MATTERS of INTEREST to the AUTO WORLD

GOSSIP AND DOINGS OF AUTO WORLD

Items of Interest Gathered During Tour Among Garages.

Local auto enthusiasts will watch with interest the result of the announcement that the Automobile Commissioners of the District of Columbia made this week regarding the increase for outside owners for Washington licenses. The law which the legislature of Maryland made several years ago, requiring all Washington owners using Maryland roads to take out Maryland tags, will likely be repealed, according to several auto owners. Maryland owners heretofore were charged $2 for a Washington tag and $2 for a driver's license, while the District owners were charged the full auto rate for Maryland tags. The District Commissioners are retaliating to Maryland's cost.

A number of owners state that they will not pay the increase for Washington tags and will do without going to the capital. Other owners are planning to make the run to College Park or the District line and making the rest of the journey to the nation's capital by trolley.

With the rapid increase of gasoline, owners do not like the idea of digging into their jeans for more coin to meet the additional raise in Washington tags. It is expected that in a short time there will be reciprocal relations, now enjoyed in all of the states of the Union. New Jersey was the last state to get in line after a long siege.

New members of the Automobile Club of Maryland are Howard Earp, Duncan K. Brent, Warren B. Layman, Dr. William Pillsbury and Emil P. Gunther.

The regular monthly meeting of the Auto Club took place at the clubrooms, 12 West Mount Royal avenue, Tuesday night. Some very important matters were discussed at this session.

The first shipment of 1913 Merkel motorcycles was received this week by F. W. Sanduck, 915 North Howard street, local agent. The two-wheelers are equipped with self-starters.

John Luntz, Jr., president of the Lord Baltimore Motor Car Company, is in New York. He left on Wednesday and will stay over for the truck show, which opens tomorrow.

The Franklin Motor Car Company is located at 1919 North Charles street in their new quarters. The company is no longer a branch but a direct dealer. W. F. Knelp, formerly of the engineering staff of the Franklin Manufacturing Company, is manager of the company. The company announces that Franklin owners will receive the best of service. The service department is in charge of Messrs. Haynes and Jones.

The Mar-Del Mobile Company is enlarging its fine showrooms at Charles street and Mount Royal avenue. The lunchroom in the Garage building was closed Thursday by President Miller and the space will be used for the truck display room. The north end of the room will be used as the up-to-date accessory department. The showrooms, when completed, will be 95 feet long by 50 feet wide.

President Miller states that the Packard exhibits at the 1913 Baltimore show will be of the very latest in Packard ideas. There will also be an exhibit of Packards at the showrooms.

The Ford Auto Company report that January sales show an increase of 600 per cent. over sales made in January, 1912.

The Ford Auto Company report the following deliveries during the past week: Robert J. Taylor, Glenwood, Md., touring; F. Blanchard, Jr., Lock Raven, touring; J. O. Patterson, Pikesville, Md., touring, and I. Shuman, 809 East Baltimore street, touring.

Mr. A. Maurice Eastwick returned to Baltimore Wednesday after spending two days at the New York Automobile Show.

Joseph Stermer, 435 East Twentieth street, who was formally connected with the Ford Auto Company, has now joined the sales force, making six local salesmen in all, who are devoting their entire time to the sale of Ford cars.

D. C. Walker Auto Company reports the sale of a handsome Stearns Silent Knight seven-passenger touring car to Charles Swindell, of Roland Park. The car is of the 127-inch wheelbase type, with a Silent motor, which develops 60 horsepower.

Manager Horace P. Jones, of the Oakland Motor Company, expects to have on exhibition at the coming Baltimore Automobile Show, a model 35 Oakland touring car, equipped with an electric self-starter.

Mr. Jones returned from the New York Auto Show Friday morning and was very much pleased with the Madison Square Garden exhibition. He states that the exhibition is without a doubt one of the prettiest of its kind ever held.

E. R. Meyers and H. J. Horn, of the Motor Car Company, are in New York for the auto show.

J. H. Neely, of Neely & Ensor, returned Friday from the National exhibition and was highly pleased.

Harry Belmont Camp, director of sales promotion for the William C. Robinson & Son Co., of Baltimore, refiners of Autoline, has resigned his position to accept the managership of a western banking and security house, making a specialty of underwriting and financing automobile fanufacturers.

To Better Results Of Manufacturers

Special Dispatch to The American.

