

WOULD LICENSE DRIVERS

A. A. A. PRESIDENT ADVISES

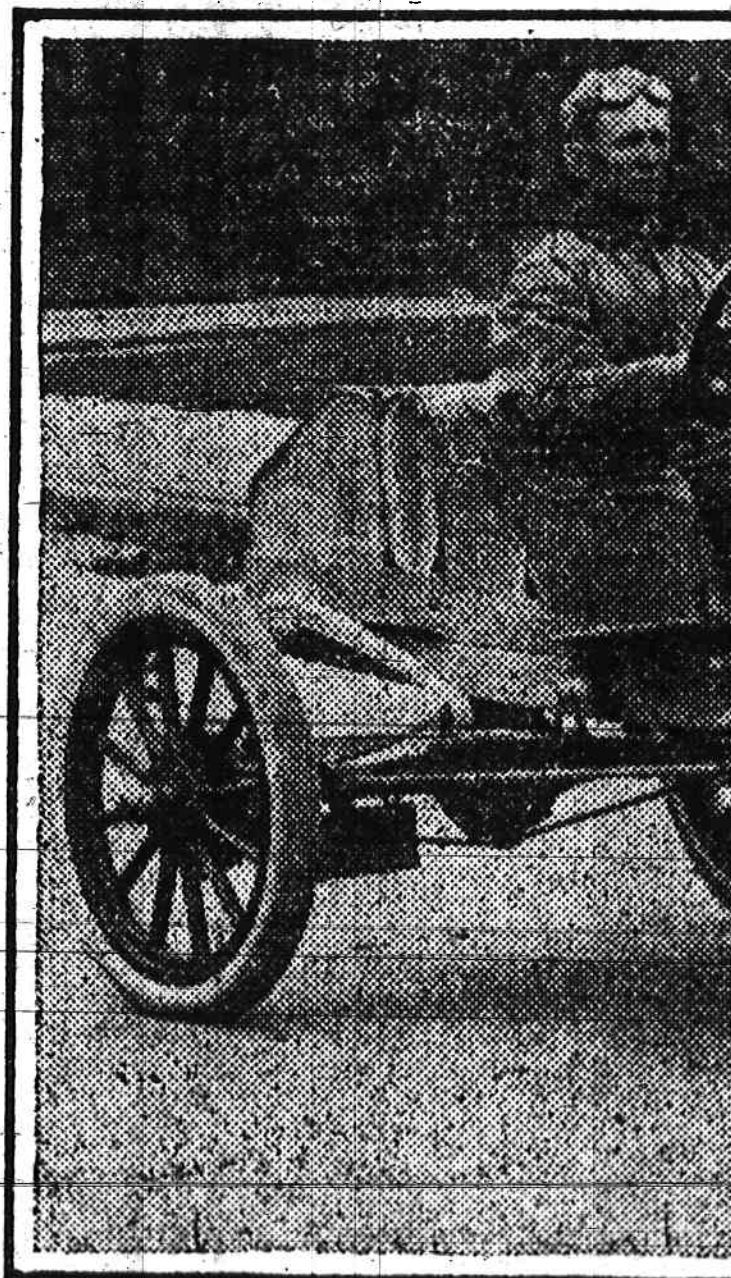
URGES ALL ASSOCIATIONS TO GET TOGETHER AND EFFECT REAL LEGISLATION TO PROTECT AUTO PUBLIC.

More things of importance were accomplished in the recent two days' session of the American Automobile Association in its annual meeting at New York than ever before in the history of the national organization. More than fifty directors, representing ten states, were present at the sessions and the results have been taken to mean that the work of the national body during the coming year in everything that makes for the best interests of motoring, both as a pleasure and a sport, will be carried on in a broader and more effective manner than heretofore.

President Lewis R. Speare's annual report showing, as it did, a thorough understanding of automobile conditions in all parts of the country, and his complete grasp of the work of the various boards, was to some of the directors a revelation. One of the delegates said: "While Mr. Speare has been well known in automobile circles for many years, it has only been since his acceptance of the American Automobile Association presidency, at the resignation last year of William H. Hotchkiss to accept the insurance superintendency of the state of New York, that he has become widely known in national automobile affairs."

Offices Consolidated.

Not the least of the important results accomplished was the consolidation, as it might be called, of more important offices of the association in New York city. The contest board, with Samuel M. Butler as chairman; the official headquarters of the American Automobile Association publication, the American Motorist, edited by A. G. Batchelder, and the touring information board—although the latter still remains under Powell Evans of Philadelphia, as chairman—will hereafter be at the national headquarters at 417 Fifth avenue. Additional



ENDICOTT WIT

which in many respects is of a technical nature and therefore not so readily understood by the automobilists at large as some of the more spectacular phases of motoring, was discussed at considerable length by Mr. Speare. He urged that the hearty support of the different state associations be given to the legislative work during the coming year, and showed that the time was ripe for evidences of this co-operation in rendering the assistance so necessary to make the first national legislative convention in Washington next February a success. Then the federal registration bill will be brought before Congress, and the necessity of uniform state automobile laws will be presented to all the state representatives and delegates in attendance. Mr. Speare, in speaking of the Massachusetts state law, said that, without exactly defining it, it was

