

MANY AUTOMOBILE BILLS

Legislative Measures That Affect the Motorists.

NOT ALL MEET WITH FAVOR

Strong Opposition to Rear Lights Proposal, and Few Desire Stoppage of Racing.

The present session of the State Legislature, which will come to an end in about three weeks, has been responsible for an unusual crop of bills affecting users of motor vehicles. The one introduced by Senator Roosevelt to compel manufacturers to place the date of manufacture on all tires probably meets with the approval of nearly all motorists, and two or three others might be enacted into law without causing any heartaches among users of automobiles. There are others, however, that could not possibly help increasing the motorist's woes were they to go into the statute books, and these are being opposed by various clubs and other organizations.

Dating tires, while giving the purchaser a measure of protection that he deserves, would probably not operate to hurt the business of the concerns that make a specialty of that line of motor car furnishings. Nor would the supply houses find any advantage in handling tires necessarily find any advantage result through the operation of such a law. Its passage would serve, on the other hand, to do away with the foisting of unscrupulous persons of tires that have aged beyond the point of usefulness.

No proposed measure in recent years has met with more determined opposition from automobile enthusiasts than the bill introduced by Senator Silwell, which would compel home and visiting motorists to equip the rear of their cars with a complicated and expensive system of lighting intended to show the intentions of the chauffeur with regard to turning, slowing down and stopping. It is not believed that this bill will find favor with the legislators.

Senator McMahon's bill to do away with racing of automobiles in the state is another that does not meet with the approval of the automobile organizations, and it is also meeting with much opposition in its course through the Legislature. No one appears to know exactly why it was introduced, unless to prevent a repetition of such an accident as occurred at the state fair in Syracuse last fall. Although it would permit racing in private, it would absolutely prohibit it in public places, and it is not believed that it would have any effect on the industry.

Then there is the measure brought up by Senator Lusk providing that half the fines, penalties or forfeitures collected for violation of the provisions of the highway law shall be turned over to the municipalities in which such moneys were collected, to be used on the roads. This bill, it is feared, would result in the establishment generally of speed traps, which have not been greatly in evidence of recent years. For this reason it is being opposed and is expected to end its days in the committee to which it has been referred.

Except on the humanitarian grounds that a man once convicted of a crime is not liable to reform if he finds legitimate ways of making a living closed to him, motorists probably would accept with equanimity the passage of the Bussell bill to amend the highway law, and providing that no chauffeur's license shall be issued to a person who has been convicted of a felony. This bill is no doubt aimed at the race track robbers and other criminals, which automobiles have figured, notably the downtown bank robbery. The wording of part of the amendment is as follows:

"If any person operating as a chauffeur under a license issued to him shall have been at any time, either heretofore or hereafter, convicted of a violation of any of the provisions of this article or of any felony, the Secretary of State, upon receiving the report of such conviction, shall forthwith revoke the license of such person and no new license to operate as a chauffeur shall at any time be issued to him; except, however, if such conviction be reversed upon an appeal, the Secretary of State shall, when served with a certified copy of the order of reversal and a demand upon the part of the person so convicted, renew to such a person a license to operate as a chauffeur."

"A chauffeur holding a license at the time this amendment takes effect whose license shall be revoked for a criminal conviction occurring before the issuance of such license shall be entitled to a return of a pro rata part of the fee paid by him for the balance of the year for which such fee was paid, to be paid by the Secretary from other license fees in his hands."

LONG DISTANCE TOURING

Buick Customer Has Covered Almost Entire Country.

Little short of wonderful is the record of a Buick car which is now being exhibited in the local salesroom as an evidence of the extreme durability of this make of machine. Bought in 1906, the car has been almost constantly on the go since, and has been pretty well around the entire country and Canada. It is the property of T. C. Treadwell, of East Orange, N. J., who is by no means tired of it and who will again place it in commission as soon as the weather becomes suitable for open car touring.