New York, January 18.—Appreciating the fact that concentrated effort will bring better results for the manufacturers and the industry as a whole, there was a unanimous vote given Wednesday by the members at the annual meeting of the Automobile Board of Trade in favor of a new central organization, to be known as the Automobile Chamber of Commerce, the membership of which will consist of the members of the present Automobile Board of Trade and the National Association of Automobile Manufacturers, Inc. At the meeting Wednesday, when almost all of the 65 members were represented, the Automobile Board of Trade approved the report of its consolidation committee. During the present week the plan for consolidation will be presented to the members of the National Association of Automobile Manufacturers, whose entire executive committee, for themselves and for their companies, has agreed to the plan. The new association will consist of 110 of the leading automobile manufacturers of America.

At Wednesday's meeting of the Automobile Board of Trade the old officers were unanimously returned to office, as follows:

Directors—Charles Clifton, C. C. Hanch, S. T. Davis, Jr., Hugh Chalmers, S. D. Waldon, Wilfred C. Leland and John N. Willys.

Officers — Charles Clifton, president; C. C. Hanch, vice president; R. D. Chapin, secretary; George Pope, treasurer; H. A. Bonnell, general manager.

Reports on the work of the various committees were received, showing the progress of the association during the past year and showing particularly the successful efforts it has made for the advancement of the industry to the ultimate benefit of motor car buyers.

George Pope, chairman of the New York show committee, gave details of the big show now in progress at the Grand Central Palace and Madison Square Garden, stating that last Saturday and Monday had furnished record attendances, with every indication of an even greater increasing attendance during the week. This is considered especially gratifying in view of the fact that only a single admission is charged for both buildings.

Storage Batteries Require Winter Care

One of the parts of the car that require careful attention during the winter months, when many owners store their machines to await the coming of more pleasant weather, is the storage battery. There is hardly anything that hurts a battery more than idleness, whether it be charged or uncharged, and simply to give it a full charge and lay it away for the winter may produce rather disastrous results. To maintain a battery in proper condition, it is necessary to give it a charge at certain intervals. When the battery is used in connection with one of the electric-starting systems, posessing a dynamo for charging, this is an easy matter, and all that is necessary is to run the motor until the battery is charged.

This should be done at least once every two weeks, the motor being run at a speed corresponding to a car speed of 20 miles and hour. In order to determine when the battery is sufficiently charged, a hydrometer should be used, and when this registers 1,280 degrees, charging should be stopped. In the absence of the hydrometer, the motor should be run for two or three hours' time in order to be on the safe side. In some instances the car may be stored where it is impossible or very inconvenient to operate the engine.

When this is the case, it is recommended, if electric current be available, that there be used what is termed as rectifier or small charging machine. Rectifiers of this description are produced by several manufacturers and may be procured through supply dealers at a reasonable cost. They are small devices to be attached to the wall and plugged into an ordinary electric-light socket. A charge over night or for about 12 hours every two weeks with this apparatus will be sufficient to keep the battery in healthy condition.

Fifty Thousand Trucks Are in Use

Fifty thousand motor trucks and delivery wagons is believed to be a conservative estimate of the number now in use in the United States. Carefully compiled reports made at the beginning of the year showed that there were then, in round figures, close to 30,000, and state and city registrations of motor vehicles compared with those of a year before proved that the number of these vehicles is doubling annually.

Estimates of the probable production for the coming year vary widely, because many motor-car manufacturers can regulate their output to correspond with demand. Based on the rate of increase in the past, the output should reach about 50,000. Rapid as has been the yearly increase in the number of pleasure automobiles, the percentage of increase in trucks and delivery wagons has been almost twice as great. There are more makers of commercial cars in America now than there are manufacturers of pleasure vehicles, the list comprising more than 300 names.

Motor vehicles are used for industrial, commercial, municipal and federal purposes by more than 250 distinct lines of business. More than 4,000 are operated in New York city and more than 2,000 are registered in Chicago.

