



DRASTIC LAWS NUT PUT THRU

Proposals to Regulate Weight and Size of Trucks Defeated in Various Legislatures.

Washington, D. C., April 26.—What threatened to be a rather severe legislative season insofar as motor trucks were concerned, is apparently passing without the enactment of any of the proposed drastic bills. Some credit for this result is ascribed to the "Fair Play Suggestions for Legislators" which the motor truck board of the American Automobile association prepared and widely distributed. The scope included a complete discussion of every phase of commercial vehicle use of the highways and treated the subject from the standpoint of the welfare of the public at large and not overlooking reasonable protection of existing highways.

Provisions for incorporation into the highway laws of the various states related to height and width of vehicles, weight of load and its distribution, speed of both passenger automobiles and motor trucks, and also proposed a new system of taxation to be levied on all vehicles using the highways.

The figures had the further concurrence of the National Automobile Chamber of Commerce as being not unjust to manufacturers, and the fundamentals were also accepted by many highway engineers. "The compilation represented a conscientious effort to deal definitely with main points needed in unifying motor laws throughout the United States," sets forth Secretary John R. Eustis of the A. A. A. motor truck board, who then goes on to say:

"The various suggestions in the matter of restrictions are of special interest, because they represent an agreement of what might be considered widely divergent points of view, viz: those of the motor vehicle owner, of the manufacturer, and of the highway engineer, the latter now responsible for the maintenance of highways and the smooth flow of traffic thereon. The maximum height from ground to summit of the body was set at 12 feet 2 inches, with the greatest width of the body at 96 inches. In considering the maximum weight limits, cognizance was properly taken of the difference between loads carried on pneumatic tires and those running on solid tires, and also the regulation of speed to this question. Permission was given to operate with a gross weight of 28,000 pounds covering vehicle and load. It also provided that a highway commissioner can, on certain roads, reduce this limit to 24,000 pounds, where it can be shown that such roads will not stand more than this weight. The highway commissioner also would have the option of increasing the 28,000 pound limit where highly improved roads make this possible. Load per inch width of tire was fixed at 800 pounds in the case of both pneumatic and solid tires. Speed was set at a maximum of 25 miles an hour thruout open country, 20 miles in suburban sections, and 15 miles on congested city streets, for all sizes of vehicles running on pneumatic tires. In the case of motor trucks running on solid tires, the maximum speed limits were decreased with the increase in weight."

LIBERTY RACES BRING FRENCH

Advance Guard of Drivers Already on Way to This Country.

Indianapolis, Ind., April 26.—Jules Goux, winner of the 1913 race, Louis Coatalen and Jean Chassagne of the Sunbeam factory, and Andre Boillot, the vanguard of the foreigners coming over to participate in the 500-mile Liberty Sweepstakes on the Indianapolis speedway May 31, were sailed for America.

This will be the first visit for Louis Coatalen, the builder of the famous Sunbeam engines and motor cars. During the war, Coatalen was a member of the British admiralty altho he continued to serve as managing director of the Sunbeam plant, which was engaged in building aviation engines for the allies. Coatalen was coming over in 1915 to drive one of his own cars but war work prevented this making the trip and Noel Van Raalte, a Sunbeam engineer, took his place as pilot and finished tenth. Coatalen and Chassagne sailed on April 15 from Liverpool.

Besta Will Drive. Louis Coatalen will not drive this year but is coming over to see the biggest race of the season and to watch his cars perform. He has signed Dario Besta, 1916 champion, to drive the Sunbeam for which the late Josef Christiaens was nominated, the Peugeot star having been employed by the Sunbeam for eight years as an engineer and race driver before coming to this country.

Andre Boillot, brother of the famous Peugeot star, Georges Boillot, who was killed in an aerial combat the second year of the war, sailed early in the month from Bordeaux and is expected to land almost any day. Just what Boillot will drive in the 500-mile race is not determined but it is said that he is bringing over what is known as a 2 1-2 litre Peugeot, a small edition of the famous speed car that has a piston displacement of only 152 cubic inches. This is one of the three cars built for the LeMans road race in the fall of 1914 that was never started in

MOTOR TRUCKS INCREASE HUNDRED FOLD IN 10 YEARS

Ten years ago the number of motor trucks in use was but 4,000. Today there are between 400,000 and 500,000, according to James P. Nash, office engineer, state highway department, Austin, Texas.

"There is no reason why the number of trucks should not increase next year in the same ratio as in the past," says Mr. Nash. If the number of motor trucks increases in the next 10 years in the same ratio as the past 10 years, there would be

over 22,000,000 motor trucks in use in the United States by 1929, Mr. Nash pointed out.