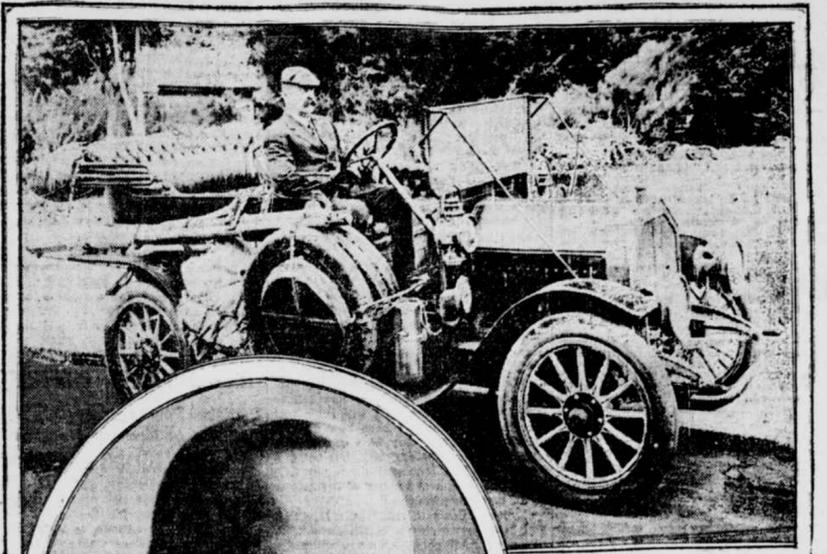
Mr. Treadwell began his extensive touring campaign in the belief that it would insure good health for the members of his family, and he has had no reason to feel disappointed. During his journeys across the continent Mr. Treadwell carried tents, bedding and cooking utensils, and he says that for weeks at a time his party lived practically in the open. Describing his wanderings, Mr. Treadwell says:

"The car that I am driving is a Model '17' Buick, purchased in April, 1909. After having it one month I started on a trip to the Pacific Coast via Chicago, St. Louis, Denver and Seattle, and then down the coast into Old Mexico. I returned via the Southern route through New Orleans and up to Philadelphia.

"I have crossed the Rockies twice, the Sierras twice and the Blue Ridge and Allegheny Mountains, and have toured Canada and the White and Green Mountains, the Catskills, the Adirondacks and the Berkshires. I have driven the car in nearly every state in the Union and have never been delayed ten minutes on the road at any time except for the trouble or to dig out of mud or sand. My family was with me all the time and we carried as much in the way of stores and tent as we could fit on, also four extra shoes. The car weighed when loaded 4,200 pounds.

"I will make an affidavit that the car has run over sixty-five thousand miles and is in good order to-day. It will climb Abney or Viaduct hill on high gear as easily as a new car with a full load of five passengers."

BUICK TOURING CAR WHICH HAS RUN MORE THAN 65,000 MILES SINCE 1909.



CLAYTON E. BAILEY, New vice-president of the Abbott-Detroit Company.

London Bars Muffler Cut-Out on Motor Cars

Law Goes Into Effect Soon—New York May Follow Suit.

The far-reaching effect of the campaign inaugurated last year in various parts of this country against the use of the muffler cut-out on motor cars is evidenced in an order recently issued by the local Government Board of London, which will end the cut-out nuisance in the world's metropolis on March 31.

Simultaneous with the action of the London authorities is the introduction of an ordinance by John H. Boschen, a member of the Board of Aldermen of this city, which, if adopted, would make it illegal to operate an automobile in the city streets with the muffler cut-out. It is a singular coincidence that the great cities of New York and London have only lately taken steps against the indiscriminate use of the cut-out, although scores of cities and villages throughout the United States have taken such action. In London they refer to the muffler as a silencer, which name is

NON-STOP RECORD ON COAST.

News of a remarkable non-stop run, said to have been held under American Automobile Association sanction, comes from Oakland, Cal. The car is a Warren '30', and it has been going, with only one stop of the motor, since January 29. On the first attempt the car made 5,375 miles, when an obstruction in the gasoline pipe caused a halt, which lasted only a few minutes. Then the car was started again, and at the last report had covered 10,350 additional miles without motor stoppage. At that time it was the intention to keep the motor running indefinitely, in the expectation of putting up a world's non-stop record that will stand for a long time.

GARFORDS FOR POLICE WORK.

Announcement is made by the F. & L. Company that it has obtained the order from the Police Department of New York for the three patrol wagons which will mark the installation of automobiles in this feature of police work. The chassis will be of the regular Garford public service type, with extra heavy frames, dual rear tires and 40-horsepower motor. The bodies are to be of a special type, seating fourteen persons. A speed of thirty miles an hour is guaranteed.

SUNDAY'S NEW-YORK TRIBUNE

Mailed anywhere in the United States for \$2.50 a year.

LINCOLN HIGHWAY HEARING

A. A. Men Support Project for Good Roads Memorial.

G. C. DIEHL TALKS OF COST

Believes \$2,000,000 Would Be Sufficient to Construct and Maintain Boulevard.

Emphasizing its practical character and supplying cost figures to show that the \$2,000,000 appropriation would be amply sufficient to build an exceptional seventy-two-mile road, from Washington to Gettysburg, the advocates of the Lincoln Memorial Highway contributed much information to the Literary Committee of the House of Representatives at the hearing given Congressman Borland's measure in Washington a few days ago. From many questions put to those who appeared before the committee it was plainly evident that the Lincoln highway was something which interested Chairman Slayden and his associates.