Streets of London Badly Congested

Traffic conditions in the streets of London have become so congested that numerous conferences have been held by the various city authorities to try to devise means of controlling and regulating the vehicles. It is stated that the principal cause of the congestion is the motor omnibus, there being no fewer than 2,235 running in the metropolitan district, as against 1,200 in 1910. This great increase in the large and unwieldy vehicles—while other conveyances have not decreased, save the horse busses, which never were as numerous as the motor busses are now—has resulted in much confusion on the streets. So great has been the difficulty that it was seriously proposed some time ago to limit the number which could run on one route. It appears, however, that considerable difficulty would be experienced in the legal side of this project. There seems to be no London body that can legally make such a regulation. Also, there is the number of passengers to be considered, as transit facilities must not be hampered. While official figures on the number of passengers carried have not so far been given out, it is stated that in 1911 the busses carried 595,000,000 passengers, as against 746,000,000 by the street cars. It will thus be seen that the bus is an exceedingly important factor in London transit facilities.

37,000 Miles of Excellent Roads

With 37,000 miles of road put into good condition for automobilists within the past 12 months, and an appropriation of approximately $10,000,000 made by the government for expenditure on road improvements, it would seem on the face of it that Spain is offering great inducements to the automobile tourist.

Louis Scatti, manager of the Hotel Ritz, in Madrid, who is now visiting the United States, reports conditions exceptionally good throughout Spain for the automobile tourist. He says that no country of Europe offers greater inducements in the way of picturesque and either railroad or motor travel to the varied scenery, and the conditions for places of interest are excellent.

Washington Show Plans

Plans for the motor-car show at Washington, scheduled for February 5-8, are progressing satisfactorily, despite the fact that 16 of the leading dealers have declined to take part. Meanwhile, the opposition dealers, who are planning a carnival, or opening week, February 10-15, have been going ahead with their arrangements.

OWNERS WHO HAVE TAKEN OUT LICENSES

State Is Reaping Fund for Improvement to the Highways.

How to keep tab on the owners of automobiles in this state is one of the problems of dealers who seek their trade and officers of the law out for violations. Steadily the number of registrations has grown until last year there were over 10,000 private cars and a great many cars owned by dealers and delivery wagons and trucks. After much labor the clerks in the office of the automobile commissioners have gotten into shape a statement of the tags so far issued. Every month there will be issued by the commissioner a pamphlet containing the tags issued during that month. This compilation will be completed as of the last day of the month and pamphlet will be ready for the public by the 15th of the following month, it is planned.

Owners who have registered so far this year are:

2000—H. M. Luzius, Automobile Club of Maryland, 12 W. Mt. Royal ave., Cadillac 32.
2001—W. D. Gill, Washington Apartments, Baltimore, Pierce-Arrow, 48.
2002—I. S. George, 10 E. Fayette street, Cadillac 32.
2003—O. C. Zell, Earl Court Apartments, Baltimore, Chalmers 43.
2004—R. S. Maslin, 2800 St. Paul street, Locomobile 48.
2005—T. W. Pietsch, Earl Court Apartments, St. Paul and Preston streets, Chalmers 25.
2006—A. H. Seth, 3706 Springdale avenue, Stoddard-Dayton 28.
2007—I. S. Field, 2117 Twelfth street, Walbrook, Chalmers 43.
2008—W. A. Schmidt, 1935 W. Fayette street, Abbott, 25.
2009—R. C. Norris, Elk Ridge, Md., Cadillac 28.
2010—Louise Dunlop, 238 Richmond street, Hudson 25.
2011—J. S. S. Thomas, Park Heights avenue, Station E, Oaland 25.
2012—J. M. Fitzgerald, 214 Roland avenue, Roland Park, American 36.
2013—H. D. Heironimus, Hagerstown, Md., Cadillac 28.
2014—J. H. Wheelwright, 10 W. Madison street, Packard 40.
2015—J. H. Wheelwright, 10 W. Madison street, Packard 40.
2016—H. S. Zell, 805 St. Paul street, Peerless 38.
2017—W. W. Baker, Catonsville, Md., Babcock 27.
2018—Charles O'Donovan, 5 E. Read street, Ford 22.
2019—Baltimore County Water and Electric Company, 100 W. Fayette street, Franklin 18.
2020—F. R. Smith, 1225 Cathedral street, Ford 22.
2021—John DeP. Douw, Annapolis, Md., Hudson 28.
2022—C. E. De Lashmutt, Woodbine, Md., Ford 22.
2023—E. H. Cohn, Princess Anne, Md., Buick 28.
2024—E. F. Arthurs, 7 E. Preston street, Locomobile 48.
2025—Robert Henderson, Cumberland, Md., Hupmobile 16.
2026—B. N. Fice, 1700 Eutaw Place, Packard 48.
2027—J. W. Bond, Ashton, Md., Maxwell 28.
2028—Walter Copkins, Station E, Baltimore county, Md., Packard 48.
2029—W. W. Baldwin, Roland Park, Md., Peerless 48.
2030—R. K. Brent, 816 St. Paul street, Locomobile 32.
2031—L. V. Bowie, 84 Hamilton Terrace, Hudson 27.
2032—S. I. Lauman, 111 N. Broadway, Stevens-Duryea 48.
2033—S. E. Buck, Cadillac 32.
2034—Louis Whitridge, 10 South street, Pierce-Arrow 38.
2035—Daniel Eidman, 2201 Pennsylvania avenue, Nordyke 32.
2036—H. H. Stabler, Homewood Apartments, Chalmers 28.
2037—J. S. Bridges, 26 S. Charles street, Cadillac 32.
2038—H. Thompson, 213 Oakland road, Roland Park, White 32.
2039—J. H. Judik, 1428 Madison avenue, Overland 25.
2040—Jacob Levi, 668 W. Baltimore street, Matheson 48.
2041—Pierce & Scheck, 415 E. Baltimore street, Packard 48.
2042—J. E. Schaeffer, 1614 W. Lafayette avenue, Chalmers 25.
2043—H. G. Schaeffer, 1614 W. Lafayette avenue, Chalmers 25.
2044—J. A. Bartlett, 104 Oakland road, Packard 40.
2045—J. H. Friedenwald, 3801 Park Heights avenue, S. G. V. 25.
2046—J. H. Friedenwald, 3801 Park Heights avenue, Locomobile 40.
2047—Dr. H. T. Collenberg, 1810 E. Baltimore street, Ford 22.
2048—F. K. Nichols, M. D., 535 N. Carrollton avenue, Ford 22.
2049—Harry Busick, 2832 St. Paul street, Pierce-Arrow 48.
2050—James Clendenin, 1702 E. North avenue, Stevens-Duryea 38.

