Automobiles

December 21, 2018

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**Automobiles Contents Listing**

1. An Old-Time Automobile – News Article 1938 (front of article)

2. Statesboro Folk Assist Progress (back of article)

3. An Ordinance – News Article

4. Auto License typescript – News Article 1911

5. Auto Problem typescript – News Article 1906

6. Auto Races in Savannah typescript – News Article 1908

7. Auto Tax Editorial typescript – News Article 1909

8. Automemories of 1912 Calendar pages, January

9. Automemories of 1912 Calendar pages, February

10. Automemories of 1912 Calendar pages, March

11. Automemories of 1912 Calendar pages, April

12. Automemories of 1912 Calendar pages, May

13. Automemories of 1912 Calendar pages, June

14. Automemories of 1912 Calendar pages, July

15. Automemories of 1912 Calendar pages, August
16. Automemories of 1912 Calendar pages, September

17. Automemories of 1912 Calendar pages, October

18. Automemories of 1912 Calendar pages, November

19. Automemories of 1912 Calendar pages, December

20. Automobile Registration – News Article 1937

21. Automobile Tire Stolen typescript – News Article 1912

22. Averitt Bros. to Occupy New Home – News Article 1929

23. Buick Run-About Car Raffle typescript – News Article 1913

24. Buick Sold in Front of Courthouse typescript – News Article 1913

25. 'Bulldog' rolls into the Boro – Statesboro Herald Article 2009

26. Statesboro Bulloch 'autoists' here to stay – Statesboro Herald 2006

27. Can Anyone Identify this Automobile Wreck... – News Article

28. Car Turns Over – News Article 1916

29. Cars on Streets of Statesboro Sunday – News Article 1918

30. Central Railroad Times for Grand Prize Auto Races typescript – News Article 1911
31. Chaingang Roadwork for Races – News Article 1909

32. Chevrolet Co. Have New Home – News Article 1940

33. Child Badly Hurt When Struck by Automobile – News Article 1918

34. City Ordinance typescript – News Article 1911

35. City Speed Limit Made Twenty Miles – News Article 1929

36. Contract is Let for Big Garage – News Article 1917


38. Dr. C.H. Parrish Visited Savannah in his Automobile typescript – News Article 1911

39. Dr. Donehoo 'Carrys' Auto Party to Savannah typescript – News Article 1907

40. Dr. Holland's New Automobile typescript – News Article 1910

41. Eight New Automobiles typescript – News Article 1910

42. Fines Imposed for Fast Driving in Statesboro – News Article

43. Fire at Averitt Garage typescript – News Article 1914

44. First Automobile in Statesboro typescript – News Article 1905

45. Five Shaken Up in Automobile Accident – News Article 1916
46. Ford Building is Bought by Lewis – News Article 1934

47. Formal Opening New Auto Place – News Article 1949

48. Franklin Bros. Sell Chevrolet – News Article 1940

49. Franklin Now in New Quarters – News Article 1940

50. Good for the Mayor! – News Article

51. Handsome New Car – News Article 1916

52. Judge Moore has Autos typescript – News Article 1909

53. Lannie F. Simmons Auto Co. – Statesboro News Article 1935

54. Lannie Simmons to Have Big Opening & other attached article – News Article 1937

55. Letter to Editor identifying car wreck

56. List of Automobile Relevant Articles

57. Local Tire Dealer Explains Balloon Tire – News Article

58. Make Studebaker your 1950 buy word for thrift – Statesboro News Article 1950

59. Mallard Buys Site for Pontiac Agency – News Article 1945

60. Marsh and Lingo Have New Agency – News Article 1940
61. Marsh Chevrolet Holds Open House – News Article 1938

62. Mayor Again Busy with Traffic Laws – News Article 1925

63. Mayor Wages War on Speeding Autoists – News Article 1917

64. Minors Are Fined For Driving Automobiles – News Article 1922

65. Motorcycle Wins Race From Auto typescript – News Article 1911

66. Mr. Brannen's Automobile Accident Aftermath typescript – News Article 1907

67. Mr. Simmons' New Cadillac – News Article 1909

68. Mrs. Brannen's Auto Safe in Savannah Garage typescript – News Article 1912

69. Mrs. Groover and Daughter are Hurt – News Article 1918

70. New Auto typescript – News Article 1914

71. New Automobile Garage typescript – News Article 1909

72. New Ford Agency – News Article

73. New Local Agent For Popular Car – News Article 1949


75. Officers Start War on Auto Violations – News Article 1922

76. Olliff Ford Corp. is the new dealer for Ford Motor Co. – News Article 1961
77. Olliff Ford Corp. Ad pt. 1
78. Olliff Ford Corp. Ad pt. 2
79. 'One Hundred the Auto' pt. 1 – News Article
80. 'One Hundred the Auto' pt. 2 – News Article
81. Percy Averitt drove first automobile into Statesboro in the winter of 1905 – News Article
82. Percy Averitt's Auto typescript – News Article 1905
83. Pointers for the Motorist Carrying Spare Valve Parts typescript – News Article 1912
84. 'Pushmobile' race around Boro – Statesboro Herald Article 2008
85. Pushmobiles typescript – News Article 1912
86. Ray Ran Blitch's Auto Some typescript – News Article 1911
87. Remodeled Home of Local Ford Agency Is a Beauty – News Article 1947
88. Rockne by Studebaker Ad
89. S. W. Lewis Ford Ad
90. S. W. Lewis Ford Ad; 2nd
91. S.W. Lewis Ford Announcement
92. Savannah Race Records typescript – News Article 1911

93. Savannah-Atlanta Endurance Race; Photo and brief history

94. Savannah-to-Charlotte Automobile Race Viewing – News Article 1911

95. Seventy-Odd Violations Sunday Gasoline Rule – News Article 1918

96. Simmons Begins Work New Auto Sales Room – News Article 1938

97. Statesboro to Savannah Race Time typescript – News Article 1911

98. The Automobile Problem – Bulloch Times Article 1906

99. They Made It! Typescript

100. Thief Makes Get Away with New Buick Auto – News Article 1918

101. Three New Buicks typescript – News Article 1909

102. Traffic Offenders Jam Mayor's Court – News Article 1905

103. Traffic Regulations Not Well Observed – News Article 1920

104. Twenty Autoists Fined – News Article 1916

105. Two Sunday Lists in one Report Today – News Article 1918

106. Typescript of Automobile Articles, 1909

107. W.H. Blitch Gets Buick typescript – News Article 1909
108. When automobiles first showed up in Statesboro – Statesboro Herald Article

2006

109. Wild Car Breaks Glass in Sea Island Bank – News Article 1916
Maybe this wasn’t the car which made the horse run away and brought about the petition of Statesboro citizens to exclude automobiles from the streets—but it might have been. If you look close you’ll see Percy Averitt sitting pretty in his first Buick as he started out for a Savannah-to-Atlanta endurance run in the first days of automobile traffic. Percy was wearing a linen duster and a cap—regulation regalia at that time.
STATESBORO FOLK
ASSIST PROGRESS

PROGRESS, from page 1
especially the women, not knowing whether or not the automobile is out.

Interesting also is the list of signers. We are presenting these names not for amusement, but as interesting history of Statesboro—a roster of the useful citizens of Statesboro on the day the petition was circulated. Readers will be interested to read this list and check over in their minds those whom they now know. With reverence we state that the majority of them—a vast majority—have long since gone hence. Read the list and note the few you now recognize. Those marked with a star (thus *) are known to be still living:


Under a separate heading classified as "country people" appeared the following:


A count of the names reveals that there were 108 signers to the list. If you count those with stars (*) preceding their names, which indicates those still living, you will find that

there are 43 of these; therefore it will be seen that 65 of those old-timers have gone to their final reward.

Forbade Dangerous Automobiles
Right to Navigate Streets
From 6 a.m. to 8 p.m.

Somebody digging around in the files at the city office has uncovered a document which is creating considerable interest—the petition of citizens presented to city council more than a third of a century ago asking the exclusion of automobiles from the streets of Statesboro. Acting upon this petition an ordinance was passed which complied with the terms sought in the petition—automobiles were forbidden to operate upon the streets in the daytime between the hours of 6 a.m. and 8 p.m.

It required a motive to circulate a petition which was so drastic, and that motive was found in the fact that a small boy had been injured when the pony he drove was frightened by a noise-making automobile, ran away and overturned the buggy in which the boy was riding, breaking an arm. The same danger threatened anybody who ventured to drive a horse or mule into Statesboro, and business was actually injured. It was with a sense of self-preservation that the signers of the petition in 1905 asked for action by the city council.

It is interesting today to study the petition, and it follows:

"To the Honorable Mayor and Members of the City Council:
"We, the undersigned citizens of Statesboro, do respectfully petition that you call an immediate session of your body and enact an ordinance to prevent the running of automobiles within the city limits of this city, the following being some of the reasons for such action:
"1. The operation of those machines is dangerous to life and property, causing horses to become frightened, to run away, thus spoiling the disposition of hitherto gentle and docile family mags.
"2. That already much damage has been done to vehicles.
"3. That they prevent a number of people from taking their usual rides.
"4. Much trade is prevented from coming to town, the country people,

See PROGRESS, page 2
AN ORDINANCE

regulating Automobiles, Motorcycles and other vehicles in the City of Statesboro; to prescribe rules regulating and governing traffic upon the streets and lanes of said City:

Section 1. Be it ordained by the Mayor and Council of the City of Statesboro, Ga., that after the passage of this ordinance, it shall be the duty of any person or persons using or operating within the corporate limits of the City of Statesboro, upon the streets and lanes thereof, any automobile, motorcycle or other vehicle of conveyance, to proceed carefully and cautiously and to so operate, handle and guide the said machine or vehicle as to avoid damage to persons or property, and the speed of said machine or vehicle shall in no event exceed fifteen (15) miles an hour in the corporate limits of said City, and shall be less than said speed when, because of the presence of persons or vehicles on the streets, proper prudence shall dictate a lower rate of speed. Provided, however, that in turning corners or making any other turn, or when crossing any street, the speed shall be reduced to eight (8) miles an hour.

Sec. 2. Be it further ordained, that all automobiles and motorcycles shall be equipped with a horn or some other device to be sued as a signal, but the promiscuous use for noise making shall be prohibited.

Sec. 3. Be it further ordained, that from one hour after sunset to one hour before sunrise it shall be unlawful for any person or persons to use or propel upon any street or lane of the City of Statesboro, any automobile, motorcycle or other motor driven vehicle which does not have a light or lights which can be seen in any direction from said machine, and all motor driven vehicles shall be provided with a rear lamp showing a red light and so arranged as to throw light upon the number of said machine.

Sec. 4. Be it further ordained, that all traffic going north or south shall have the right of way over that going east or west, and it shall be the duty of all machines or vehicles to keep to the right of the street or driveway, and when turning into a street to the right shall keep close to the right curb; and when turning into the street to the left, shall swing wide of the left curb, passing beyond the center of the intersecting street, and shall indicate their intention of making turns to the left by extending the arm horizontally as a signal, and to use all reasonable precaution to avoid collisions and injury to persons or property, and any person operating any automobile, motorcycle or other motor driven vehicle shall give a signal by sounding horn when crossing streets or when approaching other vehicles.

Sec. 5. Be it further ordained, that no machine or vehicle shall be allowed to stop or be parked with its left side to the curb on any street, but shall be stopped or parked with its right forward wheel not further away than fifteen (15) inches from curb, and the body of the machine at an angle of approximately forty-five (45) degrees from the curb, and before backing ample warning shall be given by horn and extending the arm, and while backing due vigilance shall be exercised by the driver so as not to injure those behind.

Sec. 6. Be it further ordained, that in cases where the traffic upon the streets or lanes of said City may become congested from any cause, where numbers of vehicles or machines are assembled, the police authorities of the City of Statesboro may make temporary rules regulating the traffic in such congested districts as they deem proper, and any person who, after being warned of the said temporary traffic regulations by the police officer of said City, refuses to comply with such regulations, shall be liable to the punishment as prescribed in section eight (8) of this ordinance.

Sec. 7. Be it further ordained, that it shall be unlawful for any person or persons to make a complete turn with an automobile in the streets of the City of Statesboro, only at the crossing of, or intersection of, streets, and in making such turns shall make the same signals as prescribed in section five (5) of this ordinance.

Sec. 8. Be it further ordained, that any person violating the provisions of this ordinance shall, upon conviction in the Mayor's court of said City, be fined in a sum not exceeding One Hundred (100,000) Dollars or imprisonment or labor on the streets of said City not exceeding thirty (30) days, either or both in the discretion of the court.

Sec. 9. Be it further ordained, that all ordinances and parts of ordinances conflicting with this ordinance, be and the same are hereby repealed.

Passed in regular session May 9, 1916.

S. J. CROUCH, Mayor.
W. B. JOHNSON,
Clerk of Council.
JAN 18, 1911
AUTO

About 999 out of every 1,000 automobile owners in Georgia believe they will have to get a 1911 auto license from the state.

