

JUST GOSSIP ABOUT AUTOS

Nancy Wynne Talks of the Frippines and Foibles of Cars and Their Owners—She Tells How Traffic Was Held Up

WELL, my dears, have you seen Mrs. C's car? You know she isn't any too well off, but good night! You ought to see her this year. She has one of those limousines that cost less than a thousand and she has everything but the kitchen sink in the way of accessories. If it were not for a few bumps and a glide along you'd think you were in one of the very newest.

In the first place, she has acquired one of the new hats that have just come out. Somehow you don't realize that the hat is especially new, because it's of silk, and it has a high crown and a narrow brim, but instead of the usual stitching it's crisscross and the brim turns up the least bit in the world in the back and is pointed the slightest bit in the front. Here's a wonderful shade of purple.

Then, if you please, when you get into the car and lean back against the cushions and stretch your feet out before you, suddenly you come into contact with a funny little thing that moves around in a circle under your foot. I asked Mrs. C—what in the world it was, and it's "one of the latest accessories"—a foot expiator. Can you beat it? Your feet have to be exhilarated these days. It's padded with rubber, and if you take a long ride and your feet get cramped, you just roll the balls of said feet neatly up against the expiator, and you feel just as if you had been out walking. Then I stretched out my hand and rested it upon the nearest leather pad you ever saw. And pretty soon I began to think I was in a mighty swell car.

Auto Lining to Match Eyes. "I'll do it for you, Mrs. C," said the upholsterer. "You know, she has the most wonderful blue eyes and fair hair. Well, my dear, the very latest is to have your lining match your eyes or hair—that is, your auto lining—and that car of hers, which is a rich blue and black on the outside, is lined with the loveliest shade of blue you ever saw. The little vase for flowers in the front seat cut in glass and has an edge of the loveliest blue enamel, and she always keeps it full of pale-pink roses. All the accessories in that car have silver-and-blue trimmings, till you feel almost as if you were in a boudoir, when you go into it.

"There are some people you know," said Ethel to me, "who represent letters or colors of flowers. Now you, Nancy, your letter is A, and your flower is a yellowish lily. 'Have on,' said I. 'Does this go with cars for instance?' 'Oh yes,' said she. 'Your car is very long and green and it has a chauffeur and a footman. I don't know whether she meant that I was long and green or not, but I know that if there are any 'long greens' about, I'd be glad to see them. I like that being called a lily, for had she just said that I was yellowish, I might have been peeved.

It's wonderful how the cars are planned to match their owners as to color. It's the latest thing with dressmakers and milliners—to suit gowns and hats and cars. There's a woman in town whose grey hair is the envy of many. It's simply wonderful. And do you know her whole car is grey, light grey enamel and silver trimmings, even the flower vase in a silver holder. The whole effect is superb. The veils the women are wearing this year have wide striped borders of soft color, and it seems to me that green as usual predominates. I wonder why, for though the effect is wonderful as the car skins by, it's anything but wonderful against the skin of most women, don't you think?

I saw a great effect yesterday. Mrs. F. was riding in her tan colored limousine, which is lined with a lighter shade of tan. She wore a brown top coat with nutria collar and cuffs and a tiny brown straw toque trimmed with a coffee colored rose, while a brown figured veil kept her dark hair smooth. The chauffeur was in brown livery and really the effect was all that could be desired.

On Their Way Rejoicing. The trouble about cars seems always to be in the beginning, doesn't it? You see, it was this way: Margaret and Bessie decided that they had been out enough with the chauffeur to know how to run the car themselves. So, armed with long linen dusters, blue hats and mitch-automobile gloves, they started forth. "The sun was shining overhead," Margaret explained to me. "I did not ask if she expected it to shine underneath, but her remark was further explained by the fact that she did not, therefore, expect the streets to be wet, and so when a Walnut street car came Twenty-first and how was she to know that the brake would not work? Well, in a few words, it didn't, and bump, bang into the car, so hard went said auto that the woman who had just entered the trolley and handed out her five cents to the conductor sat promptly down on the floor of the car. Of course, there was much conductor, motorman and traffic cop. And Bessie, of course, decided to defend Margaret. "The sun was shining overhead," she declared vigorously and distinctly and was not to be gainsaid till the majesty of the law told her to keep quiet.