Library Uses Motors.

Motorcycles have been adopted by the public library of the city of Los Angeles, Cal., in giving the public "what it wants when it wants it."

The two-wheeler has crept into thousands of phases of commercial activity, but its use by a public library board is new and novel. It demonstrates that even in their reading the people of the United States demand prompt service.

Under the old plan books were delivered from the central library in Los Angeles to the nine branch libraries and the five playground libraries once each week with horses and wagons.

These branches are scattered over a wide range of territory, stretching from Hollywood to San Pedro. The patron of the libraries demanded fresh books oftener than once each week.

So, in meeting the demand for quick, economical delivery, the library board turned to motorcycles. It has provided machines and riders so that new books may now be delivered to each branch library three times each week.

Flower Case Origin.

The origin of the cut-glass flower vase in the limousine has been discovered by an English paper. A rich American lady ordered a car. At the expected time of delivery the lady visited the show-rooms expecting to find everything in order for a projected tour of Europe. To her dis appointment she found instead, a beautifully finished body, not mounted on a chassis, but on a pair of trestles. Pending the arrival of the chassis, the agent, knowing the lady was passionately fond of flowers, conceived the idea of having a fresh little nosegay tucked away in a tasteful vase when the lady turned up on the morning of the day the car was ready. The unexpected trifle had the desired effect; the lady forgot her anger and was charmed and flattered at the attention and forethought displayed. The idea caught on and today these little inside fittings may be had in countless varieties.

Motorcycle Honeymoon.

The most extensive of all motorcycle honeymoons is that planned by Harold A. Stewart, who, with his bride, Miss Marie Louise Bancroft, of New York city, will go around the world on a motorcycle.

Stewart is an Indianapolis man, and the wedding is set for January.

As representative of a map-making establishment, Stewart has toured the United States on his motorcycle, gathering information and data for the benefit of the automobilists and motorcyclists. He plans to convert his motorcycle into a tandem and early in February Mr. and Mrs. Stewart will sail for China, where they will start their world's tour. Stewart has also provided a special contrivance which will permit them to carry their baggage.

NEW PLAN TO RAISE MONEY FOR HIGHWAYS

Representative Warburton Suggests a Small Tax on Tobacco Users.

