It was a grand day and one that will be long remembered by the children.

In figuring out the expense the Orphans' Outing Committee reports that it cost about \$1000, for the decorations, toys, baloons, music, candy, cakes, orangeade, etc. This expense was covered by donations from the following members of the Automobile Club:

members of the Automobile Club:	
C. D. Van Zandt	.\$25.00
C. J. Brown	. 10.00
Wm. Bausch	
Chas. S. Rauber	. 50,00
Simon N. Stein	. 50.00
Hon. T. B. Dunn	.100.00
W. W. Hibbard	. 95.00
J. O'Callaghan	
Dr. J. M. Lee	. 5.00
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H. H. Freeland	. 10.00
Josiah Anstice	. 5.00
B. O'Reilly Sons	. 5.00
H. F. Remington	. 5.00
H. H. Bram	. 2.00
Kingman Robins	. 5.00
Geo. M. Wetmore	. 20.00
F. H. Clement	. 5.00
W. M. Leahy	5.00
Daniel Donahue	2.00
Henry A. Strong	
Simon L. Steefel	. 5.00
A. B. Eastwood	. 10.00
Fred K. Townsend	5.00
John A. Bush	. 2.00
Louis W. Wilson	. 10.00
K. W. Heye	
G. M. Crosby	3.00
Mary E. Myers.	
Milton Roblee	5.00

Thos. A. Whittle	\$ 5.00
G. W. Keyes	5.00
John H. Gregory	5.00
Dr. L. A. Whitney	10.00
Geo. C. Donahue	5.00
Charles Brady	10.00
Mrs. Bertha S. Weill	10.00
A. H. Lauterbach	1.00
Chas. M. Lane	5.00
Chas. D. Blackman	5.00
Max Russer	2.00
Andrew Weidman	5.00
Mrs. L. B. Fenn	5.00
W. G. Markham	5.00
Joe E. Swope	2.00
L. M. Weiner	5.00
A. E. Vogt	25.00
Lansing G. Wetmore	5.00
Laura W. Hawks.	10.00
Frank J. Smith	5.00
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Henry M. Stern	15.00
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L. W. Todd	10.00
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A. M. Blumensteil	1.00
Winifred J. Smith	1.00
Andrew C. Gleason	10.00
G. E. Buell	5.00
Geo. C. Schlegel	5.00
Wm. J. Erdle	10.00
Wm. V. Madden	5.00
Jos. F. Byrne	3.00
John A. Robertson	5.00
J. F. Eberle	5.00
	15.00
Mrs. Mary D. Mulligan	15.00

H. B. Graves	\$10.00
Albert E. May	10.00
Mrs. Lillie B. Oothout	3.00
C. H. Ocumpaugh	5.00
L. L. Button	5.00
I. Mannheimer.	2.00
W. H. Craig	5.00
Florus R. Baxter	5.00
G. W. Ballard	1.00
Rev. J. C. Krahmer	1.00
A. W. Barry	5.00
Francis J. Yawman	10.00
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L. A. Hall	5.00
Mrs. Margaret P. Gleason	10.00
Hobart H. Todd.	5.00
A. M. Lindsay	20.00
Clarence Wheeler	10.00
John E. Marshall	5.00

Among the donations the following gave cakes, candy, etc.

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Duffy-Powers Co.

Sibley, Lindsay & Curr Company

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Genesee Provision Company

Rochester Candy Co.

Pulver Gum Company

E. W. Edwards Company

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R. M. Myers Paper Company

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#### To the President and Members of the Automobile Club of Rochester

I wish to express the appreciation of the children for the splendid outing they enjoyed as your guests yesterday. I find it difficult to convey the approximate measure of their feeling on the subject, but you may be interested to know that they have already figured the exact number of days to the first Tuesday in August, 1920.

Adding my personal thanks to those of the Board of Trustees and the children, I remain

Very truly yours,

JEWISH ORPHAN HOME, Armand Wyle, Supt. MOTORIST 5

Accept the sincere thanks of the Sisters and children of St. Joseph's Orphan Asylum for the very pleasant time they have had at the autoouting through the kindness of the members of your Club.

The Auto-outing is a day of days for the children; a day of which the little ones speak months before and which is the topic of their childish conversations months after. It is a pleasure to hear them telling what they enjoyed most. Some will say one thing, others something else. Could you hear them you would be assured of their deep appreciation. Again, gentlemen, accept the heartfelt thanks of the Sisters and children of our Institution. That the Giver of all Good may reward you abuntantly for the kindness shown to His Little Ones, is the prayerful wish of

Sincerely yours
St. Joseph's Orphan Asylum,
Sister M. Raymonda, Superior.

Kindly express to the Rochester Automobile Club the sincere thanks of the Industrial School for the pleasant outing we enjoyed on Tuesday, August 5th. The children certainly enjoyed every amusement of the day and the sight of their pleasure must have rewarded all your trials and efforts in their behalf. We thank you. Sincerely yours,

Industrial School, Cora L. Hanna, Supt.

We thank you so much for your great kindness to our little children and for making them so happy. It is the greatest treat of their lives. They never cease talking about the outing from one year to another. It is so kind of the dear friends in the Club to give these little colored children such a wonderful time. It is such a treat to ride in the automobiles and everyone makes them so welcome they say that they forget they are black. You will never know how happy you make us all.

Thank you for your great kindness and we shall continue to pray that the blessings of God will ever rest on you dear kind people.

Very greatfully yours,
Dorsey Home,
Mr. and Mrs. Dorsey.



Mr. Simon Stein, Charles Rauber, and William Bausch entertaining some of the little guests

## Henry G. Strong

No man's death has been more keenly and locally felt than the death of Henry G. Strong whose very active life came to an end on August 13th after a short illness at St. Vincent's Hospital in Los Angeles, California. In his short life of forty-six years Harry Strong, as he was known in his large circle of friends, did far more than the average man of a much longer life could do in the promotion of the activities of the Rochester Automobile Club, in the betterment of roads, in the advancement of motoring

conditions, and in the raising of the standards of the automobile trade of Roch-

ester.

Mr. Strong was one of the founders of the Automobile Club of Rochester and its third President. As a man of ideas and ideals he was a builder, and the growth of the club was one of his paramount desires. Even while confined to his bed with Influenza during the Club Membership Campaign a few months ago, Harry Strong obtained more than his share by the use of the telephone. His ingenuity never failed him. It was at this same time that he offered a cash prize

to the automobile salesman that obtained the most members. Whenever the club was in need of cars it never hesitated in calling on Mr. Strong who was always willing and glad to supply the need.

In the Rochester Auto Trades Association he has been a director and member of the show committee practically every year. Here again his originality was employed in making the show popular and lifting it to the success that it has attained.

In his own organization, Strong Motors, Inc., of which he was the President, Mr. Strong was loved and respected. To his employees he was known as Father Strong. They took their troubles and problems to Father Strong and no matter how busy he might be, he always had time to advise and help. Early this year he adopted the profit sharing system for his employees. He was the pioneer in closing his automobile salesrooms and service station for a half-holiday Saturday afternoons, his example being quickly followed by the other similar concerns of Rochester.

As a motor car dealer he was admired and respected by his competitors. It was less than

a month ago that the Harry Strong Company was formed to sell the new Cleveland Six with Mr. Strong as its President, a separate organization from Strong Motors, Inc. which handles the Chandler. His business was extensive, a direct result of his own remarkable personality and high standards employed in business dealings.

Henry Griffin Strong was the son of the late Henry Alvah Strong, whose death occurred July 26, 1919. He was born in Rochester in July, 1876. His early education was obtained in the local city schools. He spent two years in study at the

University of Rochester and completed his college education at Yale where he was graduated with the degree of bachelor of science. His early business connections were with the Eastman Kodak Company. In 1909 the Strong-Crittenden Company was formed, an automobile concern with showrooms on Clinton Avenue South. At. Mr. Crittenden's retirement from the business Strong Motors, Inc. was organized with Mr. Strong as its President.

Mr. Strong was a recent director of the Chandler Motor Car Company. He was also interested in the Cleveland Automobile Company which is producing the Cleveland Six.



He leaves his wife, Mrs. Marion Geil Strong, and two sons, Alvah Griffin and Pritchard Hopkins Strong.

Mr. Strong was a member of the Psi Upsilon Fraternity, the Masonic Fraternity, the Country Club of Rochester, Oak Hill Country Club, Genesee Valley Club, the Rochester Club, the Automobile Club of Rochester, the Rochester Ad Club as well as many other organizations of other cities.

Henry Strong has often been described as a man's man. It is true. A shrewd business man. a wise counsel, a trustworthy friend, congenial and popular-in short, a man's man has left us in the death of Henry G. Strong.

Don't forget the Exposition Sept. 1 to 6.

#### Aviation Division

At a meeting held on Thursday, August 14th, in the interest of aviation, it was decided to appoint a committee to formulate plans for an Aviation Division of the Club. Mr. McInernev discussed the future of aviation and Mr. Van Zandt offered the full co-operation of the Club and its officers in the forming of this branch. Mr. Frank J. Smith was chosen as Chairman of the Committee and those to work under him were Esten A. Fletcher, J. J. McInernev, Barnev Cane, Ted Yates, Major Kelly, Kenneth Likly, Richard Harris, Sam Rosenbloom, Robert McPhail, Charles F. Buelte.

At this meeting a Committee was also appointed to take care of the Army Aviators while in Rochester. This Committee will also act as a Reception Committee to all future aviators landing in Rochester, and plans are being completed so that gas and oil can be

secured when necessary.

## MOHAWK Quality TIRES



## Here's a Test That Proves the **Ouality of Mohawk Tires**

There are a large number of car owners right here in this vicinity who have been using Mohawk tires for years. They know what Mohawk tires mean in the way of real service—better mileage lower long run cost.

Put Mohawk tires to the test. Ask one of these men to chadge from Mohawk tires to another make. Get his answer.

Mohawk Fabrics Are The Best In Their Class

#### SCANLON AUTO SUPPLIES, Inc.

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260-264 EAST AVE.

Cor. Pitkin Street

## "Rochester's Victory Exposition"

"Rochester's Victory Exposition." That is the way the annual festival at the City's beautiful Exposition Park the first week in September is to be designated. Inasmuch as the Exposition is to reflect the victories of peace as well as to show some of the trophies that marked the victories of war, the event will thus be most appropriately named.

The victories of peace will be most largely represented by the great industrial exhibits, many of which have played an important part in establishing the commercial supremacy of America, and which later played an important part in the winning of the war. Among them will be the Bausch & Lomb Optical Co., which made many of the marvelous scientific instruments used on land and sea, and the Eastman Kodak Company with its aeronautical cameras.

"The industrial buildings will be filled with good live exhibits, President William Hibbard is quoted as saying: "There are positive signs that this year's Exposition will be an overwhelming success and we extend a cordial invitation to everyone in western New York to be present. The Exposition is designed as the great Fall Festival for the whole of this section of the State. There will be something of interest to every man, woman and child, old and young."

The Exposition is to be notable by reason of the large number of public, civic, educational and philanthropic organizations which are to have exhibits. Besides the big display by the U. S. Government, several departments of the State Government will have displays, among which will be the Department of Health and the Division of Agriculture and the Conservation Commission. Among other State Institutions which will be represented at the Exposition, will be the College of Forestry of the Syracuse University, Cornell Agricultural College and the Geneva Experimental Station.

Governor Albert E. Smith has accepted an invitation to be a guest of the management on Wednesday, September 3. This will be the Governor's first official visit in the western end of the State since his election last November. He will speak from the bandstand probably in the late afternoon.

Tuesday has been designated as Victory Day. The day is set aside in honor of the soldiers, sailors and marines who served in the great war. All ex-service men in uniform will be admitted for half price and they will have the privilege of bringing a lady at the same price. Victory Day will also be a great day for the children, as all under fourteen years will be admitted free if accompanied by an adult.

Chairman Norman Van Voorhis of the Horse Show Committee announces that his exhibition will be the greatest ever staged at Exposition Park. There will be more exhibitors, more horses, and more entries than ever before. The greatest stables in United States and Canada will be seen in competition for \$15,000 in cash prizes and gold and silver trophies. There will be judging every afternoon before the grand stand and most likely Saturday morning also.

Rochester's new dog club is also to put on its first annual exhibition at this year's Exposition. Several well known citizens have organized this club and are hoping to make the dog show as great in its particular sphere as the horse show. It is expected that more than 400 dogs will be benched.

The great free attraction of the Exposition is to be the "Curtiss Flying Circus." There well known pilots of the Curtiss Company have been engaged to give two daily war stunt flights. When they are not thus engaged in electrifying the thousands of espectators, they will be available for passenger flights.

Things are moving down Lyons way just now, there is a reason though—our secretary is spending his vacation forming the Wayne County Automobile Club.

## Palisades Park Drive Now Open

An Interesting Tour Through New York State's Great Playground

Motorists, generally, will be interested in today's announcement that the 25-mile drive from Tuxedo, N. Y., to Bear Mountain, passing through the Harriman section of the Palisades Interstate Park, has just been re-opened for motor traffic. The road was closed for a few week's while being re-surfaced, and now offers an ideal one-day motor trip from New York to Bear Mountain via Hackensack, Paterson, Suffern, Tuxedo and the park drive.

In addition to being a fine motor highway, motorists will find some points of special interest after leaving Tuxedo and entering the park. There are seven lakes on the park drive, some wholly artificial and others artificially enlarged.

At Lake Stahahe, which is the first lake one passes after leaving Tuxedo, over 1,100 children are in the camps of the Commission. These children come from the crowded districts of the city and live in rustic pavilions with open fireplaces built especially for them. Although Bear Mountain Inn is seventeen miles from Lake Stahahe, most of the children are fed from Bear Mountain Inn by means of heat-retaining receptacles filled with food transported by motor over the park drive. Over 1,500 meals a day are served this way in the camps.

Cedar Lake, the largest of the park lakes, is 300 acres in extent and sets over 1,100 feet above tide-water. It is a remarkable piece of engineering ingenuity and scenic beauty.

After leaving Tuxedo, at the Kanohwauke Chain of Lakes nearly 1,500 Boy Scouts are in the camps of the Commission. These camps are operated by the Boy Scouts of America and the boys live in primitive style with sanitary and food arrangements calculated to develop the boy physically. In addition an educational program is conducted.

Along the park drive there are over 2,000,000

"The Truck of Proved Units"

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Fine Arts Building Chestnut and Elm Sts.

ROCHESTER, N. Y.



pine trees which have been planted by the Commission in its program of reforestration. The motorist passes alluring brooks, where fish invite the sportsman. At the terminus of the drive is Bear Mountain Inn, operated by the Commission, where food is sold as an accommodation to the public. There are free tennis courts, baseball diamonds, running track and free row boats at this center. The Palisades Park represents an investment of nearly \$8,000,000. Nearly a million people annually come to this end of the park by the river boats.

A remarkable scenic view is to be had on the road to Bear Mountain Inn. This is known as the Doodletown Valley. There rise above this valley an outline of the Dunderberg Mountain, the Timp and other ranges which form an unusual setting for a district in such close proximity to New York. The hills in this region are Swiss-like in their beauty, and the park has more than once been referred to as the Switzerland of the East. The grades on the park drive are easy to negotiate, and one rolls

over the mountain and through the valleys on the beautiful winding road which was built with the view to its scenic value.

At Bear Mountain there is ample opportunity for auto parties to rest in shady pavilions, to have lunch and to partake generally of the facilities which are being developed to make this the most popular and populous park in the world.

The park is administered by an unpaid Commission appointed by the Governors of New York and New Jersey, respectively. The President of the New York Commission is George W. Perkins who, from its inception, has been at the head of this organization not only as President but also as executive director.

Turn in a member and help make it "4000."

## FORDSON TRACTOR

Manufactured by HENRY FORD & SON, Inc., Dearborn, Mich.

## and Improved Farm Machinery Show

OLIVER PLOWS

Roderick
LEAN DISC,
SPRING TOOTH
and
SPIKE TOOTH
HARROWS



American Seed Co. GRAIN DRILLS

D. R. D. MANURE SPREADERS, LUMP CRUSHERS, ETC.

These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

### THOS. J. NORTHWAY'S

New York State Distributor

100 Exchange Street

MOTORIST 11

## On the "4000" Drive

Early in August, Charles F. Buelte, Chairman of the Membership Committee of the Automobile Club of Rochester, invited the live wires to meet him at Club Headquarters. About fifty were present, and following the membership talk by John J. McInerny Chairman Buelte organized the "4000 Drive."

During the month of August the membership was increased from 3,700 to 3,800, and it is expected that the following members of the



DR O M OTTMAN Big Membership Booster

Drive will report at least 200 members more during the first two weeks of September so as to bring the Club membership up to the 4000 mark.

#### Members of the 4000 Drive

- 1. Charles F Buelte, Strong Motors
- Geo. W. Henner, 1000 Main St., East.
- 3. Sam Kearns, F. B. Rae Oil Co.
- Edmund S. Howard
- 6. Howard Barnes, Powers Bldg.
- 7. J. Lawrence Hill, Plymouth Ave.

- Geo. C. Donahue
- Joe Wright, Kendall, N. Y. 9.
- 10. Geo. Neil, Bergen, N. Y.
- Frank Smith, J. P. Smith Printing Co. 11.
- Archie Holley, Rochester-Haynes Co. 12.
- 13. Frank E. Barnard, Honeove Falls, N. Y.
- 14 Frank Eckler, R.F.D. Pittsford, N. Y.
- 15. Harry Wetmore, Armstrong Shoe Co.
- Dr. Ottman, Hilton, N. Y. 16.
- Supervisor James O'Neil, Lima, N. Y. 17.
- Daniel Donahue, Powers Bldg. 18.
- B. G. Squires, Ashwood, N. Y. 19.
- Frank G. Broadwell, Waterport. 20.
- 91 W. Defendorf, Morton, N. Y.
- Geo. M. Gillette, Bergen, N. Y. 99
- Rev. J. F. Winters, Spencerport, N. Y. 23.
- Frank Whitehouse, Kendall, N. Y. 94
- 25. W R. Tousev, Waterport, N. Y.
- 26. P. H. Stowell, Waterport, N. Y.
- Robert C. Smythe, Lyndonville, N. Y. 27.
- 28. James D. McCartney, Fairport, N. Y.
- 29. Frank K. Marks, Canandaigua, N. Y.
- Frank Coffee, Lyons, N. Y. 30.
- M. E. Murphy, Livonia, N. Y. 31.
- 32. Wm. F. Kittleberger, Webster, N. Y.
- Wm. T. Kevs, Scottsville, N. Y. 33.
- Franklin W. Judson, Gates, N. Y. 34.
- Dr. W. C. Buck, Livonia, N. Y. 35.
- O. A. Beam, Hemlock, N. Y. 36.
- H. W. Plucker, Pavilion, N. Y.
- 37. Chas. A. Place, Caledonia, N. Y. 38.
- R. M. Lee, East Bloomfield, N. Y. 39.
- John B. Gregg, R.F.D. No. 1, E. Bloom-40. field, N. Y.
- Harry P. Ruppert, License Bureau 41.
- A. H. Neisner, Main St., East. 42.
- E. C. Pierrepont, Main St., East. 43.
- E. J. Ellis, Scio St. 44.
- 45. Charles S. Owen, Chapin-Owen Co.
- 46. E. L. Fisher
- Ezra Boller, Granite Bldg. 47
- C. D. Van Zandt, Main St., East 48.
- Wm. F. Folmer, Caledonia Ave. 49.
- 50. Frank Phelps, Phelps Lumber Co.
- H. M. Parmelee, Holcomb, N. Y. 51.

(a)

SEPT. 1st OPENING LABOR DAY FOR ONE FULL WEEK SEPT. 6th

## ROCHESTER EXPOSITION

DISPLAYING A DELUGE OF DIVERSIFIED DELIGHTS

#### The Big Victory Show

Washington greatly surpasses in extent and interest anything similar ever before seen in this territory. Department of War and Navy show the things employed in conquering the "Hun." Government and State Bureaus will outdo themselves this year.

## Soldiers and Sailors in Uniform

on "Victory Day," Tuesday, September 2nd, will be admitted at half price or but one full ticket admits himself and lady. Don your togs—your "buddy" will be here, for this day will prove the culmination of the spirit of thanksgiving which permeate us all.

#### America's Greatest Horse Show

12 States and Canada will send Champion Horses to compete for \$15,000.00 in prizes. The superiority of Rochester's annual event is never questioned—where you see hundreds of rich and handsome and good-humored people—be one of them.

#### Curtis Flying Circus

Three birdmen in thrilling air stunts, each outdoing the other, afternoons and early evenings. Experience the novelty of a safe flight in passenger plane. Apply to Secretary for reservation.

#### Great Musical Pageants

Nightly, consisting of 100 performers in Patriotic Dancing Spectacles and Tableaus, staged by Florence Colebrook Wetmore. JAZZ BAND DANCING, enjoyed by multitudes in the Peristyle.

## Rochester's Varied Industries Will Be Represented as Never Before

Actual Manufacture and Working Exhibits of National Importance

All day and every day, unequalled program of clean, high-class entertainment, including 25 circus and vaudeville acts on the Midway.