Well, after much conversation they

convinced the police force, the traction company and the knocked-down lady that it was not their fault, and they went on their way rejoicing. As they proceeded toward Chestnut street they perceived that gasoline was spouting out of a tiny hole on the top of the small box by the car side, so they promptly decided that they had injured the car when bumping into the trolley and, with large and persuasive eyes and sweet voices, they induced a passing male to whittle a match down and push it into the hole, which was there, of course, for a purpose. Then they proceeded on their way down Chestnut street till they reached Eighth. Then the car just naturally refused to go another inch. And when last heard of they were being dragged from the car track by another motor, after having held up the traffic for fifteen minutes—and all because they had stuck that match in and did not know it was a natural-born air-hole and not an injury. So it goes.

NANCY WYNNE.

PAUL REVERE IN MOTORCAR

Peace News Carried to Many French Towns in a Cadillac

Chief motor transport officer, Lieutenant Colonel Will H. Brown, in a letter tells us how he played modern Paul Revere in his Cadillac car in France after the signing of the armistice by rapidly rolling along the streets of small towns and cities to the inhabitants. "I'm in a hurry," he writes.

Colonel Brown had just completed an inspection trip in southern France which covered more than 1500 miles through extremely mountainous country. "The wonderful performance of the car on this trip," he says, "is certainly a convincing argument for the success in the war. The grueling tests that we put our motor to in this country."

About 11 o'clock in the morning, in the city of Toulouse we received news of the signing of the armistice. From then on the joy of enthusiasm of this great relief from the four and one-half years' great strain of oppression of the peasantry of this part of France was overwhelming. It was my good pleasure and fortune to cry out to the inhabitants of this quiet town as I rolled rapidly in and out of the narrow crooked streets of these small towns, scores of which I passed through until I reached Bordeaux in the afternoon.

The good people, the children, mothers and fathers all were out in the streets with flags expecting such news to be brought to them, and the loudest cry born announcing the approach of an American car and to have an American officer carry the message seemed to add to their enthusiasm.

Protect Your Tires

When placing extra tires on the tire rack it is a good plan to have the locking rings on the rims face toward the front of the car. It is then almost impossible for the extra tires to be removed from the rims while the car is standing.

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ROOSEVELT DESIRES U. S. AIR CONTROL

Assistant Naval Secretary Says Planes Will Carry Commerce in Future

By FRANKLIN D. ROOSEVELT

Assistant Secretary of the Navy. Not so very long ago the United States discovered how to fly, but during the intervening years other nations of the world took up these inventions, and four years ago—even two years ago—they knew a lot more about it than we did. Today we have gotten back on even terms, and the question now is: Are we going to fall behind again in the race?

I have been on the other side since the signing of the armistice and have seen preparations in England, in France and in Italy for the development of the use of the air. Over here we need not merely the efforts of the manufacturers and the efforts of the government, but we need the co-operation of the American public.

Flying and the use of the air will mean much, not in the next generation, but in this generation, to the success of American commerce and of American industry. It will mean much to the defense of the nation in case of future wars. I hope the public will take sufficient interest to see to it that the government adopts a definite policy toward the control of the air and the friendly co-operation of the people who are building and the people who are using airplanes. That must depend upon the expression of the people as a whole.

PROVIDE MOTORIZED OFFICES

Specially Built Limousines Fitted Up With Desks

War conditions gave rise to many requirements for motor equipment of a nature hitherto unheard of. Although seven-passenger cars met the needs of the army for rapid, dependable passenger car service, a demand was created also for a special type of limousine car for the use of officers. The Cadillac Company met this demand with a limousine body, the standard Cadillac construction and equipped to any specifications, mounted on a standard Cadillac chassis. In exterior appearance this limousine, except for its olive-drab finish, resembles the standard car, but the interior is especially adapted to the rough and ready use of war. It is upholstered in leather instead of mohair velvet, the curtains are canvas instead of taffeta silk, the floor is covered with a cork mat and the passenger compartment is provided with a desk intended for the use of the officers in referring to their maps and charts while traveling from one part of the war zone to another. More than 200 of these cars were furnished the government for overseas service. A shipment of standard Cadillac limousines in standard colors was supplied also for the use of the peace party.