They are wrong—-if they already gotten a 1910 license. One license last a lifetime, or till the owner sell the car or it gets wrecked and put out of business.

Secretary Phil Cook, the man who registers automobiles in Georgia, corrected the general and mistaken idea. "The laws in some other states, particularly New York, and Massachusetts, impose a license tax which must be paid yearly, and which combines the ad valorem tax. But in Georgia the ad valorem tax must be paid yearly, and the license fee is permanent." said Secretary Cook.
FEBRUARY 28, 1906

AUTO PROBLEM

The automobile problem in the town has about assumed normal proportions and the country people’s horses are getting over their fright. The speed limit has been fixed at 8 miles per hour in the town, the same as governs other vehicles.

And ordinance was handed to the council at last meeting denying the machines the privilege of the streets except between the hours of 11 p.m. and 6 a.m., but it failed of adoption.
Nov. 25, 1908.

Auto Races in Savannah All Statesboro and the surrounding community will visit the automobile races in Savannah tomorrow. Special trains will be run by the Central to leave Statesboro at 5:30 a.m. making the trip to Savannah in two hours without a change of cars. The Savannah & Statesboro will have two trains, the first leaving at 5 a.m. and the last at 5:30 a.m.
An 1909 the automobile became the center of a hassel in the Georgia legislature. A piece of freak legislation was defeated in the legislature during the week of July 25, 1909.

The proposition was embraced in an amendment to the tax act offered by Mr. Hardman of Jackson, and other. It provided that the tax should be graded as follows: Automobiles carrying two passengers, $3; automobiles carrying two to four passengers, $5; and automobiles carrying more than four passengers $10. The bill was defeated in the house by one vote—80 to 79.

The very feeble argument in favor of the bill wax that the state needed the monty, and that the automobileists were "able to bear it," which proposition entirely ignores the very semblance of reason. It may be admitted that most of those who own automobiles in Georgia are well-to-do and for that reason are "able" to stand more taxes, but it is just as true that in proportion to his wealth the automobilist is already bearing his large share of the burden of taxation. A machine worth $1,000 to $2,000—and most of them come within that range—pays a state and county tax of from $10 to $20, and this is enough to ask of it. Because a man is able, is no reason to demand unjust taxes of him. The proposition of that other representative to levy on ox carts $2.50 per annum for encumbering the public roads; on buggies and wagons drawn by one horse or mule, $5, and on the same drawn by two horses, $15 per annum, while offered as a burlesque, was just as reasonable. Our representative should combine a little greater degree of justice with their attempts at legislation.
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**NOTE:**
- 1908 dates new time as 1912!
- NEW YEAR'S DAY

**JANUARY 1912**

The Great Western was built from 1909 to 1916 in Peru, Indiana. This model “Forty” vestibule roadster sold for $1,750 and offered equalized brakes and an engine starter. Power was supplied by a four-cylinder engine that featured a dual ignition system and a two-gallon oil capacity. Like many other automobiles of the time, the driver’s position was on the right-hand side of the car.
The Miller Car, made in Detroit, was one of 1912's lower-priced automobiles. This touring model sold, completely equipped, for $1,350. Standard equipment included the top, windshield, horn and a 100 ampere lighting battery or gas tank. It was powered by a four-cylinder 30 horse-power engine. The same chassis could be equipped with a roadster body and purchased for $1,250.
National automobiles were produced in Indianapolis, Indiana, from 1900 to 1924 by the National Motor Vehicle Company. This series "V" two-passenger roadster sold for $2,750 in 1912. Wheel base was 120" and the tire size was 34 x 4 1/2", with the "speedway roadsters" being equipped with larger, 36 x 4 1/2" tires. The car was driven through a three-speed, sliding-gear transmission.
AUTOMEMORIES of 1912

COLE

JOHNSON TIRE SERVICE, INC.

OFFICE — PLANT — NEW TIRE DIVISION
737 ROSWELL ST.  MARIETTA, GEORGIA
PHONE 427-5591

Finest Quality Guaranteed Recapping
Distributor of MOHAWK & DENMAN TIRES

APRIL 1912

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**NOTE:**
- 1: Sets in action
- 7: Palm Sunday
- 14: Easter
- 28: Good Friday
- 30: Easter

Although the Cole was manufactured in Indianapolis, Indiana, by the Cole Motor Car Company from 1909 to 1925, a respectable period of time compared to many of the automobiles, little information on these cars has been preserved. This Model “GCP” was typical of the sedans that the manufacturer advertised as “The Comfortable Cole.” The Cole was not noted for its outstanding power.
The Simplex was a legitimate ancestor of the modern-day sports cars and was one of the finest American cars ever built. It survived the fierce competition in the early days of the automobile and was manufactured from 1907 to 1918 in New Brunswick, New Jersey. It featured a chain drive and was powered by a four-cylinder, T-head engine. Its cost in 1912 was about $5,500.
ZIMMERMAN

JOHNSTON TIRE SERVICE, INC.

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JUNE 1912

The Zimmerman Manufacturing Company produced this Model "Z" 40 Touring Car in Albany, Indiana. As was the practice, they manufactured a basic chassis and fitted it with various types of bodies. The Model "Z" was the five-passenger version and it sold for $1600. Two-passenger roadsters were offered for $1485. All versions were powered by the same four-cylinder, 40 horsepower engine.
**SPOERER**

**JOHNSON TIRE SERVICE, INC.**

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737 ROSWELL ST.  MARIETTA, GEORGIA
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**JULY 1912**

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**NOTE:**

The Spoerer Model 40-C was available with several body styles. In addition to this delivery wagon body which sold for $3,000, one could get a five-passenger touring car, a roadster, a toy tonneau, a seven-passenger touring car, a limousine or a landaulet body, with prices ranging to $4,150. All versions were mounted on the same 120” wheelbase chassis, which was powered by a 35 horsepower motor.
The Inter-State Automobile Company of Muncie, Indiana, advertised their automobile as “the one complete motor car.” They claimed to be the first with electric self-starting, electric lighting and ignition, tire pumping and the automatic regulation of fuel consumption. This Model “Forty” was powered by a 40 horsepower engine which drove the car through a three-speed transmission. It sold for $2,400.
This Model 25 Petrel roadster cost $850 in 1912. Its wooden wheels carried 32" x 3" size tires on a 96" wheelbase. As a safety feature, the emergency brake was interconnected with the clutch pedal and, when applied, disengaged the clutch. Standard equipment included two gas headlights, generator, oil side and tail lights, horn and a complete set of tools. Power was supplied by a four-cylinder engine.
This Garford 6-50 Full Vestibule Berlin was typical of some of the larger limousine-type automobiles that were produced in the early years of the American automobile industry. An indication of its size is the large-sized wheels, measuring 36" in the front and 37" in the rear. This impressive vehicle was powered by a 133 cubic inch 6-cylinder engine. The Garford Company was located in Elyria, Ohio.
This two-passenger roadster was offered by the Republic Motor Car Company of Hamilton, Ohio for $2,250. A third passenger could be carried on the “trundle emergency seat” which was pulled out of the side of the car just behind the door. The passenger sat with his feet resting on the running board. Unlike most automobiles of this time, there was considerable luggage storage space available in the rear section.
The Grinnell Electric Car Company of Detroit, Michigan, produced this shaft-driven, extension-front brougham. This Model H was known for its distance capacity. The makers claimed that the car would travel from 80 to 100 miles on a single battery charge and that it would easily develop a speed of 22 miles an hour. Power was supplied by thirty individual battery cells. In 1912 this car sold for $3,000.
AUTOMOBILE REGISTRATION

To the Public: 12-30-57

At a recent meeting of the city council an ordinance was passed requiring all residents of the city of Statesboro who own motor vehicles of any type to register such at the city office by January 15, 1938, and give a full description of the automobile or motor vehicle owned, such as make, model and motor number and other information necessary to identify the automobile or motor vehicle, and receive an identification tag. Registration fee is $1.00 and must be paid at the time of registration. The penalty for failure to do this is not less than $2.00 or more than $10.00. You will please comply with this ordinance and avoid embarrassment.

Respectfully,

J. L. RENFROE,
(23dec3tc) Mayor, City of Statesboro.
NOVEMBER 20, 1912

AUTO

A real bond theft was that committed in the heart of the city last Saturday night when an automobile tire was stolen from a machine belonging to J.W. Wilson while it stood in the garage at his home on North Main Street. Entrance was gained into the garage by breaking open the oor, and the theft was committed without disturbing the family who were sleeping near by, or ever attracting the attention of anyone else. Mr. Wilson is not entirely pleased with the boldness of the visitor, and is willing to give an edtra $10 to make his personal acquaintance, or for evidence that will lead to the tcovery of his tire.
AVERITT BROS. TO OCCUPY NEW HOME

CHEVROLET AGENCY TO GET INTO NEW QUARTERS NEXT TUESDAY EVENING.

Averitt Bros., Chevrolet dealers, announce the formal opening of their modern new home next Tuesday evening.

The opening will be marked by appropriate exercises to which the public is invited. A program of music and other features of entertainment will enliven the occasion. Prizes will be given away to the guests, and hundreds of friends of the Chevrolet and of Averitt brothers are expected to attend.

The new home of the Chevrolet is on Seibald street opposite the courthouse. It comprises the block of brick buildings belonging to the Bank of Statesboro and formerly occupied by a number of other businesses. The entire block has been rebuilt from the ground up. Not only were the walls torn down, but the front was razed and the rear was extended back forty-odd feet, thus providing ample room for the work shop in the rear of the handsome show room on Seibald street. The new front has been made a thing of beauty, and the interior arrangement is one of convenience and beauty.

The plans were made especially for the Chevrolet agency and the work was superintended by the father of the Averitt brothers, D. P. Averitt, Sr., an expert and competent workman.

Next Tuesday evening’s affair promises to be one moment in the social as well as commercial life of Statesboro. The public is cordially invited to attend.

After the Chevrolet agency has been moved into its new home, the filling station on the corner will be occupied by D. Percy Averitt, who has for years operated the In-and-Out station on East Main street opposite the Jaeckel Hotel. Thus the Averitt brothers will be occupants of the entire block on Seibald street east of the city recorder’s office.
OCTOBER 23, 1913

MISCELLANEOUS

Dr. Walker E. ans of Screven county, won the Buick run-about automobile which was raffled during the fair under the auspices of the Statesboro fire department. There were 961 chancees on the machine and Dr. E. ans number of 188. The doctor was not present Saturday afternoon when the drawing took place at the fair ground but he was notified the same night of his success by friends. He came over Monday and sold the machine for $800 to Dr. J.E. Donehoo. He only took one chance at the drawing, and he won, while there were others who bought as high as forty changes and lost.
BEGINNING ON FEBRUARY 6, 1913 the Bulloch Times was published on Thursdays. INSTEAD OF Wednesdays.

THURSDAY
FEBRUARY 6, 1913

AUTO

Indications that the automobile market is dull are to be seen in the fact that a large Buick sold before the courthouse yesterday at public outcry for $301. The purchasers were Messrs Homer Parker and Francis Hunter.
‘Bulldog’ rolls into the Boro

Have you ever heard of an “Abbott Detroit Bulldog”? Well, the arrival in Statesboro on one Sunday evening in December of 1910 of the “Dog” caused quite a stir, as it had along its journey the 180 miles from Macon on the “Good Roads Route.”

The Abbott-Detroit Company manufactured automobiles from 1909-1916. At first manufactured in Detroit under the name “Abbott Motor Car Company,” in 1916 the company was bought out by the “Consolidated Car Company.” Abbott produced some twenty cars per day, with three engine choices: four and six cylinder “Continental” engines, and eight cylinder Herschell-Spillman engines. Their cars were guaranteed for life.

The “Bull Dog” was their latest entry into a crowded field. The touring sedan that arrived in Statesboro was powered by a four-cylinder “Continental” long-stroke engine that produced some 26 horsepower and cost less than $2,000.

It had the latest technical innovations: Pennsylvania Tires, a Splitdorf magneto, a Casgruin Speedometer, and electric lighting for the inside and out.

For this trip, the vehicle had been outfitted for the harshest environment: vacuum carafes for “liquid refreshments, hot or cold”, cooking and camping utensils, and sleeping bags.

In order to draw attention to their product, the company arranged for a 100,000 cross-country tour of the vehicle. Their plan: criss-cross the United States three times after driving around the outside edges of the country in Abbott’s greatest ever-publicity stunt.

Abbott even entered the “Bull Dog” in the 1910 Fairmont Park Race in Philadelphia, where they won the stock class, and the Vanderbilt Cup Race held in Savannah in November of 1911.

Abbott got into trouble with the American Automobile Association at the 1911 Savannah race, because they violated a technicality over advertising race results in “non-stock” events. For this infraction, they were hit with a six-month race suspension.

A New York Times article gave the Abbott-Detroit’s a long shot of winning at 100-1. Ralph Mulford won this race in a 46 HP Lozier at a frightening pace of 74 MPH. The same article had bet he would take third place in the race.