DOG, POULTRY, SHEEP, CATTLE, and FLOWER SHOWS. VICTORY GARDEN DISPLAYS. 50,000 more square feet of display space in the Palace of Industrial Progress than was to be had in 1918.

See the Big Farm Machinery, Fruit and Farm Produce Exhibits; latest Tractors and 1920 Automobile Models (first showing).

GATE TICKET ADMITS TO EVERYTHING INCLUDING HORSE SHOW
No War Tax

#### The New Acme Agents

August 20, 1919.

It is good to learn that one of the Directors of the Automobile Club of Rochester has recently gone actively into the automobile business. We refer to Augustine B. Hone who has been associated with the old-established and broadly-known firm, Burke, FitzSimons, Hone Co. Inc., for the past twenty-five years, most of that time as vice-president. Since the Company has retired from business Mr. Hone has formed a new firm, Hone & McLeod, Inc., with offices that occupy most of the top floor of the Fine Arts Building. The Company will operate agencies for motor trucks and pleasure cars and conduct an advertising agency under the direction of William McLeod, who has had an extensive experience in every kind of advertising activity both in Canada and the United States. Till recently he has acted as secretary of the Retail Merchant's Council of the Rochester Chamber of Commerce.

The new company has just secured the exclusive agency in Central New York State for

the well-known Acme Motor Truck, built in Cadillac, Mich., and in very general use throughout the entire continent. Robert L. Downie of Ithaca has been appointed salesmanager and will take up his residence in this city in the next few days. Mr. Downie has recently had tremendous success as distributor of Acme Trucks in Ithaca and district. We understand that there are at present 27 Acme Trucks operating in Ithaca alone—not bad for a place of 15,000 inhabitants.

We are sure we voice the feeling of the entire membership when we tender Mr. Hone our sincere wishes for a huge success in his new undertaking. We feel little doubt that his great popularity and connection in these parts will produce opportunities that should make business in this line congenial and prosperous. We hope to see "Gus" in his new guise more active than ever in the affairs of the Automobile Club of Rochester.

Visit our booth at the Exposition.
A comfortable place to rest.

## Hundreds of Rochester motorists are using BENGAS

They are using Bengas because they get more miles per gallon and because Bengas reduces costly carbon troubles to the minimum.

## TRY BENGAS

We know what Bengas will do, therefore we know your verdict in advance.

SERVICE STATIONS: FRONT STREET, NEAR CENTRAL AVENUE 75 MAIN ST. WEST, NEAR LAMBERTON PK.

#### ROCHESTER RAILWAY & LIGHT COMPANY

34 Clinton Avenue North

Bell 'Phone---Main 3960 Home Phone---Stone 3960

ROCHESTER

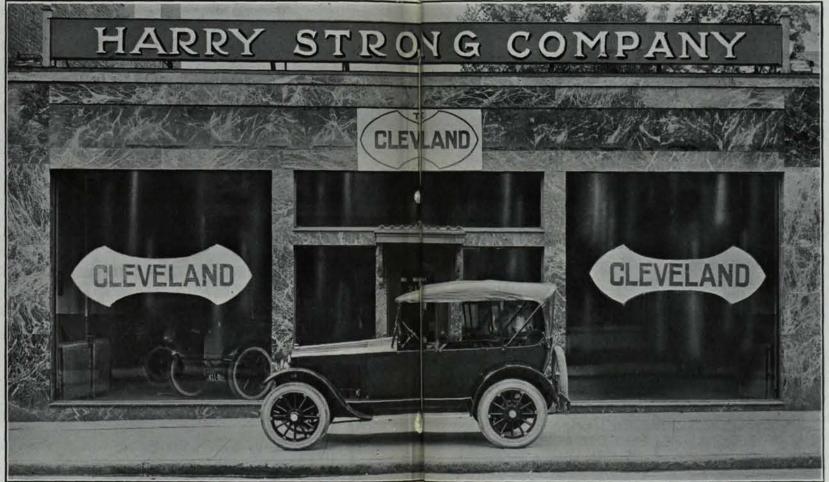


## OVER THE WIRE

To SID BLACK, Cleveland Automobile Co., Cleveland, O.

The first fifty miles of our trip from Cleveland to Rochester in the New Cleveland Six satisfied us that we were driving a real motor car, and the last two hundred and fifty convinced us that it is a winner. It inched its way thru the traffic of crowded cities when we throt-

(Continued on the right)



## OVER THE WIRE

(Continued from the left)

easily as it sped over the clear state high-ways when we opened it up. It walked over the hills more nicely than they do even in motor car advertisements. We congratulate you on the manufacture of the Cleveland. We congratulate ourselves on the fact that we are going to sell it.

(Signed) CHAS. F. BUELTE



## Marmon Buyers --- Who and What They Are

S a man is known by the company he keeps, so an automobile becomes known by the character of those who buy it. Wealth brings freedom of choice, and when experience with many cars narrows down men's preference to one, there is every reason to believe that it must excel.

This is the position the Marmon occupies today. But its owners include not alone the wealthy, but particularly executives, engineers, and manufacturers. To mention a few of the various industries:

Mr. CHARLES MORSE MR. H. F. PERKINS

MR. C. H. THORNE

MR. ALDEN SWIFT MR. H. G. SEABORN

MR. H. W. ALDEN

MR. E. W. STIGER

MR. JOHN J. MITCHELL

MR. NORVAL HAWKINS

MR. ASA G. CANDLER, Jr.

MR. W. T. GENTRY

MT. LON R. SMITH

Fairbanks, Morse & Company Vice-President International

Harvester Company President Montgomery Ward

& Company Swift & Company

Vice-President Skinner-Eddy

Corp. Shipbuilders Chief Engineer Timken-Roller

Bearing Company

President Stromberg Motor Devices Company President Illinois Trust &

Savings Bank

Sales Manager Ford Motor Car Company

Vice-President Coca-Cola

Company

President Southern Bell Telegraph & Telephone Co. Sales Manager The Buda

Company

## PAUL LEHARDY

308 EAST AVENUE

EITHER PHONE





MOTORIST 17

#### Kendall Highway to be Constructed

Since the last issue of "Rochester Motorist" the Kendall Branch of the Automobile Club of Rochester was informed by the Highway Commissioner that the much-needed highway from Morton to Kendall would be placed upon the map and constructed early next year, and at the Kendall Fair, which was held on Saturday, August 2nd, Royal K. Fuller, Secretary to the Highway Commission, brought the same message to the Kendall people as was previously given to Dr. G. D. Forbes, Director of the Club and President H. H. Wellman.

Through the activity of the Automobile Club of Rochester and its branches at Kendall and Waterport, the Highway Department will soon place on the Federal Aid map the entire stretch of highway along the northern part of Orleans County. The exact direction of this road it is hoped will follow out the suggestions of B. G. Squires, the head of the Waterport Automobile Club and H. H. Wellman, President of the Kendall Club. However, according to rumors the political situation in Orleans County is liable to upset the good intentions of the Highway Department and might perhaps entirely defeat the good efforts of the Automobile Club and the Highway Commission.

Everything was simply grand at the Kendall Fair, which was held at Kendall on Saturday, August 2nd, and the speakers were Royal K. Fuller, who spoke on highway matters and State Comptroller, Eugene Travis who brought a message to the townspeople. The out-door program was the same as former years, very attractive and the tractor event brought hundreds of farmers to the Fair.

Greater efficiency in production, more improved highways on the part of the farmers in the State are most concerned with the new income tax, was the theme of State Comptroller Eugene M. Travis' address.

Mr. Travis discussed the progress and efficiency in farm methods and showed how the farmer had advanced, step by step, from the days of crude farming to the present era of tractor, gang-plow and power-driven machinery of every description. He discussed the relation of the farmer and showed how this progress had brought with it greater responsibilities.

Speaking on the subject of the new income tax law, which will be administered by his department, the Comptroller pointed out that no great burden would be imposed upon the farmer as the result of this new revenue measure. He warned his hearers, however, of the great danger involved in the adoption of this new method of revenue producing, declaring that the principle of "easy come, easy go," might result in piling up a heavier budget.

"It is of prime importance," he said in conclusion, "that steps be taken at once toward the adoption of some systematic check upon the public expenditures. During the last few years, appropriations have been growing at an alarming rate, exceeding over 300% within the last decade. Since 1914 appropriations have soared over \$48,000,000 and should this practice of extravagance continue, it may mean that taxes will not only be burdensome, but a positive hindrance to business."

"With the administration of the income tax law, experience has shown that it will be so easy to secure several millions of dollars by simply increasing the rate a small percentage, that every incentive will be offered to induce the representatives from various localities in the state sharing in the distribution of this money, to urge upon the State additional appropriations which may be of great benefit to the community but of no advantage to the State at large."

#### Here's Your Chance

A congenial companion to take a trans-continental trip with me in my Franklin Sedan. All expenses fifty fifty. Going via Chicago, St. Paul, Yellowstone Park to Portland. Leave about Oct 1st, to be gone for three or four months. Tour thru California and return some Southern route.

Benj. M. Tucker, 211 Edgerton St., City.

## Club Wants Main Highway Built

In looking over the state of New York map, and especially the short routes connecting the large centers of population, one will note that about everything seems to be connected excepting Rochester to Syracuse over the direct route. For the past ten years efforts have been made to improve the highway along the north to Oswego and south through Geneva and Auburn to Syracuse but things seem to have been at a standstill on the real main line route extending from Rochester through Macedon, Palmyra, Newark, Lyons, Clyde, Savannah to Syracuse.

Now is the time, says W. G. Sissons, County Engineer of Wayne County, to let the Highway Commissioner of the State of New York know that we must have our highway improved so that the towns along the main line will be properly connected with Syracuse and Rochester so that motorists in leaving Rochester will save at least twenty miles in a trip to Syracuse. In addition, says Mr. Sissons, an improved road along this main line will greatly benefit many large communities which have been suffering for lack of good roads for many years.

Through the action of the Automobile Club of Rochester, considerable enthusiasm has been stirred up along this route and it is proposed to hold a big good roads meeting at Lyons early in September so as to lay the entire matter before the Highway Commission, and at this meeting it is expected that representatives from every community will be present. The Secretary of the Automobile Club of Rochester recently spoke before the Wayne County Board of Supervisors and as a result of his talk, the following resolutions were passed:

#### Resolution Offered by Mr. Herrick. Chairman of Good Roads Committee

Resolved, That this Board of Supervisors hereby favors the immediate construction of the State Route Number 20 extending from Macedon through Palmyra, Newark, Lyons, to Clyde; and the Eastern end of this route from Savannah through Mondezuma, Port Byron thus connecting the shortest route between Rochester and Syracuse.

Resolved further, That this Board favors a Good Roads meeting to be held in Lyons as soon as possible and that all communities send officials and other representatives to take part in this public meeting and that the County Engineer of this County be empowered to arrange for the attendance of the State Highway Commissioner or his representatives, together with representatives from Chambers of Commerce, Auto Clubs, and other organizations in the cities and towns interested in the construction of this entire route.

#### Resolution Offered by Mr. Herrick:

Resolved, That this Board favors a bond issue for the sum of One Hundred Million Dollars (\$100,000,000) for the construction of highways in the State of New York and that a copy of this resolution be forwarded to the State Commission of Highways and our representatives in the State legislature.

## H. J. PELLETTE

#### CLEANER

\_OF\_\_\_\_

Rugs, Silk Tapestry and Automobile Upholstery

Velour, Velvet, Plush and Silk
DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

BELL PHONE, MAIN 3465

85 PLYMOUTH AVE. S. ROCHESTER, N. Y.

### Detours

#### MONROE COUNTY

Titus Ave. being improved by town from Portland Ave. to Culver Road. Town of Irondequoit.

Detour via Portland Ave., south to Ridge Road, east to Culver Road; thence north to Sea Breeze along Culver Road.

Work now progressing from Webster Village line east to Union Hill. This road is not closed to traffic along side the work, but a better road for through traffic from Rochester to Union Hill and Sodus is over the road known as "State Road" one mile south of Webster and parallel to Webster-Union Hill Road, two and one-half miles to County line, then north to Union Hill. After turning off from Fairport—Webster Road proceed to second north turn, or end of road.

Lake Shore Road from Phillips roads east to Wayne County line in town of Webster, being improved by town.

Detour south to Webster on the improved

Fairport Nine Mile Point Road, east along the improved Ridge to County line Road; thence north to Lake Shore Road along narrow unimproved road.

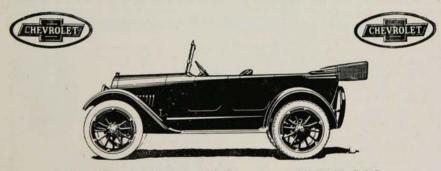
Float Bridge Road from Winton Road east to Tract Road, to replace County Bridge over Irondequoit Bay.

Detour will be over either Atlantic Ave. or Penfield Road at south to Fairport-Webster Road; thence north to Webster; or north to Sea Breeze, then east to Nine-Mile Point Road; then south to Webster. All improved roads.

Clinton Ave. closed from Westfall Road to Town line between Brighton and Henrietta on account of Town improvement.

Detour via Westfall Road to East Henrietta Road; south along East Henrietta Road to Town line Road, then east along Town line Road to Clinton Ave.

Frisbie Hill road closed from north Greece Road a distance of one mile to West Greece, Manitou Beach Road. Detour west bound traffic via North Greece and Hincher roads to West Greece-Manitou Beach Road.



The New F. B. Model Touring--\$1135 Flint, Mich.

The F. B. Model Sedan

\$1685

F. O. B. Flint, Mich.

Ready For Delivery Now

A. H. BOYCE

336 - 340 EAST AVENUE

R. D. BURCH Gen'l Manager Bay Road from Route 30 northerly threefourth mile to Penfield-Webster town line in Town of Penfield.

Detour from Junction of Bay Road and Route 30 northerly to west Webster and thence westerly to Bay Road.

Griffin Road closed from Riga—Mumford Road to Palmer Road in Town of Riga.

Detour along Mumford-Riga Road to Riga Center; thence along Buckbee's Cor. Road to Palmer Road; thence south to Griffin Road.

Stony Point Road closed from Vroom road east one mile to N. Chili-Spencerport Road.

Detour west bound traffic along Spencerport Road one mile; thence west along Whittier Road one mile; thence south along Vroom road to Stony Point Road. village, past the north end of overhead crossing, following north of Lehigh Valley Ry. one and one-third miles; then cross railroad and proceed to second right turn; turn south for three-fourth mile to road under improvement; then if going to Canandaigua turn slightly to right for 100 feet, and then left onto Canandaigua Road.

Town of Canadice, middle road, closed for construction of bridge. Beginning at three corners at Becker's School House, running south to Preston Hill Road a distance of one and one-half miles.

Detour west or right at Becker's School House one-half mile to Canadice Lake Road; then south to first left turn; thence east on

#### LIVINGSTON COUNTY

Dansville-Mt. Morris Road under reconstruction for two and three-quarters miles northwest of Dansville.

Detour from Dansville on east side of Valley to Groveland Station then west two miles to the Dansville-Mt. Morris Road. Nine and threefourth miles is a fair gravel road about 18 feet wide; from Groveland west concrete. In order to avoid narrow side road along side of reconstruction work near Mt. Morris, on the Mt. Morris-Geneseo Road take first right, turn south of Geneseo through Moscow, then parallel with the Penna. Rv. into Mt. Morris, over dirt road from Moscow to Mt. Morris. Balance of road Macadam.

#### ONTARIO COUNTY

Victor - Canandaigua Road from east line of village of Victor to the sharp turn known as "dead man's corners" toward Canandaigua. Road under reconstruction contract.

Detour over good town road, rather narrow east from Victor



Hundreds of thousands of them are in use; and, so well liked, that many

dealers are "re-ordering" in carload shipments. The MAXOTIRE Factory is the largest of its kind in the world.

Drive to our MAXOTIRE SERVICE STATION-It will give us

MAXOTIRE SALES CORP. GRANITE SUILDING

pleasure to show you MAXOTIRES and refer you to many users.

NEW YORK STATE

DISTRIBUTORS

Preston Hill Road to Middle Road. All dirt road and very hilly.

Town road closed for repairs of washout portion. Lower Egypt Road beginning at George Alexander's place, three corners running south to James Martin's three corners, Town of Bristol and south Bristol.

Detour beginning at George Alexander's three corners, turn left and go south by upper Egypt Road to Junction of lower Egypt Road at James Martin's three corners. All dirt road, narrow.

Town of Richmond Allen's Hill-Culver's Corners Road, leading from Allen's Hill south one mile.

Detour west and southwest from Allen's Hill one and one-half miles; thence left or south three-fourth mile, then left or east one mile to Culver's Corners.

Town of Phelps, Orleans-Seneca Castle Road.

Portion of above Highways from one-half
mile east of Northern Central Railroad at
Orleans, or from Whitney's Corners to the town

line of Phelps and Seneca, one mile southerly.

Detour west from Northern Central Station one-third mile to first left turn, thence south one and one-half miles to left fork, thence southeast one and one-half miles to Seneca Castle.

The oiling which has recently been done is now in good shape for traveling. The next road to start will be part of Geneva-Canandaigua Road 207, week of August 6–9.

#### GENESEE COUNTY

On Route 6, village of LeRoy has closed for repairs street from East Village line to Main and South Streets.

Detour south on McEwen Road just east of LeRoy to first four corners; thence right westerly to end of road, thence right northerly to East Main St. LeRoy.

Oiling two miles each side of and through East Bethany on Pavilion-Batavia Road.

Oiling on Route 6, patches LeRoy to Stafford.

Oiling short road at Fort Hill LeRoy-Bergen Route.

# 8--PEERLESS--8 HAYNES CHEVROLET

Masters of the Road

ROADMASTER MOTORS, Inc.
76 NORTH STREET

Formerly ROCHESTER - HAYNES



ONE OF THE GUESTS

# TIRE SALE

The Greatest Chance you have had to buy

# GENUINE TRIUMPH

TIRES AND TUBES

WE WILL GUARANTEE TUBES FOR 1 YEAR AND TIRES FOR

## **6,000 MILES**

Size	List Price	Reduced Price	Size	List Price	Reduced Price	Size	List Price	Reduced Price
28x3	\$19.25	\$13.00	33x4	\$39.80	\$26.85	35x41/9	\$57.50	\$38.80
30x3	19.00	12.69	34x4	40.80	27.60	36x41/2	58.50	39.50
30x31	24.25	16.42	36x4	48.00	32.30	33x5	61.90	41.70
32x31	27.15	18.35	32x41/	51.90	33.84	35x5	65.75	44.30
31x4	37.25	25.20	33x41	57.50	35.95	37x5	69.60	46.95
32x4	38.15	25.75	34x41	55.00	37.15			

# TIMES SQUARE AUTO SUPPLY CO. STONE 6810 121-123 East Ave. ROCHESTER, N. Y. CHASE 1717

# **GABEL**

has the knack and facilities for making an old car look like a new one and a new car look better. Special Bodies, Tops, Slip Covers and Equipment.

The A. H. Gabel Co.

South Goodman and Monroe TELEPHONE STONE 2182

#### TAKE YOUR PRESCRIPTION

\_\_\_TO A=

#### PRESCRIPTION SPECIALIST

WE specialize in prescriptions. Our prescription work is the object of our most careful inspection. Our prescription specialists, each an expert in his line, give their entire time to compounding. They have no other duties to distract their attention. Every prescription is checked twice before delivery. Our stock of rare and unusual remedies is complete. You cannot afford to go elsewhere or trust your safety in incompetent hands.

THE PAINE DRUG CO., Inc.

24 Main Street East, Rochester, N. Y.



Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against any piece of machinery in the world.

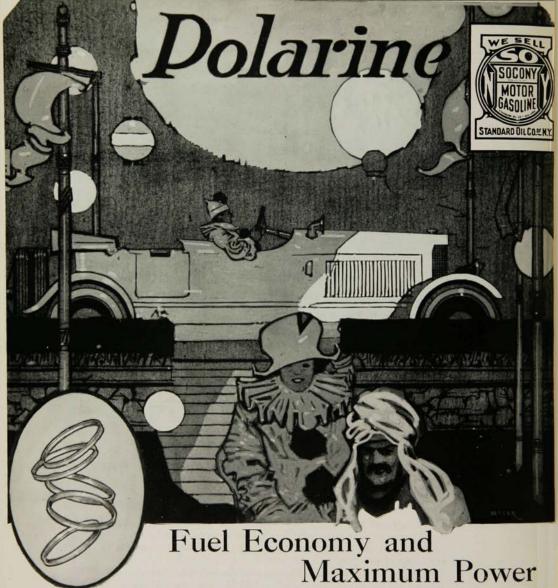
—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

## G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.



When the piston rings fit properly and *Polarine* keeps a tight seal between them and the cylinder walls, your car is spry and powerful. No fuel or power shoots past the piston rings. You get all the usable power out of every gallon of gasoline you buy.

Polarine insures the correct lubrication of crankshaft and camshaft bearings. Insures full compression because it does not break down and run thin at high cylinder heat and pressure. Keeps the engine free from excessive carbon—removes the necessity for frequent overhauling and repairs.