National roads as an exact form in which the government should participate in highways construction is a belief which is becoming country-wide in its acceptance. The latest proposition brought forth along these lines is by Representative Stanton Warburton, of Washington State, who contends for a system of national military roads. Mr. Warburton proposes to make the tobacco users of the country pay for the building of these national highways through the imposition of a tax so small that the smokers will go right on smoking as usual without consciousness of the great benefit they are bestowing upon the people of this country.

The plan contemplates trunk lines connecting the capitals of every state with the national capital and with each other, and also with the principal national parks, the government to locate the lines between the capitals along the most feasible route, with the states granting to the government the selected roadways, together with the improvements thereon.

In his announcement Congressman Warburton says: "I propose to raise the fund by restoring the internal revenue tax of 1879 on tobacco and set aside the additional income from this source as a national road fund. The additional tax so provided would amount to about $80,000,000 per year, a little more than double the present internal revenue tax on tobacco. If the proposed 15,000 miles road system should cost $20,000 per mile, it would be paid for in about four years and in about five years at a cost of $25,000 per mile.

"In 1910, according to the reports of the Internal Revenue Department, the receipts from the tobacco tax were $58,000,000, as opposed to $138,000,000 had the law of 1879 then been enforced. While the proposed increased tax on tobacco might seem heavy, as a matter of fact it will not be noticed by the consumer. For instance, it would raise the tax on a 10-cent cigar three-tenths of one cent, and the manufacturer of that cigar would decrease the weight of the package one-thirtieth, and the consumer could not tell the difference in size. The manufacturer of smoking tobacco would decrease the size of the package about one-twelfth, and the consumer would not know the difference. During the Spanish-American War the tax on tobacco was increased to the amount of tax suggested, and I venture to say not one consumer out of a dozen ever knew the tax was raised, and never knew when it was taken off. The proposed raise in the tax will not affect the producer of tobacco, for one-half of our tobacco is exported. England imports one-half of her tobacco from us; France, one-half; Italy, nearly all of hers. The price is regulated by the foreign market, much more than is the price of wheat and corn, and is not affected by the tax."

Congressman Warburton will be included in the list of speakers of the second Federal Aid Convention called by the American Automobile Association, to take place in Washington March 6 and 7, at the Raleigh, and which bids fair to be the most representative gathering of roads enthusiasts ever gotten together. Sentiment has crystallized rapidly since the convention of a year ago, with the result that at the coming assembly definite and important action may be expected. The question is a big one, but with the whole country interested, and with the attitude of Congress favorable there is no longer any question that the federal government should participate in this great undertaking.

Assurances from various members of Congress are to the effect that the memorial to Abraham Lincoln should be in the form of the projected national highway from Washington to Gettysburg. It is generally recognized that this highway would furnish an excellent object-lesson of what national participation in the building of good roads means, and will, besides, if constructed, fit admirably into any great system of national highways which is certain to come in future years.

Canada Imported Many U. S. Cars

According to latest statistics available, the Dominion of Canada imported during the fiscal year 1911-1912, which ended on March 31, automobiles valued at $6,511,115. Of this total number, $6,045,609 came from the United States, $342,000 from Great Britain, $116,326 from France and $6,580 from all other countries combined. The total imports of cars into the Dominion during the year 1910-1911 amounted to only $4,235,196, so that the imports of last year showed an increase of fully 50 per cent. The statistics show that one of the chief reasons for the preference of American cars, instead of British and other European makes, is the higher horsepower of the "small" American car. The British and French car of the "small car" type has only about 8 or 10 horsepower, while American cars of the same weight and carrying capacity are supplied with 20 to 25 horsepower. In this connection the German government is urging the automobile manufacturers of the Fatherland to "go after" the Canadian market. The high "surtax" which was levied upon German products during the seven years' tariff war between Canada and Germany now has been abolished, and German autiomobiles are able to enter the Dominion under more favorable circumstances.

Motors Convenient.

Regarding the motorcycle as more convenient and more economical than trains, Miss Mary McQuerry, of Warrensburg, Mo., has forsaken plush-covered seats for a saddle.

Miss McQuerry is a school teacher, having charge of a school at Chilhowee, 18 miles distant from Warrensburg. She had been traveling back and forth to her school, being compelled to make a change of cars even in the short distance of 18 miles.

Her brother introduced her to the motorcycle with its saving of time, money and patience. One trial convinced her. She now uses a motorcycle exclusively.

It took her four hours and cost $3.60 every week when she traveled by train. On a motorcycle the round trip is made in 1 hour and 30 minutes at the cost of a few cents' worth of gasoline.

