

THOS. P. HENRY IS NEW AAA PRESIDENT

Detroit Man Elected for 4th
Successive Year; Victory
Overwhelming.

CHICAGO, June 19.—Thos. P. Henry, of Detroit, Mich., was elected president of the American Automobile association at the concluding session of the annual convention of the national motoring body here today. The election was unanimous, the choice of the Detroit being by acclamation.

This is Mr. Henry's fourth successive term as standard bearer and spokesman for the car owners of the country, thus establishing for him a unique record in that the longest prior term held by an A. A. A. president in a quarter of a century was two years.

Mr. Henry was in no sense an active candidate for the presidency but it developed early in the convention that the 813 clubs affiliated under the A. A. A. emblem, constituting 95 per cent of the actively functioning motor clubs in America, were overwhelmingly in favor of the continuation of the policies which he had inaugurated and were committed to his personal leadership.

This indorsement was reflected on the floor of the convention when several of the most prominent motor club executives in the United States gave credit to the Detroit for the success of the policies of the A. A. A. in the past three years, particularly in the fight against increased taxation of motor vehicles and against restrictive legislation. During Mr. Henry's presidency four hundred new motor clubs were set up under the A. A. A. emblem and its membership increased from half a million individual members to close to a million when the present convention was called to order. The movement toward organization has gained such a pace that an increase of five hundred thousand members is expected in the next twelve months.

Although the election was marked by the harmony that has characterized A. A. A. gatherings in recent years, there was no dearth of candidates for other important elective officers. The following were elected: Vice president, A. E. Mittendorf, Cincinnati, Ohio; Herbert A. Meldrum, Buffalo, N. Y.; Daniel R. Reese, Scranton, Pa.; E. C. Blesi, Dallas, Texas; Frank S. Gold, Minneapolis, Minn.; E. W. Steinhart, Indianapolis, Ind.; and Percy J. Walker, San Francisco, Calif.

Charles C. Jones of Columbus, Ohio, was re-elected secretary and Kane E. Green of Philadelphia was re-elected treasurer of the association.

The executive committee
The Dixie Bakery leads on high class breads, pies, cookies and fancy baked supplies of every kind Best by test. Ask old customers. 489 Court St. (*)

Collier's Motoring Signals

Turning Left Corner

In plenty of time thrust out your arm with index finger extended and point to left.



Turning Right Corner

Raise your forearm from the elbow and plainly point the index finger to the right.



"Pass Me"

Thrust out hand and wave it with forward motion. Sound horn when passing from rear.



Stopping or Backing

Thrust out hand with palm forward and hold that way. Look around before backing.

charged with making effective of organization policies was elected as follows: Charles M. Hayes, president of the Chicago motor club; Fred H. Caley of Cleveland; George C. Diehl, Buffalo; Robert P. Hooper, Philadelphia; Sidney D. Waldon, Detroit; Arthur N. Hill, Charleston, W. Va., and Percy J. Walker, San Francisco.

Mr. Hill is chairman of the bus board of the A. A. A. and his election to the executive committee marks the final step toward national organization of the independent bus operators of the country as a unit of the A. A. A.

In accepting the presidency Mr.

Henry made another plea in behalf of more intensive work by motor clubs in the safety field. It was indicated that he will shortly appoint an inter-club council to act as a clearing house for nationwide distribution of information relative to safety plans and projects.

"This is one field," said Mr. Henry, "in which the motor club by reason of its very character is competent to take the leadership. It cannot relegate this leadership, particularly as regards traffic safety to any other civic or commercial organization. The same applies to another important and

kindred field, namely, the development of uniform ordinances and regulations for motor vehicle traffic."

Mr. Henry reminded the car owners of the country that not until they have learned that they cannot fight their battles single-handed and blind together for the promotion of sane measures affecting the rights of twenty million car owners can they hope to rid themselves of discrimination.

