AMONG THE AUTOMOBILISTS.

OWNERS MAY FIND THEIR MEN AND CARS ON THE BACK STAND.

Driving Business Established by Chauffeurs at Seventh Avenue and Forty-second Street—Motor Sled for Polar Trip—Low Mortality in Auto Accidents.

Owners of the touring cars who have left their cars in charge of their chauffeurs while away on trips and who upon returning to town or state, respectively, are unable to find their cars at the garage or to discover any trace of their chauffeurs may find it worth while to take a stroll to the block on Seventh avenue between Forty-second and Forty-third streets. There they may find their men in charge of an interesting new enterprise, a miniature development, fully equipped and manned, with automobiles waiting on call for the instead of cabs.

The venture of the Tenderloin has been developing ever since the weather began to moderate, and now a long line of motor cars, standing close together and stringing out the length of the entire block, is to be found there on any pleasant night. It is not the enterprise of any one man or company, but just an aggregation of free lances, and the standing room along the curb appears to belong to whoever gets there first. Formerly there were one or two or three cars standing in the open square, in the neutral zone laid out by the traffic squad as welcome from traffic, but now the stand on the east side of Seventh avenue has become generally recognized as belonging to the automobiles.

A couple of men who really own their cars are there, but when such inquiry as is discreet is made the answers indicate that to a considerable extent the line is made up of chauffeurs who are "hacking it" with their employers' cars, either with or without permission, usually without. It is a fact, however, that there are cases in which car owners, fairly well to do, give their men permission to "hack it" during the employers' absence, under an agreement by which the chauffeur may have the profit, but must pay for all supplies and repairs, and keep the car in perfect condition. Touring cars of all sorts of makes, foreign and domestic, and of various sizes and horse-power stand in this hack line, but there is a uniform charge of $5 an hour. The chauffeurs will take parties anywhere, but usually the trips are up in The Bronx, or elsewhere in Westchester, to some well known hostelry for a dinner. Quite a business is done after the theatres are out, accommodating parties who want to go somewhere to get away from the Great White Way.

The motor sled which Walter Wellman will take with him on his search for the Pole, this summer, consists of a regular Indian motorcycle of 2¼ horse-power, remodelled for use on the ice and snow. The machine was reconstructed in a machine shop at Washington, D. C., and was recently shipped to Wellman's base of supplies in Norway. The contrivance might be called a motorcycle sled. The front wheel has been removed, but the rear one left. Attached to the front forks are a pair of runners, made of small sized steel tubing and trussed with tubing. A double stay extends from the front runners to the bottom bracket and to this is connected the upper front ends of a pair of flat hickory runners, which extend backward, one on each side of the rear wheel. The tire of the rear wheel is made with steel studs in it and the rim is reenforced with galvanized iron. By means of a steel brace the rear runners can be lifted from the ground when desirable.

It is the scorchers who have singed the automobile's fair name and made it appear yellow to just persons.

In almost every case where the exact facts can be gathered concerning the automobile, it is found that they utterly refute the popular impression as to its deadly character. The Coroner's official report for the year 1905 in Brooklyn has just been made, and similarly to the reports for Chicago and other large cities, it shows that the deaths caused by automobiles are out of all proportion to the number due to horses, trolley cars, steam cars and other causes. In Brooklyn only two were killed by automobiles last year and this is less than 4 per cent. of the number killed by horse drawn vehicles and less than 2 per cent. of the number of deaths caused by trolley cars; that is, the horses killed more than twenty-five times as many and the trolleys more than forty times as many as did the automobiles. It is a question if there are forty times as many trolley cars in the borough as there are automobiles and twenty-five times as many horses. Following is the Coroner's statement:

Kind of Vehicle.	Number Killed.
Automobile	2
Motor cycle	0
Bicycle	1
Surface cars	82
Steam cars	14
Elevated cars	11
Carts, trucks, wagons, carriages	51
Collision between buggy and car	1
Collision between automobile and car	1
Steam roller	1
Baby carriage	1
Total	165

The case of collision between automobile and car was tried before nine jurors; six declared motorman not to blame and three refused to coincide.

In addition, there were six fatalities from horse kicks.

"A change is working in the open selling market, because of buyers knowing quality more thoroughly and being better able to make their purchases on the merit of machines," remarks a New York man who keeps four cars and has owned a dozen. "Not long ago, wealthy buyers went largely on the principle that the highest priced must be the best. I admit being one of them. While there is no question about the great excellence of some of the famous foreign cars, it is equally undoubtable that many sales of them were made for no other reason than that they cost a little more. Now it is getting to be a question of greatest value and men who have learned are picking out the best made American cars and buying them. The result is an interesting condition of the market. While there are plenty of cars to be had, and some on spot delivery, there is a marked shortage of others.