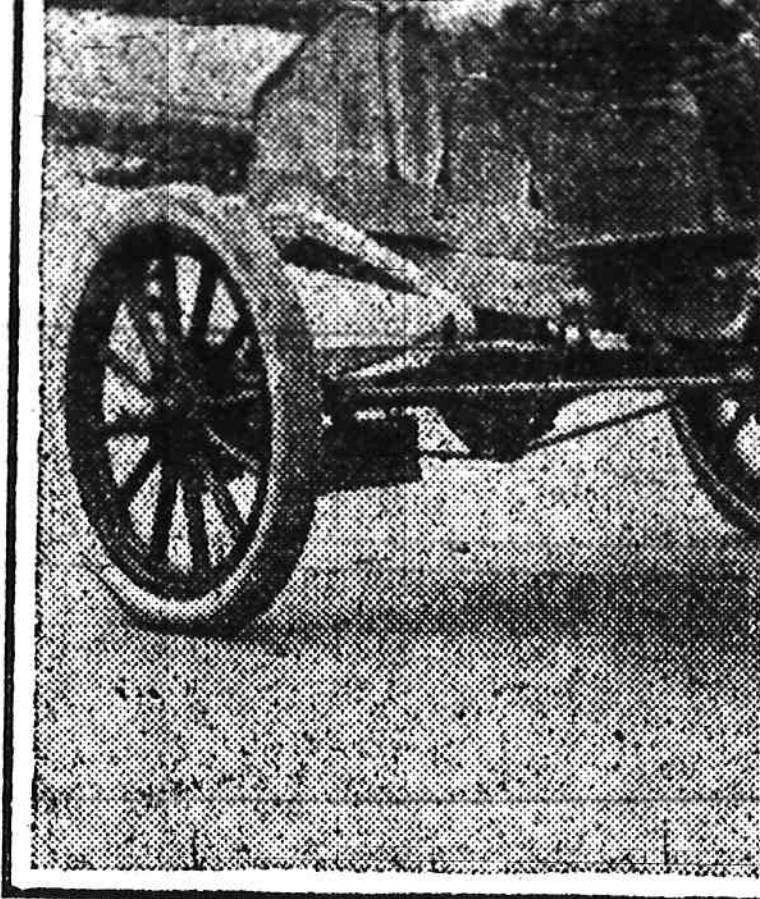
ISLATION TO PROTECT AUTO
PUBLIC.

More things of importance were accomplished in the recent two days' session of the American Automobile Association in its annual meeting at New York than ever before in the history of the national organization. More than fifty directors, representing ten states, were present at the sessions and the results have been taken to mean that the work of the national body during the coming year in everything that makes for the best interests of motoring, both as a pleasure and a sport, will be carried on in a broader and more effective manner than heretofore.

President Lewis R. Speare's annual report showing, as it did, a thorough understanding of automobile conditions in all parts of the country, and his complete grasp of the work of the various boards, was to some of the directors a revelation. One of the delegates said: "While Mr. Speare has been well known in automobile circles for many years, it has only been since his acceptance of the American Automobile Association presidency, at the resignation last year of William H. Hotchkiss to accept the insurance superintendency of the state of New York, that he has become widely known in national automobile affairs."

Offices Consolidated.

Not the least of the important results accomplished was the consolidation, as it might be called, of more important offices of the association in New York city. The contest board, with Samuel M. Butler as chairman; the official headquarters of the American Automobile Association publication, the American Motorist, edited by A. G. Batchelder, and the touring information board—although the latter still remains under Powell Evans of Philadelphia, as chairman—will hereafter be at the national headquarters at 437 Fifth avenue. Additional room has been secured to accommodate this accession to the working force of the main office. The legislative board, of which Charles Theodore Terry is chairman, has had its headquarters in New York for some time, so that now every important phase of the American Automobile Association's work, with the exception of the road board, with George C. Wood of St. Louis as the chairman, will be centered in New York city. The work of the legislative board,



ENDICOTT WITH

which in many respects is of a technical nature and therefore not so readily understood by the automobilists at large as some of the more spectacular phases of motoring, was discussed at considerable length by Mr. Speare. He urged that the hearty support of the different state associations be given to the legislative work during the coming year, and showed that the time was ripe for evidences of this cooperation in rendering the assistance so necessary to make the first national legislative convention in Washington next February a success. Then the federal registration bill will be brought before Congress, and the necessity of uniform state automobile laws will be presented to all the state representatives and delegates in attendance. Mr. Speare, in speaking of the Massachusetts state law, said that, while not exactly perfect, it was one of the fairest to be found in the country.

Among the important recommendations which met with favor was one that will probably materially change the methods, although not the objects of the annual Glidden tour. Mr. Speare suggested that instead of being known merely as that name the national tour should be designated as the American Automobile Association national motor tour, and that

the
rec
at
the
rec
at
the
hol
fas
or
fly
115
100
hor
one
ma
Pu
77
in
m
the
The
191
an
an