Driven by Doctor Charles G. Percival of New York City, the editor of Health Magazine, and his partner, Dick Shadel of Chicago, Illinois, they parked the “Bull Dog” in front of the Jaeckel Hotel on Main Street, went inside, washed off the mud, ate a quick dinner, and then went to bed. They had already driven 19,786 miles on their journey when they entered Statesboro City Limits. The “Bull Dog” was an assembled machine, using ready-made components to shorten assembly time. It was said it cost a whole two cents per mile to operate on the trip.

According to Percival, they had been touring up and down the East Coast, and were finishing up a southern leg of their journey before they headed back to New York City for the annual Automobile Show at the Grand Central Palace.

Roger Allen is a local lover of history. Allen provides a brief look at Bulloch County’s historical past. Email Roger at roger dodger53@hotmail.com
On October 29, 1914, J.A. Brannen reported that there were more than 400 autos in all of Bulloch County. Not everybody was thrilled with these new contrivances: an editorial reported that “farmers found the cost of keeping an automobile in repair and operation is more than the cost of keeping horses to perform the same tasks.” By 1915, even more rules had been written: the speed in town was now 8 mph, and 15 mph elsewhere; and it was declared that there was to be no “promiscuous use of horns for noise making” by their drivers. Policemen were stationed in the middle of major intersections, from whence they chastised those drivers who failed to obey the new rules.

Furthermore, it was a law that all drivers were to keep to the side of the road – no one was to drive down the center of the road taking it all up for themselves. Furthermore, it was decided that there was to be no driving on Sundays, as part of the war conservation efforts. Those who disobeyed this rule found their names published in the Statesboro paper. In 1916, the “Autoists” were required to have rear lights on their cars that were operating at night. Owners of these autos had to do everything themselves at first. For some ten years all fuel had to be hauled from Savannah by wagon or train, and drivers were to carry their own supply at all times. If the vehicle broke down, most drivers had a box of some sort full of various parts to be replaced by them on the spot.

As a matter of fact, the first “In and Out” gas station was opened until April of 1920 right across the street from the famous Jaecckel Hotel. The issue of underage drivers soon began to appear: there was a $10 fine (quite a lot in those days), the car license tags were taken by the court, and a warrant would most likely be issued for the owner of the vehicle. In 1929, the town saw its first set of stop signs appear at major intersections. All drivers on paved roads had the right of way, and drivers on the dirt roads were to give way.

When Bulloch County proposed building a new road through the Sinkhole District, 123 citizens signed a petition charging that this “building of special roads for the favored few” was unfair and should be stopped. Obviously, not everyone had accepted automobiles as a part of their daily lives.

In 1917, the Central of Georgia Railroad started a new campaign: the Safety First program. In order to see how many people in cars obeyed the railroad safety instructions for railroad crossings, they stationed observers at each crossing. The results: that day 2,828 cars and wagons crossed their lines, and not even one was seen stopping at the crossing before continuing on its merry way. The observers reported that not even one driver even bothered to look in either or both directions before crossing the tracks. To them, it was obvious Bulloch’s motorists felt that they ruled the roads. Accidents between cars and trains remained a regular occurrence throughout the county.

In 1938, it was decided that all cars in Statesboro must be registered with the city, at a cost of between $2 and $10 per year. At the same time, another 108 people began circulating another petition to permanently ban vehicles from the city at night. It also failed to pass. There were so many brands and types of automobiles for sale in Savannah (and Statesboro) that it defied description: There were Chalmers, Terraplanes, Velies, Kaisers, Overlands, Essexes, LaSalles, DeSotos, Willys, Coles, Everret-Metzer-Flanders, to name just a few. However, there were also the brands we know today: Fords, General Motors, and Chryslers. There were even a few Imports available: Simcas, Fiats, and Cortinas.

During the Depression, some Bulloch Countians showed their ingenuity by building what became referred to as “Hoover Carts” wagon bodies mounted on used auto chassis, hauled by either one or a pair of mules. One thing was certain: Bulloch County’s "Autoists" were here to stay.
The publishers of the BULLOCH HERALD and TIMES wants this picture identified —

The above picture is one of many that will appear in the forthcoming "This Is Statesboro... 1866 - 1966... A Century of Progress" to be published by the Bulloch Herald Publishing Co., Inc.

Where did the wreck happen, who was driving, what model of "E-M-P" automobile and did it have another name? When did the wreck happen and who the people are standing around it? And what were the circumstances surrounding the accident?

If you can give us an answer to any one or more of these questions, call Leodel Coleman, Editor of The Bulloch Herald and Times at 764-3587. The picture was contributed by
Car turns over
Dec 28, 1916

Carrying as passengers Messrs. A. L. DeLoach, W. S. Pretorius, A. M. Deal, and J. J. Zetterower, the DeLoach car driven by LeGrande DeLoach, ran off the bridge at a small branch north of Statesboro Tuesday night and turned almost completely over. The accident was caused from trouble with the steering gear. Considerable damage was done to the car, but none of the passengers were hurt.
CARS ON STREETS OF STATESBORO SUNDAY

LIST FURNISHED IN COMPLIANCE WITH PROMISE GIVEN LAST WEEK.

According to promise given last week, a record was kept of the automobiles seen upon the streets of Statesboro last Sunday and has been given us for publication. It may well be that not all the cars passing through were seen by the committee who made the record; and it is certain that not all of those whose names are given were unjustified in the use of their cars. There were some persons living at too great a distance to walk to church, and their names may be included in the list. It may also be that other emergencies justified some who are listed.

A brief statement by one in justification of their use of their car will be gladly given space in our next issue if desired.

The list given us is as follows:

NOVEMBER 22, 1911

RAILROADS

On account of the Grand Prize automobile races in Savannah, Thanksgiving Day, Thursday, November 30th, the Central Railroad will operate a special through train from Dublin to Savannah and return. The train will leave Dublin at 12:01 a.m. Metter at 2:10, Register at 2:35; Statesboro, 2:55, Dover 3:30 arriving in Savannah at 6 a.m.

The races begin at 7 o'clock. Fare from Statesboro $2.85 including grand stand seat at the races.

The returning train leaves Savannah at 9:30 p.m.
More on Auto Races and road.

Dec. 22, 1909

"GEORGIA-Bulloch

We were present at every meeting of the board of the County Commissioners held during last summer with one exception in the case of M.J. Bowen. At no meeting of the board was authority granted to have the county chain gang do work upon the road from Savannah to the Bryan county line in preparation for the automobile races. Had the proposition come before the board, we would have opposed it. We do not know by whose direction the gang was sent to put the automobile route in condition for the races. Whatever special work may have been done for the automobile races was without our knowledge or consent.

Signed: S.D. Brannen
        M.J. Bown

(Mr. Turner states that he has the assurance from two members of the board, Mr. Davis and Mr. DeLoach in a signed statement that they too, were not automobile enthusiasts, and that they had not knowingly been parties to the preparation of the road between Statesboro and Bryan county live for the auto races)
CHEVROLET CO. HAVE NEW HOME
Will Move to Building Long Occupied by Averitt Bros.
On Court House Square

An important transaction of the week was that consummated yesterday whereby Franklin Chevrolet Company has procured a lease for the building on the east side of the courthouse square now occupied by Averitt Bros. Auto Company.

The lease included the show room, work shop and used car lot, and also Pontiac parts stock and tools for serving patrons of Averitt Bros.

Averitt Bros. will move their offices to the In & Out Filling Station building and will continue in business until they have disposed of their present new and used car stock.

This change is made necessary due to the fact that J. B. Averitt, an officer in the National Guard, will probably be called to active duty within the very near future an indefinite period of service.

The Averitt firm has been handling automobiles since 1908, and has been located in a part of the building now being leased since 1911. This property was previously owned by the Bank of Statesboro until 1833 when it was purchased by Averitt Bros.

D. Percy Averitt, the first of the brothers to enter the automobile trade, had the first automobile (two-cylinder Ford) in Bulloch county; also he was the first gasoline dealer in Bulloch county, beginning at a time when two barrels was a mammoth stock to carry at one time.

During the past thirty-two years Averitt Bros. have been agents for Reo, Buick, 490 Chevrolet, Oakland, Oldsmobile, Chevrolet, Pontiac and G. M. C. trucks.

Averitt Bros. will continue to operate the In & Out Filling Station and Averitt Motor Co., Ford agency in Millen.
CHILD BADLY HURT WHEN STRUCK BY AUTOMOBILE

LITTLE DAUGHTER OF MR. AND MRS. CHARLIE HINES HAS ALMOST MIRACULOUS ESCAPE.

The six-year-old daughter of Mr. and Mrs. Charlie Hines, living on East Main street, narrowly escaped death last Saturday afternoon when struck by an automobile driven by Mr. W. H. Sharpe. It is now improving, however, and is regarded as entirely out of danger.

The little girl and another child of about the same age were crossing the street when Mr. Sharpe came along. When almost in front of the car, one of the children turned and ran back while the other dashed ahead. With brakes applied, Mr. Sharpe's car hit the little Hines child and knocked it to the ground. The little one was picked up bleeding at the ear and in an unconscious state and carried to the sanitarium. Later in the night it regained consciousness, but little hope was felt for its recovery until an examination revealed that the skull had not been fractured as had been thought.
FEB. 15, 1911

AUTOS

CITY ORDINANCE

On the 14th day of April, 1910, the city council passed an ordinance "that no person or persons shall drive automobiles, motorcycles, or any vehicle whatever at greater rate * of speed than six (6) miles per hour in the business section or XXXX around the courthouse square within the city, nor more than 15 miles per hour in the residence section of said city."

Those caught violating the ordinance were to be guilty of disorderly conduct and upon conviction "shall be fined no XXX less than $5 anx not more than $25. or confined at hard labor in the XXX streets of the city not less than 3 days XXX or more than 15 days, or confined in the city jail not less than one day and not more than 10 days; either one or the more of these penalties may be imposed.

The ordinance was signed by J.G. Blitch, mayor
City Speed Limit Made Twenty Miles

At a meeting of the city council Tuesday evening, before which there appeared a delegation of representative business men, an amendment was made to the city traffic laws which increases the speed limit of automobiles from 15 miles per hour to 20 miles.

This action was suggested by the fact that conditions of traffic and control of automobiles have greatly changed since the limit was placed at 15 miles per hour many years ago. Recently there have been cases made for violation of the ordinance, and this called attention to the need for a change.
CONTRACT IS LET
FOR BIG GARAGE
Lewis Ford Agency to Have New Home.

The contract was let yesterday by Dr. A. J. Mooney to Contractor Sargeant for the erection of a handsome brick garage on North Main street, at the corner of Hill, at a cost of approximately $8,000. The building will be 80x100 feet with plate glass front. It will occupy the lot on which Dr. Mooney’s residence now stands. To make room for it, the residence will be slipped across the street on the vacant lot to the north.

Work is to be commenced by the first of March, and will be pushed as rapidly as possible. When completed, the place will be occupied by Mr. S. W. Lewis as a Ford garage, he having taken a lease for a period of years.
COUNCIL ADOPTS NEW TRAFFIC ORDINANCE

At the Tuesday evening meeting the city council adopted an ordinance which has for its purpose the safety of the traveling public which will prove popular. Under this new ordinance cars going in either direction on the paved streets have the right of way over cars coming onto the paving from cross streets. All cars entering the paved streets are required to come to a full stop at the edge of the curbing before coming upon the paving. A “stop” sign calls attention to this requirement, and the law will be rigidly enforced.
FEB 1, 1911

AUTOS

Dr. C.H. Parrish visited Savannah Sunday with his family, going down in his automobile in the afternoon and returning Monday morning. He made the trip home in a record time, about two hours and a quarter.

FEB. 8th, 1911

Automobile owners in Statesboro were invited to attend a big auto rally at Jinks Bridge on the Ogeechee River on February 22. The occasion was a good roads celebration and Dutch Supper sponsored by the Savannah Automobile Club. The idea was to get together to talk good roads and boost the good roads movement in this section. President Battey of the Savannah Auto Club wrote of Blitchton J.H. Blitch, who owns Jinks Bridge over the Ogeechee River at Blitchton, asking him to arrange to pass free the automobiles of the party. Mr. Blitched consented to do this. The celebration was held on the Blitchton side of the River.

FEB 8, 1911

A.A. Turner has joined to the automobile through, and was in the city Monday in his handsome new car.
WEDNESDAY, JANUARY 6, 1907

DR. DONEHOO CARRIES AUTO PARTY TO SAVANNAH

In his splendid new automobile, Dr. Donehoo carried a party of friends, Mr. and J.W. Williams, Mrs. J.W. Olliff and Miss Amanda Tipton, to Savannah last week, making the round trip in a day.