"Motoring progress in America," he declared, "depends on organization. Whatever victories have been achieved in the past number of years can unquestionably be attributed to organization of car owners in motor clubs in the local and national field. With proper organization they can rid themselves of unjust taxes; they can safeguard the use of special taxes levied against them; they can eliminate the 'fee system of arrests' on the highways; they can develop traffic uniformity from below instead of being imposed on them from above; they can effectively down such proposals as compulsory liability insurance and a score of other isms promoted by ignorance and fanaticism but by reason of which the car owners have in the past been often victimized."

WITH McDONALD FIRM

(Continued from page 3.)
eda position with the MacDonal Auto company as secretary and assistant manager.

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will call up or see Mrs. Winans. Her rule is to put herself in the place of the customer, and consider his or her interests. She holds that a business deal made in that spirit will make friends and keep trade, and she wants to have such friends and build up such trade, for she, like Salem and her people, and expects to dwell among them for a long time.

NASH BODY COMPANY IS MANY YEARS OLD

House of Seaman Existed in
Years Prior to Civil War,
Notes Show

No automobile body manufacturer in America has a more inspiring history than the Seaman Body Corporation of Milwaukee, exclusive builders of Nash enclosed bodies and owned in half by The Nash Motors company. Back beyond the memory of the present generation—over 75 years ago—the house of Seaman was founded. A photograph of an ox-drawn cart bearing the inscription, A. D. Seaman & Co., taken in 1871 and recently unearthed by Mrs. Christ Behrens of Milwaukee is a picturesque testimonial to the years of service the Seaman organization. Mrs. Behrens, whose husband was the driver of the ox-cart, explains that during the year 1871 a severe epidemic among horses made it necessary to replace those animals by oxen which were still, however, in fairly general use.

The photograph, taken on East Water street, Milwaukee, near the

city hall, shows a background of buildings long since replaced by modern sky-scrapers. But even at that time the house of Seaman was twenty-three years old.

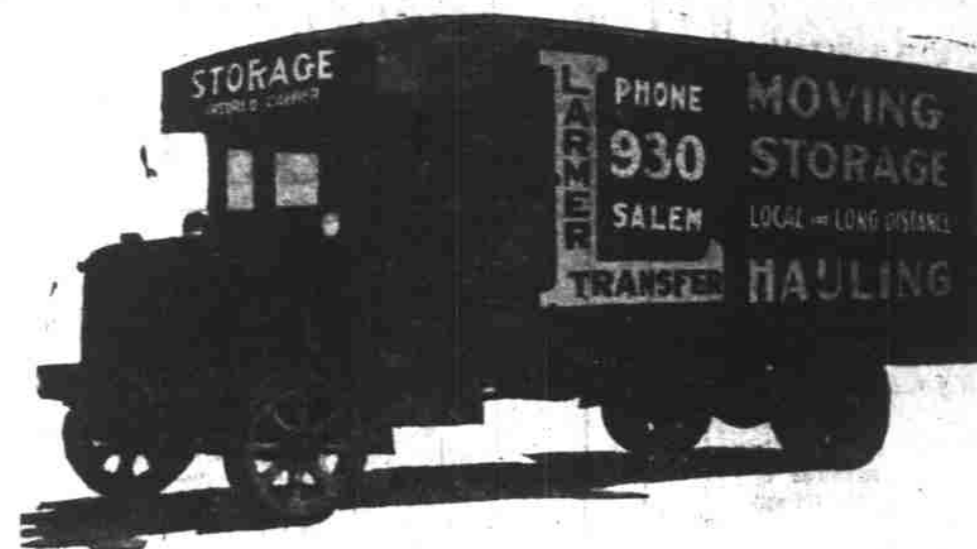
Back in the days prior to the Civil war, A. D. Seaman, grandfather of the present heads of the business engaged in the later years as the automobile in-

dustry grew to major importance and the demand arose for automobile bodies that would worthily represent the woodworking art, Seaman turned its specialized ability to this field.

A San Francisco boat manufacturer is putting into standard production a 26 foot speed boat for smooth water use, powered

with Star four motors of the standard, design used in the powerful Star four cylinder motor car. The boats are said by George Kneass, the manufacturer, to develop a speed in excess of 40 miles per hour.

In 1923 there were 3,223 Chevrolet salesmen. By 1925 the number had increased to 10,584.



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