Polarine Gear Oil keeps transmission and differential gears properly lubricated and operating quietly with a minimum of wear. Sold by garages and dealers everywhere — wherever you see the red, white and blue So-CO-ny Sign.

# STANDARD OIL COMPANY OF NEW YORK

Principal Offices:

New York

Albany

Buffalo

Boston

Willys

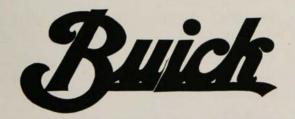
OVERLAND-ROCHESTER CO. 28 South Union Street

When you purchase an Overland Car, you secure besides an automobile that is perfect mechanically, the assurance of prompt, courteous and interested service, as long as you are an owner.

OVERLAND-ROCHESTER CO 28 South Union Street



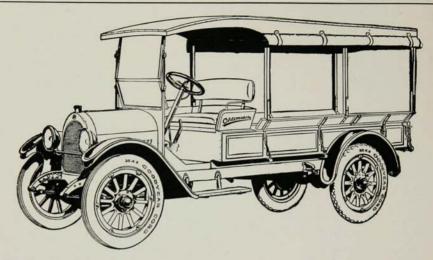
# When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue



# 5000 Oldsmobile Trucks On the Road in 5 Months

A WORLD'S RECORD in putting a new truck on the map—on the road, from coast to coast in all lines of business.

ECONOMY in name and fact—in first cost and in operating expense. That's the first reason.

SPEED, POWER, DEPENDABILITY—and a 22-years' reputation behind it.

Powerful valve-in-head motor; internal gear drive; deep channel section frame; complete electrical equipment, 35 x 5 cord tires all round.



The chassis, \$1250; with steel cab and sills, \$1295; with express body, complete, \$1350.

G. W. HENNER

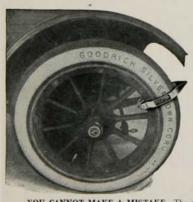
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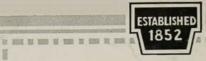
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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N.Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

October, 1919

No. 8

# Wayne County Auto Club Organized

During the last week of August, motorists from Lyons and other towns in Wayne County, met at the Court House in Lyons and organized the Wayne County Automobile Club. In electing officers the men present selected the Hon. Willis Gaylord of Sodus as President. Mr. Gaylord is one of the leading citizens of

Wayne County and interested in everything that is for the general public advancement, and will surely take a keen interest in looking after the affairs of the motorists. James M. Pitkin of Newark, was elected Vice-President and Chas. M. Baltzel of Lyons, the Treasurer. In selecting the officers of the new organization, the motorists desired to get men who could and would give time to the affairs of the Club and work to bring about public improvements in Wayne County.

At the first Directors' meeting twelve of the fifteen directors were present and all three absentees

were excused from attending. In the plan of organization, each of the fifteen towns in Wayne County are represented by one director so that all may share alike in the benefits and all towns may work unitedly in the County unit and bring about better results than could be gotten under individual efforts. At the first Directors' meeting it was unanimously voted to have the Club affiiliated with the New York State Motor Federation so that they would be working in harmony with Buffalo, Rochester, Syracuse, Utica, Albany and the large automobile clubs in the State. As one Director put it, Lyons had an automo-

OFFICERS

HON. WILLIS T. GAYLORD, President JAMES M. PITKIN - - Vice-President CHARLES M. BALTZEL - Treasurer GEORGE C. DONAHUE - Secretary

#### DIRECTORS

WILLIS T. GAYLORD, Chairman, Sodus
JAMES M. PITKIN - - - Newark
GEORGE W. ROE - - Wolcott
HARRY SMITH - - - Clyde
WILLIS P. ROGERS - Williamson
U. W. SHERBURNE - - Walworth
JOHN HICKEY - - - Ontario
LOUIS S. TOWNE - - - Rose
RILEY A. WILSON - - Savannah
WILLIS W. COSAD - - - Huron
CHARLES M. BALTZEL - Lyons
NATHAN J. GRANT - - Butler
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M. D. MOSHER - - - Macedon

bile club at one time and, in fact, other towns in the county, but all have either died or lost interest in affairs because there was not sufficient strength in the Club to go out and do big things and keep the members interested. Thus, it was thought that the affiliation with the New York State Motor Federation and its live clubs throughout the state would give valuable assistance to Wayne County in doing big things. Judge Clyde Knapp of Lyons, drew up the incorporation papers and made many valuable suggestions as to the Constitution and By-Laws.

#### MEETINGS IN EACH TOWN

Public meetings have been held in several towns including Lyons, Newark, Clyde and Savannah, and all of these towns generously supported the new organization by giving a large number of members. It is expected that public meetings will be held in all the towns in Wayne County, and the directors in each town are now arranging for said meeting. With a possible membership of one thousand, the new club will be able to do a large amount of work throughout the County, and the County line is the limit of its operation; and everything possible will be handled so as to benefit the entire county.

While the office of the Automobile Club is located at Lyons, the County seat, it is at the service of the members throughout the entire county. This office in the Sevalen Block is equipped with a large wall map, donated by the Automobile Club of Rochester, and has a full supply of road maps and route cards, and is tastfully furnished so that members will find it a pleasant place to visit. The office is in charge of Miss Vic Berns, who is rapidly becoming very efficient in her new work, and as Assistant Secretary of the Wayne County Automobile Club, will soon be able to take care of all the wants of the members.

Motorists of Wayne County are invited to become members, and application blanks may be obtained at the headquarters at Lyons or from the Directors in each town. While many small automobile clubs have sprung up in Wayne County during the past fifteen years and have died a quick death, they are asked by President Gaylord to bear in mind that this is the first effort of a County Club, and judging from the success thus far attained the new organization is bound to grow and be successful in its work.

#### ONLY FOUR WEEKS OLD

When the Wayne County Automobile Club was organized, some motorists in the County thought it was the plan of the promoters to simply organize a club to have route 20 built. This was not and is not so, according to President Gaylord. The Club did go ahead, arrange for a big mass meeting at Lyons in the interest of route 20, and in four weeks from the time the club was first talked about and until the good roads meeting was held, this baby organization of 300 members showed the people of Wayne County what it could do by holding the biggest good roads meeting ever held in the County, and perhaps in Western

New York. The Highway Commissioner said he was surprised at the large attendance, and in fact, everyone was surprised, because there were several thousand in Lyons on Friday, Sept. 12th to attend this good roads meeting.

The Club started out to get the Highway Commissioner to lay his plans so that route 20 would be built next year, and at a public meeting the Commissioner promised to build over two-thirds of this route next year and the balance in 1921. What more could be expected than this? Can one say that it would come regardless of the organization of such a club? And the answer would be that the Club cemented together all the interests throughout Wayne County and caused the great effort to be made at this particular time, and was successful.

Following the Lyons meeting, Chas. M. Baltzel, the Treasurer, Wm. Holloway, Edw. Sautter and Harvey Velotte journeyed to Sodus Point where a meeting was held that same evening at 8 o'clock in the interest of promoting the early construction of the highway from Alton to Sodus Point, a distance of nearly five miles. There was a large attendance of business men, property owners and motorists at this point, and all joined the Wayne County Automobile Club so that the organization would give its support to this road project. Other road matters in Wayne County are being taken up by the Club, and it is the purpose of the officers not only to work on road construction but to bring about every improvement, including bridges, R.R. crossings, as well as to provide the motorist with touring information, legal advice and general help. THE WAYNE COUNTY AUTOMOBILE CLUB DEFRAYED THE ENTIRE EX-PENSE OF THE GOOD ROADS MEETING HELD AT LYONS, FRIDAY, SEPT. 12th.

Route 20—Extends from Rochester to Newark—Lyons—Clyde—Savannah to Syracuse, shortening the distance about twenty miles from Rochester to Syracuse.

# Rochesterians Take Great Interest in Aviation

For many months, in fact ever since the close of the War, aviation has been a live topic and the public looks forward to the rapid development of this method of transportation and particularly from a commercial standpoint. In Rochester many men have not only become interested, but have made flights, and the general sentiment is in favor of organizing an aero club. President, C. D. Van Zandt, of the Automobile Club of Rochester and Frank J. Smith, Chairman of the Aviation Division, are two of the most enthusiastic, and both have made flights over the city and appreciate that aviation is coming rapidly, and should receive the co-operation of the Rochester public.

On Thursday, September 4th, Lieutenant-Colonel Claggett, Commanding Officer of the Aero Recruiting Squadron and the Dallas to Boston flight, arrived in Rochester with his squadron of six planes, six officers and five men. Colonel Claggett and his men were received by Chairman Frank Smith, and his special committee from the Aviation Section of the Club. The army men left on Thursday, September 11th, and during their week's stay in Rochester many of the Automobile Club men were given flights. Upon his departure, Colonel Claggett expressed his appreciation of the attention given his men and himself and the co-operation during their week's stay and urged that an Aero Club be organized as soon as possible.

President Van Zandt of the Automobile Club says that Rochester should have an Aero Club so that when the aviators come to Rochester they would find a suitable landing field, a supply of gasoline and oil at the field and a man in charge to take care of their needs, and in this way Rochester will be taking the foremost step in aviation development. This will be the first kind of work for the Aero Club and is a necessary work because army aviators or government fliers should be entertained whenever they come to the City of Rochester, and this could best be done by an aero club. The recent visit of army aviators was arranged by

the Automobile Club, but the entertaining was done through the generosity of individual Rochesterians who happen to be members.

#### DEVELOPING AVIATION

So that aviation may be properly developed in New York State, the New York State Motor Federation at a meeting of the directors held in Watertown appointed John M. Ross of Utica, as Chairman of the Aviation Division of the Motor Federation, and he was directed to formulate a plan whereby aero clubs would be organized in each city of the State, so that uniform fields might be established and marked, and aviation promoted. Chairman Ross appointed Frank J. Smith of Rochester as a District representative, to have organized in Rochester an aero club. Mr. Smith has taken an active interest and as a result of his efforts an Aero Club will be organized shortly.

In commenting on the subject of aviation Mr. Smith stated that there were a large number in Rochester who have taken flights in planes in addition to the Rochester men who were in the aviation service of the government, and that the general public sentiment was that an Aero Club should be organized, and it would be an easy matter to secure the support of several hundred Rochesterians right at the beginning. Utica seems to be well organized, said Mr. Smith, and the Motor Federation plans on having clubs speedily organized in Buffalo, Oswego, Watertown and Albany, and it is expected that other cities will be organized as rapidly as possible.

Who knows but what aviation will enter into the motion picture work to a considerable extent, and what would prevent the motion picture companies from flying from one place to another in getting their settings for their picture, because speed is essential at all times. I look forward, said Mr. Smith, to a rapid development of aviation throughout the country, and Rochester will surely keep to the front in this work.

# Hearing on Elimination of Danger at Victor

Several months ago the Club examined conditions just east of Victor and found that there were two dangerous curves as well as two obsolete bridges, one over the Lehigh Valley Railroad tracks and the other over a small creek. J. Y. McClintock, Consulting Engi-

neer for the Automobile Club, and Chas. F. Edwards. Division Engineer of the State Highway Department. accompanied the Secretary on this inspection trip and upon their return a petition was drawn up, requesting that the Public Service Commission hold a public hearing at Victor, so that all interested parties might attend and give their views on the existing dangers.

On Friday, September 5th, 1919, the hearing was held at Victor and about a hundred interested parties attended. It was in the nature of an examination on the part of the Public Service Commission to find out what the

people wanted and how dangerous conditions were and what recommendations were to be made. The Ontario Board of Supervisors were represented by Earl S. Warner, Ontario County Attorney, and several members of the Board. Ira D. Cribb, District Supervisor of the Highway Department, and resident Engineer James E. Kelley of Rochester, represented the State Highway Department.

President C. D. Van Zandt of the Club, and John J. McInerney gave evidence of the dangers existing at these curves and many wit-

nesses were examined by Mr. Mc-Inerney. All witnesses testified to the very dangerous curves and the immediate necessity for straightening same and the building of a new bridge over the Lehigh tracks.

ROCHESTER

It was brought out at this hearing that the overhead structure and approaches thereto are located on the Victor-Mendon highway. just east of the village of Victor. This road is one of the main thorofares between Rochester and Syracuse. It is a much-traveled highway and more than three years ago when vehicular traffic upon our highways was very considerably



J. Y. McCLINTOGK, County Engineer, JOHN J. McINERNEY and IRA D. CRIBB

lighter than at the present time, there were as many as four hundred and twenty-seven vehicles passing over this highway and bridge in a single day.

The existing structure and its approaches constitute a very dangerous crossing. When MOTORIST 7



traveling eastward it is necessary as one approaches the structure to ascend a considerable grade and then just at the top of the grade, one must effect an abrupt and right-angle turn in order to swing in upon the over-head structure above the Lehigh Valley tracks. Failure to make the swing at just the right instant means that the driver and his car will almost certainly crash through the railing of the bridge and be dashed upon the tracks below. Nor is this a mere picture or flight of the imagination, for this very thing has actually happened and is likely to happen repeatedly unless existing conditions are very materially changed.

Furthermore the approach to this structure is so narrow, and the structure itself so narrow, that it is impossible for an automobile to ascend the grade and make the turn if at the same time another automobile westward bound, is on the bridge or about to leave it. The approach from the east is likewise a difficult one to make even for an experienced driver familiar with the situation. Many accidents of one character or another have happened at this point without fault on the part of the driver, and solely by reason of the most unusual and dangerous condition now existing there.

When the present bridge was built over the Lehigh tracks, about 1893, it answered perhaps, the purposes of its day. Steadily year by year the traffic upon the great arterial highway of this State and particularly upon this highway, is increasing not only in the number of vehicles but very greatly in the tonnage of merchandise conveyed thereon. When we build a new structure we must build the best possible and in the most practical way, not for a year but for generations. We should not think only in terms of the present, but we must have a vision of the future and of the probable needs of that future and act accordingly.

Judging from the great demand for improvements not only in the highway but in the structure, it is safe to assume that the Public Service Commission will eventually order the building of a new bridge over the Lehigh tracks and request the State Highway Department to eliminate the curves in the highway. All motorists will appreciate that in eliminating the dangers existing just east of Victor, the Automobile Club of Rochester as well as Ontario officials, and Wayne County officials, are doing something of great value to the users of the highway.

# Good Roads Meeting Held at Lyons

For many years motorists of Rochester have been looking forward to the construction of a permanent highway from Rochester to Syracuse along Route 20, which follows the line of the New York Central, extending through Macedon, Newark, Lyons, Clyde, Sayannah, and thence to Syracuse via Weedsport, Jordan and Elbridge. No organized effort was ever made and consequently but little work was ever done on this route. About the middle of August the Wayne County Automobile Club was organized as a permanent institution and to carry on the regular work of an automobile club. directors of this new organization voted that a good roads meeting should be held at Lyons and set the date for Friday, September 12th.

Co-operating with the Automobile Club was the entire Board of Supervisors of Wayne County, and at a meeting held in August, the Board voted unanimously to co-operate in having a good roads meeting held at Lyons, and County Superintendent of Highways, Wm. G. Sisson was given full power to go ahead and aid in arrangements for such a meeting. The Supervisors also passed a resolution requesting the Highway Commissioner to build Route 20 in 1920 and to have a concrete road 20 feet wide.

Everything possible was done in the way of advertising and publicity to bring a large attendance to the meeting. Automobiles were sent out with men who put up placards and public meetings were held in various towns so as to get out a large representation from each town. On the morning of the meeting, Wm. G. Sisson, the Superintendent of Highways, was on the job bright and early and his reception committee received the State Highway Commissioner, Frederick Stuart Greene at noon. The Commissioner was accompanied by Major Acheson, Division Engineer, who will be in charge of the construction of Route 20. A dinner was given to the visitors at the Elks Home at one o'clock and music was furnished by the Clyde Band.

About 1:30 the Newark delegation came in so strong that it took 60 touring cars to transport them from Newark to Lyons and all automobiles bore a card, "We want Route 20 Built In 1920;" in fact, all towns but one carried banners, cards or badges, giving the name of the town and boosting for the construction of Route 20. The Newark delegation received the prize for the largest attendance, and the prize was handed to Henry G. Rogers of Newark, who was responsible for the large showing from his home town. Macedon and Savannah turned out large delegations, and Lyons gave very good support.

#### BIG MEETING HELD AT OPERA HOUSE

It was first planned, and in fact, advertised that the meeting would be held at the Court House in Lyons, but owing to the large crowd attending, Chairman W. G. Sisson arranged to open up the Opera House, which would seat almost three times as many as the Court House, and when Chairman Sisson opened the meeting every seat in the House was taken and a large number were compelled to occupy standing room. Mr. Sisson opened the meeting and Chas. H. Betts of Lyons, extended a welcome to the Commissioner and other speakers and spoke briefly on the purposes of the meeting. John J. McInerney was present from Rochester and gave a very interesting talk on the benefits of organized effort, not only in securing the building of a highway, but also in the promotion of general good for the public. and he emphasized the necessity for the construction of Route 20 next year. Diehl followed Mr. McInerney and because of his long experience in road building as County Engineer of Erie County, his remarks were of the greatest importance and his appeal for the construction of Route 20 were to the point. Division Engineer Acheson of Syracuse, offered his co-operation and spoke briefly on the work of his Department

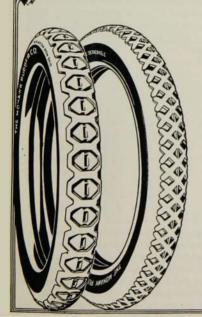
When State Highway Commissioner Frederick Stuart Greene arose to address the gathering, he was received with great applause and his first remarks were to the effect that it was the largest good roads meeting he had ever MOTORIST

attended in New York State and he was surprised to see so many people turn out in the interest of building Route 20 next year. The Commissioner promised that he would get things going right away at Montezuma and that he would build from Clyde to Lyons to Newark next year, and the remaining mileage on Route 20 during 1921. He stated that he could not build all of it next year because of the lack of funds, but that it would all be completed in 1921 if he were still Commissioner of Highways. The Commissioner gave a very satisfactory talk and his promise to construct the route made everyone in the audience happy. As one Wayne County man said to start a meeting to agitate the construction of Route 20, to have the Highway Commissioner and other big speakers present, to hold a meeting and to get the promise of the Highway Commissioner to build the road, and all of this done within the

space of four weeks, certainly was a big achievment and one which will be appreciated by the Wayne County people, and he finished his remarks by saying that the Board of Supervisors and the Wayne County Automobile Club deserve the everlasting thanks of the public.

J. Y. McClintock of Rochester, and Ira D. Cribb of Canandaigua, sat on the platform with the other speakers and took a live interest in the entire meeting; both these men co-operated with the Wayne County officials in promoting the good roads meeting, and would have addressed the gathering if time had permitted. Judging from the success of the good roads meeting, it is quite apparent that Wayne County will not be content with improved highways along Route 20 and Route 30, but will push for improved feeders to these trunk lines so that the County will rank among the foremost in the State regarding large mileage of improved highways.

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# Opinion of Attorney General on Registration of Convertible Cars

Convertible cars, such as the Ford "Suburban" which may be used for carrying passengers or freight or both at the same time, should be registered and licensed in accordance with the use to which they are or are to be put.

#### INQUIRY

What form of registration, under No. 282 of the Highway Law, should be had for a vehicle such as the Ford "Suburban" car which has three seats, of which the rear may be removed converting the car into an express wagon or light truck?

#### OPINION

Subdivision 1 of No. 282 of the Highway Law provides that every owner of a motor vehicle shall file an application for registration containing (a) a description of the vehicle; (b) facts relating to the owner; and (c) "provided that if such motor vehicle is used or to be used for the purposes mentioned in subdivision 6-a of this section, the applicant shall so certify and also certify as to the weight of the truck and carrying capacity, or, in the case of an omnibus, the seating capacity, etc." It is well to note that prior to the amendment affected by Chapeter 2 of the Laws of 1917, instead of basing the proviso upon the use or purpose mentioned in sub-division 6-a, the phrase was, "provided that if such motor vehicle is used or to be used solely for commercial purposes, the applicant shall so certify." The law was changed by chapter 2 of the Laws of 1917 to make the purpose mentioned in 6-a control, instead of the "commercial" use of the car in determining whether or not the registrant need give any information with respect to the uses of the car or its weight or capacity. Subdivision 6-a referred to was originally passed in chapter 598 of the Laws of 1916 which provided for investigation by the Commissioner of Highways, the Superintendent of Public Works and the State Engineer and Surveyor, with respect to wear and tear on the roads caused by different classes of automobiles. The report of those officers having been filed, subdivision 6-a was changed by chapeter 2 of the Laws of 1917 to fix the rates at which auto trucks and omnibuses should pay registration fees. It provided a schedule of fees for "motor vehicles used as omnibuses for the transportation of passengers and of motor vehicles, commonly known as auto trucks, used for the transportation of goods, wares and merchandise." These are the purposes mentioned in subdivision 6-a and referred to in subdivision 1.