The party left Statesboro at 5 o’clock in the morning and returned at 5 o’clock in the morning at night, spending four hours in the city. The return trip was made in three hours and fifteen minutes—almost railroad time. In fact, they left the city just fifteen minutes ahead of the Central passenger train and reached home just as the train passed through Statesboro.
Another handsome automobile added to the Statesboro colony, is the "Cole 30" by Dr. Holland during the past week.
AUTOS
Mar. 23, 1910

Eight new automobiles is the record in Statesboro for the week. Of that number five are Reo runabouts for sale by J.E. Bowen, while of the other three, one is a handsome 40 horsepower Chalmers-Detroit for Brooks Simmons and two are seven-passenger Wintons, one each for J.E. Donehoo and C.W. Brannen.
Fines Imposed for Fast Driving in Statesboro

Mayor Rountree held a quite lively session of his court Monday, assessing fines upon the various wrongdoers at varying rates. Included in the line-up before the bar of justice were a number of well-known citizens charged with driving their cars too fast upon the streets of Statesboro. The speed limit in the heart of the city is eight miles per hour, and it is contended by some that their cars are not attuned for such slow speed.

In 1906 it was claimed that a dog was hit by a car traveling more than eight miles per hour. The owner was fined $10 but it was clear at the time that dogs and cars would not get along together in Statesboro. This 1920 article reports that citizens were charged with driving their cars too fast when they broke the eight mile per hour speed limit!
THURSDAY, JUNE 11, 1914

AUTOS

The new Saxon automobile belonging to Eli Kennedy was badly damaged by fire Sunday morning. The fire occurred at the Averitt garage about 9 o'clock and was witnessed by Lonnie Ray and the owner---that is Mr. Kennedy saw the start but didn't wait for the finish.

The fire was caused from spilling a quantity of gasoline over the hood and in the body of the car when filling the tank. In starting the engine there was an ignition and the car was ablaze in a jiffy. There was a quart of more of the loose fuel, and the fire was hot from the start. It soon spread to the gasoline tank and the flames shot several feet into the air.

Mr. Kennedy admits that he looked for a convenient hiding place and espied the livery stable a few yards distant. He made a run for it expecting to hear an explosion before he could reach it, but he outran danger and soon reached a safe spot. More familiar with the ways of gasoline, Mr. Ray stood his ground and pawed the earth in handfuls, which he threw upon the burning machine. He soon had the car pretty well covered with dirt, but by that time the body was burned almost entirely off.

The damage did not extend to the tires, and even the machinery was only slightly damaged. Mr. Kennedy carried insurance sufficient to cover the loss.
OCTOBER 4, 1905.

FIRST AUTO

The first automobil ever seen in Statesboro was brought to town Sunday, but as yet it has not been put into use. In fact the machine reached the town Hrs du combat, which means it was drawn by a mule. The automobil is the property of Mr. L.F. Davis, and was purchased in Savannah Saturday. Early Sunday morning Mr. Davis, in company with a driver, set out in route to Statesboro with the machine and progressed well until ten miles from the city, when the machine began to cut capers, as all automobiles do. The thing was coaxied along, however, until Arcola, 16 miles from here, was reached, after which there was no more automobiling until a mule was attached to it, who quietly drew it to Statesboro.
FIVE SHAKEN UP IN AUTOMOBILE ACCIDENT

Three Are Thrown Out But Are Not Much Hurt.

While attempting to pass another machine on the road east of Statesboro last Sunday afternoon, Mr. Edwin Groover had an accident which threw three of the occupants out of his car, shook the whole party up considerably, and tore a front wheel into splinters.

Those in the party were Misses Anne Johnston, Irene Arden and Kate McDougald, and Messrs. Bartow and Edwin Groover. The car was a new one belonging to Mr. Edwin Groover, and was driven by him at the time of the accident.

The accident was caused when, in passing the other car, the front wheel veered in the sand and threw the machine against the fence. Misses Johnston and Arden and Mr. Bartow Groover, who were riding on the rear seat, were thrown out in the road. Beyond being badly shaken up, they were not much hurt.

2-3-1916
FORD BUILDING IS
BOUGHT BY LEWIS
BECOMES OWNER OF BUILDING
WHICH HAS HOUSED HIS
BUSINESS FOR YEARS.

One of the important real estate
transactions of recent weeks was con-
summated Monday when S. W. Lewis,
local Ford representative, became
owner of the building on North Main
street which has housed his business
from its inception fifteen years or
longer ago.

The building, which stands at the
corner of North Main and Hill streets,
was purchased from Dr. A. J. Mooney,
and the stipulated price was approxi-
mately $10,000.

This building was erected by Dr.
Mooney expressly for the Ford
agency, and its arrangement and loca-
tion are ideal. The frontage is on
North Main street, where are the
show room and offices. In the rear
is the workshop, which was erected with
lighting facilities especially suited to
its purposes. In the rear of the build-
ing, extending to Seibald street, is
the vacant lot on which used cars are
stored for display and for sale.

This real estate transaction is the sec-
ond of magnitude during recent
weeks, the other having been the
acquisition by Averitt Bros. of the
property in which the Chevrolet
agency is housed, and the purchase
price of which was approximately
the same as that involved in the Lewis
purchase. Combined these two
transactions are indicative of an up-
ward trend in real estate which is regarded
hopefully as an evidence of returning
prosperity. Certainly, at least, the
two combined give evidence that the
automobile industry is looking for-
ward with confidence to the future.
The Ford and the Chevrolet compa-

yies are now each possessors of the
home in which they are doing business.

The hardest job we can think of
would be selling clothes brushes in a
muslin case.
FORMAL OPENING NEW AUTO PLACE

Modern Establishment To Make Bow to The Public In Grand All-Day Display

W. W. Woodcock announces today the opening of Woodcock Motor Co. at 108 Savannah avenue on Saturday, January 22, dealer in Statesboro for Oldsmobile and Cadillac automobiles and G.M.C. trucks.

Everyone is cordially invited to come in between the hours of 7:30 a.m. and 5:30 p.m. and inspect the new, modern showroom and service department. There you will see on display the new 1949 Oldsmobile, featuring the entirely new Kettering Oldsmobile Rocket engine, a V-8 valve in head engine with a compression ratio of 7.25 to 1. Also on display will be the new 1949 Cadillac, the very finest of all automobiles, and many models and sizes of G.M.C. trucks featuring the G.M.C. Army Workhorse engine.

The new establishment is one of the most modern and complete sales and service buildings in Southeast Georgia, with the very latest in shop equipment. The showroom is 32x36 feet with rubber tiled floor, plastered walls, and fluorescent lighting throughout. The shop is 60x94 feet, fully equipped for any repairs on any make or model automobile.

The personnel staff includes Maurice Brannen, sales manager; Jack Wynn, office manager; Exley Lane, shop foreman, and Roy Munlin in the service department. Mr. Woodcock is the owner.
FRANKLIN BROS.
SELL CHEVROLET

Gordon and Lehman Franklin Come From Candler County To Handle Agency

Franklin Chevrolet Co. is the new agency handling that popular car in Statesboro, formal announcement of which will be observed in our advertising columns.

The members of the new firm are Gordon and Lehman Franklin, sons of Mr. and Mrs. George O. Franklin, of Pulaski. Both these young men are well known in Bulloch county, and are recognized as capable business men, having already established themselves as such.

For the past eleven years Gordon Franklin has been employed by the British-American Tobacco Company, having held responsible positions at various points, and for recent past years has been located in Gautamula, Central America. He resigned his connection there to return to his native community to engage in business for himself. He is married and has one child, his wife being the former Miss Sara Davie, of Atlanta. Having perfected his plans for the opening of their business here, with which he will be actively associated, Mr. Franklin left during the past week to return to Gautamula to close up his affairs to permit his return to take up his home in Statesboro.

Lehman Franklin, the younger member of the firm, is also married, his wife being Miss Margaret McArthur, of Mt. Vernon. He is at present on the field here in charge of the affairs of the company, and will bring his wife in a few days, when they will occupy an apartment on Savannah avenue.

Both the Messrs. Franklin were graduated from the University of Georgia, Gordon in 1925 and Lehman in 1935.

Temporarily the Franklin Motor Co. is quartered at 62 East Main street, occupying with Henderson's Gulf sales service the building adjoining the Bulloch Times office. Negotiations are under way for larger and more modern quarters, either through the erection of a new building or possible lease of other satisfactory quarters.
FRANKLINS NOW IN NEW QUARTERS

Move Into Averitt Bros.
Establishment Facing
On Court House Square

Pursuant to an arrangement heretofore mentioned in these columns, Franklin Chevrolet Company is now occupying as its new home the building on Seibald street facing the court house square heretofore the home of Averitt Bros. for many years.

Involved in the change of bases, Averitt Bros. are temporarily occupying the building on East Main street next door to the Bulloch Times office heretofore the home of the Chevrolet company. The exchange of bases was brought about early during the present week.

As has been explained, Averitt Bros. are curtailing their operations in view of the early departure of J. Barney Averitt, the manager, to accept a position in the training body of the military forces for a period of one year. He will hold the rank of major. While no definite announcement has been authorized, it is tentatively understood that his headquarters will be at the camp near Hinesville. The deal with Franklin Bros. Chevrolet Company has been announced to carry, in addition to the use of the building on the court house square, such parts and accessories belonging to Averitt Bros. as are found needful in the carrying on of service to their former patrons by the Franklin Chevrolet Company.

Having moved to the location on East Main street already mentioned, Averitt Bros. will continue with the sale of their used cars and the rendition of such service as may be required of them.

Franklin Bros. are expecting a shipment of new cars during the coming week, and will have their first showing of the 1941 Chevrolet in their new home on Saturday of next week, September 21st.
GOOD FOR THE MAYOR!

Mayor Rountree is entitled to commendation for his work in behalf of safety to the public as evidenced by his campaign against speeding automobiles. He has had before him in the recent past a number of violators of the speed ordinance, and his uniform fine has been $15. There may be exceptional cases, but in the main the public safety is better served by an observance of the speed limit. Not only is it dangerous to the man who, disregarding his own safety, rides at a wild pace down the streets, but the innocent pedestrian may be overrun, or the driver of other vehicles, or the aged by such recklessness.

Mayor Rountree may find it a little strenuous to hold the speedsters down, and no doubt he will incur the displeasure of some whom he would like to befriend, but he will have accomplished a good work when it is impressed upon the drivers of automobiles that speed ordinances are made to be enforced. A few doses of the $15 medicine will cure the most obstinate cases.
HANDSOME NEW CAR

6-22-1916

Mr. Jason Franklin is riding in a new Saxon, purchased this week from Mr. Paul Simmons, the local agent. The car is one of the prettiest of the many pretty cars owned in Statesboro.
Jan. 27, 1909

Augomobile

JUDGE MOORE HAS AUTO

Judge S.L. Moore is owner of a handsome new automobile just received from the factory on Monday. The machine is a Reo manufactured at Lansing, Michigan, is double seated with 22 horse power engine. Judge Moore, his son Carroll, and Mr. Edwin Bowen went down to Savannah Monday morning and brought the handsome new machine in from the city in the afternoon, making the trip in somewhat less than four hours time.
Already the year's Sensation!

1935 HUDSONS and TERRAPLANES

with the ELECTRIC HAND

An exclusive feature... standard on Hudson Custom Eights; optional (for a small amount extra) on all other 1935 Hudsons and Terraplanes.

Electric Hand .. Steel Roofs .. Balanced Riding .. 1935's Three "Hit Features"

Introduced only a few weeks ago, the Electric Hand is already the year's sensation! Faster, smoother, easier shifting without ever taking your hands from the wheel. And nothing new to learn!

You'll find the first steel roofs on these Hudsons and Terraplanes—and the only bodies completely of steel. You'll find balanced riding—with the plus advantage of the exclusive Hudson method of springing that cradles the entire car.

Even greater performance from cars long known as the greatest and smoothest performing of all stock cars. Greater strength, in cars that proved their ruggedness recently in 175,000-mile Ruggedness Runs. Big Bendix Rotary-Equalized Brakes—that always stop you safely!

Compare Hudson and Terraplane with other cars—and buy on facts.

AND LOOK AT THE PRICES!

Hudson-Built TERRAPLANE
Special and DeLuxe 88 or 100 Horsepower $585

Hudson SIX Special Series 93 or 100 Horsepower $695

Hudson EIGHT Special, DeLuxe, Custom 113 or 124 Horsepower $760

Tune in on Hudson "New Star Revue" featuring Kate Smith—Every Monday evening at 8:30 B.S.T., 7:30 C.S.T., 9:30 M.S.T., 8:30 P.S.T.—Columbia Broadcasting System

LANNIE F. SIMMONS AUTO CO

STATESBORO, GEORGIA
LANNIE SIMMONS TO HAVE BIG OPENING

On another page there appears the announcement of the mammoth opening of Lannie Simmons' new automobile home on North Main street next Tuesday evening. Read the announcement and attend the opening.