"Several of the top priced cars, such as the Pierce, Packard, Locomobile and some others, were sold out long ago so far as the factories were concerned and in some cases the agents are all sold out and not a 1906 car of that particular brand can be had. This is significant. On the other hand, the change is noticeable among the foreign makes, in that a certain few of the highest priced brands no longer have full sway. The registration returns show that various imported makes have been gaining in favor and it is all because buyers are becoming able to select merit, quality for price. It is growing harder to sell poor cars. A few years ago, when the demand was larger than the supply, almost anything in the shape of an automobile would sell, but this is becoming less and less so. There is a big demand this season, but some of the offerings are moving very slowly."

An overheard conversation works out this way:

"Did you name your car Jeanie after your wife or sweetheart?"

"Nop, I named it after an old mule daddy had on his farm, who would only go by fits and starts."

A stretch of good sandy shore sixteen miles in length has been found on the Pacific Coast, 275 miles south from San Francisco and 211 miles north of Los Angeles, and with this asset California is anxious to enter the beach racing game. A test of the course was made recently and touring cars ran miles in 1:09 and 1:11.

For the Grand Prix, the biggest event in Europe this year, which is to be run on June 25–27, with cash prizes, thirty-four entries have been made. Not an English or an American car is entered and the lists are closed.

Good roads sentiment is making splendid headway in Congress as elsewhere. In the form in which it passed the House this year's appropriation for the Agricultural Department embodies an appropriation of $60,000 for the purpose of enabling the Secretary of Agriculture to make inquiries in regard to the systems of road management throughout the United States; to furnish expert advice on road building; to make investigation in regard to the best methods of road making, and to investigate the chemical and physical character of road materials, &c."

In speaking of this measure Representative Watkins said:

"The bill seeks to have appropriated for experiments looking to the betterment of our public highways $60,000. If it were for $60,000,000 for building good roads throughout the length and breadth of these United States it would meet with my most hearty approval and earnest support. Nothing is more conducive to the material upbuilding of a country than good roads, and nothing more destructive to the financial welfare of the agricultural interests of the country than the miserable highways over which the agricultural products have to be transported. The building of good roads will do more to bring the people together in fraternal relations, to promote their educational facilities and their religious zeal, to extend the trade and commerce of the country and add more to their happiness than anything else. Good roads save money, time, labor and annoyance. They are conducive to the social development of the people, enhance property values and beget a spirit of contentment among the people, cementing them in a more compact union and imbuing them with a spirit of patriotism, making better citizens in time of peace and producing out of them heroes in the time of war."

For summer tourists a good motto is: The closed mouth catches no insects.

The sentiment seems to be spreading about New York that with the Frelinghuysen bill in operation New Jersey will be a fine place for automobilists to keep away from. There is really a likelihood of something resembling a boycott. One man says that signs should be put over the entrances of all the ferries to New Jersey and that he would pay for them if he would be allowed to word them somewhat this way: "Ye motorist who enters here leaves liberty behind. Returning, ye will find ye have left your purse behind."

Many members of the American Motor Car Manufacturers' Association favor New York city or vicinity as the best location for the big open air automobile show projected for next fall. Strong efforts were made by the Automobile Club of Buffalo and the Buffalo Chamber of Commerce to have that city chosen as the show town and the application was favorably considered by the executive committee of the A. M. C. M. A. The club and Chamber of Commerce failed to agree on some of the details of the proposition and it has been decided to hold the show at some other point.

Gen. John T. Cutting, commanding officer of the Old Guard, and Guy Vaughan, of 1,000 miles and twenty-four hour record fame, were among those elected to membership in the New York Motor Club at the meeting on Thursday. Others elected were Ezra H. Fitch, L. DeF. Munger, Warner H. Jenkins, Charles F. Splitdorf, N. H. Ladd, John Kane Mills, L. C. Willis, Austin W. Lord, Stewart Elliot, Louis M. Noxon, Herbert J. Hinkey, Charles C. Singer, Malcolm B. Richardson, Charles W. Haller, John D. Price, F. O. Emmons, Fritz Morris, Horace T. Kline and Raymond A. Cole. W. B. Hurlburt resigned as a director. E. J. Willis taking his place. Committees of the organization are now engaged on the detail work connected with the celebration of Orphans' Day on June 6, and the second annual national economy test to be held June 20, 21 and 22 between New York, Albany and Springfield, Mass., and returning to this city.