THE AUTOMOBILIST'S SIDE OF THE TRAFFIC STORY

Takes in the Person Whose Attitude Says "Run Over Me if You Dare, but I Won't Move"—Why, There Is Really Room for Everybody When You Come to Think of It

By AN OBSERVER

WHILE militating against the automobilist who continually disregards the rights of the walker on the street, I think it is only fair we should militate a bit against the pedestrian who continually disregards the rights of the man or the woman in the machine.

It is indeed exasperating to have a machine stop so short and so far across the line at the traffic signal that it might as well not have stopped at all. But consider the persons who refuse to quicken their steps in the slightest degree to make way for the oncoming automobile. Or consider the man or woman who stands absolutely stolid to a certain spot while waiting for a trolley, when one simple little step would prevent a detour of a large machine and a general mix-up in traffic.

"Why should I move?" is the attitude. There is nothing more exasperating to a driver than this and not only to a driver but to the pedestrian, too. Such a person on the street, such a person on the sidewalk, such a person on the trolley, and the automobilist who both think they have the right to the whole road. There is room for everybody and everybody if a man only remembers life is not a selfish game, but one that must be played with consideration.

I HAVE often wondered, after holding my breath while standing in the rear of the foolhardy one who refuses to move, just what the idea is, is there resentment that some must

The Dorris 6-80 Passenger Car Six Cylinder. "Built Up to a Standard Not Down to a Price". This is the real motor classic of 1919—beautifully proportioned and eloquently suited to persons of discriminating taste. Distributors: J. HARRY SCHUMACKER & CO. 4819-27 Frankford Ave. Some Agents' Territory Open

END OF WAR CUTS MOTOR SHIPMENTS

More Passenger Cars and Fewer Trucks Will Be Exported to Europe

New York, March 12.—That a radical change may be expected in the exportation of passenger cars and trucks with the ending of the war is the view of the National Automobile Chamber of Commerce. During the war, it is pointed out, yearly exports of cars more than doubled over the pre-war shipments, due to the inability of European makers to meet export demands. A much more pronounced effect, however, was noticeable in motortruck exports, which averaged 13,300 per year, with an average value of \$42,500,000, as against \$88,000,000 for the fiscal year ended June 30, 1914.

As the military demands of Europe greatly increased the truck shipments, it is now anticipated that there will be a drop that will bring truck shipments near their former proportion to passenger-car exports. A report of motor vehicle exports to all countries during 1918 shows that 10,208 trucks, valued at \$26,814,955, and 34,326 passenger automobiles, valued at \$26,278,292, were shipped abroad last year. In the fiscal year ended June 30, 1914, the last twelve months' period before the war, we exported only 784 trucks, worth \$1,181,611, and 28,206 passenger automobiles, worth \$25,352,961.

Analysis of the exports in 1918, as compared with 1914, shows that while the exports of passenger cars to England, France, Germany, Russia and British South Africa decreased notably, and increased only slightly in Australia. They doubled to Canada, increased twenty-eight-fold to Japan, twelve-fold to Mexico, nearly nine-fold to Chile and Spain, six-fold to Cuba and China, more than seven-fold to Uruguay, more than quadrupled to the Dutch East Indies and almost doubled to Argentina.

Of the truck exports last year, on the other hand, more than half of the 10,208 went to England and France alone, while in 1914 less than one-third of the 784 shipped abroad went to these two.

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It's fair to expect big developments in automobile engines from the aeroplane engine work of the past four years. It will come by proper adaptation of the new principles of design to automobile service. Some of this is already shown at space 41 Philadelphia Automobile Show. The Holmes-Philadelphia Company 441 North Broad Street Philadelphia

DID THIS EVER HAPPEN TO YOU? 1. WHAT NOW? 2. I KNOW... 3. AMERICAN MOTOR CLUB—YES, MR. SMITH—YES, AT ONCE. 4. TO THE RESCUE. 5. ON THE JOB. 6. HOMETOWN BOUND. 7. ARRIVED AT THE SERVICE STATION. 8. ALL FIXED. 9. OFF AGAIN. 10. RESOLVED—MEMBERSHIP IN THE A.M.C.—IS THE BEST INVESTMENT I EVER MADE.

This is only one of the services the American Motor Club gives its members. Last year it towed in over two thousand disabled cars.—This is really an advertisement, but tells a true story.

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