Lannie Simmons is one of those enterprising youngsters who goes the full limit when he starts. He has gone the limit in the erection of his handsome new business place, and he will go the limit in giving his guests a royal welcome next Tuesday evening when he has his formal opening.
August 27th, 1968

Dear Leodel,

It was good to hear from you in July. I did not play too much baseball in my young days but did play some. As you know I enlisted in the Navy in 1916 and that was a long time ago. I do not have any pictures that I think you could use. I however have a picture of my Mother and Father that was made in the 1890s and also one of myself and Tom Smith and Albert Freese. I do not know if you remember them or not but they were both Base Ball players. In regards to the wrecked Auto I remember the wreck and I am in the picture, Also my Brother Francis who is now deceased. It was not an E. M. P. but and E. M. F. made by the Flanders Motor car co. We use to refer to the E.M.F. as every mechanic failure. The company made two cars the Flanders and The E.M.F. if Percy Averitt is still living he should be able to give you some knowledge of it as he and Will Hagan had the only repair shop in Statesboro at that time. I remember Hattie Powell very well as we were in school together. I did not know that she never did marry. She was a fine young lady. Yes I also remember Annie Brooks it seems that in some way we were distantly related. But back in those days every body was kin of some kind. Some day I hope that I can come back to Statesboro and see how many of my old friends are still around.

If you ever come thru Central Fla. please give me a call. I am retired since 1960 but have a light job as Secretary of Leesburg Elks. Give my regards to Annie Brooks.

Sincerely,

Clayborn L. Fields.

1034 W. Dixie Ave.
Leesburg Fla. 32748
ARTICLES ON AUTOMOBILES IN STATESBORO ARE ALSO AVAILABLE IN THE FOLLOWING
NEWSPAPERS WHICH HAVE BEEN MICROFILMED AND ARE AVAILABLE IN THE LIBRARY
(PLEASE ASK AT THE DESK IF YOU WISH TO SEE THEM):

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What is a balloon tire?" is the most popular question aimed at the tire man these days," said H. W. Averitt, local tire dealer who handles Michelin Comfort Cords, the new balloon tire that fits the present rims and wheels.

"A balloon tire," says Mr. Averitt, "is a little more than twice as big in air volume as an ordinary cord for the same car. But it is inflated to less than half the pressure. The car that is now equipped with, say, a 4-inch oversized cord inflated to 60 or 60 lbs., takes a balloon tire that is roughly 6 inches in diameter, but is inflated to only approximately 24 lbs.

This combination of large size and low pressure results in riding comfort such as most motorists would have declared impossible only a short time ago—and an absence of shocks and vibrations that adds tremendously to the life of the car, especially of closed models.

Another result is greater tire mileage. In one way the durability of a tire varies inversely as the pressure. This is to say a tire inflated to 60 lbs. will support 60 lbs. of car weight per square inch of tire resting on the ground. A tire blown up to only 20 lbs. supports only 20 lbs. of car weight per square inch. Hence, every inch of the tire with low inflation has less work to do and should last longer.

"Heretofore low inflation has been impossible because of the small size of the tires. When inflated to less than the required pressure, the old type of tire was subject to destructive overheating because its walls were bent too sharply by the weight of the car.

"The extra size of the balloon tire and its construction obviate this difficulty."

The new Michelin balloon tire that fits present rims is called the Michelin Comfort Cord. It sells for about 10 per cent more than ordinary oversized cords. It is said that the new tire adds to the power of the car because it absorbs less energy. It is so flexible that the car equipped with it can be rolled by hand much more easily than when the old type tire is used.
Make Studebaker your 1950 buy word for thrift
Mallard Buys Site
For Pontiac Agency

One of the big transactions of the week was the purchase by L. M. Mallard of that property in North Statesboro known as the "White Spot," heretofore owned by B. W. Cowart and for long operated as a service station.

Located on Parrish street one block from North Main, the property is ideally located for the uses to which it is to be applied—sales depot and service station for the Pontiac. Mr. Mallard negotiated the deal for his son, Lawrence, now in service who will return home during the coming fall. The plan is to construct a modern building for sales and show room in addition to the present service station. Young Mr. Mallard was manager of the Pontiac agency immediately before his induction into service two years or more ago. He is experienced in that line, and will undoubtedly find a brisk demand for his cars when they begin moving off the assembly line.
MARSH AND LINGO
HAVE NEW AGENCY

Will Handle Nash, Plymouth and DeSoto Cars at Present Location on East Main.

Herbert Marsh and Dan Lingo are members of a new automobile agency for Statesboro which will handle Nash, Plymouth and DeSoto cars in Statesboro, which agency has already begun business and has a line of new automobiles of these makes on hand to serve their patrons.

Messrs. Marsh and Lingo have been associated together for the past two years under the title of Marsh Chevrolet Company, which agency they recently relinquished for their new line. Their location is that occupied by the former organization, which was constructed especially for them and is suited admirably for their uses.

The reputation of these gentlemen is a guarantee of the successful future for the new agency. Mr. Marsh is one of the substantial businessmen of Bulloch county, having engaged for years in the manufacture of naval stores at his plantation near Portal. He is a man of substantial means and is financially in position to command whatever finances are needful for the conduct of their business.

Mr. Lingo, the junior member of the firm, is an experienced automobile man, having for years previously been associated with the Chevrolet agency, in which connection he demonstrated a superior ability as a salesman and judge of used cars.

Their friends will be interested in the announcement of the new connection which Messrs. Marsh and Lingo have made with these three popular makes of automobile.
MARSH CHEVROLET HOLDS OPEN HOUSE --- 5-19-38

Friends Unite In Celebration of Opening Modern New Home On East Main Street.

The opening of the beautiful new home of the Marsh Chevrolet Co., Inc., on East Main street Monday evening was an incident in the business and social life of the community.
Mayor Parker and his city council have set about the regulation of traffic with apparent determination to teach the people some new lessons of caution. The people are paying for the schooling and the classes will be kept as long as the pupils seem interested enough to pay the tuition.

Last Monday morning the range of offense extended from speeding at the rate of 40 miles per hour down to the simple offense of coming on the streets with only one dim light burning. For the speeder the fine was $10; for the man with one light the fine was $2. This is not a fixed fee, however, and the rates of tuition may be changed at the discretion of the mayor.

A study of the traffic laws discloses that our city administration demands that drivers shall act cautiously or stay off the streets. It is a violation to speed at any time day or night. Likewise it is a crime to enter the paved street day or night from cross streets without first coming to a dead stop. As to the lights, the rules only apply between dusk in the evening and dawn in the morning.

"It is an offense to drive with bright lights; it is an offense to drive without lights; it is an offense to drive with one dim light. All this means that a man's car must be in perfect physical condition. The bright lights must turn off while riding on the paved section of the city, and two dim lights must be on. If your car has only one dim light or none at all you are headed straight for mayor's court, and, according to latest precedent, a fine of $2.

In the list of offenders last Monday were county officials, city officials, lady members of official families—young people and old people. The session of the court was transferred from the city hall to the courthouse to accommodate the crowd. With the new "stop" law as an additional drag-net, it may be necessary next week to hold an open air session.

Meantime funds are turning into the city treasury, and there is bright prospect for a reduction of the city tax rate this winter.
MAYOR WAGES WAR ON SPEEDING AUTOISTS

In mayor’s court Monday morning, Mayor Rountree again manifested his determination to break up fast riding in Statesboro when he put $15 fines upon a number of persons reported for reckless driving of automobiles. One or two of the cases are said to have grown out of the fast driving to the fire the night before, and the cases were appealed from the mayor’s decision. Recently the mayor placed a similar fine upon a physician who drove too fast in response to a call to attend a patient. His theory is that fast driving must be stopped. He has purchased stop-watches for the police force and will continue the campaign till it is impressed upon everybody that the speed ordinances must be respected.
MINORS ARE FINED FOR DRIVING AUTOMOBILES

Four Statesboro boys under 16 years of age, all sons of prominent citizens, entered pleas of guilty to the charge of violating the automobile law against minors driving cars, and were assessed fines of $10 each in city court last week. It is understood that the officers have begun a campaign of enforcement of the automobile laws, and the four lads were the first to fall into their clutches.
JAN.18, 1911

AUTO

MOTORCYCLE WINS RACE FROM AUTO

Going like a shot from a cannon a motorcycle passed through Statesboro about 9 o'clock Sunday morning; it didn't stop to ask the route not take on fuel. Twenty minutes later an automobile came puffing up in the rear and passed on through like its mission was an urgent one. It hit the ground only in high places, and turned the corner at the WALNUT TREE at a speed not less than 30 miles an hour. What did all this mean? The explanation is found in this Savannah dispatch.

SAVANNH GA. Jan. 16---In a race from Savannah to Augusta, 135 miles, Earl J. McConic, a local motorcyclist, defeated W.H. Howard, in an automobiel by 14 minutes. Both borht the auto and motorcycle records between the two cities over Georgia's fine country highways. McConic rode 21 miles in 40 minutes in the dark. He also went through a barbed wire fence. Later he hit a pit and lost a pedal. A collision with a railroad rail warped one wheel. Howard hit only one cow.
WEDNESDAY, MARCH 27, 1907

AUTOS

Mr. Cecil Brannen is suffering with a number of fractured ribs as a result of an automobile accident near Stilson last Friday afternoon. He and Mr. Brooks Sorrier were driving the latter's machine when it jumped a steep embankment and threw both the occupants out, injuring Mr. Brannen as stated. The machine was slightly damaged by the mishap, but was driven to town by Mr. Sorrier the next day.
Messrs. J.J.E. Anderson and R. Simmons reached home Sunday morning at 2 o'clock, having come through from Atlanta in a brand new 30-horse power Cadillac purchases there by Mr. Simmons.

Mr. Simmons summed up his estimate of the trip home with the statement: "It was hard enough to get me to the legislature, but harder still to get back home."

The home trip was begun Friday afternoon, and the night was spent at Macon. Leaving there at 6 a'clock Saturday morning, the riding was pleasant enough until the Oconee river was reached; then the trouble began. In the swamp the big machine bogged down, and for five hours, from 9 to 2 o'clock, was stuck in the mud until a negro with an axe cut brush and built a cause-way out. After that no further trouble was had until Sam's creek, on the line of Bulloch and Emanuel Counties, was reached. There the high water deluged the engine, and for three hours the machine was at a stand still. At 1 o'clock Sunday morning, by the aid of four strong negroes, the creek was forded and at 2 o'clock the trip was ended.

The experience was more exciting than pleasant, and Mr. Simmons and Mr. Anderson will patronize the railroads hereafter in going to and from the legislature.
MRS BRANNEN'S AUTO SAFE IN SAVANNAH GARAGE

The big Winton Six automobile, the property of Mrs. C.W. Brannen, about which there was some little uneasiness the first of the week, was found safe in a Savannah garage yesterday.

Messrs C.W. and Harvey Brannen, who are now at Hot Springs for an outing, had used the machine to go to Savannah. Lonnie Ray had gone along as driver, and was expected to bring it back Saturday. After reaching Savannah, however, he decided to go along with the Messrs Brannen to Hot Springs. Thereupon the car was stored at a garage. Fearing that some mishap had befallen the car and driver, Mrs. Brannen was quite a little worried until it was found yesterday.
MRS. GROOVER AND DAUGHTER ARE HURT

STRUCK BY AUTOMOBILE WHILE CROSSING STREET NEAR THE SIMMONS CORNER.

Mrs. D. R. Groover and daughter, Miss Annie, were the victims of an automobile accident last Saturday night which narrowly missed a fatal ending for Mrs. Groover.

The ladies were crossing the street in front of the Simmons store at about 5 o'clock, returning from the Red Cross rooms, when they were run down by a car driven by a Mr. Taylor, giving his place of residence as Oak Park, Ga.

Mrs. Groover was thrown down and the car passed over her body, badly bruising her. She was taken from under the car and into the Brooks Simmons Co. store, after which she was carried home. Besides severe bruises about her body, she was slightly injured internally. Miss Annie was struck by the car but not seriously hurt.
JULY 2, 19 14

NEW AUTO

The newest automobile in the city is the handsome Studebaker received last Wednesday by J.A. McDougald. It is a 50-horse power machine, and is one of the prettiest of the many pretty ones owned in Statesboro.
AUTO
July 28, 1909

The contract for the new automobile garage to be built by the Bank of Statesboro for the Averitt Automobile Co. was let Monday to Contractor S.A. Rogers at $1,245.

The building is to be a 36 x 60 feet. of brick, with tile flooring and is to be single story. Work is to begin at once and will be ready for occupancy by September 1. The location is to be on the vacant lot formerly occupied by the Hall Hotel, and is to face the courthouse.
NEW FORD AGENCY.

Attention is directed to the advertisement of the Ford agency in another column. Mr. Lewis, who has charge of the agency, has been connected with the company in Savannah for a good many years, and is thoroughly familiar with every detail of the automobile business. He will carry a stock of these popular cars on hand at all times, and will be prepared to do repair work in his line.
NEW LOCAL AGENT FOR POPULAR CAR

Sam J. Franklin Company
Named To Handle The
Widely Known Studebaker

New 1949 Studebaker passenger car models have been put on display here by Sam J. Franklin Company, 55 East Main street, which has recently been established.

A long list of improvements in the new Studebaker is highlighted by an interior luxury which in its modern touch produces an effect in keeping with the best in home decoration, according to Mr. Franklin, who pointed out that in some models the seat backs and cushions are in different and harmonizing patterns, set off by striking two-tone contrasts between upholstery and the side-walls and head-lining. In addition, he said, there is a notable stepping up in the performance of both the Champion and Commander engines.

