

AUTOMOBILES Conducted by SHEPPARD BUTLER MOTORCYCLES

East Sees First Mobilization of Cars and Drivers

NEW YORK, May 5.—(Special.)—Great interest has been shown throughout the country in the plans for organizing volunteer motor transport companies as a measure of preparedness, to be in position to render aid to the army in the transportation of troops and supplies. Letters and telephone messages have been pouring into the office of the volunteer motor transport committee throughout the last week, asking for further information and offering wholehearted patriotic cooperation in the work.

Two distinct lines of effort have been undertaken by the committee. The first and most immediately important is to assist the departmental quartermaster at Governor's Island in recruiting and examining about 1,400 experienced motor truck men or automobile drivers in the three sections of the department of the east, who are needed at once to man forty motor truck companies that are to be organized by the quartermaster general at Washington.

The men being enlisted include truckmasters, chauffeurs, repairmen, etc. They are now being enlisted and assigned, but not called into service, being enrolled in the quartermaster enlisted reserve corps for a period of four years. They will all bear the title of sergeant and when called into service the drivers will receive pay at the rate of \$88 a month and be given subsistence, clothing, etc. George H. Duck has been put in charge of the enlisting office on Governor's Island of the work of examining the applicants as to their experience and qualifications for handling motor trucks.

Roderick Stevens, a member of the committee, and now president of the Motor Truck club, has been visiting Boston, where a local committee has been organized to assist the army headquarters at Boston for the northeastern department along similar lines. A similar committee and examining board is also being organized in Atlanta, Ga., by Mr. Stevens to assist the quartermaster's office at army headquarters at Charleston, S. C., for the southeastern department recently created.

The New York committee covers the eastern department, which embraces New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, and West Virginia. These committees in the three army departments will appoint subcommittees and examining boards in the cities in each department where recruiting officers are located. The cities in the east-

CHICAGO'S FIRST USED AUTO SHOW

Opened yesterday at the Coliseum. Cars will be sold from the floor of the exhibit daily from 10 a. m. to 10 p. m. until next Sunday night. An account of the novel event's inaugural will be found in another section of this paper.

ern department where such subcommittees will be appointed are Albany, Rochester, Syracuse, Buffalo, Newark, Scranton, Philadelphia, Harrisburg, Pittsburgh, Baltimore, Washington, Richmond, and Charleston, W. Va.

The secondary line of work the committee has undertaken is the formation of volunteer motor companies, particularly along the Atlantic, Gulf, and Pacific coasts. In order to coordinate efforts and avoid duplication and confusion, representatives will be appointed in the largest city or cities in each state, who will carry on the work in their districts, appointing captains to organize motor, truck, motor car, and motorcycle companies, distributing literature and receiving reports from captains and keeping records thereof. Appointment of these representatives is now being made and will be announced later. Circulars describing the proper formation of companies, duties of the personnel, and service that the companies will be called upon to perform, together with report blanks, etc., are now being prepared and as soon as they are ready will be mailed upon request.

It is made clear by the quartermaster general's office that there is no intention of taking over the trucks and cars of citizen owners for regular use in the army. Such service as the companies will be called upon to perform will probably extend over only two or three days, except in case of some unexpected emergency. Should the use of the trucks or cars be required for a longer period, it is expected that the government will pay for their use.

Men of the companies are not required to have any military training or knowledge, but it is desired that those who are qualified and willing to enlist in the quartermaster reserve corps should apply and become enlisted, so that they can be called upon later to man truck and car companies to be formed in connection with the new federal army that is to be raised. Gradually the formation of volunteer companies will be extended to interior states.

Parking Rules May Be Fought in State Court

AS might have been expected, Chicago's new downtown anti-parking rules didn't go into effect last Tuesday without vigorous protests on the part of some of the motorists caught violating provisions.

Uncompromising enforcement of the ordinance by mounted policemen sent broadcast throughout the loop produced bitter language in many cases, and more than 100 fines in the Speeders' court. Among those who found themselves haled before Judge Keenan were City Prosecutor Harry B. Miller and former Assistant State's Attorney Stephen A. Malato. And on the latter's contretemps hangs the beginning of a fight that may result in a drastic modification of the rules.