And, in addition, she gets a ride in which there is real pleasure, health and enjoyment.

Ohio Road Plans

The State Highway Commissioner of Ohio has made his plans known in reference to road building for 1913. He will request that the legislature appropriate $1,700,000, which would give every one of the 88 counties in the state $20,000 each. He will ask the legislature to provide for a one-half mill levy on good roads construction during 1914.

RESUME SHOWS IMPROVEMENT IN ROAD WORK

Year Has Been a Notable One From Viewpoint of Enthusiasts.

The year of 1912, which has just closed, has been a notable one from the viewpoint of good roads enthusiasts in many directions. It would be noteworthy if there were nothing else to record than the action of many states in making liberal roads appropriations. New York tops the list with the $50,000,000 bond issue, added to its previous appropriation of an equal amount. Pennsylvania follows with a proposed $50,000,000 appropriation, which there is assurance will be favorably acted upon by its state legislature. In California an $18,000,000 bond issue is now being expended; in Maine the $2,000,000 bond issue has been authorized, to be met by the automobile fees. Smaller appropriations in other states all point to a vast betterment in road conditions in the next few years. The defeat of the $50,000,000 bond issue in Ohio is the only discouraging feature of the year, and even this, say Ohio good roads advocates, is certain to be reconsidered in the near future.

Of the many conventions held during the year two are especially noteworthy. The American Road Congress at Atlantic City, N. J., brought together road builders and road users in enthusiastic co-operation. Most important, however, was the first Federal Aid Good Roads convention, called by the American Automobile Association and held in Washington, D. C., in January, and out of which have already come results far-reaching and which give promise of greater things at no distant day.

The Federal Aid Convention formulated the proposal for the appointment of a congressional committee to investigate and report upon the whole subject of federal participation in highway construction. The resolution providing for such a commission was adopted by Congress, the commission was appointed, and is now at work. The Federal Aid sentiment, already strong in Congress, found further expression in the appropriation of $500,000 for the improvement of rural post roads, and the good roads enthusiasm, stimulated and crystallized by the A. A. A., with the agricultural, business and highway associations co-operating, has spread throughout the United States, so that the beginning of 1913 finds the Federal Aid question to be not one of whether the government should spend national funds upon roads, but as to the form which such appropriations should take.

On this point another noteworthy event of the year was the action of the A. A. A. at its annual meeting in placing itself squarely on record as favoring the construction of a system of national roads, and opposed to the scattering and piecemeal distribution of government funds for purely local highways, which work properly devolves on the states, with county and township co-operation.

Even though there is little likelihood of the present Congress taking any important action on the subject of Federal Aid, the joint committee is busily engaged collecting data and information upon which to base its report. All but one of the members of the joint committee have either been re-elected to the House, or their continuance in the Senate is assured. The governors of all the states have been called upon for detailed information as to highway conditions in their respective states, and information is also being gathered from highway departments and other sources. As a result the Sixty-third Congress, when it comes into existence on March 4, 1913, will have before it a volume of information on the subject of good roads never before available, and which will be of vast service in formulating a policy of federal aid.

The second Federal Aid Convention, to be held in Washington simultaneously with the beginning of the new Congress, will bring the organized motorists, the farmers and the business men, who will be represented there into closer co-operation with Congress on this matter, and undoubtedly will result in speedy action along federal aid lines. This belief that 1913 will see the beginning of a new national roads policy is strengthened by the fact that the new president of the United States has placed himself convincingly on record in favor of federal aid.

Can't Splash Mud on Japanese Policemen

An interesting experience is reported from Japan which affords a good example of how far-reaching the sentiment is among the Japanese regarding the introduction of the motor car into that country.

The central figure in the incident in question is Mr. K. Okura, son of the Japanese financier, and the possessor of a motor car in which he employed a 90-horsepower motor. Mr. Okura, Jr., attended the run of a club and was unfortunate enough to have splashed a policeman guard, one of the thousands who lined the course, for which error of discretion he was called to account by the imperial police.

The same young man also had the exciting experience of running his car off the high road to escape striking a hand-cart which refused to budge from the road center and of ramming down a hedge. The policeman declined to let him proceed further, even after he had tendered the amount of damage to the hedge owner, and denied him the right to run the car back to Tokio under its own power. Instead, they secured horses and towed the car to the capital, 20 miles, and held a police inquiry.