As he pointed to the features of the 1949 Studebaker models, Mr. Franklin issued a general invitation to the people of this area to visit his showroom for an inspection of the cars as well as obtain an explanation of the latest improvements.

The unique, long-wearing, soil-resisting nylon fabric pioneered for automobile upholstery by the company in 1948 is contained in the Studebaker Land Cruiser but in a new colorful pattern. Alligator leatherette is used for trimming doors, arm rests and for upholstery piping in Regal Deluxe models.

Among other changes Mr. Franklin pointed to increased luggage space in the trunk, massive re-designed wrap-around bumpers and a parking brake with a push-button release to guard against accidental releasing of the brake.
NEW TRAFFIC RULES ARE BEING ENFORCED

Policemen Kept Busy Turning Vehicles to Right.

Statesboro’s new traffic ordinance, published in last week’s issue, is now operative in Statesboro. The first day under its provisions was Saturday, and it was a busy day with the police force trying to enforce it. Throughout the entire day, and until 10 o’clock at night, a bluecoat was stationed in the center of the square by the walnut tree directing people to “drive to the right.” While it was a strenuous day for the policeman, it was not entirely without its interesting features. Many vehicles were held up and drivers directed to “come around the other side, please.” It was a strange proceeding to most of the people until they began to understand that a new traffic ordinance was being enforced. Even then the remembrance was short lived, and the next time they passed, they made the same attempt to drive to the left.

Another feature of the ordinance, which is a marked improvement, is the clause relating to the parking of cars and carriages on the right side of the street only. Saturday, the first day under the new ordinance, saw the streets in a more orderly condition than Statesboro has ever before seen.

No arrests were made for a violation of the ordinance, it being the intention of the city authorities to educate the people thoroughly before drastic measures were adopted. When ample time has passed for everybody to understand the new law, then some fines will probably be placed to stress the importance of the matter.

As an aid to reminding the public of the new ordinance, a sign post with four arms has been set in the center of the square, having the admonition, drive “Right.” This readily assists the attention of drivers, and makes the duties of the traffic policemen less strenuous.
OFFICERS START WAR ON AUTO VIOLATIONS

MAKE CASES AGAINST MINORS AND DRIVERS WITHOUT TAGS ON CARS.

An active campaign to enforce the state automobile laws in Bulloch county has been inaugurated by the county sheriff's office and county police.

The campaign extends from that phase of the law touching the driving of cars by minors, down the scale to the requirement of a license tag. While the sheriff's office has been engaged in issuing notices to delinquents that they must buy tags for their cars or cease to operate them, the county police have been serving warrants issued by the county solicitor's office against minors for driving in violation of the law.

Thus it will be seen that there is plenty of activity in automobile circles, both among the children and the grown-ups. Four young Statesboro boys so far had cases made against them for driving cars while under 16 years of age. At the solicitor's office it was stated yesterday that the campaign had only fairly begun in this respect.

The sheriff's office, upon information provided by interested persons, have issued notices to dozens of automobile owners throughout the county that they must procure licenses, which notices have borne considerable fruit. It is authorized to state that a representative from the office of the secretary of state, who was in Statesboro last week, announced his intention to return within a few days and proceed to issue warrants against every automobile owner who operated his car without a 1922 license tag as required by law.

The next chapter of this interesting story may be even more sensational than this one, for there may be some names made public.
Olliff Ford Corp. is the new dealer for Ford Motor Co.

In a major business transaction completed last week the ownership of the Ford-Mercury-Comet - Falcon dealership changed from the Ozburn-Sorrier Ford Company, Inc. to the Olliff Ford Corporation.

Charles P. Olliff Jr., son of Mr. and Mrs. C. P. Olliff Sr. of Statesboro, announced this week that the change was approved by the Ford Motor Company and was effective on Thursday of last week.

The dealership will continue at its present location on North Main Street, and will be known as "Fordtown."

Mr. Olliff stated that the personnel of the new dealership will be as follows:

Cecil Mikell, sales manager; Rufus Wilson, office manager; Bill Colley, parts manager; Gerald Whitaker, service department manager. Others in the service department are Gordon Waters, Madison NeSmith, Tom Little and Freddie Joe Hodges. Fred Wheeler will be in charge of the body shop.

In September of 1955 Mr. C. E. Ozburn Jr. and Mr. Brooks Sorrier Jr., succeeded the S. W. Lewis, Incorporated as the Ford-Mercury dealer in Statesboro, who became the dealer in 1915.

Before Mr. Olliff acquired the automobile dealer franchise he was district manager for Southern Propane Company, the parent organization of the Central Georgia Gas Company with offices on North Walnut Street in

In announcing the new ownership Mr. Olliff said "we pledge our very best to the people of Statesboro, Bulloch County and surrounding area. We pledge to give our undivided attention to all who come to do business with Fordtown, under the ownership of the Olliff Ford Corporation. We wish it definitely understood that service is to be our most important product and that it is a must in all our relations with the public we serve. We invite you to visit us when you will...you'll find a welcome at Fordtown."
announcing......

OLLIFF FORD CORP.

'Fordtown'
your Authorized Ford Dealer

NOW UNDER NEW OWNERSHIP & MANAGEMENT

MAIN OFFICE — 38-40 N. MAIN ST.

FORD
FALCON
COMET
FAIRLANE
FORD TRUCKS
MERCURY

Fayrene S. Ditrick
Office Manager

Jerrald Whittaker
Service Manager

W. S. Tippins
Parts Manager

Fred Wheeler
Body Shop Foreman

USED CAR LOT — Across from Main Office on N. MAIN STREET
Back in September of 1892 there appeared on the streets of Chicago a strange vehicle. The owner of this novelty, William Morrison of Des Moines, Iowa, is credited with having been the first man in America to make an electric automobile. — electric as distinguished from steam and gasoline. In the automobile industry the word "first" is perilous to use; for there is no one person, as there is in the field of older inventions, to whom can be ascribed the credit of being either the indisputable pioneer or, as yet, the popularly accepted one.

Thirteen years later in 1905, it was just about as perilous to suggest who brought the first automobile to Statesboro. It is an established fact that L. F. Davis and Percy Averitt owned the first two automobiles in Statesboro. Mr. Davis operated a bicycle shop about where the office of Dr. Bird Daniel and Dr. Robert Swint is now located and Mr. Percy Averitt operated a lumber manufacturing business in Statesboro.

According to a news account in the Wednesday, October 4, 1905 issue of the Bulloch Times, Mr. Davis really brought the first auto to Statesboro. Here is how the news story described the event:

The first automobile ever seen in Statesboro was brought to town Sunday, October 1, 1905 but as yet it has not been put into use. In fact the machine reached town hors du combat, which means it was drawn by a mule. The automobile is the property of Mr. L. F. Davis and was purchased in Savannah Saturday. Early Sunday morning Mr. Davis, in company with a driver, set out enroute to Statesboro with the machine and progressed well until ten miles from the city, when the machine began to cut capers, as all automobiles do. The thing was coaxed along, however, until Arcola, 16 miles from here, was reached, after which there was no more automobiling until a mule was attached to it, who quietly drew it to town.

Then just two months later D. B. Turner, editor of the Bulloch Times reported in his December 6 issue that "Mr. Percy Averitt now boasts of the finest turn-out in town, being a new ten horsepower Ford automobile which he brought in this week from Savannah. He has the Agency for this machine and will shortly be in position to make some offers to the business and professional men of the town."

Based upon the circumstances under which each of these two automobiles arrived in Statesboro, Mr. Averitt claimed the "first." He contended that he drove his Ford into Statesboro under its own power and that Mr. Davis' automobile had to be pulled in under mulepower.

The little controversy over which of these two citizens brought the first automobile to town was nothing as compared with the wrath generated among the citizens of the community over the advent of the automobile in Statesboro.

By January 16 of 1906 the number of "machines" on the streets of Statesboro had increased to the point that a petition bearing 200 signatures calling for the exclusion of the machines from the streets of the town was presented to the City Council. The petition recited that business was being driven from the town by the
and that many ladies and children of the town were being denied their afternoon drives by the same cause.

At the council meeting it was conceded by those who opposed the operation of the automobiles on the town streets that the machines could not absolutely be denied the right of the streets. But they figured that they could get them out of the town by the council restricting the speed of one-half mile per hour.

The Council disposed of the matter by naming a citizens committee made up of Greene S. Johnston, J. A. Brannen and J. F. Brannen and instructing them to act with the Council in drafting such an ordinance "touching the use of automobiles on the streets as may meet the requirements."

By February 28 of that year the automobile problem in Statesboro assumed normal proportions when the people who lived out in the county had admitted that their horses and mules were getting over their fright at the sight of one of the monsters. The Council did, however, set an eight-mile-per-hour speed limit on all automobiles, which was the same as governs other vehicles. An ordinance was presented to the Council which would have denied the machines the privilege of the streets except between the hours of 11 p.m. and 6 a.m., but it failed to be adopted.

The automobile was being accepted by the citizens of Statesboro, though with some reservations. Then on October 19 of 1906 a dog belonging to one of the town's prominent citizens was killed by a machine said to have been driven at a speed more than the eight-mile-an-hour speed limit. In Mayor's Court the next day the driver of the automobile was fined $10. About three weeks later another valuable dog "has been sacrificed to the automobile spirit which is growing in Statesboro," according to the reporter of the Bulloch Times in the November 14 news account of the accident. The Times pointed out that "it was the owner's machine which accidentally put out the canine's life and it was also the owner's dog which paid the penalty for running in front of the machine as he had been accustomed to do a horse and buggy."

By now it was agreed by all that "dogs and automobiles are not getting on well together in Statesboro."

By the first of the year of 1907, automobile owners were becoming more venturesome. It was during the middle of January of that year that Dr. J. E. Donehoo carried a party of friends to Savannah in his "Splendid new automobile." Making the trip were Dr. Donehoo, Mr. and Mrs. J. W. Williams, Mrs. J. W. Olliff and Miss Amanda Tipton. They left Statesboro at 5 o'clock in the morning and returned at 5 o'clock that evening and spent four hours in the city. The
Percy Averitt drove first automobile into Statesboro in the winter of 1905

Near dusk on a winter day in 1905 Percy Averitt drove into Statesboro in a dust-laden 1903 Model Ford. He was riding in Bulloch County's first automobile.

Automobiles had been driven much to the dismay of Statesboro residents — through town and on lonely dirt roads — but this was the first automobile to be owned by a local citizen.

Mr. Averitt was a most happy but tired fellow when he drove into town on that historic day. He had just completed a six-hour trip over rocky dirt roads from Savannah, where he bought the car. He had forded creeks and crossed creaky bridges which had not been built for the horseless carriage. But he had made the trip without serious trouble — a rare feat in those days — and he was glad to be home.

Most other people in town didn't share Mr. Averitt's enthusiasm for the new vehicle.

The noise generated when the two-cylinder mobile chugged down the street scared the mayor's daughter's pony and prompted some members of the city council to attempt to pass an ordinance outlawing automobiles in Statesboro.

Horses, unaccustomed to the sound of the auto's motor, would bolt and run leaving their masters behind in a "horseless buggy." Mr. Averitt many times stopped his car and hopped out to help a fellow Bulloch Countian chase down his frightened horse.

Some people here really got under the collar about the new car. One local man even vowed that he would vote for the man for governor who would outlaw those "damned automobiles." But Mr. Averitt said, "Most everyone was good-natured about the car and I never really had any trouble over it."

It was a year or two before the people in the county became accustomed to the idea that automobiles were here to stay, Mr. Averitt said.

After a while many people wanted to ride in Mr. Averitt's new car. One man out in the county would flag him down every time he drove by his house and would ask for a ride. He would ride a mile and then walk back home.

Mr. Averitt's car was typical for its day. It had neither a top nor a windshield. There was a steering wheel, but no steering gear. Consequently when the car hit a large rock, the wheel was sometimes jarred so hard that it was knocked from Mr. Averitt's hands.

The car's four tires each measured 30x3 1/2 inches. "About 3,000 miles was all you could ever figure getting out of a tire," Mr. Averitt said.

Mr. Averitt's Ford would travel 25 miles per hour, but for safety's sake he usually drove it around 15 mph.

The $600 which he paid a Savannah dealer for the second-hand automobile was a big price in those days. As cars became more plentiful the prices went down, Mr. Averitt said.

Around 1910 there were a dozen automobiles in Bulloch County and the young men here had discovered that local girls preferred the automobile to the buggy. This was the time when the proper thing to do was to send a boy to the young lady's home with a note asking her if she would like to go for a ride.

In his scrapbook Mr. Averitt has an answer to one such note. It reads thus:

"Dear Percy,"

"I will be delighted to go driving with you this a.m."

"Please call in about forty minutes."

"Mr. Averitt kept his Ford for about a year and then traded it for a new Rie.

There were, of course, no service stations in those days so Mr. Averitt ordered his gasoline from Savannah and did his own repair work. He was therefore the first mechanic in the county and he also had the first automobile dealership here.