ROCHESTER

On April 5, 1917, Attorney-General Lewis rendered an opinion to the Secretary of State to the effect that the use to which a car was put was controlling in determining the kind of registration required, since the word "commercial" had been eliminated from the statute and the words "used as omnibuses for the transportation of goods, wares and merchandise" had been substituted together with the words "used as omnibuses for the transportation of passengers." He held that although a car might be used commercially, it need only have an "owner's" license if not used in the carrying of passengers as an omnibus, or in the transportation of goods, wares and merchandise, and he held, per contra, that if a car were used for the purpose of transporting goods. wares and merchandise, it became to all intents and purposes a motor truck and should have a truck registration, even though it might have been constructed as a touring car only.

The soundness of this opinion was never questioned in the courts, but a bill was promptly introduced in the legislature to avoid the effect of it and make it possible for the farmers to carry their produce to market in touring cars without requiring a commercial license. This bill known as the "Farmers Bill" became chapter 724 of the Laws of 1917 and it amended subdivision 6-a of No. 282 of the Highway Law to provide for a schedule of registration fees for "motor vehicles used as omnibuses for the transportation of passengers, and of motor vehicles constructed or specifically equipped for the transportation of goods, wares and merchandise and used, or to be used for such purposes, and commonly known as auto trucks."

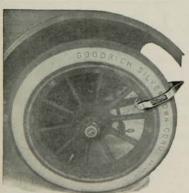
Under the previous amendment the use to which a car was put was made the controlling MOTORIST 11

factor in determining the class registration and the fees to be paid. Under this last amendment the controlling factor was changed. It was not changed from the use to the shape or equipment of the car, but to a combination of shape or equipment and use. In order to require registration as a motor truck the statute was made by the last mentioned amendment to and now provides a schedule for motor vehicles used as omnibuses and a schedule for motor vehicles which are (1) constructed or specifically equipped for the transportation of goods, wares and merchandise (2) used, or to be used for such purpose, and (3) commonly known as auto trucks.

In his opinion of April 5, 1917, Attorney General Lewis practically eliminated as a controlling factor the words "commonly known as auto trucks" on the theory that any auto used for the transportation of goods became a truck within the common use of the word, and the question need not disturb us here as there is no doubt that convertible cars, when arranged for the transportation of freights, are commonly known as auto trucks.

It is perfectly clear to me that the phrase "constructed or specifically equipped for the transportation of goods, wares and merchandise and used, or to be used for such purpose" is a conjunctive and not disjunctive phrase. It does not mean that motor vehicles constructed or specifically equipped for the transportation of goods, wares and merchandise come under the schedule fixed, regardless of the use to which they are put, any more than it means that vehicles not so constructed or equipped come under that schedule if used or to be used for such purpose. It was for the avowed purpose of avoiding the latter construction that the "Farmers Bill" was passed. If the "and" in the middle of the phrase, it cannot be considered disjunctive when considered with the former half.

It follows that the schedule for motor vehicles commonly known as auto trucks and used for the transportation of goods, wares and merchandise, found in the latter part of subdivision 6-a of 282, is only applicable to cars which are both constructed or specifically equipped for the transportation of goods, wares and merchandise and also used, or to be used for such purpose.



# \$100.00 REWARD

Bond Held by Rochester Automobile Club

\$100.00 payable to any person who detects a thief stealing or attempting to steal YOUR CAR when it is guarded by a---

# SECURITY AUTO THEFT SIGNAL

LOOK FOR IT—A strong metal shackle locked around right front wheel.

LISTEN FOR THE BUMP—The racket made by THEFT-SIGNAL striking the road is sure proof that the car is stolen.

CALL THE POLICE—The thief cannot get away. The point of the THEFT-SIGNAL leaves a hole in the road with each turn of the wheel—a distinct trail leading to the capture of the thief.

YOU CANNOT MAKE A MISTAKE—The car owner always removes THEFT-SIGNAL with his special key, his sure identification. Earn the \$100 Reward by having all others arrested.

See the Security Auto-Theft-Signal at the Automobile Club Rooms, or phone Main 6187-W and we will be glad to call on you personally

NO CAR HAS EVER BEEN STOLEN WHEN PROTECTED BY THIS SYSTEM

R. R. ASPINWALL, Distributor

PHONE---MAIN 6187-W

209 LIVINGSTON BUILDING

If a gentleman owning a large estate keeps a "Suburban" car which is used to carry members of the household to and from the village or the railway station and is also used, with the seats removed, for bringing trunks to and from the railway station or the village to the house, but is not used in carrying passengers for hire nor in carrying "goods, wares and merchandise," it is not subject to registration as an auto truck, even though there is no question that it is constructed or specifically equipped for the carrying of goods, wares and merchandise and even though there is no doubt that when the seats are out it is commonly known as an auto truck.

I do not regard the carrying home for private use and consumption of all purchases as "the transportation of goods, wares and merchandise." As I understand the phrase, "goods, wares and merchandise," it refers to articles of commerce, the commerce in which is not yet. completed. A storekeeper delivering goods from his store or bringing goods to his store for the purpose of selling them, is transporting goods, wares and merchandise, but the householder who takes home a ham and a box of soap in his automobile, for consumption in the house, is not "transporting goods, wares and merchandise" as I understand that phrase, any more than a street car becomes a freight car by reason of the fact that it carries a school-girl with a box of candy. Commerce is not involved.

Similarly, if such vehicle be used by a contractor for transporting his own men (not for hire) to the place where they are to work, and for carrying the tools with which they are to work, I do not think that this alone necessitates taking out either a truck license or an omnibus license. If the passenger is not carried for hire, the car is not an omnibus, for 281 of the Highway Law specifically defines omnibus as a motor vehicle held and used for the transportation of passengers for hire, and tools carried for use and not for sale are not "goods, wares and merchandise."

Of course, as soon as such a car is used in commerce by being loaded with goods which are still in commerce, it becomes subject to the schedule of registration fees provided in subdivision 6-a, and of course when a car is used for the transportation of passengers for hire it must have an omnibus registration. But if a car is not used in either of these ways, and the owner has no intention of using it or having it used in either of them, the mere shape of the car—the fact that it may be equipped or built for the transportation of goods, etc.,—does not necessitate for it a commercial registration. Dated August 9th, 1919.

CHARLES D. NEWTON, Attorney-General,

#### IT IS INTERESTING --

to note that the paid membership of the Auto Club on September 22nd was 4175; old timers say that it is a wonderful growth in membership. It is 33% larger than 1919 and 20% greater than 1918—the percentage counts.

# H. J. PELLETTE

### CLEANER

OF-

Rugs, Silk Tapestry and Automobile Upholstery

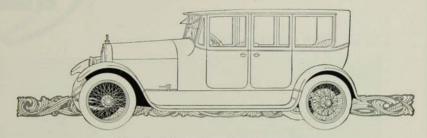
Velour, Velvet, Plush and Silk DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

BELL PHONE, MAIN 3465

85 PLYMOUTH AVE. S. ROCHESTER, N. Y.

# MARMON 34



When the windows are lowered you have an open car

WITHOUT sacrifice of strength and durability, the Marmon 34 weighs 1100 pounds less than any other car of comparable size and even some cars of shorter wheel-base. With this large saving in weight the Marmon 34 is correspondingly more economical in gasoline and tires. It handles easier, rides easier and holds the road better at any touring speed than any other car of like size and capacity. These facts are easily proved.

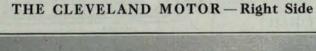
The frame construction does away with the necessity of body sills, step and fender supports, and avoids the squeaks and rattles that such parts cause in other cars.

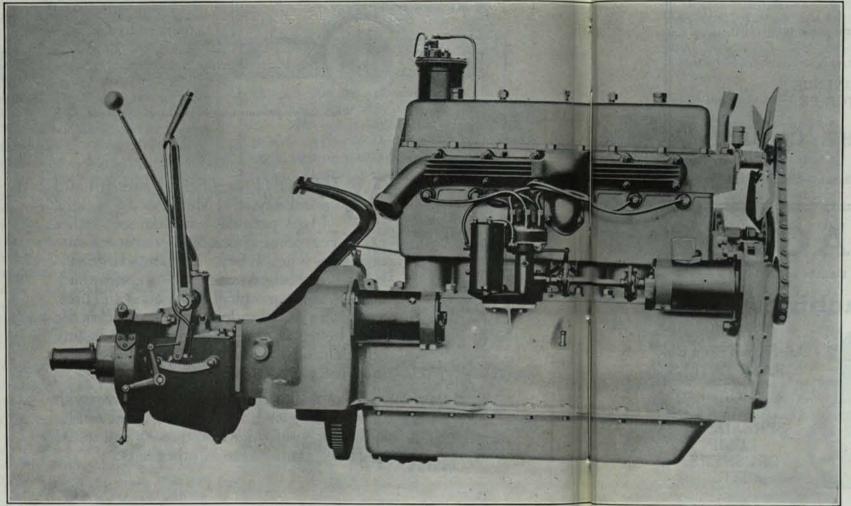
# PAUL LEHARDY

308 EAST AVENUE

EITHER PHONE







ROCHESTER

THESE Condensed Specifications tell a straight-from-the-shoulder story of how and why the Cleveland Six has set a new standard for motor cars in the light six field:

Motor—Six cylinder valve in head type; bore 3", stroke 4½"; six cylinders cast en bloc separate from crank case; detachable cylinder head; valve mechanism completely enclosed; three-bearing crank shaft of large diameter.

Cam Shaft and accessories driven by adjustable silent chain. Lubrication by gear pump positively driven by spiral gear from cam shaft.

Carburetor—Stromberg, fed by vacuum tank from 16 gallon tank at rear of chassis.

Ignition—Distributor and high tension coil. Bosch magneto optional at extra cost.

Starting and Lighting-Gray & Davis two unit system.

Cooling—By centrifugal pump, cellular radiator and adjustable self oiling belt driven fan.

Transmission—Unit Power Plant construction with center control. Three speeds and reverse. Nickel steel gears and shaft. Main shaft mounted on annular ball bearings.

CLUTCH-Disc type.

Propellor Shaft—Fitted with double universal joints.



# Hundreds of Rochester motorists are using BENGAS

They are using Bengas because they get more miles per gallon and because Bengas reduces costly carbon troubles to the minimum.

# TRY BENGAS

25 cents per Gallon

We know what Bengas will do, therefore we know your verdict in advance.

SERVICE STATIONS: FRONT STREET, NEAR CENTRAL AVENUE 75 MAIN ST. WEST, NEAR LAMBERTON PK.

#### ROCHESTER RAILWAY & LIGHT COMPANY

34 Clinton Avenue North

Bell 'Phone---Main 3960

Home Phone---Stone 3960

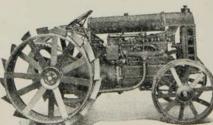
# FORDSON TRACTOR

Manufactured by HENRY FORD & SON, Inc., Dearborn, Mich.

# and Approved Farm Machinery

**OLIVER PLOWS** 

Roderick
LEAN DISC,
SPRING TOOTH,
and
SPIKE TOOTH
HARROWS



American Seed Co. GRAIN DRILLS

> D. R. D. MANURE SPREADERS, LUMP CRUSHERS, ETC.

These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

# THOS. J. NORTHWAY'S

New York State Distributor

100 Exchange Street

#### Another Bond Issue for Highways

Early in the year Rochester suggested another bond issue for highways. The Good Roads Committee of the Club is on record as favoring a bond issue for one hundred million dollars. So is the highway Commissioner—Frederick Stewart Green. So is the New York State Motor Federation.

Another bond issue will furnish money to complete the state and county highway systems and connect up trunk lines and arteries. The farmer—the auto owner—the manufacturer—in fact all people want more permanent roads.

Dr. A. M. Ottman has transferred his residence from Hilton to Rochester. "Doc" is a great booster for the Automobile Club and expects to take an active interest in all Rochester affairs.

George Bauer and Geo. W. Henner, sole owners of the Rochester Race Track Corporation, staged a meet in Canada during the month of August.

President C. D. Van Zandt is now a firm believer in aeroplanes. When Col. Clagett visited Rochester recently, Mr. Van Zandt was up in the air for at least an hour.

The New York State Motor Federation has appointed Frank J. Smith, Chairman of the Aviation Section, and has requested him to bring about the organization of an Aero Clubin Rochester.

During the past month the Club took action on the elimination of the danger at Victor, and it is expected that the Public Service Commission will order the building of a new bridge at this point, as well as straightening out the highway.

Still the Motor Federation grows in membership. Early last month the Wayne County Automobile Club affiliated, and during August the Pough-keepsie Automobile Club became members. It is apparent that there is only one real, strong, live Automobile organization which represents the State of New York.



# Good Roads and Rural Fire Protection

By Pres. Glenn R. Shriver, New York State Motor Federation

A new slant on the good roads question is the feasibility of establishing rural fire protection. In a number of communities contiguous to cities having motorized fire fighting equipment, rural fire protection has been established and has met with instant approval and success.

Communities which already have good roads can increase their value to the farmer by such use. Agreements with the nearest town having fire fighting apparatus can be entered into to provide protection to the neighboring rural districts.

Statistics show that the fire losses in cities and villages are decreasing, while those in the rural districts are increasing. The average township, outside of its incorporated cities and villages, suffers a fire loss of approximately \$2,500 yearly. This amount will pay the interest on an investment that will go far to help build permanent roads which will enable fire fighting apparatus to reach most of its valuable property.

Usually when a fire breaks out on the farm, the burning building is entirely destroyed. Indeed, the farmer is fortunate if the other buildings on the lot are not burned to the ground. It is true that neighbors quickly gather and do all in their power to quench the flames, but their inexperience and the lack of fire fighting apparatus renders them practically helpless. Even a ladder to reach the roof of a threatened building is usually lacking. Their efforts are therefore confined to saving as much of the household effects and farm machinery as possible.

Where good roads have made possible the use of the nearby city's fire department, however, the farmer is assured of prompt and efficient assistance. Practically every farmer now has a telephone, and it is an easy matter to get into communication with the city fire department. Most cities now have motorized equipment which can easily make a run of a few miles over improved country roads to the

We Can Make Immediate Deliveries on

PEERLESS "8"

ROADMASTER MOTORS, Inc.

scene of the fire. The trained fire fighters, equipped with all the latest fire fighting paraphernalia can then fight the fire effectively, and in most cases the major portions of the buildings can be saved.

Water is furnished by ponds, creeks, wells and cisterns, but where these are not sufficient it is well for the farmer to build a storage reservoir. Wells and cisterns are quickly pumped dry, and where these are the only available sources, an additional supply must be provided.

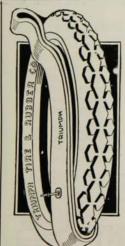
Various methods of payment for such services may be agreed upon. Charges may be based on the time spent on the scene of the blaze, the number of miles the fire department travelled from the city limits, or on the units of apparatus called into service. Such a price scale would do away with disputes after a fire, as every town or village would be able to figure exactly what the charge would be,

The relation between good roads and rural fire protection will bear the consideration of every rural community so situated as to make such service possible. The feeling of security

which the farmer will experience, and the protection from financial loss will be one more reason, added to the already long list of benefits received from good roads, which will cause the farmer to realize that good roads pay and gain his support in our movement for another bond issue for good roads which should be for one hundred million dollars.

On Sept. 15th, Harry P. Ruppert was appointed Deputy under the Secretary of State, and in charge of the State Automobile License Bureau at Rochester. The motoring public and the Automobile Club extend their congratulations to Mr. Ruppert.

Recently, Art Barry exhibited a photograph at the Club headquarters which told a story of a fishing trip. Art and his friends were fishing at Galeton, Pa., and in five days caught four trout. His friends on the trip were Joe Doyle, Dan FitzGerald, Joe Corcoran, and Leighton Griddley.



# WONDERS OF THE WAR

There were hundreds of them.

Near the top of the list will be found tires and tubes.

Rubber experts all over the world worked day and night to perfect ways which would make 100% perfect tires—TIRES FOR WAR.

All of the new discoveries in tire and tube building—

The new ways of curing and selecting rubber-

The new ways of weaving fabric

The new and wonderful EVERYTHING that you look for and expect to have in a tire or tube-you will find in

# TRIUMPH TIRES AND TUBES

Can be Purchased from any "Timesco" Dealers, who will give you a

6.000-MILE GUARANTEE

Watch for the "Timesco" dealer's sign-you will see them everywhere

T	riumph	Skid I	Proof T	ires	Pure Gum Red Tubes									
28x3	30x3	30x334	32x334	31x4	28x3	30x3	30x33/2	32x334	31x4					
13.00	12.69	16.42	18 35	25.20	2.36	2.56	3.12	3.16	3 88					
32x4	33x4	34x4	33x436	34x43/2	32x4	33x4	34x4	34x4 1/2	35x436					
25.75	26.85	27.60	35.95	37.15	4.04	4.12	4.24	5.24	5.40					
35x436	36x434	33x5	35x5	37x5	36x43/2	33x5	35x5	36x5	37x5					
38 80	39.50	41.70	44.30	46.95	5.52	6.24	6.52	6.78	6 88					

TIMES SQUARE AUTO SUPPLY CO.

STONE 6810

121-123 East Ave.

ROCHESTER, N. Y.

**CHASE 1717** 

#### Cadillacs Get Prizes at Coblenz Auto Show

Cars Which Went Through War Come to Front for High Awards

One of the features of the A. E. F. days in Coblenz, Germany, was the automobile show held by the Motor Transport Corps of the Third Army; and the feature of the show, in the award of prizes, was the Cadillac. Including the preliminary shows held by each of the eight divisions and four corps in the Army of Occupation, about 10,000 cars participated, and the Cadillac was awarded both first and second prizes in the passenger vehicle exhibit.

Cars competing must have had at least 1,500 miles of operation, and winners were chosen chiefly on the basis of mileage, chassis preservation, and condition of body. The Cadillac which won first prize was U. S. No. 19875, belonging to the Third Army Corps, while U. S. No. 15733, belonging to the First Division, was awarded second prize.

In the field events, the slow speed race, open only to Generals' cars, was won by Cadillac limousine U. S. No. 129, assigned to General Neville, Headquarters Fourth Brigade, Second Division. This car has three gold service chevrons, two wound stripes, a Croix de Guerre, and a mileage record of between 100,000 and 110,000 miles. In this event second place was won by Cadillac car U. S. No. 14901, belonging to General Hersey, Headquarters Fourth Division.

#### Gartland a Rochester Man

James P. Gartland of Rochester is now with the Johnson & Son Company of Racine, Wis., handling their full line of Auto Products. There are many products for automobiles manufactured by this company and Rochester motorists extend a welcome to Mr. Gartland. For many years Mr. Gartland was head clerk at Powers Hotel and has a wide acquaintance.

# Clambake October 2nd Tickets at Club Office

# <u> Polarine</u>



# The Garage Manager's Advice

"Well, I tell you, Mr. Smith, I don't think it pays to fool with inferior mixtures. If I were you I'd use Polarine. There's a good high quality oil that'll keep your car smooth-running and powerful. Regulated properly, it's the right oil for any car.

"You see Polarine puts an oil film between your cylinder walls and your piston heads which keeps every bit of power right behind the pistons.

"No, indeed—Polarine never breaks down when the motor gets hot. It keeps its body at the highest cylinder heat—and it protects your bearings and all moving parts against wear."

Polarine is always uniform and dependable. For sale wherever you see the red, white, and blue SoCOny Sign.

STANDARD OIL COMPANY OF NEW YORK







Hon. Charles H. Betts

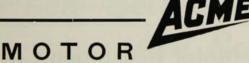
#### Safety First

For several years the County Engineer of Monroe County has been promoting safety along our highways by constructing a concrete guard rail along our highways instead of the old wooden rail. "Concrete" is in the air and well it might be for the concrete rail not only looks better than the wood but is safer.

# The Clambake

One-half hour drive from the Powers Hotel to Stony Point--on Irondequoit Bay.

Saturday, October 2, 4 to 7 P. M.



# TRUCK

# A True Truck Test

We chose the Acme as the best truck to sell, by the self-same test we ask you to make. That test is this:

Compare Acme Proved Units with any and all other trucks. Match Acme Proved Units, one by one, against the field. There can be but one answer, for Acme Proved Units, such as Continental Red Seal Motor, Timken Axles, Timken Bearings, Borg & Beck Clutch, etc., are engineering perfections.

We carry full line of parts-usually sufficient to build a couple of Acme Trucks complete.

# HONE & McLEOD, Inc.

Fine Arts Building - Chestnut and Elm Sts.

ROCHESTER, N. Y.



Outing of Town Superintendents at Nine Mile Point on Sept. 6, 1919

Front row, left to right, Chauncey W. Porter, Irondequoit, Ira P. Cribb, Dist. Supervisor, William H. Redder, Penfield, F. Clark Stone, Henrietta.

Back row, left to right, F. Lee Sickles, Chill, George Sink, Irondequoit, Isaac Hartfeld, Brighton, J. Y. McClintock, County Supt., Bert Stottles, Riga, James B. Keller, Webster.

# New York State Motor Federation Clubs

## Only "AAA" Clubs in the State

Adirondack Automobile Club

Albany Motor Club

Batavia Auto Club

Buffalo Auto Club

Clyde Auto Club

Genesee Valley Auto Club

Jamestown Auto Club

New York-Met. Div. of A. A. A.