The motor truck should be regarded as a public utility, regardless of who operates it. The motor truck came into existence to get food and supplies to people. To add to the cost of motor transportation is to increase the cost of living.

The highways of the country are inadequate for present needs. Their capacity must be doubled to meet the requirements of the next year or two, Mr. Nash states. "Along what line shall we provide this increase?" asks R. E. Fulton, vice president of the International Motor Co., manufacturers of Mack trucks. "Shall we double the width of the road and increase its first cost and maintenance 100 per cent? Or shall we provide a road of sufficient strength to carry vehicles of 100 per cent greater capacity for a given width of road, the first cost of which would be only 10 to 20 per cent greater per mile than that of present roads. In view of the fact that 50 per cent increase in hauling capacity gives a reduction of 15 per cent in transportation costs, the latter seems the wisest thing to do.

REPASS APPOINTS NEW MANAGER

A. B. Chambers has just been appointed general superintendent of the Repass Automobile company.

Mr. Chambers comes to Waterloo from Chicago, where for a number of years he has been connected with the Buick Motor company branch.

PLAN SUGGESTED TO
FOIL AUTO THIEVES

Automobile thieves would be foiled if the suggestion of H. W. Hysler, Grand Rapids, Mich., is enacted into a law, according to the B. F. Goodrich Rubber company.

Here's his plan: Authorize the secretary of state to issue exclusive permits to owners of automobiles to use certain numbers, names or devices to brand certain parts of their cars and the brands to be placed in certain designated spots. Require these marks to be cut, stamped or staked into the material of the part in such a manner that they would not be removed or obliterated without defacing or mutilating the parts. Make it a crime to drive a car with such markings defaced.

Make the permit from the secretary of state evidence of ownership when issued and transferable with the car by being duly acknowledged before a notary, these acknowledgments to be written on the permit, thus forming a chain of title like an abstract.

This plan was suggested to Mr. Hysler by the Goodrich company's advice to all motorists to cheat the thief by branding the inside of a tire casing. His plan seems feasible and should be considered by automobile clubs and other agencies active in protection of car owners against burglary.

A silent but effective salesman! A "For-Sale Ad" in the Courier.