He opened his first dealership in 1911 on the corner of Courtland and Seibert Streets where Bowen Dry Cleaners is now located. He sold Buicks.

In the years since that time he has been dealer for the Ford, Oldsmobile, Oakland, Willis Overland, Chevrolet and Pontiac. He had his last dealership here in 1942.

Mr. Averitt, who serves on the local draft board, is now semi-retired. He is a very active 77 years young. He is a director of the Sea Island Bank and appraises automobiles and real estate for the bank.

He said, "People today don't realize the hardships we had with the early automobiles. Going to Savannah and back without two or three break-downs was unheard of."

Mr. Averitt also remembers that although breakdowns were frequent, people always stopped to help out.

The automobile has come a long way since that day when Mr. Averitt drove his Ford into town and the automobiles in Bulloch County are now too numerous to count.

The editor of this paper is doing a history of Bulloch County. Mr. Averitt will be listed as a trail-blazer because he was Bulloch County's automotive pioneer.
December 6, 1905.

Percy Averitt's Auto

Mr. Percy Averitt now boasts of the finest turn-out in town, being a new ten horsepower Ford automobile which he brought in this week from Savannah. He has the agency for this machine, and will shortly be in position to make some offers to the business and professional men of the town.
AUTO

POINTERs FOR THE MOTORIST

CARRYING SPARE VALVE PARTS

It is always a good plan to carry a package of extra valve parts, such as valve insides, valve caps, washers advises D.P. Averitt, Jr. Averite Auto Co, who sells Michelintire and dust caps. These can be bought for a few cents and at times are invaluable. The small rubber tipped valve inside, which is really the valve proper, sometimes leaks when old. It can be screwed out readily by inverting and inserting the notched valve cap and using it like using a screwdriver. When the valve inside is removed it is only the work of a moment to fit a new one.

A leaky tire valve is sometimes responsible for a fault blamed on a "slow puncture", Mr. Averitt said.

When pumping up a tire if the pump handle comes up of itself after pushing down on the inflation stroke a leaky tire valve may be looked for. It the motorist carries a spare set of valve parts he is all right, but not so his less thoughtful neighbor who left his in the garage.

The motorist early in the season should provide himself with a good tire repair kit including a supply of mastic, a can of cement of good quality, some inner tube patches in assorted sizes and a blor out or inside envelope patch. The red inner tube patches are generally conceded best. Those of pure para rubber, not containing fabric, the edges of which are beveled are to be be recommended.
‘Pusmobiles’ race around Boro

In the early 1900s, local Statesboro boys became ingenious in building their own automobiles, of a sort. Called “Pushmobiles,” they were essentially four wheels with a very basic frame and some sort of steering mechanism. They became a craze nationwide, and indeed it wasn’t long before pushmobile clubs formed.

Eddie Rickenbacker, the famous World War I Flying Ace and a very successful professional driver, who raced in the Indianapolis 500 three times, wrote that his first true love as a boy was building and racing pushmobiles. The first formal pushmobile race is believed to have taken place in Flushing, Long Island on Nov. 17, 1906.

The first known formal race in Statesboro, however, didn’t take place until the afternoon of Friday, Jan. 26, 1912. The scene was grand, and the audience of between 700 and 800 citizens was excited. The race track had been very carefully laid out. The 12 cars entered were to go around the courthouse square 10 times, for a total distance of some one and one-half miles. In Statesboro, there were fewer entries and smaller prizes, but no one really cared.

Car #1 was a “Bentz” driven by “Rabbit” Caruthers; car #2 was a “National” driven by Lester Wilson; car #3, a “Fiat” by Leo Kimmel; car #4, also a “Bentz,” was driven by Shelton Paschal; car #5 was a “Mormon” driven by Fred Waters; car #6 was also a “Fiat,” driven by Snooks Davis; car #7 was another “Fiat” driven by Lester Young; car #8 was a “Buick 100” driven by Horace Samples; car #9 was a “Lozier” driven by Charlie Fordham.

Car #10, a “Mercer,” was driven by Robin Quattlebaum; car #11 was a “Cole 30” driven by Lovell Anderson; and car #12 was a “Stutz” driven by Bernard McDougald. Once the race got underway, reports indicated time seemed to slow down as the racers piloted the course. The final results, when announced, were startling for the time. The winner, Car #5 driven by Fred Waters, completed the course in 9 minutes and 17 seconds.

The winner’s cash purse came to $1.50. Second place went to Car #12 and Bernard McDougald, who finished in 9 minutes and 42 seconds. His prize was $1. Third place went to Car #11 and Lovell Anderson who finished in 10 minutes and 7 seconds. He took home 75 cents for his efforts. Fourth place went to Car #9 and Charlie Fordham, who finished in 10 minutes and 30 seconds. His prize was 50 cents.

It was reported that fun was had by all, but some said the courthouse square never quite looked the same.

Roger Allen is a local lover of history. Allen provides a brief look at Bulloch County’s historical past. E-mail Roger at roger dodger53@hotmail.com
JANUARY 31, 1912

PUSHMOBILES

Car No. 5, a "Mormon" driven by Fred Waters won the first Pushmobile Race ever held in Statesboro on Friday afternoon, January 26, 1912. The pushmobile/owned by J.P. Foy. The time for the course was 9 minutes and 17 seconds. The prize was $1.50 in cash. The pushers were J.P. Foy, Dedrick Waters, Milledge McCoy, Cootie Anderson and Robert Samples. The races was under the auspices of the Statesboro Pushmobile Club and there were twelve entries.

Car No. 12, a "Stutz" driven by Bernard McDougald, won second place and a cash prize of $1. His time was 9 minutes and 42 seconds. His machine was pushed by Josh Martin, Frank Coxx, R. Rossiter Chance, Dave Rigdon.

Car No. 11, a "Cole 30" with Lovell Anderson at the wheel won third place of 75 cents. His time was 10 minutes and 7 seconds. His pushers were Julian Parker, Leo Anderson, LaGrande DeLoach, Harry Emmitt, Barney Anderson.

Car No. 9, a "Lozier" driven by Charlie Fordham, won fourth prize and 50 cents in cash. His time was 10 minutes and 30 seconds. Duncan McDougald, Barney Morris, Logan DeLoach, Frank Ray, Morris Kimmel were his pushers.

Other entries were Car No. 1, a "Bentz" driven by "Rabbit" Carruthers, was pushed by Beverly Moore, Dewey Shuman, Dewey Rogers, George Parrish and Hannis Quattlebaum. Car No. 2, a "National" was driven by Lester Wilson with Fred Cone, Rexx Olliff, Grady Shuman, Waldo Floyd and Horzce Smith, pushers.

Car No. 3, a "Fiat" was driven by Leo Kimmel with Cecil Gould, more
OCTOBER 4, 1911

Autos

RAY RAN BLITCH'S AUTO SOME

Mayor thought public performances were worth $5 each.

For exceeding the speed limit on three of the principal streets of the city last Saturday, Lonnie Ray was fined $15 in Mayor McDougald's Court Monday afternoon—just $5 for each offense, the mayor explained.

The speed limit is 10 miles an hour. How much faster than that Ray rode, is merely a guess; some agreed he rode over 40 miles per hour, others 50—and all agreed that he rode over 10. Ray was driving Postmaster Blitch's big Buick, which despises time—it never could go slow. The car is being modeled for a racer—the body has been taken off and a regular racing frame put on; it was this condition that induced Ray to try his speed Saturday a few times about the square. It went. And men and boys rushed to see the commotion, while mules and horses attempted to leave the streets in disgust. It was a great free show, reasonably worth the $15.
Remodeled Home of Local Ford Agency Is a Beauty

The recent remodeling of S. W. Ford establishment on North Main street is the kind of face lifting that does good to any town, declared A. R. Lanier, president of the Chamber of Commerce, after observing the many changes made in the building, which was celebrated with a two-days formal house-warming last week end. Mr. Lanier recommended that other places in town which had not modernized during recent years follow the pace set by the Ford agency.

Mr. Lanier observed that the remodeled display room gave the city an automobile show place second to none in the state. A completely new parts department has been installed. Also a neon-illuminated glass block counter and display case added that give an attractive appearance even at night. The service department has been reworked and repainted.

One new feature of which Mr. Lanier was high in his expressions of praise is the modern rest rooms with hot and cold water. He expressed the opinion that they were as nice as can be installed in any place. This convenience should add to the business of any establishment.

Such improvements as found indicated that the local Ford agency has “jumped the gun” on retail establishments in an effort to keep pace with the automobile they are selling.

Harry Cone, manager of the agency, stated that the expense of the renovation did not exceed expectations, and that they are well within keeping with the present cost of building.
"I BOUGHT A ROCKNE BECAUSE STUDEBAKER BUILDS IT!"

You will buy a Rockne, too, when you drive it and see how different it is from other low priced cars. It performs better because it's built by Studebaker methods—and from Studebaker materials.

It looks better because Studebaker styles it. You have to go to cars priced $200 more to find the equal of Rockne upholstery and equipment.

Don’t let habit rule you in choosing a low priced car this year. Get in a Rockne and drive it—and you'll get a Rockne or know why.

LANNIE F. SIMMONS
STATESBORO, GA.

ROCKNE BUILT BY STUDEBAKER

$585
$298
F. O. B. DETROIT

THIS IS THE LOWEST PRICE AT WHICH THE FORD TOURING CAR HAS EVER SOLD, AND WITH THE MANY IMPROVEMENTS, INCLUDING THE ONE-MAN TOP, IT IS A BIGGER VALUE THAN EVER BEFORE.

BUY NOW. TERMS IF DESIRED. IMMEDIATE DELIVERY ON ALL MODELS—SEDANS, COUPES, TOURING CARS, RUNABOUTS, TRUCKS, TRACTORS.

S. W. LEWIS
STATESBORO, GA.
$348
F.O.B. DETROIT

You have never before had the opportunity of securing as much motor car value at so low a price. Take advantage of this opportunity and place your order now when you can obtain prompt delivery.

Terms if desired.

S. W. LEWIS
AUTHORIZED DEALER
Statesboro, Ga.
Announcement!

This is to advise the public that I have this day sold all of my interest in the Ford Agency known as S. W. Lewis, Inc., Statesboro, Ga., and Phebus Motor Company, Brooklet, Ga., to:

HARRY S. CONE
GRADY E. BLAND
T. E. DAVES
LLOYD A. BRANNEN
BROOKS SORRIER JR.

I bespeak for them the continuation of the business and the good will of all the customers and friends whom the business has served for the past thirty years.

Statesboro, Ga., August 13, 1945.

MRS. S. W. LEWIS.
Records were broken in reckless riding in the Savannah automobile contests Monday when three races were run.

The first race was the Tiedeman Trophy, 171.40 mile and was won by Witt in an E.M.F; time 176 minutes, an average of speed of 58.44 miles per hour.

The second race was for the Savannah Challenge Trophy, 222.82 miles, was won by Hughes in a Mercer, in 195.37 minutes an average of 68.35 miles per hour.

The final race was the Vanderbilt Trophy, 291.38 miles and was won by Mulford in a Lozier car in 236 minutes, and average of 74.07 miles per hour. This time is three miles an hour faster than the time of the same race last year.

No accidents occurred on the race course throughout the day to interfere in any way with the contests.
The Savannah-Atlanta Endurance Race in 1909 was sponsored by the Savannah Automobile Club. In the first car (at the wheel) are D. Percy Averitt and E.L. Smith. In the second car are Will Hagins (at the wheel) and W. H. (Jack) Blitch. In the back seat are Charles E. Cone and W.L. Hall. (description from Life in Old Bulloch by Dorothy Brannen)
MAY 10, 1911

Auto

Dr. J.E. Donehoo, C.W. Brannen, W.H. Simmons, J.J. Zetterower and W.M. Hagin formed a party who went to Augusta yesterday to witness the passing of the Savannah-to-Charlotte automobile contestants. The trip was made in Dr. Donehoo's big machine, leaving here at 10:30 and returning last night.
SEVENTY-ODD VIOLATIONS
SUNDAY GASOLINE RULE

LIST WILL BE PRINTED NEXT WEEK OF THOSE WHO RIDE IN STATESBORO SUNDAY.

Last Sunday was the third since the fuel administration requested the conservation of gasoline. Statesboro people on the whole manifested some inclination to observe the request, though a few have paid no heed. A partial record was kept of those on the streets of Statesboro last Sunday in cars, and the count shows seventy-odd. This has been given us for publication, but is omitted on account of the fact that car numbers were not all taken and the initials of drivers were not known. More than a dozen were absolutely identified, but it has been deemed best to omit the list until a complete record can be had. Next Sunday will give this record. The committee will again be on the job, and every car will be given by number, and where names are known they will be published.
Simmons Begins Work
New Auto Sales Room

Without loss of time, Lannie Simmons began Tuesday the breaking of dirt for the construction of the new Chevrolet salesroom which was mentioned in these columns last week. The structure is to be located on East Main and Smith streets occupying part of the lot on which the Roundtree Hotel recently occupied. The building will be occupied by Marsh Chevrolet Company, who have taken a long-term lease on the property. The show room will have dimensions of 52x125 feet, facing East Main. The lot has a frontage of 108 feet, which will leave a space of 56 feet for a used car lot and gasoline filling station on the front next to Jaeckel Hotel. The building, as already has been said in these columns, is to be ready for occupancy about May 1st.
AUGUST 23, 1911

AUTO

In an attempt to lower the record between Savannah and Augusta, R.V. Connerat passed through Statesboro at 10:42 Monday morning in his 5-passenger Buick going like the wind. Slowing down only slightly to turn around the walnut street, he shot up North Main street with a whirl of dust behind him, and was out of sight almost before the crowd on the street realized what had come along.