Oswego Auto Club

Poughkeepsie Auto Club

Randolph Auto Club

Richfield Springs Auto Club

Rochester Auto Club

Rome Auto Club

Seneca Falls Auto Club

Syracuse Auto Club

Utica Auto Club

Watertown Auto Club

Wayne County Auto Club

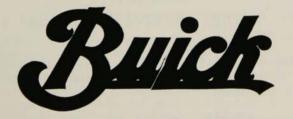
OVERLAND-ROCHESTER CO. 28 South Union Street

When you purchase an Overland Car, you secure besides an automobile that is perfect mechanically, the assurance of prompt, courteous and interested service, as long as you are an owner.



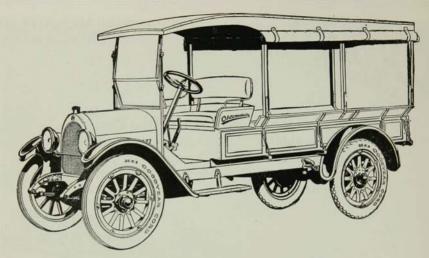
OVERLAND-ROCHESTER CO. 28 South Union Street

# When Better Automobiles Are Built



Will Build them

C. L. WHITING 342 East Avenue



# 5000 Oldsmobile Trucks On the Road in 5 Months

A WORLD'S RECORD in putting a new truck on the map—on the road, from coast to coast in all lines of business.

ECONOMY in name and fact—in first cost and in operating expense. That's the first reason.

SPEED, POWER, DEPENDABILITY—and a 22-years' reputation behind it.

Powerful valve-in-head motor; internal gear drive; deep channel section frame; complete electrical equipment, 35 x 5 cord tires all round.



The chassis, \$1250; with steel cab and sills, \$1295; with express body, complete, \$1350.

G. W. HENNER

980-1000 Main Street East

#### Road Report

WEST

Rochester to Buffalo; via Scottsville, Mumford, Caledonia, Le Roy, (slight detour in town) Batavia, Pembroke, Clarence, into Buffalo

Rochester to Niagara Falls, via Lyell Ave., Spencerport, Brockport, Holley, Albion, Medina, Lockport Cambrai, into Niagara Falls.

#### NORTH

Rochester to Oswego and Watertown; via East Ave. Penfield Road to Webster, Ontario, Williamson, Sodus, Alton, detour, follow State construction signs to Wolcott, Red Creek, Fairhaven, Sterling, Oswego, Mexico, Mapleview Pulaski, Adams into Watertown.

#### EAST

Rochester to Albany, New York City; via East Ave. Pittsford, Mendon, Victor, detour of one mile leaving Victor, Canandaigua, Geneva, Waterloo, Seneca Falls, Auburn, Syracuse, Utica, Amsterdam, Schenectady, Albany, Hudson, Peekskill, Poughkeepsie to New York City.

#### SOUTH

Rochester to Ithaca, Binghamton and New York City; via East Ave. thru Pittsford, Mendon, Victor, detour of mile leaving Victor, Canandaigua, Geneva, Waterloo, Romulus, Lodi, Interlaken, Ithaca, Candor, Owego, Binghamton, Middletown, Goshen, Suffern, Nyack into New York City.

Rochester to Elmira, via Dansville; via Mt. Hope Ave., West Henrietta Road to East Avon, Avon, Geneseo, Mt. Morris (slight construction entering Mt. Morris, but road is passable), Dansville, Hornell (detour between Hornell, Dansville and Wayland) (detour Wayland to Cohocton), Avoca, Kanona, detour into Bath, Sayona, Corning, Horseheads, Elmira.



# Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

#### G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.

# 15 SCIO STREET JUST OFF EAST AVENUE

IS THE PLACE TO BUY A

# DODGE CAR

E. J. ELLIS & CO. Inc.



The New F. B. Model Touring--\$1235 Flint, Mich.

The F. B. Model Sedan \$1795 F. O. B. Filnt, Mich.

Ready For Delivery Now

A. H. BOYCE

336 - 340 EAST AVENUE

R. D. BURCH Gen'l Manager

#### A New Warning Signal

The signal illustrated is an invention of Mr. J. D. Thompson, 64 Cornell Street, Rochester, N. Y., and for which patent has been granted to him.

This should meet a long-felt want, as it obviates the use of the driver's hand and thus leaves him free to control the stearing wheel with both hands, when he wants to make a turn.

The apparatus consists of rod to which is attached a shallow box, the back of same being a mirror contain-

a mirror containing inside a hand painted a bright red. The device is secured to the automobile by fastening to the vertical side piece of the windshield frame by clamps.

MOTORIST



When the driver wishes to display the sig-

nal he has merely to press a handle, which immediately brings out the hand from behind the mirror. In so doing he may if it is so desired, bring two points into contact which complete circuit through the horn and thus at the same time the regular horn alarm is also sounded. This stops as soon as released and contact broken, but the hand remains extended until the handle is pushed back into catch again.

When signal is swung back into housing, the door showing on lower edge closes which gives the apparatus the appearance of an ordinary mirror.

All rattle is eliminated by the use of opposing springs which take up all lost motion.

Fig. 1 shows hand extended and this form has at its base a small transparent casing containing an electric lamp for illuminating the hand for night use.

Fig. 2 is without light and the hand swings behind the mirror.

# **GABEL**

27

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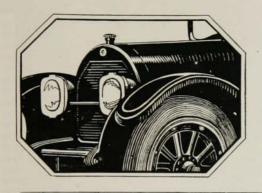
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CHARLES I. BROWN			-	-					40		-			Vice-President
WILLIAM J. TRIMBLE					-		-	4		-		4		- Cashier
CHESTER I. SMITH	-												-	Asst, Cashier
GEORGE C. EICHELMA	N						-	2		-				Asst. Cashier

EDWARD C. CHAPIN -

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#### DIRECTORS

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HENRY C. BREWSTER -												- Chairman of the Board
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WILLIAM W. DAKE -			-		-				-			President Dake Realty Co.
IAMES P. B. DUFFY												
WILLIAM C. FREDERICKS	-				=				1	P	res.	and Treas. F. H. Gerhard Co.
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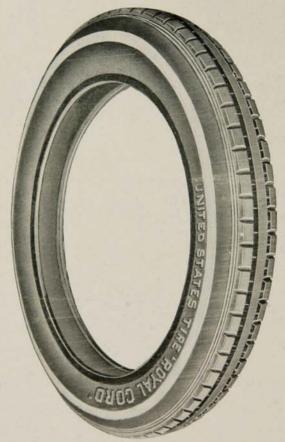
Famous for its Marvelous Motor

1919
OFFICIAL PUBLICATION

NOVEMBER

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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4267.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

November, 1919

No. 9

# State to Promote Motor Express for Farmers

Motor Federation Co-Operation to Unite City with Producers

According to a statement by Herschel H. Jones, director of the New York office of the Division of Food and Markets, Dr. Eugene H. Porter, New York State Commissioner of Foods and Markets, has started a survey of the existing rural motor truck express routes in New York State and the possibilities of extending this comparatively new means of transportation for the marketing of farm products.

"In Dr. Porter's opinion" said Mr. Jones, "a very large saving in the cost of transportation and distribution of foodstuffs can be effected by the establishment of motor truck routes to bring food directly from the farm to the market place of the city. A great amount of waste resulting in delay and unnecessary handling can be eliminated. New sources of supply can be opened up through the establishment of new market outlets for rural districts having inadequate transportation.

"The farmer who grows vegetables and fruits on a very large scale may be able to have his own motor truck for bringing his goods to market, but the small farmer cannot afford to own and operate a motor truck, and it is unprofitable for either of them to give up their time from productive work on the farm to bringing small quantities of foodstuffs to market."

The survey began by Commissioner Porter is first covering the motor express routes coming into New York City. Full data for each is being collected. This data will include such details as the tonnage carried, system of

management, profits made, type of service rendered, and the relation of this service with the actual needs of the territory covered. This same information will then be secured for every other section of the State.

Following this survey a study of the farming areas will be instituted to ascertain where present transportation facilities are inadequate and where motor truck routes would make possible the bringing to the city markets of farm produce which cannot now be profitably marketed. Particular attention will be paid to the farming areas within trucking distance of New York City, with the idea of encouraging the organization of new motor truck routes that will enable the farmers to send more products to this market.

If possible, such routes will be connected up with public markets or other market places where the consumer may derive an immediate benefit from direct contact with the producer. Commissioner Porter states that he believes the greatest result will be secured through the cooperative ownership of rural motor express lines by farmers of the community that they serve. A co-operative express line of this kind was started by the farmers in Hartford County, Md., to bring milk and other commodities into Baltimore. It has proved so successful that the farmers have purchased several additional trucks and have established a purchasing department which buys for members, supplies at wholesale prices.

The farmers all over the country are becoming interested in this movement. New York

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N. STANLEY CO., In ote Yes on this Measure

Has if ever occurred to you that of the automo 260-264 EAS Fork 15% are never of the State of Revolutionary War of '76 was brought on by, MOTORIST

# achester Motorist

Published Monthly. One Dollar per Year in Advance.



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#### Automobile Dealers Elect Officers

Eugene J. Ellis Chosen President

Election of officers and the adoption of a resolution favoring the holding of an automobile Show in 1920, constituted the main business transacted at the annual meeting of the Rochester Auto Trades Association in Seneca Hotel, on Tuesday evening, October 21st.

The meeting was preceded by a dinner served in the Pompeian room of the hotel.

Before any business was transacted, a memorial to the late Henry G. Strong, one of the charter members of the association, was read.

Following the custom of the association, the directors—seven of them—were elected by secret ballot, and at the close of the election the directors retired and named the officers for the current fiscal year.

Eugene J. Ellis, Packard and Dodge dealer, was elected a director on the first ballot. Wm. P. Knipper was named on the second, George J.

Wagner on the third, George T. Sullivan on the fourth. Joe Swope of Mabbett-Bettys Company, was named on the fifth, George Stafford, Cunningham dealer, was named on the sixth and Gay S. Clampitt, Rausch & Lang electric dealer, was elected on the seventh.

The directors on retirement, named Mr. Ellis president; Knipper, Vice-President, Wagner, Treasurer and Sullivan, Secretary.

In his speech of acceptance, Mr. Ellis pledged himself to give the association the best administration in his power, and promised to work continually for the good of the automobile trade in Rochester.



EUGENE J. ELLIS

#### Plans For 1920 Show

Election over, the question of a show in 1920 came up. A resolution was adopted deciding to stage a show, and then came the question of dates. Individual expression of opinion was asked for, and the choice was about evenly divided between the months of January and February, some desiring that it take place

the week following the National Automobile Show in New York City, while others wanted it later. No definite date was decided upon, the matter being left to the Board of Directors and being dependent in a large part on the available dates for the use of the buildings in Exposition Park.

ROCHESTER

No executive committee was named at the meeting, the appointment of the additional members of that body, which includes the directors, being left to the discretion of the president.

The Rochester Auto Trades Association is in a flourishing condition, as the present year has been a big one in matters pertaining to the automobile. All the dealers and accessory men are desirous of making next year's show a great, big success and all have pledged themselves to put their shoulder to the wheel and make it that, and start off the new year with a rush to the general good of the automobile trade.

#### Vote Yes on this Measure

Has it ever occurred to you that of the 250,000 commercial travelers in the State of New York, 75% are never able to vote? The Revolutionary War of '76 was brought on by

MOTORIST

revolt against taxation without representation, and yet, today, these many thousands of citizens are taxed without the opportunity of voting on how their money shall be spent.

The injustice of this situation has been recognized by 21 states, but not until the present time has the opportunity come for our citizens to do justice to the traveling men here in the State of New York. Two successive legislatures have passed Assemblyman Martin's bill, providing for an amendment to the Constitution in regard to absentee voters and it will come before the voters this year in the form of Amendment No. 2.

The amendment reads as follows: "Shall the proposed amendment to Article 2 of the Constitution by inserting a new section to be Section 1-a, authorizing the legislature to enact a general law to provide a manner by which absent qualified voters may vote at any general election and for the return and canvass of their votes in the election district in which they respectively reside," be approved?

All the traveling salesmen's organizations, together with many Chambers of Commerce and Boards of Trades have gone on record as favoring this amendment. Among these are the Commercial Travelers' Council and the Rochester Chamber of Commerce.

Manufacturers of this city, with scarcely an exception, are urging their employees to vote "ves" on this amendment. It is a mere matter of justice to a class of men who are among our best citizens, but because of the necessities of their business have been practically disfranchised. Many of these men are thousands of miles away from home when registration and election days come around. It is not fair to ask them to give up a week or more of their time and some hundreds of dollars to perform a duty and exercise a privilege which costs the rest of us not a cent. They have as much right to exercise the franchise as the soldiers in the late war, whose vote was taken in the camps as it should have been. It is a matter of simple justice and the amendment should prevail.



#### TRUCK

#### Unmatched Value

Every man in this locality—if haulage is a factor in his business-should see and study the Acme Truck. Let us give you a thorough demonstration of how the Acme Truck saves money-and how much it saves.

Acme—the Truck of Proved Units—is the peak of truck value. Each unit an engineering perfection. Continental Red Seal Motor, Timken Axles, Timken Bearings, Borg & Beck Clutch, etc.

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SHOWROOMS-245 East Avenue

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ROCHESTER, N. Y.

#### The Garden of the Billions

#### The Land Where the Dollars Grow

By EDWARD S. JORDON

If the people of the United States ever want to establish an asylum for pessimists— or those who think this country is going to the dogs— I know a lot of good locations.

Pick any verdant hill in the heart of the pig and corn country in the region of the milk and wheat—the Garden of the Billions—the Land Where the Dollars Grow.

That's the middle west, where in 1918, ten states produced more than five billion dollars' worth of crops out of fourteen billions produced in the whole United States.

The future wealth of this country lies in the ground, and the simple solution of the high cost of living, any successful farmer knows.

He will tell you that it lies in increased production through harder work and education in better methods— thereby building up a surplus for the days to come.

There was a time when fathers dreamed of success for their sons in the money marts of the Fast

The Sunday newspaper supplements of our glowing youth, pictured the man who made millions in oil and steel on Wall Street.

Now fathers dream of the day when their sons may become as rich as a middle western farmer.

Consider the marvelous story of that land of wheat and mules, cows and pigs, corn and money.

The average value of an Iowa farm is \$18,000. Iowa ranks first in the United States in the number and value of horses, hogs and combined live stock, the production value of corn and oats, the amount invested in farm machinery, and the value of beef cattle.

In 1918, there were 265,034 motor vehicles in service in Iowa, or one to every 8½ persons. Of these 121,357 were Fords, and wherever you find a small car, there is being educated a buyer for a larger one.

How would you like to live in Ida County? There, 11,656 people have a per capita wealth of \$2,851. Or locate in Polk County, where DesMoines is the big City. There 129,121 people have a per capita wealth of \$1,321. Just let that trickle into your mind. And Kansas, Nebraska, Minnesota, Wisconsin, Illinois, North and South Dokata, Missouri and Oklahoma are as inviting. No wonder the smart motor car dealer in every community is adding to his line, a car which will satisfy the better class of farmers— a car which is in keeping with his desire to enjoy the better things in life.

Of course, for years the farmer had to buy what the dealer sold him— usually a cheaper car. Then his sons and daughters and his wife demanded more comfort, more beauty— more style— more service.

The dealer knows now that the farmer wants just what the city buyer wants— whether it be a heating system— a victrola— a piano— a rug— a set of furniture or an automobile.

Strange isn't it, that the idea should long persist that farmers want cheap merchandise, when in reality they are the most intelligent and insistent purchasers of service and quality in the world.

Oh, no. He is never extravagant. That's not it. He just knows that a cow which he can buy for \$70 eats as much but gives less milk than a good one which costs more. He buys service.

Stand on a hill overlooking a golden valley of corn in Illinois. Then think of the Bolsheviki in Russia who issued eighty billions of paper money, imagining that the symbol of wealth was wealth itself.

Wealth is everywhere in the world for men who are not afraid to sweat and learn and save. Once the habit is formed, the laborer, whether with hands or brain, becomes a capitalist. Then he is independent of other men. His wealth attracts wealth— and happiness is his.

Illinois ranks first in the United States in the value of crops of all kinds, in the value of poultry products and farm property. In this great year of 1919, it will produce easily one billion dollars in new agricultural wealth.

MOTORIST

Imagine the increased production and decreased cost of marketing with motor vehicles when hundreds of millions of dollars now available for good roads, have been intelligently expended in the middle west, where the "gumbo" road has been the greatest handicap to farmer, to haul over a bad road. But the farmer is alive to the situation now. So is the banker and the merchant.

Who will dare to prophesy what the next five years will bring in sales of motor cars? There are more than 6,000,000 in service now.



EDWARD S. JORDON, President Jordon Motor Car Co.

banker, merchant and manufacturer alike. Strange isn't it that there are 2,500,000 miles of roads in America and only 12% of these surfaced. Very strange when we remember that we pay a toll of at least ten cents per ton for every ton of merchandise we try

Would you guess 10,000,000? I'll say so.

Isn't it likely that the business of selling
motor cars will go on until nearly everyone
has one and none ever wear out?

Wisconsin ranks first in the Union in the number and value of dairy cattle. Minnesota ranks first in the production of barley. North Dakota leads in the production of spring wheat, rye and flaxseed.

Kansas produces more winter wheat than any other state in the Union. Missouri, Nebraska, So. Dakota and Oklahoma are champions in their own way, and in 1918 these ten states increased their production by nearly one billion over the previous year.

Note the rapidity with which new wealth is created on the farms of America. In 1916, the corn crop passed the two billion dollar mark for the first time. Then history was swiftly made. In 1917, it topped three billion. In 1918, it went over \$3,500,000,000.

In 1919— look out— for what the farmer calls his 100-day crop. It's likely to prove a corker.

The wheat crop almost touched two billion in 1918, bringing more than double the 1915 price and 25 percent more than 1916. In three years, the wheat crop of the American farmer almost doubled in value. Hay passed the billion and a half mark in 1918— oats the billion mark.

On January first, there was 10,341,000 head of horses in ten middle western states; 17,971,000 head of beef cattle; 9,708,000 of dairy cattle; 36,334,000 fat hogs, at an average price of \$24.29. There were 1,280,000 mules; 7,274,000 sheep, with a combined live stock value of \$3,774,616,000.

Poultry is worth a billion.

There are 9,289 state and savings banks in the Garden of the Billions. On last call, the total deposits were \$3,643,684,642.97, showing a gain of over seven hundred million in two years. Astounding, isn't it?

Now, conceive if you can, a great farm with modern buildings and equipment, valued at close to seventy-eight billions of dollars, two billions in farm machinery.

In the last two years, these farmers have spent nearly one million dollars per day for motor cars for individual transportation.

The number of motor cars in these ten states has increased from 136,344 in 1911 to 1,910,765 in 1918.

The demand will never cease until every farmer has a good car and none ever wear out.

#### Why Delay in Getting THAT

# Peerless "8"

WE ARE READY TO DEMONSTRATE TO YOU THAT THIS IS THE CAR YOU HAVE BEEN WAITING FOR. IMMEDIATE DELIVERIES.

ROADMASTER MOTORS, Inc. 76 NORTH STREET

MOTORIST 11

Now, what is the meaning of all this to onward looking men?

It means that the life blood of this country is in the bodies of men who work and learn and save. The markets of the world must be opened by American business men to find consumers for the increased production of American goods, when capacity production is reached. We already have a market at home which is stupendous. The demand for motor cars prove this. Some ill-informed people think there is simply a wave of extravagance sweeping the country. On the contrary, the production of motor cars is simply one million cars short of the normal demand.

Note these facts carefully.

In every year for several years, until 1917—good and bad years alike—the production and sale of motor cars increased 40% annually.

In 1917, just 1.800,000 were built, excepting the production of Ford.

In 1918, the war cut the total to 1,000,000. In the first half of 1919, the total was much

In the first half of 1919, the total was much below 500,000.

Strive as they may, the manufacturers cannot greatly exceed the production of 1918 in the year 1919.

This means a spring demand in 1920 far in excess of the spring of 1919.

What cars will the farmer buy?

The mass will buy in the lower prices class, for there will be hundreds of thousands of new buyers ready. But— and dealers should note this carefully— a tremendous number of well-to-do farmers will buy cars selling above \$2,000.

Why— you ask? First, many have use for two cars, a small one and a better one.

Besides the world knows that men of ambition and women who think of their children's opportunity, are constantly looking forward to better things.

Are not farm houses more substantially built than the mass of city houses? That's because the owners have to live in them themselves.

Are they not distinctive in color and comfort and practical advantages?

Consider the car that the well-to-do farmer really wants. It's a high-grade, light weight, economical car, built in a balanced way for long time service and hard road comfort.

It's rare in beauty, like a thoroughbred stallion.

It's free from rumbles and rattles and service expense. In other words, it's an investment in happiness for the family.

A new day has come in the motor car world. Do you know what has happened?

Motor car purchasers are buying what they know they want instead of what someone tells them they want.

What do they want?

They want a compact, light-weight, good looking, perfectly balanced, rattle-proof, comfortable and economical automobile, with unusual ability to perform, and built to serve the owner satisfactorily over a period of years.

Boost for \$100,000,000 Bond Issue for More Roads.

