

PEERLESS MOTOR COMPANY LAUDED

Annual Stockholders Meeting Held and Confidence Expressed

Complete confidence in the present management of the Peerless Motor Car corporation was expressed at the annual stockholders' meeting, which was held a few days ago.

This meeting set to rest all the rumors that recently gained ground, to the effect that outside interests were securing control of the company. Peerless always has been and still is a Cleveland-operated concern, and the management that has done so much in recent months to put its affairs at even keel has now been told to proceed with its program with "full steam ahead."

The board of directors is made up of men associated with Peerless for many years. Messrs. R. M. Caffee, G. A. Coulton, L. R. German, C. H. Larson, H. C. Robinson, C. E. Sullivan, H. A. Tremaine, F. A. Trester, C. A. Tucker, and L. J. Wolf are all re-elected from last year's board.

The one new figure as far as board membership is concerned, is a strong one, Edwin H. Parkhurst, who was vice president and general manager of Peerless in its early days of prosperity, but who, since 1915, has been vice president of another successful Cleveland institution, the Columbia Axle company. Officials of Peerless feel particularly happy in having persuaded Mr. Parkhurst to return to active participation in its affairs.

Now that nothing whatever impedes the plans of the management, Peerless is ready to proceed with colors flying. The prediction of continued growth and success that has been made for several months past are repeated now with double emphasis.

KNIGHT ENGINED CARS TO BE USED

Unusual Attention Riveted On this Type of Plant Because of Work

Numerous world speed records established during the past year in Europe by cars employing the sleeve-valve type of power plant, together with new speed, endurance and stamina marks set in this country by Knight engined cars, are said to be chiefly responsible for the consideration of this type of car for speed events on American race tracks.

Many inquiries concerning Knight engined cars have been received at the offices of the Falcon Motors corporation, Detroit, since a Falcon-Knight Six recently broke all records for trans-continental travel. The Falcon-Knight Six with Cannonball Baker at the wheel, speeded from Washington, D. C., to Los Angeles, Cal., a distance of 3,198 miles in 73 hours and 47 minutes. This is actually the run being officially timed by Western Union.

The Falcon-Knight time was 10 hours faster than the fastest trans-continental train from the national capital to Los Angeles and broke the former cross-conti-

GRAHAM BROTHERS TRUCKS FIRST MOTOR VEHICLES SOLD IN TIBET



Legend - Railroad Travel
Trucks carried on backs of coolies
Truck Route in Tibet

The first motor vehicles have just gone into service in Tibet. They are two Graham Brothers commercial cars, carried into this mysterious country part by part on the shoulders of native coolies. One is now being operated in regular commercial freight and mail service between the Sikkim gateway and Gyantse, less than a hundred miles from the forbidden city of Lhasa. The other was purchased almost on sight by a wealthy Tibetan merchant, the first motor car sale on record in this vast empire of interior Asia.

The cars were taken into Tibet by the French Motor Car Company, Dodge Brothers dealer in Calcutta, India, only after the express permission of the Delai Lama or supreme ruler in Lhasa had been secured. Even with this permit, active opposition to their entry was prevalent among na-

tives—the same opposition that has successfully prevented the invasion of white races for centuries. The Graham Brothers commercial cars, however, seem to have succeeded where all other methods have failed in bringing into Tibet the methods of modern civilization.

After the railroad journey to Darjeeling from Calcutta, the cars were run under their own power far into Sikkim until further progress was stopped at a great chasm crossed only by a swinging foot bridge. Here, the services of coolies were obtained to dismantle the cars and carry them on their shoulders into mountain fastnesses. After many days of this slow travel, the caravan arrived on the level plateau of Phari in Tibet proper. Assembly of the cars here was delayed by non-arrival of one of the rear axles. A

search party revealed that it had been abandoned by the coolie women who were among the burden bearers. These women, it was found, had been influenced against helping to bring in the cars by natives in the mountains.

The cars operated perfectly on re-assembly. C. H. Shelton, sales manager of the French Motor Car Company and head of the expedition, reports. One went into immediate service from Sikkim to Gyantse. The other was sold to a native merchant after he had accompanied the party on a fast ride of thirty miles to his home in the mountains.