Mr. Connerat’s time between Savannah and Statesboro was 1:42 which is just 6 minutes behind the time made by another speed fiend a few days ago. Whether he broke the record to Augusta is not known, but the consensus of opinion of those who saw him pass through Statesboro is that he got there plenty soon enough provided he held his pace from here.

***

The first "Used Car" in Bulloch?

A classified ad

AUTO FOR SALE

One Brush runabout in perfect running condition at a bargain.

J.F. FORD,

Statesboro, Ga., Route 7.
The city council, in called session last evening, had up for consideration the automobile problem.

A petition bearing two hundred signatures, calling for the exclusion of the machines from the streets, was presented, and statements were made before the council for and against the petition. The petition recited that business was being driven away from the town by the fear of meeting an automobile on the streets, and that many ladies and children of the town were being denied their afternoon drives by the same cause.

It was conceded by those opposed to automobiles that the machines could not be absolutely denied the right of the streets, but as a method of driving them out, it was claimed that they could be restricted to a speed of half mile an hour.

The matter was disposed of by naming a citizens committee, composed of G. S. Johnston, J. A. Brannen and J. F. Brannen, to act with the council in drafting such an ordinance touching the use of automobiles on the streets as may meet the requirements.

A 1906 Bulloch Times article reports on a petition to exclude cars from the streets. A proposal put forth suggested speed limits should be set at half a mile an hour!
THEY MADE IT! The picture shows two Buicks of early vintage just after they had completed an endurance run from Savannah to Atlanta, sponsored by the Savannah Auto Club in 1909. The big 1910 Buick at the left are W.M. (Will) Hagins, at the steering wheel, and Jack Blitch in the front seat and Charles Cone and W.L. Hall in the rear seat. In the smaller white 1909 Buick are D. Percy Averitt, at the steering wheel, and E.L. (ed) Smith. The picture was made on the Lakeview Road, north of Statesboro.
THIEF MAKES GET-AWAY WITH NEW BUICK AUTO.

An experienced thief made a rich haul last Friday night when he got away with a handsome new Buick car belonging to Miss Lucy Blitch.

The car was taken from the garage at her home on North Main street some time during the night. Its absence was not discovered until about noon the next day when Miss Blitch went out to use it. The garage had been unlocked and the car was gone. That the work was that of an experienced thief is made apparent by the presence of a can of high grade Buick oil setting near by, which had been brought there by the thief. No clue has yet been obtained as to who did the work. Notices of the theft have been mailed to hundreds of places in this and adjoining states, and there is yet a possibility that the car may be recovered.
March 3, 1909

Automobiles

Three handsome new automobiles were received in Statesboro last Saturday and are now numbered in the "honk! honk!" colony. They were all Buicks of the latest make and are beauties. One of the machines is the property of Dr. J.E. Donehoo, while the other two will be offered for sale by a local dealer.

The new machines were driven up from Savannah by a party of local autoists who went down in the forenoon for that purpose. In the party were Messrs. D. Parcy Averitt, O.W. Horne, D.F. McCoy, Dr. J.E. Donehoo and Rev. H.M. Massey.
TRAFFIC OFFENDERS
JAM MAYOR’S COURT

FIFTY-ODD AUTOISTS ARE BEFORE MAYOR AT TWO WEEKLY SESSIONS.

Pedestrians who had been put to the necessity of dodging automobile drivers all these years, are now having their laugh while the drivers themselves are dodging the traffic cops and framing excuses to get by the mayor of Statesboro.

Indeed, it has come to be a regular jam of drivers in the mayor’s court of late days. On the past two Monday sessions there have been a total of fifty-three cases docketed for violations of the traffic laws. Some of the accused have framed tangible excuses, but most of them have heard the impressive sentence of two dollars or ten dollars, depending upon whether the offense was riding too fast or merely disregard of light regulations.

Speeders get $10 as a rule, and those who fail to comply with the lighting laws get $2.

Commencing with next Monday, however, there will be added another class to the catalogue—those who fail to stop on the cross streets before coming upon the pavement. The new “stop” ordinance was adopted two weeks ago. Ten days was given in which drivers were expected to accustom themselves to the new law, and Monday morning the police began making arrests on this count. From present indications there will be a full court next Monday. It is said that drivers simply can’t bear in mind that they are to come to a full stop before going up on the paved streets from any cross streets. Every time the cop sees this done, there is a summons to court.
TRAFFIC REGULATIONS

NOT WELL OBSERVED

Considerable confusion could be avoided if the drivers of automobiles passing the intersection of the four main streets, would bear in mind that the city ordinances give preference to cars going north and south. This means that drivers going east or west, when passing the intersection of the streets, are required to give way to those going north or south.

It often happens that this rule is not observed, and many do not understand it. Thus they drive recklessly and cause congestion at the intersection of the four streets. The police are not always able to direct traffic at this point, and request that drivers bear in mind that the ordinance provides as above stated—that north and south bound cars are to have the right of way.

In addition to this, it is requested that attention be called to the fact that an ordinance requires that each automobile shall be equipped with substantial brakes, and forbids the opening of cut-outs in the city limits.
TWENTY AUTOISTS FINED.

Mayor Crouch had the livest court in the history of his administration Monday morning, when some twenty-odd autoists were before him for violating the new traffic ordinance by driving at night without rear lights.

The police force got busy Saturday night making cases against those who had been warned against the violation, and every one was notified to come before the mayor and show cause. The uniform charge was $2.50, and the city treasury netted something like $50 from the group. 6-8-1916

Today the term *motorist* is more commonly used than *autoist*. In the early 1900’s many new words entered the lexicon with the advent of these strange new marvels of engineering. Roads made for the previous century’s carriages were upgraded into *motor roads*, *motorways*, and later *freeways*. The short lived *horseless carriage* and *motor carriage* or *motor car* gave way to new terminology such as *automobile*, *auto* and *car*. 
TWO SUNDAY LISTS
IN ONE REPORT TODAY

OMITTED LAST WEEK BECAUSE OF DELAY OF OFFICERS IN TURNING IT IN.

No list of Sunday automobile drivers upon the streets of Statesboro was published last week, due to the delay of the officers in handing it in. Therefore today's list embodies two Sundays—September 29 and October 6. As in the previous published list, there are undoubtedly those whose reasons were worthy. Some live at too great a distance to walk to church, and others may have providential reasons which are good. All such will know for themselves and their consciences will be clear of wrong doing. The government has asked the help of patriots in conserving fuel. A strong reason alone will satisfy a thorough patriot.

The lists for the two Sundays are as follows:


Sunday, October 6—Emmett Hagan, W. H. Hicklin, W. R. Woodcock,

Mr. Baruch suggested that a great number of private chauffeurs could go into more essential employment. He said he was informed that there are more than 100,000 traveling salesmen and 100,000 hotel waiters, workers and buss boys, and added that the occasion demands a transfer of men from such employment to essential war work.


USED SUNDAY CARS IN STILSON VICINITY

Following is list of owners of cars who failed to observe gasless Sunday in and around Stilson. Please publish their names that they may comply with government rules in future:

C. H. Warnock, Wyckliff Geiger, Frank McElveen, J. M. Waters, Harley Bennett, Walter Scott. From Brooklet—J. B. Lanier, Marvin Phillips, C. B. Griner's family, John Shearhouse, Milton Moore, John Lee, Norman Flake, Lester Wyatt, John Rogers, J. W. Robertson, Fred Lee, J. D. Waters, Claude Williams. Following is list of numbers of cars where owners were not known: 3810, 73888, 89405, 43398, 66401. The colored drivers were Holcomb Knight, Frank Goodman, Charlie Simmons, Nos. 83153, 97156, 2205, 20714, 93826, 8584, 95608, 15040.
March 10, 1909
Automobiles
Dr. R.L. Sample is the happy owner of one of those handsome new white Buick 4-cylinder autos received last week by the Statesboro Automobile Co. These machines sell for $1,050.

March 17, 1909
Automobiles
Mr. S.L. Moore left this morning for Augusta to bring back his automobile, which he was forced by the weather to leave on his recent visit there.

Dr. J.E. Donehoo, Mr. D.P. Averitt Jr. and Judge S.L. Moore carried a party to Augusta last Wednesday in their automobiles. On account of heavy rains they were forced to return by rail.
July 28, 1909

W.H. BLITCH GETS BUICK

W.H. Blitch returned Saturday from Atlanta in his handsome new Buick, in which he party made the run safely.

Accompanying Mr. Blitch were D.P. Averitt Jr. who sold the machine, and Messrs 0. W. Horne and H. C. Parker. The trip was begun at 11 o'clock Friday morning, Macon being reached a 5 p.m.; and Milledgeville for supper. No mishaps were experienced except high water which delayed the party for a few hours Saturday. Statesboro was reached about 6 pm Saturday.

Mr. Blitch's machine is a 30-horse power Buick; is one of the handsomest machines ever seen here, and cost approximately $2,000 with all its equipment.
When automobiles first showed up in Statesboro

On October 1, 1905, Statesboro resident L.F. Davis drove his new car from Savannah into Bulloch County. Unfortunately for him, some 10 miles out of Savannah, the auto began acting up, and before he knew it, it was dead. Stranded in Arcola, he ended getting a tow into town behind a mule, which was not at all the way he had expected to make his glorious entrance into the Boro with the very first of these new-fangled vehicles to make it that far west of Savannah.

Therefore, when Perry Averitt drove into town on December 5, 1905 in his used 10 horsepower (HP) Ford, Editor D.B. Turner of the Bulloch Times reported this as the first such event in the town’s history. Averitt concurred that his vehicle was the first in town, as it was actually working when it arrived. His car was quite a sight: he had 30 inch tall tires that were 3 inches wide, and his car’s top speed was all of 25 mph. He also stated that he had been advised to go no faster than 15 mph as he had no windshield and rocks kicked up would hurt quite a lot even at that speed. Averitt also reported that he had paid $600 for his buggy.

The arrival of these vehicles was soon followed by more: Judge S. L. Moore bought a new 22 HP Reo, R. Simmons bought a 30 HP Cadillac, and W.H. Blitch bought a 30 HP Buick. Perry Averitt actually established what is said to have been the first auto dealership in Bulloch County shortly thereafter.

By 1906, some 200 Bulloch County residents had become so upset by these bothersome creatures that a petition was circulated asking for the City Council to ban all “Autoists” from entering town between the hours of 11 p.m. and 6 a.m. City fathers J.A. and J.F. Brannen, along with G.S. Johnston, were appointed to a citizens committee to draw up some “rules of the road” for this new mode of transportation.

In 1910, there were several laws passed for these new autos: after attempting to get a 1-mile per hour speed limit passed (which the Autoists stated was too slow for their cars), the citizens were forced into a compromise of 6 mph in the business area and 15 mph throughout the rest of town.

In order to encourage compliance, there were fines for those who ignored the new limits: depending on their speed, a fine of $5-25 was assessed, and between 3 and 15 days of hard labor was often also required.

Dr. J.E. Donehoo set something of a record when his party left Savannah in his new car just as the Savannah and Statesboro Railroad train was leaving the depot. They arrived in Statesboro some three and one-half hours later just as the train was pulling into the depot. This now meant that what had been a two-day trip by wagon could be made in a half a day.

In 1909, the Georgia Legislature attempted to pass a new “Auto Tax”, which would cost a car owner between $3 and $10 per year for their tax. It failed by one vote. When they finally passed a vehicle tax (the newly-created ad valorem tax) it had to be paid yearly. The car’s license, however, was good for the entire life of the car. In order to appear fair, it also applied to other forms of transportation: one horse wagons were assessed $5, two horse wagons were assessed $15, and ox carts were assessed $2.50.

Roger Allen is a local lover of history. Allen provides a brief look at Bulloch County’s historical past. E-mail Roger at rogerdodger53@hotmail.com
WILD CAR BREAKS GLASS IN SEA ISLAND BANK

Driver Struck Post and Broke Steering Gear.

When Harold Averitt, driving a Ford car at the corner near the Sea Island Bank, struck the corner post and broke his steering gear Sunday afternoon, he lost control of the car and dashed straight into the plate glass front of the bank building. The result was a mass of shattered glass and broken stone, to say nothing of the damage to the car.

The broken glass presented the appearance of a raid by bank robbers, rather than the simple work of Henry Ford and John D. Rockefeller.