An eloquent sentimental appeal for the highway was made by General John R. Black, chairman of the Civil Service Commission, who in the course of his remarks said: "At the annual encampments of the Grand Army of the Republic we have unanimously endorsed the proposition to build the proposed Lincoln memorial take the form of a great boulevard from Washington to Gettysburg, and if it is built it will be only a question of time before it is extended to Richmond, binding the North and South."

George C. Diehl, chairman of the American Automobile Association national good roads board, who is also an experienced road engineer, supplied figures in connection with the actual building of the highway. "I have carefully gone into the subject of the cost of construction," said Mr. Diehl, "and I estimate the cost of a forty-foot road, with a twenty-four foot strip of macadam treated with a bituminous binder, at \$20,000 a mile. This would make the cost of the seventy-two-mile stretch about \$1,440,000, and the cost of maintenance would be \$750 a mile, including the renewal of the surface of the road every ten years."

In Mr. Diehl's opinion, the right of way, in all probability, would not cost the federal government anything, as the value of property would be so greatly enhanced by the construction of such a great memorial that the people would gladly donate the necessary proportion required for an expressive memorial road.

At the afternoon session of the hearing Logan Waller Page, director of the office of public roads of the Department of Agriculture, appeared before the committee at its request, and his estimates of construction and maintenance practically coincided with Mr. Diehl's figures. Mr. Page supplied the committee with a mass of pertinent roads information generally.

IPSWICH BECOMING MODERN.

The Fire Department of the old town of Ipswich, a suburb of Boston, has put into service its initial horseless equipment. It is a combination hose and chemical wagon, mounted on a General Motors two-ton chassis. The new fire wagon is complete, including an electric device for search-lights and signalling. It carries two 25-gallon tanks and 500 feet of hose. The citizens generally are very proud of the new possession. There is a bit of Fire Department history in connection with the motor-driven piece of apparatus. The town purchased the old "Harnicoat" "tub" from the city of Boston, and when the hand "tub," which was built in 1852, went out of commission, one of the members of the local fire company took possession of the bell on it, keeping it as a souvenir. The owner of the new presented it to the hose company, and it has been mounted on the new fire wagon.

Market for Expensive Cars Seldom Fluctuates

Well Known Figure in the Industry Makes Study of Demand.

In having a market that possesses the minimum danger of sudden fluctuations of demand the cars that in price go upward from the medium figures are the most fortunate, according to W. J. Mead, vice-president of the Olds Motor Works, of Lansing, Mich. Having given a great deal of thought and investigation to the analysis of selling conditions, he has reached conclusions that give him substantial ground for this belief. "Stability of demand is what all automobile manufacturers seek," Mr. Mead says, "but this stability depends on the stability of the customers. In this respect the high priced cars have quite a different and more favorable condition than the cars that are intended for what might be imperfectly generalized as the modest salary class. The staidest automobile trade is that of the well-to-do and wealthy families. This country is constantly developing an army of middle-aged and elderly men who have come out of the commercial battle with substantial fortunes and who decide to devote the final years of their lives to well earned recreation. If for no other than social reasons, their families buy high priced cars from time to time as a matter of course; but the man himself, whether the family has been using cars or not, is pretty certain to come to motoring as one of his recreations. "In fact, for a man of this type I have described, there are only three standard recreations. These are golf, travel and motoring, and it is in motoring that they find their trust and most satisfactory recreation. They and their families create a market for cars that is never falling from year to year, and they will have nothing but the best and most luxurious. They want plenty of power, plenty of room, plenty of speed, plenty of staunchness and plenty of comfort."

OLD CARS HARD AT WORK

Two of Early Crop of Silent Knights Are in Reno.

Out in Reno, Nev., doing mountain livery service, are two six-year-old cars whose history is remarkable. They are Silent Knight cars, built by Charles Y. Knight himself in 1906. Shipped to Reno several years ago, they are now owned by G. E. Porter, proprietor of the Golden Hotel, in whose livery service they have done thousands of miles. It was not until the recent interest in Stearns-Knight cars swept the country that these old models were discovered. Visitors to Reno have often remarked on these cars, because in curious contrast to the majority of cars used in mountain service they are notably quiet and smooth running. This, of course, is due to the silent sleeve valve type of motor which is employed in both of them.

In a letter to the Stearns company Mr. Porter says that these old cars, so far as the motor is concerned, are practically as good as new, and that they are daily called upon to take long, hard mountain trips. Mr. Porter purchased one of the cars about five years ago, and after watching its performance for a year secured another of the same model.

Now that the Silent Knight motor is attracting such attention old cars of the same type are beginning to turn up in every section of the country.

LOZIER OWNERS MAY RACE

Private Entries Offered to Replace Company's Team.