The entry of the Graham Brothers commercial cars in Tibet is regarded as a phenomenal accomplishment by Dr. Roy Chapman Andrews and others who have explored to some extent the forbidden territory. They are successful where ambassadors have failed.

of engine has great speed, power, stamina and unusual flexibility."

Forty-Four Mile Speed Averaged for 465 Miles

Accompanied by his 77-year old father, Charles J. Dovel of Manistee, Michigan, covered the 465 miles between that city and Co-

lumbus, Ohio, recently in ten hours and thirty minutes elapsed time. The easy riding of the five-passenger Alrman Sedan made the fast trip entirely comfortable for the elder Dovel, who has made the same trip over the same route five times in the Franklin Sedan. The slowest time on the trip was made through a severe snow storm, which required twelve hours to penetrate.

OFFICIALS FORM CITY ORGANIZATION

Recent Session of Road Builders Association Brings Out Value

With the success that attended the formation of the Division of County Highway Officials of the American Road Builders' association, it was clearly demonstrated that it was logical for the association, through various divisions, to represent the entire highway industry.

At the last convention of the Road Builders' association, the County Highway Officials' division plainly brought out the value of such divisions in the work of the association. On County Highway Officials' day the program of the convention was conducted by county highway officials and consisted of representatives of the various committees, whose reports were the result of nearly a year's work of engineers located throughout the United States. The interest displayed was exceptional and the value of the reports as a standardization medium was quickly recognized by county officials.

The directors of the American Road Builders' association, acting upon the request of several city officials, authorized the formation of a City Officials' division of the American Road Builders' association. The division will be governed by its own constitution and by-laws and will elect its own president, vice presidents and directors. It will retain the identity of a city officials' organization but will remain a division of the American Road Builders' association. In addition to the president, vice presidents and directors, the division will operate through contact men located in all the principal cities of the country.

The policy of the division for the present will be to apply itself to the street and highway problems of cities. There will be several committees appointed, made up of city officials from different cities throughout the United States, and the reports of these committees will be presented on City Officials' day at the next convention.

There are many problems with-in the cities that are still demanding the best attention of engi-

neers. With the formation of the City Officials' division, it is expected that many details which now lack agreement will soon be standardized.

The organization meeting for the City Officials' division will be held the early part of June at the headquarters of the association in Washington. It is urged that all city officials attend and take an active part in the affairs of the division.

OUTSTANDING GAINS MADE BY OVERLAND

TOLEDO, O., — Outstanding gains in Willys-Knight and Whippet motor car registrations are noted in a complete report from 28 states. The compilations show

that Willys-Overland is maintaining a position of sales in advance of the industry as a whole at the same time showing an increase over the business done during the same month in those various states in January, 1927.

Figures from the 28 states reporting show that Willys-Overland in January, 1928, did 6.7 percent of the entire business of the industry as compared with 4.8 percent in January of last year. The industry as a whole showed a loss of 28 percent as compared with last year.

In the Eastern region Willys-Overland showed a gain of 11 percent over the business of the industry as a whole. Notable increases for Willys-Overland were in Connecticut which showed an 85 percent gain over 1927; Maine showed a 125 percent increase compared with a loss of 16 percent for the industry as a whole. Maryland showed a 77 percent increase compared with the industry's loss of 12 percent. Willys-

Overland secured 6.7 percent of all the business in the region.

In the midwest region Michigan shows an increase of 47 percent for Willys-Overland while the industry gained 2 percent. In Ohio Willys-Overland gained 102 percent over 1927 with the industry showing an 11 percent increase.

In the Northwest region Willys-Overland gained 6 percent over the 1927 January business while the industry was losing 16 percent. In this region Willys-Overland received 6.1 percent of all the business compared with 4.9 percent last year. The state of Iowa alone turned in a gain of 161 percent while the industry in the state was losing 20 percent. Willys-Overland actually registered 121 percent of all business done, an increase of 9 percent over January, 1927. Montana showed a gain of 42 percent over last year.

On the Pacific coast Willys-Overland and the industry as a whole held even with the 1927 business.

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