On the first day of the new regulation Mrs. Malato drove her automobile to the Ashland block to call for her husband. She left the car at the curb and went up to his office. When she came down to get a policeman was awaiting with a summons.

"That," said Mr. Malato afterward, "is carrying it too far. If the ordinance is to be enforced in this fashion, I propose to contest it—in the Supreme court, if carrying it that far is necessary to beat it."

Unforeseen difficulties were encountered by scores of automobile users. One, for example, pulled up in front of a downtown office building at 3:55 one afternoon. He had left his pocketbook on his desk and asked the driver to wait while he got it so he could pay his fare. At 4 the anti-parking rule went into effect, and at 4:05, when he came out, he found a policeman writing a summons for the taxi driver.

Strenuous objection also has been registered in many quarters to the length of the afternoon anti-parking hours, which extend to 7 p. m., thereby preventing many downtown diners from driving to a hotel or restaurant and leaving their cars in front. Inasmuch as the rush of downtown traffic stops abruptly at 6 or soon after it is argued that it is quite unnecessary to prohibit parking until 7.

But on the whole the effect of the new regulations seems to have been a vast simplifying of traffic problems in the loop. Driving through is a far easier matter for motorists, and boarding street cars is infinitely safer. Everything moves more rapidly with the curbs clear except at the cab stands.

Minor modifications in the rules may be found advisable, but revoking the whole ordinance would be a public calamity.

WAR

Straws Which Show How the Current of Sentiment Lies in the Automobile World.

THE B. F. Goodrich company has placed at the government's disposal the complete resources of its national touring bureau, which has virtually every important road in the United States mapped, logged, and guideposted. The office embraces also the use of its fleet of motor trucks and their crews, which have been installing guideposts throughout the country for several years.

Willis-Overland dealers in various localities are forming volunteer motor reserve companies, composed of Overland cars and expert drivers, for mobilization service and home protection. The plan is to include, in each company, a group of Overland cars and their owners, headed by a captain. When ten companies are formed a meeting of captains is held, fleet officers elected, and rules adopted.

Several concerns have enlisted in the fight against food shortage and high prices by turning over all their available land to their employees for cultivation. Among the firms which have done this are the Nash Motors company of Kenosha, Wis., the Goodyear Tire and Rubber company of Akron, O., and the Pennsylvania Rubber company of Jeannette, Pa.

E. I. Rosenfeld, general manager of the Smith Motor Truck corporation, announced last week that the families of all employees who enlist will be cared for during the period of the war. A certain per cent of the salary received by each man will be given each week to his dependents, the amount to be determined by individual needs.

Music at C. A. C.

Beginning this evening there will be orchestral music at the Chicago Automobile club every Sunday from 6 to 9 o'clock. The idea is to provide an entertaining place for members to rest and dine after an afternoon motor ride.

Racing Season Opens.

Uniontown, Pa., will stage the inaugural motor races of the 1917 season next Thursday. Three contests are scheduled—a "universal trophy" for 100 laps of one and one-eighth miles each, another 100 lap event, and a fifty-four mile race for smaller cars. Among the racing drivers entered are Ralph De Palma, Barney Oldfield, Eddie Hoar, Ralph Mulford, and Ira Vail. The Ascoo speedway at Los Angeles had a race on March 4, won by Earl Cooper in a Stutz, but this was scheduled technically as the last race of the previous season, so that Uniontown has a fair claim to the distinction of starting the ball rolling for this year.

Q. What keeps him so late?

Another Puncture No. 10

A. Punctures.
Q. Why blame the tires when, maybe, it's the club or the boys?
A. He's not seeking any alibi in this case—it's just rotten tire luck putting him in bad.
Q. How can you do away with this tire luck you mention?
A. Play a certainty—use Lee Puncture Proof Tires. Of course they're pneumatic—possibly they're a little more expensive than the ordinary tires but you're not bothered with the punctures of ordinary pneumatic tires—they'll go the whole journey and more and let you out of any such rotten tire luck. If you want to know all about the Lee line—and its SOME line, believe me—call

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948 Diversey Parkway	116 E. 37th Street
	1466 E. 67th Street

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3941 W. Washington Blvd.	3306 W. Jackson Blvd.

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