# H. J. PELLETTE

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OF=

Rugs, Silk Tapestry and Automobile Upholstery

Velour, Velvet, Plush and Silk

DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

BELL PHONE, MAIN 3465

85 PLYMOUTH AVE. S.

ROCHESTER, N. Y.

# Wayne County Auto Club Activities

Judging from reports emanating from the headquarters of the Wayne County Automobile Club that new organization is in a thriving condition with a total membership at present of five hundred. President Willis T. Gaylord called a meeting of the Board of Directors, which was held at Lyons on Monday, October 20th, and attended by twelve out of the fifteen directors. At this meeting reports of officers were received and the directors present were surprised at the large membership and greatly pleased with the reported activities and the success the club has been having in good roads work.

Wm. G. Sisson, County Engineer, reported on the visit of the good roads committee of the Board of Supervisors and representatives of the Club to Albany for the purpose of going over details as to the construction of Route 20 next year. He said Route 20 was a certainty next year and that the directors of the club could feel assured that Commissioner Greene would carry out his promise to the letter. Other road matters considered by the Board were the highways on the county system, which they

believe should not be disturbed, but every assistance be given to the Motor Federation to secure the passage of the hundred million dollar bond issue, so that Wayne County could receive enough aid from the State to build all the highways on the county system and in addition to lay a concrete road along the lake front from Pultneyville to Sodus Point.

The Secretary reported that meetings had been held in nearly all the towns in the county and that the club was receiving the hearty cooperation of all motorists in the county excepting in one or two small towns where clubs now exist.

Upon motion John F. O'Brien of Wolcott, was elected Chairman of the Law and Legislative Committee; Henry G. Rogers of Newark, Chairman of the Good Roads Committee, and Wm. G. Sisson of Lyons, Chairman of the Membership Committee. Regarding the Road Signs Committee, it was desired that each director serve with the supervisor from each town so that next year all the highways could be posted with road signs.



The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against

any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

#### G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.

# MARMON 34



#### The Standard Town Car

Intended primarily for city use, the Town Car has dignity and elegance which fits it for the formalities of metropolitan life. While there is no permanent covering over the driver's compartment, provision is made for protection in stormy weather.

Rapid acceleration, extraordinary power, quick acting brakes and the short turning radius make it an ideal closed motor carriage

for crowded traffic.

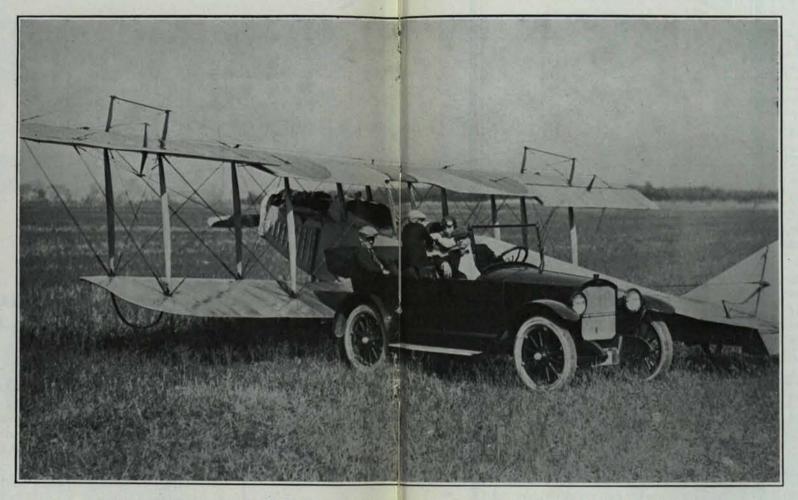
Refinement of detail in all Marmon Closed Cars is carried out in specially designed handles and metal fittings.

# PAUL LEHARDY

CHASE 1646 308 EAST AVENUE STONE 8005

15





THERE ARE THOSE WHO PREFER THE SKY. BUT THOSE MORE CONSERVATIVE PERSONS MAXIMUM OF MOTORING SATISFACTION.

WHO LIKE TO KEEP ONE FOOT NEAR THE GROUND FIND IN THE CLEVELAND SIX THE



#### Annual Meeting of Aero Club of Rochester

Clarence W. McKay, General Secretary of the Aero Club of Rochester has mailed out notices to all members, to the effect that the annual meeting of the Aero Club will be held at the Club rooms, Powers Hotel, on November 4th, at 8:15 P. M. This will be the first meeting in several years and it is expected that considerable business will be transacted in addition to the election of officers and directors for the ensuing year.

In his notice Secretary McKay announces that a resolution will be presented on a proposition to increase the number of directors from nine to twenty-one and to elect a business Secretary in addition to a General Secretary.

Owing to the great interest of motorists, the Aero Club officers have made arrangements with the Automobile Club so that space will be provided in the Club headquarters for the Aero Club. Both organizations will be separate and all expenses connected with the Aero Club, aviation and visiting aviators will be taken care of by the Aero Club of Rochester. At the present time there are over a hundred members of the Club and immediately after the annual meeting, campaign will be started to raise the membership to five hundred.

#### Motor Federation Items

President Glenn R. Shriver has announced that the annual Convention will be held at Utica on December 9th and 10th. It is expected that all clubs will send three delegates to participate in the Convention.

About six months ago the Federation Board of Directors passed a resolution favoring a campaign of education to urge the Legislature to pass a Bill during the 1920 Session for a bond issue, amounting to a hundred million dollars. In October the State Association at Albany passed a resolution in annual Convention, favoring a similar bond issue.

F. W. Sessions, Chairman of the Legislative Committee of the Federation says he will be very glad to receive any suggestions as to future legislation which would be of benefit to motor car owners. Members of the Rochester Automobile Club may write direct to Mr. Sessions, giving him suggestions for new laws.



## Hundreds of Rochester motorists are using

#### BENGAS

They are using Bengas because they get more miles per gallon and because Bengas reduces costly carbon troubles to the minimum.

#### TRY BENGAS

26 cents per Gallon

We know what Bengas will do, therefore we know your verdict in advance.

#### SERVICE STATIONS:

Roch, Railway & Light Co., Front St. near Central Ave. Lamberton Park Service Station, 75s Main St. West F. B. Rae Service Station, East Avenue near Colby St. F. B. Rae Service Station, State St. at R. W. & O. Station Fred A. Stenzel, 271 Genesee St. Circle Auto Service Co. Whitley Service Station Mosher Service Station, Marsh & Brayer, T. T. Southwick Oil Co., F. F. Foley, E. L. Masline, St. Paul St. & Avenue D Ridge Rd. near Dewey Ave. Portland Ave. near Ridge - 32 Railroad St. - 336 Plymouth Ave. - Lyell Avenue

#### ROCHESTER RAILWAY & LIGHT COMPANY

34 Clinton Avenue North

Bell 'Phone---Main 3960

Home Phone---Stone 3960

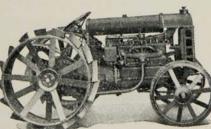
# FORDSON TRACTOR

Manufactured by HENRY FORD & SON, Inc., Dearborn, Mich.

#### and Approved Farm Machinery

OLIVER PLOWS

Roderick
LEAN DISC,
SPRING TOOTH
and
SPIKE TOOTH
HARROWS



American Seed Co. GRAIN DRILLS

> D. R. D. MANURE SPREADERS, LUMP CRUSHERS, ETC.

These implements have been approved by Henry Ford & Son, Inc., of Dearborn, Mich., and developed with the Fordson Tractor.

#### THOS. J. NORTHWAY'S

New York State Distributor

100 Exchange Street

#### Great Demand for Closed Cars this Winter

#### Enormous Sales of Chandler Sedans and Coupes. A Definite Indication. Factory Production Will Sure Fall Short

BY CHARLES F. BUELTE

The automobile has ceased to be merely a pleasure car. This is a trite phrase that motor car dealers have used so often that it grinds on the ears of the public. But it is an established and recognized fact.

The motor car of to-day carries the business

man to his office in the morning. It brings him back to his home at night. It enables him to live farther away from the drone of the city—in quieter and pleasanter environments.

THE CHANDLER 4-PASSENGER COUPE

The automobile makes him and his family independent of the trolleys and railroads. It saves them from wasting good time in waiting for delayed trains. Their own car takes them where they want to go when they want to go.

All this used to be true only in the spring, summer and fall. Along came the cold, disagreeable weather and the car was laid up for the winter. But those were the days when protection

from the cold and wind and snow of winter depended solely on robes and side curtains.

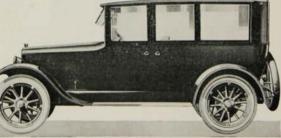
However, the advent of the closed car in the motor car field changed the whole aspect toward winter driving. Plate glass windows. rainproof and wind-proof, kept the interior of the car warm and dry without destroying the vision of the driver or passengers. But there was one draw-back, a very important one, too. That was the price. The ordinary mortal did not feel himself able to own a closed car.

But this has been changed. The manufacture of closed cars has reached such a degree of perfection and the factories are turning out such a volume of closed cars that they can be made

and sold at a much lower cost than several years ago, despite the rise in the cost of labor and materials. Every year sees the ratio of closed models to open cars increase, and this year, if production is not seriously impaired by labor strikes and shortage

labor strikes and shortage of materials, more closed cars will be sold than ever before in the history of the motor car industry.

I can make this statement with perfect assurance.



THE CHANDLER 7-PASSENGER SEDAN

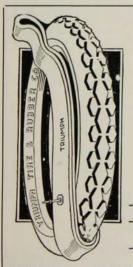
The enormous sales of Chandler Coupes and Sedans we have made this fall are a definite indication. And other dealers of other cars can truthfully say the same thing about the cars they handle. For the closed models of MOTORIST 19

almost all makes of cars are built so as to be just as cool and comfortable in the warm months as they are warm and comfortable in the cool months. In summer, for instance, the windows may be lowered out of sight and advantage may be taken of every prevailing breeze.

The only regret of most motor car dealers is that by the time the winter automobile show takes place customers have already chosen their closed car for the year. But the dealers of one city, Detroit, sensing this strong leaning of the public toward closed models held a Closed Car Show from October 6 to October 11 at which no open models were permitted to be shown. The great success of this show is only another indication of this demand that is advancing by leaps and bounds. I believe that the production of the factories, even if not hindered by strikes and the like, will fall short of the needs of the public in the closed car line.

#### Good Roads Meeting Held at Sodus

On Wednesday, October 22nd, a good roads meeting was held in the town Hall at Sodus and seventy-five automobile owners were present to hear the proposed plans of the Wayne County Automobile Club in conjunction with the Rochester Automobile Club. Willis T. Gaylord of Sodus, presided and speakers from Rochester were Frank J. Smith, Sam. Rosenbloom and George C. Donahue, who outlined the general work of an automobile club and showed the motorists why they should become members of the Wayne County Automobile Club. It was a very interesting meeting, according to Mr. Gaylord, and while only thirty-four members were signed up that night, he said that Sodus would put one hundred members even, into the Wayne County Automobile Club before November 15th.



# NO BOOST IN PRICE

TRIUMPH and TIMESCO Tires are being sold at the old price—this despite the fact the cost of raw rubber is advancing. In maintaining the old prices we are likewise maintaining the high standard of workmanship and quality of raw materials which enter into the manufacture of TRIUMPH and TIMESCO Tires.

#### PRICES OF 6,000 MILE GUARANTEED TRIUMPH TIRES

30x3½	32x3½	31x4	32x4	34x4	34x34½	37x5
16.42	18.35	25.20	25.75	27.60	37.15	46.95

OTHER PRICES IN PROPORTION

#### TIMES SQUARE AUTO SUPPLY CO.

**STONE 6810** 

121-123 East Ave.

ROCHESTER, N. Y.

**CHASE 1717** 

#### What Are Your Employes Thinking Of?

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Are their minds on their work or are they worrying about the future?

THE MAN WHO IS ARMED AGAINST WORRY IS THE BEST AND MOST RELIABLE WORKMAN

Encourage the Formation of

Government Savings Societies

They Lead Men to Thrifty Provision for the Years to Come

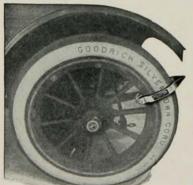
For Information Phone or Write

#### GOVERNMENT LOAN ORGANIZATION

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15 NORTH STREET

**Stone 7113** 



# \$100.00 REWARD

Bond Held by Rochester Automobile Club

\$100.00 payable to any person who detects a thief stealing or attempting to steal YOUR CAR when it is guarded by a---

#### SECURITY AUTO THEFT SIGNAL

LOOK FOR IT—A strong metal shackle locked around right front wheel.

LISTEN FOR THE BUMP—The racket made by THEFT-SIGNAL striking the road is sure proof that the car is stolen.

CALL THE POLICE—The thief cannot get away. The point of the THEFT-SIGNAL leaves a hole in the road with each turn of the wheel—a distinct trail leading to the capture of the thief.

YOU CANNOT MAKE A MISTAKE—The car owner always removes THEFT-SIGNAL with his special key, his sure identification. Earn the \$100 Reward by having all others arrested.

See the Security Auto-Theft-Signal at the Automobile Club Rooms, or phone Main 6187-W and we will be glad to call on you personally

NO CAR HAS EVER BEEN STOLEN WHEN PROTECTED BY THIS SYSTEM

R. R. ASPINWALL, Distributor

PHONE---MAIN 6187-W

209 LIVINGSTON BUILDING

#### When the Boss Wears a Grin

When the boss is feeling good
He gives us boys a smile,

It's like a whiff from flowered wood To make us feel worth while:

It rather gets beneath our skin, And helps us to dig in.

'Cause everywhere is sunshine When the boss wears a grin.

But when his face is as a map, Just charted o'er with care,

A dismal hush broods o'er the place— There's microbes in the air. And Jimmy, he didn't kick my shins
Nor I don't take him down,
But we just mope and lay around
When our boss wears a frown.

It's curious how the atmosphere Get's in a fellow's work;

How smiles will raise the spirits high And frowns produce the shirk.

It's not the money that we get Which makes us boys sail in,

But work is just contagious,

When our boss wears a grin.

-Exchange.



Join the

Aero Club

of

Rochester

MEMBERSHIP

\$5.00 per year

Headquarters

Auto Club

Powers Hotel

# Advancing the Automobile Business

By President E. J. Ellis

Rochester Auto Trades Association

Theodore Roosevelt said that every man owes some of his time to the upbuilding of the business to which he belongs.

Many men, not through any lack of intent to co-operate, but more through the very human failing of following the lines of least resistance, are inclined to concentrate their efforts and their ability on their own particular business and are content to leave to others the upbuilding of that business in general.

With this thought in mind the Rochester Auto Trades Association, which was organized fundamentally for co-operative effort of its members toward the upbuilding of all business pertinent to the automobile, decided at one of its annual meetings on a policy of rotation in its directorate that will ultimately extend to every member an opportunity to interest himself in the active direction of the association.

Each year the members elect seven directors and the directors in turn, from the directorate, elect the officers of the ensuing year. It it understood that officers will hold office for one year only and cannot succeed themselves to their particular office.

The board of directors each year rotates so that three or four directors, as the case may be on alternate years, are chosen from members who have never served on the directorate, while three or four, again governed by the year, of the directors who have served for one year, remain on the board so that the new directors will have the benefit of their experience.

By this method a director holds office for two years only and every member of the association will, during the cycle, automatically have an opportunity of exerting his efforts and his ability toward the upbuilding of the business to which he belongs, and a more active interest in the affairs of the association will be manifested by former directors as a result of their having, at some period, served on the board.

It is to this custom that the present board of directors and their officers owe their election.

#### What Good Roads Mean to the Farmer

Paved roads reduce gasoline and tire expense, wear and tear on wagons and harness, and strain on horses. They put the farmer in a state of preparedness to reach markets when prices are best, so they can take profits quickly and get home with more cash than can be done when bad roads compel slow-hauling. Paved roads add to farm acreage values because high-class rural transportation increases land-earning possibilities. A durable paved road makes all of these advantages permanent.

Paved roads permit the farmer to equip himself with a truck and get all the hauling advantages that come with that efficient equipment. He can haul his crop to market in quantity, reduce the time required for his marketing, and get the greatest possible returns for the time he spends on the road. Paved roads place within reach of the farm all the advantages of the city without its disadvantages. School, college, theater, lecture hall, church—all the good things of life are brought to his gate. All that the world has to offer, of knowledge, of entertainment, of inspiration, is at his command.

Paved roads mean as much to his wife and children, too, as they do to the farmer himself. With good roads come social functions, neighborliness, good health, good times. There is no isolation, no monotony, no lack of social opportunities where the roads are good.

These good things of life come with paved roads. They become permanent parts of your daily life to the extent that the roads are permanently paved. MOTORIST 23

#### Rochester Boasts of Two Aeronautical Companies

Commercial Aviation Advancing by Leaps and Bounds

Commercial aviation has been advancing by leaps and bounds in Rochester. How far it will go is beyond our power to state. The practical value of flying as a means of transportation and of aerial photography has become so apparent to the men who were in the aviation service of the country during the war. that it is no small wonder that the days of peace see the sky clouded with aeroplanes that are giving their passengers the thrills of flying, or that are shooting large industrial plants and real estate tracts below with aerial cameras firmly seated in the floor of the plane.

Two aeronautical concerns, the Rochester Aircraft Corporation and the Northeastern Aeroplane Company have already been established in Rochester. In regard to flying, Aviator Beers, President of the Rochester Aircraft Corporation, is quoted as saying:

"I believe that the old timidity over the aeroplane has been just about eliminated.



AMERICAN WOODWORKING MACHINERY CO., of this city. A picture taken from the air by Aerial Photographer, Walter M. Jakway.



ELSIE HAYNES, 2 years and 1 month old, in Rochester Aircraft Corporation plane and her father, just after a ride through the air with Aviator Earl 1. Beers.

People now have confidence in the pilot and his machine. The aeroplane is no longer looked upon as a foolish contrivance and the aviator as a dare-devil. Aviation has become a safe and sane proposition and in that wise is accepted by the public. People want to fly and this desire is just as strong among the older people as it is the younger."

The appearance of the Scottsville Road, where the fields of these two companies are located, on any pleasant Sunday, strongly corroborates Mr. Beers' statement of the attitude of the people towards flying. Hundreds may be seen waiting for their turn to sail through the air on wings and compare his new sensation with speeding over the state highways on inflated automobile tires.

But passenger flying is only one small phase of the wide scope of commercial aeronautics. Aerial photography, or pictures from the air, which are without a doubt one of the most important developments of the war, comprise what will become probably the chief work of all aviation concerns. Aerial photography, which includes aerial surveying, aerial mapping, bird's eve views of industrial plants, s, and al places of incities, real estate practicability has by the Rochester se services are now rial survey for a large

The enthusiasm and interest of the people of

Rochester in aWhen your purchase an Overland Garokyou Rochester one of the leading aviation cities in secure besides an automobile that is perfect

Nov. 16-23—Novvious appropriation where Hotel Commodore.

January-New York. International Automobile Mfrs. Congress.

Jan. 3-10-New York. Grand Central Palace, National Automobile Chamber of Commerce, S. A. Miles, Manager.

Jan. 3-10-New York. Eighth Coast Art LOVERDAND PROCHESTER COCESSOISE

Jan. 228 South Union Street Coliseum, Cars; Drexel Pavilion, Trucks; National Automobile Chamber of Commerce. S. A. Miles, Manager

—Chicago. bile Mfrs. Congress.

505 Universit

Mr. Geo. C. Donahue,

Sec'y, Rochester Automobile Club, Rochester, N. Y.

My dear Mr. Donahue:-Will you convey to the Board the Rochester Automobile Clu the boys of Henry G. profoundest gratitude which the said Board late bereavement in the Resolutions presented to us. We will ever cherish this kind act, and the club will ever have a warm place in an hard

Thanking you again beg to remain,

> Yours respectfully, MARION G. STRONG

October 6 1919. WHITING

OVERLAND-ROCHESTER CO. 28 South Union Street

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mechanically, the assurance alogo better. Spec-Calendarte dispared interested services as long

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24 Main Street East, Rochester, N. Y.

342 East Avenue



that the day by the the sky clearly with accurate planes that are giving their passengers the thrills of flying, by that the cooling

LSIE HAYNES, 2 years and 1 month old, in Rochester Aircraft Corporation plane

# the growth of the Rogal in 5 Months Two seronautical concerns, the Rochester People now have confidence in the pilot and

Aeroplane Company have already been established in WROhRIL Din SregRiff C QyRgD viatna Been 1 The devoted, thro Rive coast Arcraft Corporation, is quoted as saying:

"I beconomyditimisame cante for ating expense. That siminate first

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The appearance of the Scottsville Road

The appearance of the Scottsville Road,

The appearance of the Scottsville Roa

But passenger flying is only one small phase chassis with 1250; withmsteel acabautics. sills is 1295 granth express body he air, which as yithout a doubt one of the most important developments of the war, comprise what will become probably the chief work of

980 a 1000 Main Street East which includes aerial surveying, aerial map-



R Con of this city.

Willys

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When you purchase an Overland Car, you secure besides an automobile that is perfect mechanically, the assurance of prompt, courteous and interested service, as long as you are an owner.