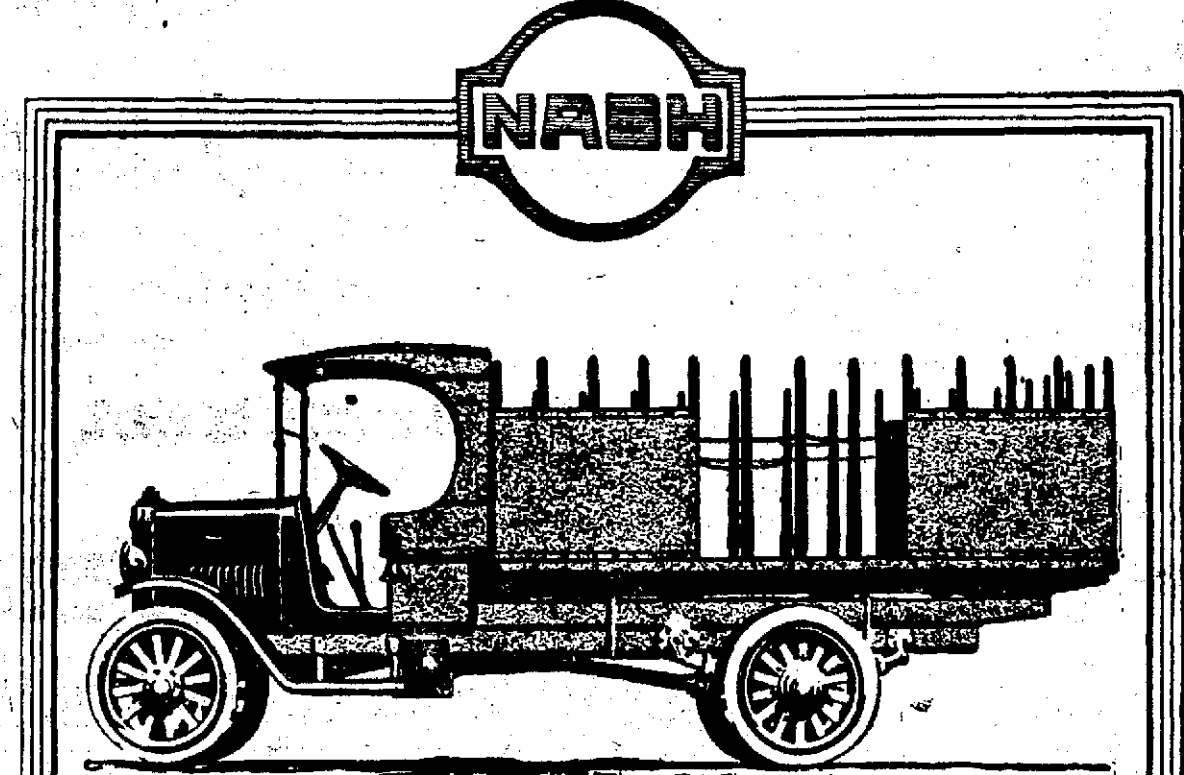
GOODRICH RUBBER COMPANY
CONDUCTS TIRE REPAIR SCHOOL

This year's classes in the tire repair school maintained by the B. F. Goodrich Rubber company are the largest in the history of the school. Besides the actual experience at the bench and vulcanizer under the guidance and instruction of expert students of the Goodrich school are given lectures on special subjects that apply to the successful operation of a garage, advertising, salesmanship, bookkeeping, business correspondence, etc.

Each student in the school completes all the operations in tire repair himself and does not work in partnership with another student. He must learn to successfully and efficiently master every phase of repair work unaided, except by the instructors. The next class in the school, which is open to anyone contemplating entering the tire repair business, starts on April 28. Applications should be addressed to any Goodrich branch or to the factory at Akron, O.

Farmers! Keep your income account for 1919 easily and accurately by getting our blank book and Primer of Rules and Advice. It is very simple. Send 35 cents for one. Address Waterloo Evening Courier.

The Best Cough Medicine. When a druggist finds that his customers all speak well of a certain preparation, he forms a good opinion of it and when in need of such a medicine is almost certain to use it himself and in his family. This is why so many druggists use and recommend Chamberlain's Cough Remedy. J. B. Jones, a well known druggist of Cumberlin, Ky., says, "I have used Chamberlain's Cough Remedy in my family for the past seven years, and have found it to be the best cough medicine I have ever known." (advertisement)



QUICK AND ECONOMICAL TRANSPORTATION

The reputation and standing in the industry of the big Nash institution is your best assurance of the high quality of trucks bearing the Nash name-plate.

Although Nash Trucks have been on the market less than two years, they are already in the service of such concerns as: The Palmolive Company; The Boston Store, of Chicago; Morris & Company; The Standard Oil Company; and others.