The interest of Lozier owners and dealers in the racing fortunes of the cars maintained by the company for that purpose has been manifested on many occasions, but its wide scope was not fully realized until after the recent announcement of the company's withdrawal from racing. Since that time C. A. Emise, sales manager of the company, has received several communications asking that the company rescind its determination to withdraw from racing, and in some cases even offering to finance the entire campaign of a racing team. Several offers of this kind have come from dealers, but the owners of private cars have not been backward in their efforts to keep the Lozier "hat in the ring."

Dr. W. H. Chambers, the McKeaport, Fern, man who entered his Lozier in the 500 mile race at Indianapolis last year, is among the owners who have offered their cars as entries in racing contests. Dr. Chambers's car was to have been driven by Harold Van Gorder, his chauffeur, in last year's race, but in a brush on the speedway several days before the event, Van Gorder wrecked his car and was forced to withdraw. Harry Grant later drove the car at Fairmount Park, finishing third in his class.

The Stearns-Knight Car

Come See This New-Type Motor

The Knight-type engine is today the leading topic in Motordom. Not in ten years has there been an invention which meant nearly so much to the motorist. Daimler—England's greatest car—adopted this motor in 1908. Their sales have quadrupled since then. Mercedes and Panhard—doubtless the two master cars of the world—are now Knight-motored cars. So is Minerva—Belgium's pride. So now is the Stearns. Ten thousand owners of high-grade cars have Knight-type engines in them. The Knight-type won the Dewar Trophy. It won the Scottish Economy Trophy. It holds the world's records on some very vital points. To buy a car now without knowing the Knight-type means simply to court regret. For your own sake come and see it.

Every Great Maker Sees the Writing on the Wall

In every great shop inventors are working to do what the Knight-type does. Some are seeking sleeve valves, which avoid the Knight patents. Some hope for rotary valves. Every great engineer knows that poppet-valve motors now face the setting sun. They are noisy and slow and leaky. They depend on springs. They require frequent grinding. The cams grow noisy when they wear. The timing gears are never silent. When carbon accumulates so the valves don't shut, a large part of the power is wasted. Makers know these shortcomings. Their only question is, how to end them. The Knight-type, we believe, forms the final solution. And the leading engineers agree with us. It forms the best motor yet invented—that is sure.

Luxury of Motion

The Stearns-Knight means the luxury of motion. It means to glide on the road. As one user says, "It is like sliding on runners." No valves springing shut—

Equipment Warner Auto-Meter, Model K Continental O. D. Demountable Rims (two extra) Silk Mohair Top and Cover Klean Horn—also Bulb Horn Veau Dynamo-Electric Light Trunk Rack, Robe Rail, Foot Rest, etc.

Touring Car Toy Tonneau Roadster \$3,500

AUTOMOBILES

AUTOMOBILES



ENDURANCE—PERFORMANCE—AND SERVICE

During this busy Buick week three well known New York millionaires residing on 5th Ave. purchased Buick Cars. We sold a famous artist, Ruger Donoho, 130 West 57th St., a Buick car. He said, "I purchased a Buick Model '28' Runabout on account of its beautiful lines and finish." We sold 16 Buick Cars to old customers, taking Buicks in exchange that have run from 12,000 to 108,000 miles. We sold 7 Buick Cars to friends of old customers, who purchased entirely on their recommendation, and to a large number of parties who have shopped automobile row thoroughly for weeks. Those who have examined cars the closest and taken five or six demonstrations before purchasing Buicks tell us we have the best built, best designed and best finished medium priced cars. They tell us we gave them the only real demonstration of flexibility, hill climbing, speed and riding qualities—a test of springs, axles, frames and wheels, on a route that was harder than any other car attempted.

Equipped Runabouts \$550 900 950 1075

Equipped Touring Cars \$1060 1250 1800

Prices F. O. B. Factory

Order your car early in order that you may get a satisfactory date of delivery

Open Evenings

ONE MORE WORD

There will be a shortage of good cars this year. The Buick Co. will build 25,000 Buicks. The New York Branch has a liberal allotment, but it cannot be increased because Buick Cars are equally popular all over the country, and every branch would take and sell more cars than their share if they could get them. One of our six Buick models for 1912 is entirely sold. Another is nearly sold out. Therefore, if you are interested in Buick cars, try and call now, and let us give you all the information we can about motor car construction. We can help you select a good car.

Let a Buick demonstration over the hills of the Buick Route be the standard by which you judge all automobiles.

BUICK MOTOR COMPANY

New York—Broadway at 55th Street Brooklyn 42 Flatbush Avenue Newark 222 Halsey Street Albany Cor. Washington Ave. and Swan Street

The F. B. Stearns Company of New York,

Broadway and 57th Street, NEW YORK CITY.