Querland

OVERLAND-ROCHESTER CO 28 South Union Street

# When Better Automobiles Are Built



Will Build them

C. L. WHITING

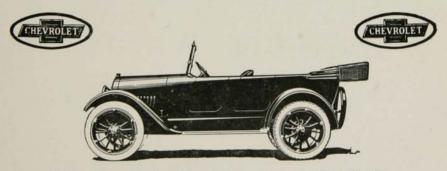
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The F. B. Model Sedan \$1795

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Blank Books, Loose Leaf Systems and Catalogues

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### These Cadillacs Run on Express Train Schedule

Ten Cars Give Hourly Service in Arizona— Carried Mail and Passengers During Strike

On the Apache Trail, in Arizona, ten Cadillacs are giving daily object lessons on the reliability which can be built into a motor car. They cover the 120 miles from Prescott to Miami on schedules which are as exacting as railroad schedules, starting hourly from Prescott.

The Apache Trail is described as one of the severest stretches which motor cars are called upon to travel in the Arizona country of desert and mountain. In spite of its difficulties, the Cadillacs perform with such unfailing regularity that during the recent railroad strike, the government designated five of them to carry mail and passengers over the 470 mile trip to Los Angeles.

over the 470 mile trip to Los Angeles.

During a single day these railroadschedule Cadillacs are frequently driven
from the burning hot deserts into altitudes
of 14,000 feet, where the snow never melts.
The "dean" of the fleet now has 132,000
miles of such service to its credit.

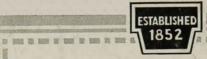
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252-262 Court Street

"Just East of Clinton"



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CHARLES J. BROWN			-							-	-			Vice-President
WILLIAM J. TRIMBLE	-	-		-		-						-	-	- Cashier
CHESTER J. SMITH	2		-		-		-	- 6					-	Arst, Cashier
GEORGE C FICHELMAN	0 -								-			-		Acat Cashier

EDWARD C. CHAPIN

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#### DIRECTORS

HENRY C. BREWSTER -			4	6		-		-	-	- Chairman of the Board
CHARLES J. BROWN -	-	-	0 2		14		2		-	- Treasurer Monroe County
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JAMES P. B. DUFFY -		-	-		-		-		-	Duffy-Powers Co.
WILLIAM C. FREDERICKS						-		6	Pres	, and Treas. F. H. Gerhard Co.
FREDERICK C. LOEBS	-	-	-		-		-		- P	resident American Brewing Co.
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HENRY F. MARKS -	-				-		-		-	President
CLARENCE W. McKAY -	F. 10		- 18			-			-	Attorney
WILLIAM H. ROWERDINK		1					-			- Wagons, Auto Tires, Etc.
HENRY G. STRONG -	2.0		+	-		+		-	-	President Strong Motors, Inc.
WILLIAM J. TRIMBLE		-3	1		1		2			Cashier

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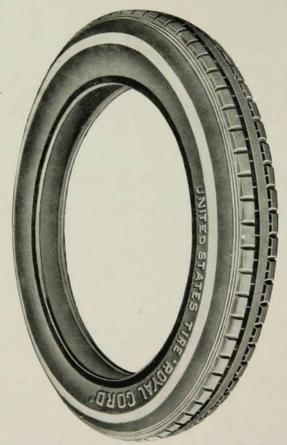
1919

OFFICIAL PUBLICATION

DECEMBER

AUTOMOBILE CLUB OF ROCHESTER

1919



United States Tires are Good Tires

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MAIN 557

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are the best for all seasons. We can refer you to many users; money back in 15 days if not satisfactory.

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# Rochester Motorist

Published Monthly. One Dollar per Year in Advance.

All communications should be addressed to the Secretary, George C. Donahue, at the Headquarters of the Automobile Club of Rochester, Lobby Floor, Powers Hotel, Rochester, N. Y. Telephones: Rochester, Stone 4095; Bell, Main 4262.

Entered as second class matter April 5th, 1917, at the Post Office, at Rochester, N. Y., under the Act of March 3rd, 1879

Vol. 4

December, 1919

No. 10

## Blue Book For Each Member

PRESIDENT C. D. VAN ZANDT, of the Automobile Club of Rochester, announces that a contract has been closed with the Automobile Blue Book Publishing Company to furnish the Rochester Club with five thousand Blue Books on or before April first, 1920. These Blue Books will be compiled and published as a special book for the Automobile Club and will be given without charge to members of the Club who pay their dues during 1920.

For several years the Club purchased Emblems and Road Maps and gave these free to members. After a careful investigation by an Officer of the Club, it was found that about thirty per cent of the members were carrying the emblems on their cars, and that in many instances the emblem was the cause of a leaky radiator; as to the Map, there is nothing lost in dropping this, because the Blue Book will have maps far superior to the map given by the Club the past year.

Regarding the Rochester Motorist, which has been mailed to each member during the past few years, it was found upon investigation that some of the members did not even read the magazine, but it was appreciated by a very large percentage. The magazine was expensive to publish owing to the high cost of labor and material, and, inasmuch as all the activities of the Club are published in the daily and Sunday papers, it was decided that it would be much better to discontinue the Magazine, together with the Map and Emblem, and to contract for one Blue Book to be given free of charge to each member.

Information regarding the Routes to be found in a special edition and a full explanation of the book to be given next year, is contained elsewhere in this issue.

## America Must be Made Fit for Americans by Making Americans out of New Material or Compelling it to Leave the Country

NOTE: Address of William F. Love, District Attorney of Monroe County before Convention of New York State Moter Federation at Utica, December 9th.

It surely is the duty of every man to consider what we may do for the public weal in these times when a situation prevails which is variously termed "unrest" "bolshevism" and whatnot. And so it struck me as a particularly representative gathering and a very hopeful, fertile field for my humble suggestions at a time when the complete fulfillment of our duties as citizens is every bit as important as it was during the war. We are itching with the reaction after the cure and are more or less delaying the healing by wildly irritating the surface.

My suggestion to you and the simple remedy which I would attempt to present to you tonight, however feebly, is a return to first principles, to the deep fundamentals. Let it be said advisedly—first principles. Not very novel, you may say, and I desire most emphatically to be understood as proposing nothing novel in so far as invention goes, but I do propose to suggest something which I believe to be novel to all of those amongst us who are creating havoc with all conditions under which we are living. It is novel to them in my opinion because it seems to be absolutely unknown to them. Certainly it is not in the slightest degree applied by them but quite the contrary is true.

It is most unnecessary to recall to men of your perspicacity and informedness many of the acts of the last few years which show the utter contempt held by many people for authority.

To cite a few of the offenses against Federal authority—consider among international matters the case of Germany and Mexico. No man needs to stand before men of your intelligence, at this late day, and rehearse the stories of murder of American citizens by both of these Governments. Parenthetically, I desire to say I sincerely trust we may omit any suspicion of political coloring in this discussion. I thank

God for Thoedore Roosevelt, when Germany sought to undermine us by way of Venezuela and join in that sentiment of which his biographer in the volume issued by New York State, which states that it was Roosevelt's great grief that his Country was in the world war and he was not it's leader. He was no vacillator. After attack, he was no waiter at all, either with or without highflown preceding adjective. Now, he is proclaimed by all, THE AMERICAN, a title of which he may be more proud than of any other distinction attainable upon earth, and it is because he was an American on all occasions, and right or wrong, he never, never, was a wobbly-legged jellyfish. He practiced what we must now have, quick, direct action.

Take a few of the outstanding offenses of individuals against our federal system. Could we have believed, before we actually learned of them that such outbreaks against and in contravention of law could have been conceived in the brain of man than the murders at Centralia, where young veterans of the war were killed in cold blood, not as a result of any heated argument but by enemies of our institutions as a result of a premeditated plan?

What of the machinations and operations of Martens, the self-styled Soviet Russian, alleged Government representative here, commissioned he says to this country. Commissioned much as the outlaws outpost is, to kill the first honest man in his way. And so far as we can learn he is free to come and go to hearings now being held on these matters, even being granted the privilege the other day of putting off answering 'till he saw counsel. While that occurs to me, let me be understood, I came here to attempt to preach action to you. Legal action, however. What I object to is delay. Give him counsel on the spot and make him answer likewise. Tons of explosives and explosive literature are al-

MOTORIST 5

leged to have been found at his headquarters. It might interest you to know, New York State men did that and not federal officers. What of the oath-despising activities of Howe, the government official on Ellis Island in the immigration department? He hobnobbed with Elizabeth Gurley Flynn, Emma Goldman and the like, while supposed to be in the service of the U.S. Government, and permitted freedom instead of deportation, of large numbers of persons ordered deported. It might as well be said here as anywhere that Howe's removal was not obtained until Attorney General Newton of this State gave Washington 30 days to get rid of him. Then there was the plot to send bombs through the mails to those faithful federal officials, judicial and administrative as a Xmas present. With what pussy-footing action have our authorities proceeded that such a bomb plot might even be dreamed of?

Now, then, having mentioned a very few of the offenses against law which are not simply such, but which are born of an absolute lack of respect, not only, but also a real contempt for constituted authority and law and order, it behoves us to find a remedy. This spirit which moves men to this attitude has perhaps been loosely called in nearly all cases—bolshevism—unrest—reaction—what you will.

One has defined it as the organization of the convalescence of a sick world. Another as a sympton of social decadence. Let us back to first principles and call a spade a spade! Since the advent into public life in this country of two certain people, we have been deceived enough by such gorgeous phraseology as has not hidden, but totally obliterated the truth which they didn't want us to see for a few years, while they watchfully waited in personal safety the advancement of peril and crime on the nation, as a result of the non-action and failure to deal immediately with enemy viper as soon as it showed its head.

Treasonable actions and utterances resulted, in all but a very few cases, in paroles, and in orders for deportations which were never carried out and such failure of complete prosecution that it was small wonder all respect for constituted authority was lost. The amazing spectacle of Emma Goldman intereceding for poeple ordered deported, with her dear friend Fred Howe was presented. The much more amazing spectacle of Fred Howe being kept on the job until a demand came from the Attorney General of New York State before the President of the United States would remove him, followed.

It is not to be wondered at then that this state of affairs soon brought us to a condition where in criminal offenses against state statutes little thought was taken by those about to, or desiring to offend against the law of the land because punishment seemed to be somewhat of a joke.

It becomes our duty to, in every way possible, inculcate an old-fashioned respect for law and order if we are to stop these offenses. If we do not do so the offenses will greatly increase in number.

That duty can be fulfilled by us in many ways as they present themselves to us day by day. If your action as citizens, quietly giving information to those in authority of any wrongful act or utterance, which action under the present circumstances is a patriotic duty and not an informer's part, your action when called as grand or trial jurors shall all be attuned to obtaining respect for law and order, you can accomplish much.

Those who do not respect law and order here are very largely from countries in Europe in which there has been a failure to preserve that respect and our task is to unerringly bring home to them the proposition that respect must not only, but shall be had here. We must exemplify our Americanism in our own actions so that no unbeliever will have the temerity to whisper even to another of his despicable kind a word of disloyalty to this Country of its institutions. A certainty that conviction and sentence will follow every offense will do far more than an occasional severe sentence and numberless paroles in the meantime.

America must be made fit for Americans by making Americans out of new material or compelling it to leave the country.

The Rochester Motorist wishes you a Merry Xmas and a Happy New Year.

# Buelte Motors, Inc. Succeeds Harry Strong Co. as Cleveland Distributors

The Cleveland Six Show Rooms on East Avenue to be Retained

A new motor car corporation has made its appearance on East Avenue. Buelte Motors, Inc., successors of the Harry Strong Co., is the new name that appears above the door of the Cleveland Six attractive show rooms at 245-247

East Avenue. Buelte Motors, Inc., of which Charles F. Buelte is president, are distributors of the new Cleveland Six.

Mr. Buelte is widely known in and out of the motor circle through his long connection with



CHARLES F. BUELTE, President of Buelte Motors, Inc.

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Strong Motors, Inc., Chandler distributors, as Chairman of the Rochester Automobile Club Membership Committee which has made such a remarkable showing this year, and as a director of both the Automobile Club and Aero Club of this city. He has figured prominently as a successful campaigner in the local Liberty Loan drives and charitable campaigns.

Mr. Buelte was just recently elected President of Strong Motors, Inc., distributors of the Chandler Six since the production of the first car. The similarity of the former names of the two automobile firms, the Harry Strong Co, and Strong Motors, Inc., caused considerable confusion to the public. This is stated by Mr. Buelte to be a very potent factor in the choice of the new name to replace Harry Strong Co.

The people of Rochester will now have no trouble in distinguishing between the two motor car dealers. All they have to remember is that Strong Motors, Inc. sell the Chandler and are located at 10 South Union Street, just off East Avenue, and that Buelte Motors, Inc. deal in the Cleveland Six and have their show rooms at 245 East Avenue, just off Union Street.

Since the advent of the Cleveland Six in Rochester the East Avenue sales rooms have been very popular. The Cleveland five-passenger touring car and the three-passenger roadster have already been delivered to several Rochester customers. They are both clean cut models of unusual beauty and style. The Cleveland Six Sedan and Coupe which are heralded as closed cars that insure a rare combination of style with dependability and long service, are expected to be on display in the Buelte Motors show rooms in a very few days.



#### Why Trucks Make Money for their Owners

The First Reason

Get the best engineer you know to criticise the Atterbury design. We will accept his verdict

The **design** of an Atterbury Motor Truck has been perfected in 10 years of concentrated effort to build motor trucks. As a piece of engineering we will put the Atterbury up against

any piece of machinery in the world.

—And right there is one of the biggest reasons why Atterbury owners are so wonderfully well satisfied—one, two, three or

five years after they buy an Atterbury truck.

Before you buy any motor truck come in and compare the Atterbury, unit for unit, design for design, with your idea of what a truck should be.

#### G. W. HENNER

980-1000 Main St., East

ROCHESTER, N. Y.

# Syracuse Wins New York State's First Inter-City Aerial Derby Race

On the morning of November 28th, 1919, Rochester's first Aerial Derby was held, with a team representing Syracuse. The purpose of this race was to promote aerial express traffic between these two cities. The express was secured from local concerns having branch offices or customers in Syracuse. About two hundred pounds of express was shipped out of Rochester.

The race started at ten o'clock; two planes leaving Rochester and two from Syracuse simultaneously. The Rochester planes were piloted by Captain Barney Cane and Philip Bjorkland. Owing to the delay in receiving the express, Captain Cane carried a passenger with him, leaving the local field at 10:01 A. M. About 10:25 the Acme Truck donated by Hone & McLeod dashed into the field and proceeded to get stuck in the mud. Aviator Bjorkland immediately started his plane and taxied to the side of the truck, taking on his load of express and getting off the ground within five minutes after the truck had arrived on the field.

The first Syracuse plane arrived in Rochester at 11:13½, piloted by Ralph Hood; the other followed one-half minute later, piloted by Morrell K. Brewster. Mr. Brewster carried with him the Syracuse official of the race. Mr. Hood's cargo were cases of None-Such-Mince Meat, shipped to the George C. Buell Company of Rochester.

Aviator Hood's plane left the ground on the return trip at 1:08, followed closely at 1:20 by Aviator Brewster's plane. There was a long wait before the first Rochester plane was cited coming out of the clouds in the East; it was shortly after three when the plane touched the ground followed about five minutes later by Aviator Cane's plane, carrying another cargo of mince meat.

The weather was fine, but very cold in the high altitude. The trip from Rochester to Syracuse was against the wind and took about twenty-five minutes longer than the trip in the reverse action. After a council of judges, Syracuse was decided the winner by the scant margin of ten seconds. Syracuse will hold the Cup donated by the Curtiss Aeroplane Company, until next year when it is hoped Rochester will succeed in capturing it.

C. D. Van Zandt, President, Automobile Club of Rochester, Rochester, N. Y.

My dear Mr. Van Zandt:-

Your communication of the 28th via Aerial Mail Service was duly received, and I assure you I appreciate your kind remembrance in favoring me with the first mail traveling from Rochester to Syracuse by Aerial Service.

I now expect to be in Utica on the 9th.

Thanking you again, and wishing you every success, I beg to remain,

Yours very truly, H. W. SMITH.

Co-operating with the New York Central Railroad, Secretary of State Francis M. Hugo, in furthering a campaign of Safety-First, will enclose the following message to automobilists when the renewal cards are mailed out this month:

"Each year more than 1500 persons are killed and 4,000 injured on railroad crossings in the United States. The number is steadily increasing.

"The majority of the deplorable accidents can be avoided by automobilists exercising care at grade crossings. Don't take chances. Even if a crossing is protected by gates, flagman or bell, be sure you are safe.

"The best safety device in the world is a careful driver. Stop, look both ways, and listen. Play safe. A moment's caution may save your life."

# Special Book for Auto Club Members

The Rochester Club has taken the most important step in the history of automobile clubs in the State. In order to render a touring service that will give the most reliable and best year-round service, the Automobile Club of Rochester early in 1920, will give to each member a copy of the Official Automobile Blue Book, absolutely without charge.

The Blue Book members will receive will be Volume 1, which covers all roads in the State of New York and adjacent Canada. There will be thirteen separate volumes in 1920, one for each section of the United States, and to make a tour any distance from the State, members would require more than one volume. So, in order to make the Blue Book of greatest possible service, the Club has arranged with the publishers to insert in the front part of each Volume 1 that members will receive, a special insert with routes and running directions to the numerous principal points outside of New York State. This will be equal to three volumes of the Blue Book that members would otherwise have to buy. As the price of each volume is \$3, it can be readily seen what special advantage members of the Rochester Club will enjoy. Here is at least \$9 value, without a cent's increase in dues!

In this Blue Book members will have detailed running directions and most comprehensive touring information about all the roads in New York State and adjacent Canada, and in addition, they will have special routes to:

Cleveland Chicago
Pittsburgh St. Paul
Indianapolis Wilkesbarre
Cincinnati Scranton

Delaware Water Gap Detroit Trenton Kalamazoo Asbury Park New Haven Atlantic City Danbury Philadelphia Pittsfield Baltimore Rutland Washington Burlington Jacksonville Portland

Boston

To make the trip from Rochester to Jacksonlle, for example, a motorist would require Volumes 1, 3 and 6. These three volumes would cost him \$9. Yet, by being a member of the Club he will get their equivalent for nothing!

The Blue Book is too well known to need lengthy description. It is known and used wherever there are automobile roads, and the principal reason why the Rochester Club adopted it was because it wanted to give its members the best automobile road guide to be had, regardless of expense.

Everything you may want to know about any trip you wish to take is anticipated for you. Every mile of the way has been charted by Blue Book road scouts and the information you get is simple and easy to follow. It will tell you the distances, give you a brief outline of every trip, running directions for every mile, information about hotels, garages and service stations. It will point out to you all the interesting points along the way and tell you something about them; warn you of curves, grades and crossings; give you traffic laws, steamship and ferry schedules-and it will do all this for you so simply and clearly that traveling by its guidance you merely read your way. The mileages on your speedometer will correspond with the mileages in the Blue Book, a constant check.

This special volume will be published April 2, and every member in good standing will receive a copy without being asked to pay a red cent.

This should prove a wonderful inducement for motorists of Rochester to join this Club now. The Blue Book publishers, however, must know before January 31, 1920, how many copies of the Blue Book the Club will require. The contract already placed with them provides for a copy for every member now on our books, so that in order to get this book when it is published new members must be registered before January 31.

With this big inducement every member should get busy at once and get at least one of his friends to join now. It should be easy enough for members to induce their friends to join, now that they can offer an immediate and very special benefit for joining.

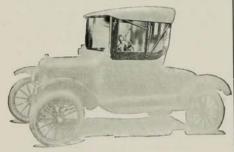
Bear in mind that after January 31, it will be too late. New members who come in after that date will have to wait until the following year for their Blue Books. The only safe way is to get them to join **now**.

For a Christmas present to your Club—now strong and growing stronger every day—bring in **one** new member. Both you and he will receive the 1920 Blue Book, with the special insert, and the Club will have two members and two boosters where was but one before.

It's up to you!

#### A Useful Invention

An invention which promises to vastly increase the use of Ford automobiles has recently been perfected by Director W. F. Marvin, of Newark, New York. This invention is a Glass Top Enclosure by which the owner of a Ford runabout or touring car can quickly transform



it into a closed winter car. This will make it possible for Ford drivers to keep out the wind, rain, and snow without the expense of the high priced closed body.

Believing that some of our readers may be interested, we give the following brief description of the device: It consists of two side walls consisting mainly of glass with wooden frames and pressed steel fastenings. They are quickly attached by the use of bolts already on the car and are provided with glass doors having adjustable catches and hinges. The close fit of the side walls around the body and top, effectually keeps out the wind and cold. Moreover, the price will be so reasonable that no one who uses a Ford car in the winter time can afford to be without them.

The enclosures will be manufacured by the S. N. Keener Company of Newark. Many inquiries have already been received and the prospect for their sale is excellent. Interested parties should get in touch with Mr. Marvin at once.