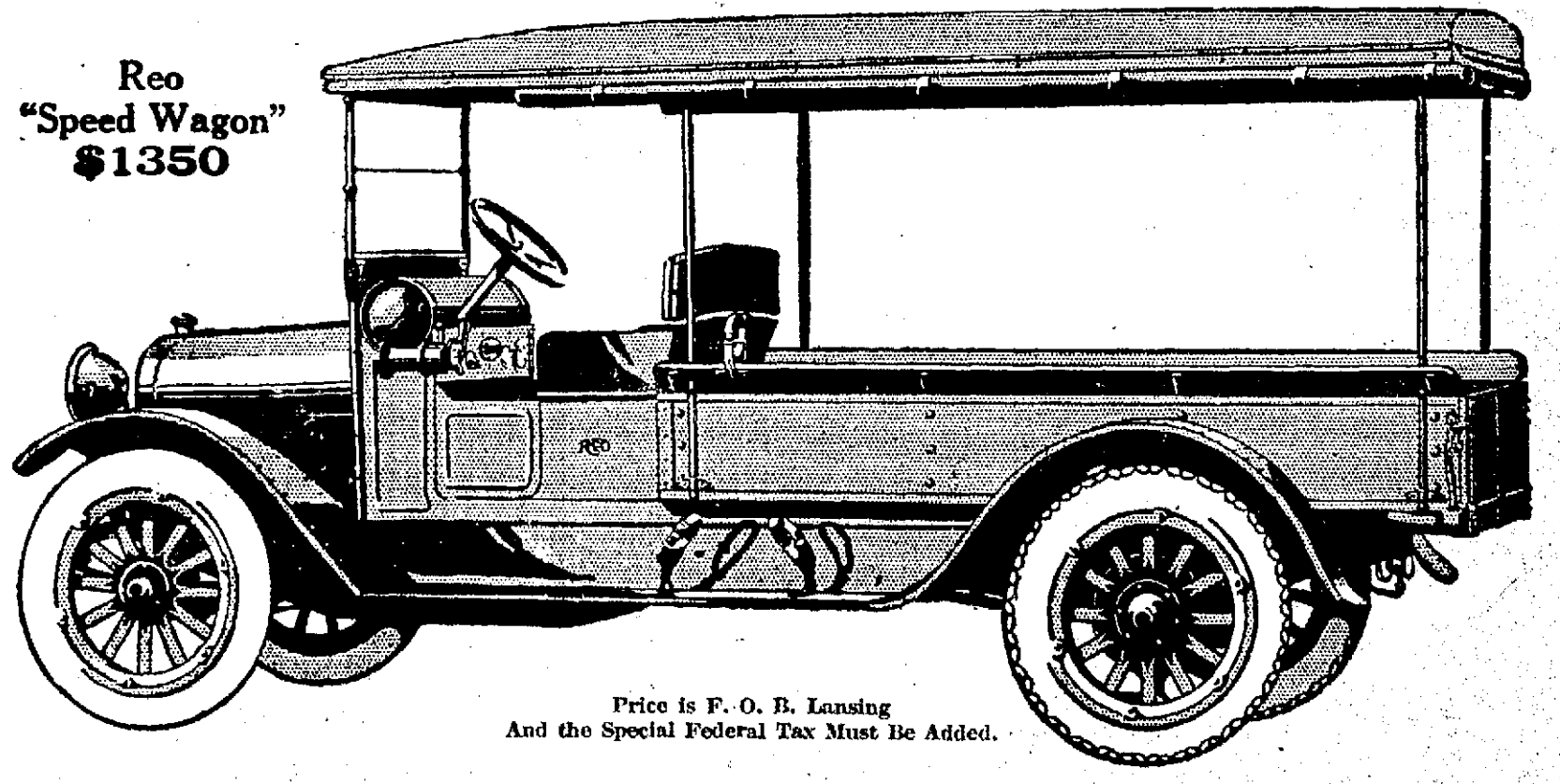
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NASH TRUCKS

One-Ton Chassis, \$1650 Two-Ton Chassis, \$2175 Nash Quad Chassis, \$3250

Reo
"Speed Wagon"
\$1350



Price is F. O. B. Lansing and the Special Federal Tax Must Be Added.

THE GOLD STANDARD OF VALUES

REO

With Electric Starter and Lights, and on Pneumatic Tires This Reo "Speed Wagon" was the Forerunner of its Type

IN 1915 WHEN this Reo "Speed Wagon" was first introduced, those features—electric starter, electric lights and pneumatic tires—constituted a liability.

TODAY, THEY ARE its greatest asset.

THEN, REO DEALERS said that the one "sales resistance" was the reluctance of buyers to "experiment with pneumatics on a truck."

NOW, THOSE SAME dealers say that it is mainly because of these features that this Reo enjoys such a tremendous popularity and demand.

THEN, THERE WERE only a few Reo "Speed Wagons" in hands of a few daring owners.

NOW, MORE THAN 20,000 in hands of the most conservative and critical class of customers.

THEN, THERE WAS a fear of "punctures and blow-outs."

NOW, THOSE bugbears are forgotten in the light of the great proven efficiency and economy of this Reo.

THEN, EVEN the tire makers were skeptical of this Reo innovation.

NOW, TIRE MAKERS without exception, advocate pneumatics for trucks not only of this type, but up to five tons and over.

THEN, THE AVERAGE buyer considered an electric starter a non-essential and electric lights superfluous.

NOW, HE WOULD as soon buy a "street starting" automobile with kerosene lamps, as a motor truck of that obsolete type.

THEN, ONLY THE REO engineers appreciated the superiority—the greater efficiency, speed, economy and lower upkeep—of a truck mounted on pneumatics.

NOW, RIVAL ENGINEERS are copying this Reo as closely as they can.

THEN, ONLY DRIVERS knew the saving of time and fuel and motor wear effected by the electric starter.

NOW, THE OWNER knows even better—through his cost accountant.

NOR NEED WE NOW show how the working day is lengthened and the radius increased by the electric lighting system—for that, too, is patent.

AGAIN, IS REO "conservative progressiveness" justified.

AGAIN, IS THE LEADERSHIP of Reo shown—and by imitation, that sincerest form of flattery—is the leadership of Reo design and the soundness of Reo engineering proven.

SUTCLIFFE-REO AUTO COMPANY

Phone 1553.

501 Commercial St.

Reo Motor Car Company, Lansing, Michigan

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