The judgment was that 90-horsepower was excessive and that 40-horsepower would be the limit in the future. Young Okura thereupon removed the engine and is installing it in a motor boat, which he hopes may be operated without police interference. He has purchased a lower power engine for his car.

Elgin Road Race

Definite promise that the Elgin races will be held in 1913 has been made by the Elgin Road Race Association and the Chicago Automobile Club. The only conditions that the Chicago Automobile Club have made are that sufficient money be raised as a guarantee, and that the north leg of the course be widened. By sufficient money, the Chicagoans mean $10,000, and it is up to the Elginites to get this amount before they obtain aid from this quarter. Several changes in the races are likely, also. Two days of racing are to be conducted, with one race each day. It is probable that one race will be for cars under 300 cubic inches piston displacement, and the other for those of under 450 cubic inches.

Motor Truck Delivery

Plans are on foot providing for the formation of a company to handle package delivery in Chicago by motor trucks. Merchants doing a general business, not large enough to warrant establishing a delivery system of their own, will be able to send their packages to customers through the new company, which would guarantee safe delivery.

USEFUL HINTS FROM REALM OF MECHANICS

Look to Fences to Remedy Ignition Wire Trouble on Road.

In case an ignition wire goes wrong on the road and there is no spare wire in your tool box look at the fences. A wire fence can be made to furnish the necessary material, which should be wrapped carefully with dry cloth and then tape, for insulation.

Many drivers get into the habit of flooding the carbureter before starting, and do it every time, regardless of whether or not it is necessary. This wastes gasolene. It is well to try the motor occasionally to see if it will not start without flooding the carbureter.

When adding water or acid to the storage battery be sure that both are pure. Use only distilled water. Although it is considerably cheaper, never use commercial sulphuric acid, as it will ruin the battery in a short time, due to the presence of iron in it. Use only acid known as "C. P." (chemically pure).

The small motor has made the four-speed gearset practically universal. With large-size motors direct drive is generally on the fourth gear, but with smaller size motors direct is on third, with the indirect fourth of a higher ratio than the direct, giving a vehicle with good speed ability for country travel.

If the acetylene lamps burn with a yellowish tinge it is probable that air is mixed with the gas. Examine the connections of the line and see that they are tight—but don't do it with a match. Use soapy water, applied to the joints while looking for bubbles, or any change in the character of the flame.

Careful drivers who do not want to race their motors, even for the short time in starting, have a little trick that is well worth copying. It consists in giving the motor a quick spin with the throttle wide open but with the ignition off, just before starting. Then, with the throttle partly closed and the spark retarded, the motor can be started with a quick up-pull on the handle and will run without racing.

Unless absolutely necessary, do not tighten nuts by means of a chisel and a hammer. There are spanners which may be used to reach inaccessible nuts, and these should be utilized in preference to the chisel, which mutilates the nut so that its removal is often impossible save by the use of the chisel again. On the road it is exceedingly aggravating to encounter such a nut in the course of a hurried repair.

Oil on a motor is a most prolific dirt catcher, and dirt has no place about the automobile. If it hangs in masses outside, it is apt to get inside on the slightest opportunity, as in fitting a new spark plug. Besides, it does not look well. Occasionally a driver will find one side of the motor dripping with oil, mysteriously appearing from nowhere, and especially plentiful after a hard run. The oil probably has been splashed up through the crankcase breather. If the case has not been filled too full of oil, a brass tube carrying three baffle plates should be fitted inside the breather. This will stop the splashing out.

Compression leakage past the valves of a motor may be due to a great variety of causes. The valves may warp, due to the use of inferior material in their manufacture, or to faulty cooling of the valve chamber. This later may be brought about suddenly by an obstruction in the jacket around the valve. Excessive grinding of the valve will reduce the clearance between the stem and cam, so that the member cannot close completely. This will be noticed immediately after grinding, and the remedy is to take enough off the stem to obtain the proper clearance. Deposits of carbon on the valve seat will also hold the valve off it and allow the compression to escape.

32 Miles of Road

Spokane, Wash., has finished 82 miles of gravel macadam highway called Apple Way and Sunset Boulevard. The Apple Way, built of gravel macadam, takes its name from the thousands of apple trees through which it runs in its 14-mile course from Spokane through the Spokane River Valley nearly to the Idaho line.

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