> A continuous ride of 128½ miles may be enjoyed around the margin of Monroe County, passing through the following towns:

Greece	9.63	mile
Irondequoit	5.70	**
Webster		14
Penfield	5.07	44
Perinton		66
Pittsford		44
Mendon	11.92	**
Rush	9.97	- 44
Wheatland	13.10	"
Riga	8.57	
Ogden		**
Sweden	9.83	"
Clarkson		#
Hamlin	16.51	44
Parma	4.96	#
	198.58	

# PAINT UP DURING WINTER MONTHS

This is the time to have your car painted for next summer; more time can be given to drying and finishing.

Broken lights should be fixed now to keep out the winter cold. Top repairing can also be done.

W. J. Carson, the painter, can do these things.

Leave your order now

# W. J. CARSON

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#### Hank The Hermit

By HARRY EARES

Hank the Hermit's a funny cuss, Different much from the rest of us.

He quarreled with a woman long ago So Hank hiked off to a peak I know.

Found him a case beside a spring And started to hermit like everything.

His hermit's vow wasn't hard to keep, For the road was long and the grade was steep.

But I met Hank while hunting deer And he writes me a letter every year.

And so it happened, just this week, I got a line from the hermit's peak.

"Dear friend," wrote Hank, "times sure do change, "An auto has climbed up my mountain range.

"I heard it climb with a purrin' roar,
"An' it stopped an' yelled right in front of my door.

"A Cadillac too, with three girls aboard, "Where no car had been, not even a Ford.

"And gosh all hemlock and pine and spruce,
"If them girls wasn't dressed to beat the deuce.

"Pants, by gum, and boots and a shirt,

"Nary a one with a sign of a skirt.

"For the very first time since I've lived in this cave "I couldn't make my eyes behave.

"If you can come see me, I wish you would, "The hermiting here is getting good."

NOTE-Temporary address of Mr. Eares-Hermit's Peak, % Hank the Hermit.

# 15 SCIO STREET JUST OFF EAST AVENUE

IS THE PLACE TO BUY A

# DODGE CAR

E. J. ELLIS & CO. Inc.



The New F. B. Model Touring-\$1235 Flint, Mich.

The F. B. Model Sedan \$1795 F. O. B. Flint, Mich.

Ready For Delivery Now

A. H. BOYCE
336 - 340 EAST AVENUE

R. D. BURCH Gen'l Manager MOTORIST 13

# Hone & McLeod Now Handling Famous "Apperson Jackrabbit"

A new comer to the select fold of Rochester's motordom is the famous Apperson Jackrabbit, known as the "Eight with Eighty Less Parts," and the company which will handle this well-known car in this territory is Hone and McLeod Inc., the recently organized advertising and merchandising concern.

The heads of this concern are Augustus B. Hone, a director in the Automobile Club of Rochester and for many years the directing head of Burke, Fitsimmons, Hone and Company, and William McLeod, a prominent advertising man from New York City. The firm's automotive interests, which also include the local distribution of the Acme truck for which R. L. Downie is sales manager, are under the personal supervision of Mr. Hone.

Associated with the company as sales manager for the Apperson car, is Major John H. Kelly. Major Kelly served through three years of the Great War in France, first with the Royal Flying Corps of the British Army and later with the American forces to which he was transferred after the entrance of this country into the conflict. He was formerly associated with Strong Motors, is a vice-president of the Aero Club and has always taken an active interest in the affairs of the Automobile Club.

It was only after a most careful inspection of all the available makes, that Mr. Hone decided on the Apperson, the one manufactured custommade motor car in America. This fine car occupies a sentimental place in the hearts of American motorists because it was in the little machine shop on the banks of the Wildcat river in Kokomo, Indiana, that the Apperson boys, Edgar and Elmer, built with their hands the first mechanically successful automobile.

In the twenty-eight years which have elapsed since the first successful car took the road, the Apperson's have been pioneers in every vital advance in motor car construction. They were the first to bring out the double opposed motor, the first to design a body with a side door, the first to build a car with a float feed carburetor, the first to put out a car with electric ignition. They built the first gasoline motor car engine to win an American award, the car that won the first American speed contest, the first car that made a 100 mile non-stop run in America, the first car that made a long overland American tour and the first two cars that made first and second in the first Auto Club of America run. It was the Apperson's also who built the first four cylinder car in 1903 and the first chummy roadster. Now it is the Apperson's who are building America's one manufactured custommade car.

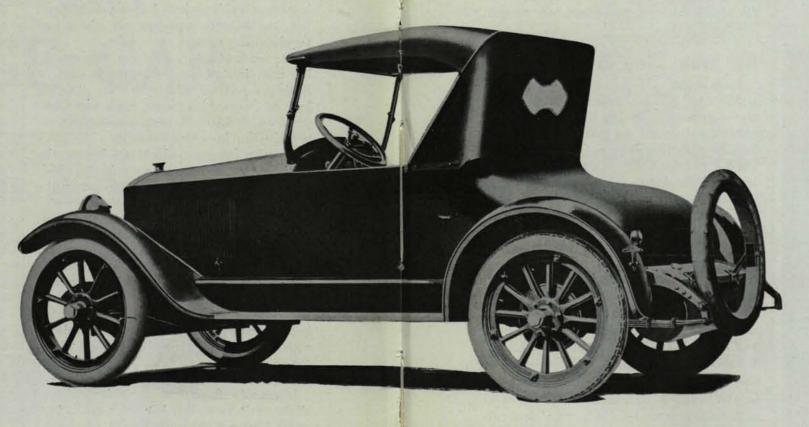
From the one-cylinder custom built car, which now stands in the Smithsonion Institute, down through each stage of double cylinder, four cylinder, six cylinder and eight cylinder, the Apperson brothers have always been in the forefront and they have always uncompromisingly refused to be diverted from quality by the lure of big production.

Since the building of the first practical automobile twenty-eight years ago, the Apperson brothers are said to have had but one ambition, the making of a motor car which would be a worthy example in power, beauty and every refinement of detail, of American craftmanship. Year by year and point by point this ideal has been worked out, each year seeing them closer to their goal, until today, in the Apperson Anniversary Eight, they have come nearer to accomplishing their end than even they thought possible.

In accomplishing their latest achievement the Apperson brothers kept always in mind the demands of the American automobile owner and they worked to the end of fulfilling each of these requirements. They knew that he must have power, more than the road will demand; speed, equal to and beyond his ordinary requirements; beauty of line and beauty of finish, to satisfy his peculiar mixture of the artistic and the practical; comfort, so that when he gets into the car he can absolutely relax, even though he is using his car for business; and economy, economy of operation and economy of upkeep.



15



BUSINESS MEN WHO WANT A CAR FOR THUR DAILY USE WILL FIND THIS ROADSTER WELL ADAPTED TO THEIR NEEDS. IT IS NOT EXTRAVAGANT. YET IT HAS ALL THOSE QUALITIES WHICH YIELD A MAN CONSCIOUS PRIDE IN HIS CAR.



With these requirements in mind and with their unrivaled experience to draw on, the Apperson's designed the Anniversary Eight. The outcome is a car that in high gear flashes from one to forty miles an hour in twenty seconds, that will travel over the road faster than the ordinary man will dare drive, that can be braked from forty miles an hour to a dead stop in four seconds, or a distance of forty yards, and that has a control so simple and easy that it is the first choice of women drivers.



M. J. KELLY
Sales Manager Apperson Gar
Newly Elected Director of Auto Club

The little machine shop on the banks of the Wildcat has grown to two great factories and here the custom-made Apperson is 99 per cent built. Always seekers after quality the world has been combed for the finest materials for every part, and the crowning attractiveness of any car, beauty of line, was accomplished by the renowned designer, C. T. Silver of New York.

The first model of the Anniversary Eight, the seven-passenger touring car, was driven from the factory to Rochester by Major Kelly and it is now on display in the commodious quarters which have been established at 208 East Avenue, in the Sargeant Building.

It is finished in Japanese purple lake, trimmed with nickle, and is equipped with wire wheels and cord tires. Other cars soon to arrive are the Spartster and closed body models.

#### For Auto Club Members Only

Another year has rolled around and the Automobile Club has something new for its members next year. The time has passed when it will be necessary for you to drop into the Club to have a route written out to Jacksonville, Chicago or Boston. The Club has made a contract with the Automobile Blue Book Publishing Company for five thousand Blue Books, a special 1920 edition and each member will receive one copy of this book upon payment of dues for 1920.

This Special edition of the Blue Book will cover not only all the routes in New York State, but routes to Cleveland, Boston, Portland, Atlantic City, St. Paul, Philadelphia, Baltimore, Washington, Jacksonville, St. Louis, Indianapolis, Cincinnati, Detroit, Chicago, Toledo. At the present date if one desired to cover all of the above points it would be necessary to buy about six Blue Books costing \$3.00 each, or the sum total of \$18.00, thus it is shown that this special Blue Book will be worth at least \$6.00 to each member.

Nominating Committee appointed by President C. D. Van Zandt:

John C. Morey, Andrew Bouman, Harry Bareham.

The report of this committee will be mailed each member about January 1st.

# MARMON 34



YOU will find the Post-War Marmon 34 a Mighty fine Car.

The highest type of gasoline motor America has ever produced.

The dealer will personally see to it that you will like it better and better all the while.

We have one on hand—you are invited to try it.

The Easiest Riding Car in the World.

# PAUL LEHARDY

CHASE 1646 308 EAST AVENUE STONE 8005

# Club Erects City Signs

While motorists living in Rochester know the principal streets leading out of the city to distant points, it is a known fact that tourists find difficulty in driving into Rochester from the East and taking the right streets from the city enroute to Batavia and Buffalo. In order to properly direct these strangers the Auto Club has erected the following signs:

Position

Lettering on Signs

East Main and East Avenue

East Avenue to Syracuse.

Genesee St. and West Avenue

Genesee St. to Buffalo via Caledonia and Scottsville. West Avenue to Buffalo via

Churchville and Bergen.

Chili Avenue and West Avenue

Chili Ave. to Buffalo via Caledonia and LeRoy.

West Avenue to Buffalo via Churchville and Bergen.

West Avenue and Buffalo Road

Bergen 15 miles.

Batavia, Buffalo, Rochester.

Genesee St. and Brooks Avenue

Buffalo via Scottsville and Caledonia.

Buffalo, Batavia.

Genesee St. and Brooks Avenue Rochester.

Plymouth Ave. and Brooks Avenue

Buffalo via Scottsville and Caledonia.

Rochester.

Genesee St. and Scottsville Rd.

Buffalo via Scottsville and Caledonia.

Genesee St. and Elmwood Ave.

Rochester.

Clarissa St. and Plymouth Ave.

Buffalo via Caledonia East Avon.

Caledonia Ave. and Plymouth Ave.

Rochester.

Mt. Hope Ave. and Clarissa St.

East Avon.

Positio

Lettering on Signs

Mt. Hope Ave. and Henrietta Rd.

Henrietta Road.

East Avon.

Rochester

Stoke St. and South Ave.

East Avon.

Clinton Ave. So. and Monroe Ave.

Syracuse via Canandaigua.

Lyell Ave. and State St.

Niagara Falls via Spencer-

. . .

Lewiston Ave. and Lake Ave.

Niagara Falls via Brockport.

## H. J. PELLETTE

#### CLEANER

OF=

Rugs, Silk Tapestry and Automobile Upholstery

Velour, Velvet, Plush and Silk

DRY CLEANED

All Shades of Leather, Imitation and Pantasote, Redressed

BELL PHONE, MAIN 3465

85 PLYMOUTH AVE. S.

ROCHESTER, N. Y.

Willys

OVERLAND-ROCHESTER CO. 28 South Union Street

When you purchase an Overland Car, you secure besides an automobile that is perfect mechanically, the assurance of prompt, courteous and interested service, as long as you are an owner.

9 Erland

OVERLAND-ROCHESTER CO. 28 South Union Street

# When Better Automobiles Are Built



Will Build them

C. L. WHITING

342 East Avenue

#### FEES FOR PLEASURE CARS

# TO FIGURE YOUR REGISTRATION FEE FOR 1920 YOU MUST HAVE THE FOLLOWING INFORMATION ABOUT YOUR CAR OR YOU

#### CANNOT GET A LICENSE

FIRST - Number of cylinders and bore of cylinders (in order to get correct horse power)

SECOND - Year car was manufactured (not necessarily the year you purchased car)

THIRD — Manufacturers list price of your car at time of manufacture, fully equipped (not necessarily the price you paid for it)

#### ADD FEES FOUND IN TABLES NO. 1 AND NO. 2 AND YOU WILL HAVE THE TOTAL FEE YOU ARE TO PAY

#### TABLE No. 1

#### FEES BASED ON HORSE POWER

#### Instructions

Find bore of cylinders in first column, follow line across table to column headed with number of cylinders of your car and you will find the correct Horse Power and Fee which must be added to fee on Price and Age of car to be found in table No. 2.

Bore of	cylinders	Two cylir	nder cars	Four cylin	der cars	Six cyline	der cars	Eight cyli	nder cars	Twelve cylinder cars			
Inches	Milli- meters	Н. Р.	Fee	н. Р	Fee	н. Р.	Fee	Н. Р.	Fee	н. Р.	Fee		
1/2	64	5.0	\$1 25	10.0	\$2 50 2 63	15.0 15.76	\$3 75 3 94	20.0	\$5 00	30.0	\$7 5		
9/16.	68	5.5	1 38	11.03	2 76	16.53	4 13	22.05	5 51	33.08	8 2		
11/16	70	6.05	1 51	11.56 12.1	2 89 3 03	17.3 18.15	4 33 4 54	24.2	6 05	36.3	9 0		
13/16	73	6.6	1 65	12.65 13.23	3 16 3 31	19.0	4 75 4 96	26.45	6 61	39.68	9 9		
15/16	76	7.2	1 80	13.8 14.4	3 45 3 60	20.7 21.6	5 18 5 40	28.8	7 20	43.2	10 8		
1/16			******	15.0	3 75	22.5	5 63	*****		*****			
3/16	79	7.8	1.95	15.63 16.25	3 91 4 06	23.44	5 86 6 10	31.25	7 81	46.88	11 7		
5/16	83	8.45	2 11	16.9 17.56	4 23 4 39	25.35 26.3	6 34 6 58	33.8	8 45	50.7	12 6		
3/8. 7/16	85	9.11	2 28	18.22 18.9	4 56 4 73	27.3 28.36	6 83 7 09	36.45	9 11	54.68	13 6		
1/2	89	9.8	2 45	19.6	4 93	29.4	7 35	39.2	9 80	58.8	14 7		
9/16 . 5/8	92	10.5	2 63	20.3 21.03	5 08 5 26	30.45 31.5	7 61 7 88	42.05	10 51	63.08	15 7		
11/16	95	11 25	2 81	21.76	5 44 5 63	32.64	8 16 8 44	45.0	11 25	67.5	16 8		
13/16			3 00	23.25 24.03	5 81 6 01	34.88 36.04	8 72 9 01	48.05	12.01	72.08	18		
7/8 15/16	99	12.0		24.8	6 20	37.2	9 30						
1/16	102	12.8	3 20	25.6 26.4	6 40	38.4 39.6	9 60	51.2	12 80	76.8	19 2		
3/16	105	13.6	3 40	27, 23 28, 05	6 81 7 01	40.84	10 21	54.45	13 61	81.68	20 4		
1/4	108	14 45	3 61	28.9	7 23 7 44	43.35	10 84 11 16	57.8	14 45	86.7	21 (		
5/16 . 3/8	111	15.3	3 83	29.76 30.63	7 66	44.64 45.9	11 48	61.25	15 31	91.88	22		
7/16	114	16.2	4 05	31.5	7 88 8 10	47 25 48 6	11 81 12 15	64.8	16 20	97.2	24		
9/16 .	118	17.1	4 28	33.3 34.23	8 33 8 56	49.96 51.3	12 49 12 83	68 45	17 11	102.68	25		
5/8			****	35.16	8 79	52.7	13 18	******	****				
3/4 13/16	121	18.05	4 51	36.1 37.05	9 03 9 26	54.15 55.6	13 54 13 90	72.2	18 05	108.3	27		
7/8 15/16	124	19.0	4 75	38.03 39.0	9 51 9 75	57.04 58.5	14 26 14 63	76.05	19 01	114.08	28		
	127	20.0	5 00	40.0	10 00 10 25	60.0	15 00 15 38	80.0	20 00		****		
1/16	130	21.0	5 25	41.0	10 51	61.5 63.04	15 76	84 05	21 01				
3/16 .	133	22.05	5 51	43.05 44.1	10 76 11 03	64.6	16 15 16 54	88.2	22 05	******			
5/16 .	137	23.1	5 78	45.16 46.23	11 29 11 56	67.7	16 93 17 33	92.45	23 11		*****		
7/16	*****	211000	*****	47.3	11 83	70.96	17 74		V				
9/16	140	24.2	6 05	48.4 49.5	12 10 12 38	72.6 74.25	18 15 18 56	96.8	24 20	******	*****		
5/8	143	25.3	6 33	50.63 51.76	12 66 12 94	75.9 77.63	18 98 19 41	101,25	25 37		*****		
3/4	146	26.45	6 61	52.9	13 23	79.35	19 84 20 27	105.8	26 45		****		
7/8	149	27.6	6 90	54.05 55.23	13 51 13 81	81.08 82.84	20 71	110.45	27 61	******	*****		
15/16	152	28.8	7 20	56.4 57.6	14 10	84.6	21 15 21 60	115.2	28 80	*****			

#### TO AVOID DELAY SEND CORRECT AMOUNT.

Applications not accompanied by correct fee will be returned.

# TABLE No. 2 Fees based on price and age of cars INSTRUCTIONS

Refer to column headed with the year car was made. In this column opposite List Price covering your car, will be found the fee which must be added to fee already found in table No. I.

#### Utica is the Battle Ground

Five years of war between the New York State Motor Federation and the New York State Automobile Association from which the former seceded, came to a climax at Utica Dec. 8th when on the eve of the Federation's State Convention in Utica it was announced that the American Automobile Association, the A. A., started legal proceedings against the Utica Motor Club and the State Association.

Supreme Court Justice Irving R. Devendorf granted a temporary injunction restraining the Utica Motor Club, through Edward B. Hague, its president and the State Automobile Association from, in any manner displaying or using the insignia of the American Automobile association, commonly known as the "Three A's," upon signs that they may hereafter erect. The injunction also restrains the State Association and the Utica Motor Club from erecting signs in any place with the A. A. appearing thereon and from using the name or insignia of the

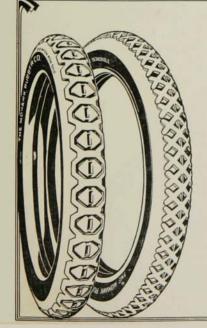
American Automobile Association in any advertising or printed matter sent out by them.

Attached to the injunction is a show cause order returnable December 27 in Utica at 10 a.m. when argument will be heard as to why the injuction should not be continued during the action that is to come onto the supreme court calendar at an early date.

Attorney Clinton Noble of Utica who represents the American Automobile Association in the litigation that has come as a culmination of the fight between the Federation and the State Association, said that the matter would be brought to trial in Oneida County, at as early a date as possible.

Those who have watched the progress of the incessant struggle between the two State Motor Organizations since the secession of the Utica, Buffalo, Rochester and Syracuse clubs from the old State Association and the formation of the State Motor Federation, in December, 1914, have confidently predicted that there

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could be but one end to the fight and that the climax would come in Utica.

It will be remembered that the Automobile Club of Utica under the leadership of John M. Ross, who was at that time secretary of the Utica Club, was one of the four Clubs that seceded from the old State Association and formed the New York State Motor Federation in December 1914. The New York State Motor Federation continued to take in new Clubs and to grow until at the present time the membership of the Federation is made up of 22 clubs with a total of 21,000 members. Eight new clubs have been added in the last year.

In 1917 the New York State Automobile Association began the formation of the Utica Motor Club and took up headquarters in Bagg's Hotel. The club claim a large membership as a rival of the Automobile Club of Utica, the Federation organization and Three A Club, in Utica.

The action brought by the American Automobile Association is based upon the affidavit from David Jameson, New Castle, Pa., President of the National Organization who says that although the Utica Motor Club displays signs and uses the insignia of the American Automobile Association it has never been a member thereof, and that the State Association, its parent organization was expelled from the national body in September 1918 for cause.

Affidavits in the case carry photographs of the Utica Motor Club sign displayed on Bagg's Hotel in Utica, with the A. A. A. appearing on it and declare that the use of this sign is false and misleading; that the Automobile Club of Utica and not the Utica Motor Club is the only A. A. A. organization in the city and that the use of the A. A. A. emblem is a violation of the rights of the American Automobile Association.



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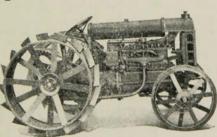
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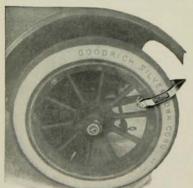


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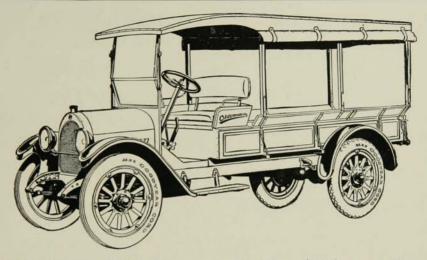
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