Of the making of devices to do away with the vexations attendant upon the use of pneumatic tires there is no end, and Detroit comes forward with the latest. Pneumatic tires will puncture, in spite of leather covers, steel studded treads and other appliances in the puncture proof line, and the Detroit inventor's contrivance does away with any liability to puncture by dispensing with air filled tires altogether. The new device is called the pneumatic spring, and solid rubber tires are used in connection with it. Instead of the usual steel leaf springs, pneumatic bags are used. These are fitted over the front and the rear axles, between the axles and the body of the car. The pneumatic cushions are inflated by means of a pump attached to the motor, and are connected with a reserve air tank. The compression resulting from a jar is relieved in the pneumatic cushion when the check valve allows the compressed air to escape into the reserve tank. The resultant reaction is likewise minimized by the reserve tank. The inventor asserts that the equalization gives as good results as do pneumatic tires. The device has been tried out in a long series of tests.

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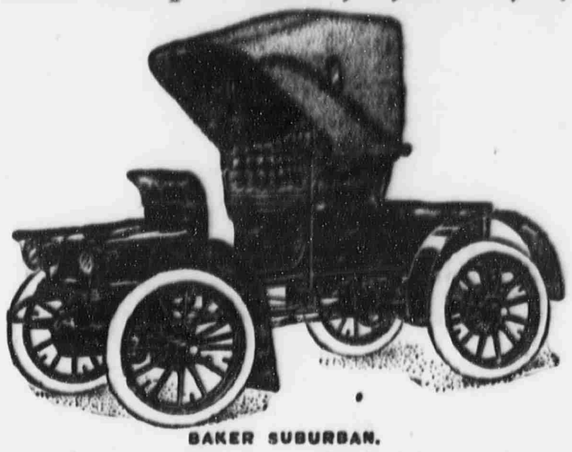

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The RAINIER is bound to elicit admiration at first sight; but there never was a RAINIER owner whose pride of ownership did not increase with every day's touring, and amount in the end to positive enthusiasm. Let us show you the 1906

30-35 H. P., $4,000.

FREE OF REPAIRS FOR ONE YEAR

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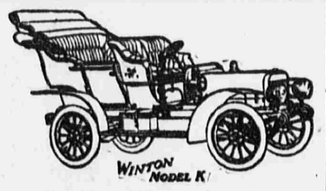

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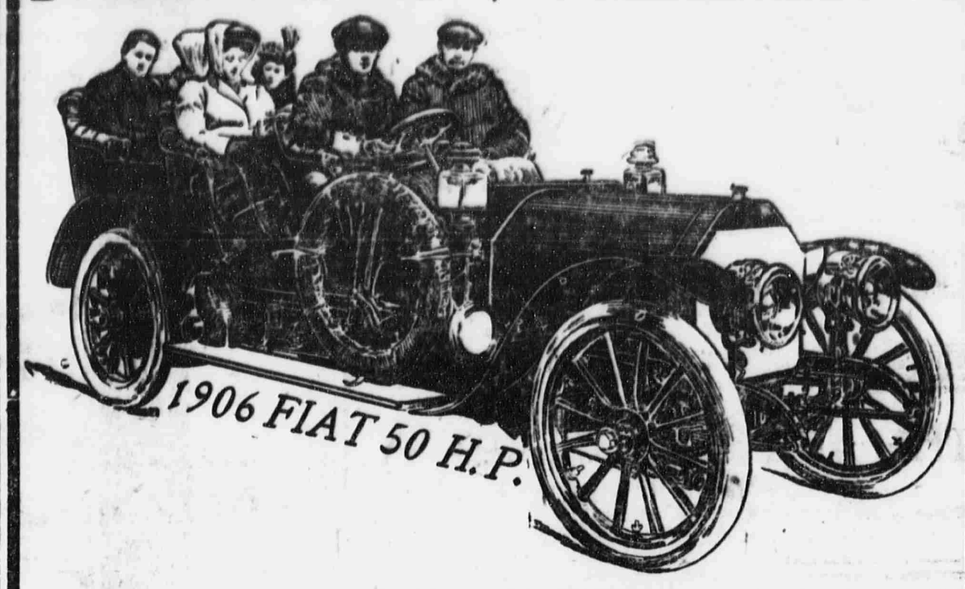

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