

AMONG THE AUTOMOBILISTS.

JOSEPH H. WOOD ON REGULATION OF TRAFFIC.

President of New Jersey Automobile Club Asserts That Law Should Be Applicable to All Users of the Highway—Pittsburg Physician's Economy Record—Notes.

An excellent economy record was made recently by a Pittsburg physician in a trip of 627 miles from New York to Boston and return, different routes being used going and returning. Two passengers were carried in a 12-horse-power runabout, which made the 627 miles in forty-three hours two minutes actual running time, an average speed of fifteen and a quarter miles an hour. The cost of carrying the two passengers averaged 945-1,000 of a cent, including all expenses connected with the car—gasoline, lubricating oil, repairs and even the fastening of the license plate being figured. The repairs were a broken spark plug, 75 cents; fastening license plate, 5 cents, and punctures and tire repair, \$3.50. The car was driven by the owner and not by a professional chauffeur.

Joseph H. Wood, president of the New Jersey Automobile and Motor Club Newark, has made some important recommendations concerning automobile regulation. He is of the opinion that all users of the public highways should be subject to the same regulations, and proposes changes in the legislation which would insure justice to all road users. In discussing automobile legislation recently Mr. Wood said:

"No great public question is ever settled until it is settled first by the automobile legislation has become a great public question, with which our legislators will have to deal in the future. It cannot be settled right until such laws are passed as will be applicable to and guarantee to all the same rights and privileges of the use of the public highways. A highway is for the use of the public in general, without distinction. The restrictions on its use should be only such as are necessary to secure its safe use to the public. Certain inconveniences must be submitted to by all users to accomplish this end. At the same time a highway established for the general benefit of passage and travel must admit of new methods of use whenever it is found that the general benefit of the public requires it. This has been established clearly by the permits granted throughout the country to trolley lines on the public highways, also by the rights granted to railroads to cross navigable streams with bridges. Vessels have a prior right to navigable streams until the public demands are such on the railroads that the vessels are obliged to give way and share equally with the railroads the rights of passage.

"Thus it is that the improved methods of locomotion compel the old to give way to the new. Our present automobile legislation is unjust and unreasonable, because they do not apply to all alike. They should be so framed that they are applicable to all users of the highway. The same law that compels an automobile to carry a light should compel the horse-drawn vehicle and bicycle to do the same. Likewise the road rules. No speed regulations should be incorporated in the law that do not apply to all. It should be stipulated that no automobile or other vehicle should be driven at a greater speed than is safe for the general public. The automobile should be numbered conspicuously, and the driver required to have a license. For violations of the law, suspend the driver's license, and for a second offense take it away from him. No arrest without warrant should be made, and last, but not least, the Federal Government ought to issue, on application, to any automobile, whether of domestic or foreign manufacture, a license in his own native State, a tourist's license which would take him through any State in the Union. We issue passports to foreign countries, and I am quite sure that our citizens should have the same privilege in their own country. I think if our legislators will frame a law embodying these suggestions, with, of course, a few minor details, that we would have an ideal law and one which would be observed not only by the automobilist but by all the users of the public highway."

Considering the speed at which it runs and, in consequence, the distance which its running at full speed represents per hour, the amount of work that the average pump fitted to a car will stand is amazing. True enough, there are few simpler pieces of mechanism about the car, but that does not detract from the fidelity and efficiency with which it does its work. Barring the passage of some hard foreign body through the circulating system and its arrival at the pump—a happening so rare as to be almost classed among the impossibilities—about the only thing that can reduce the efficiency of the pump is the wear of the pump bearings or of the bearing glands. The former prevents the gears from meshing effectively and the latter permits leakage around the bearing, and is the one item about the pump that requires regular renewal.

There is probably no task in the maintenance of the car that the amateur motorist dreads more to have to perform himself, nor one he will procrastinate more about, than the repair work when he does not wish to undertake it, than that of tearing down the engine in order to clean the piston and compression chamber of accumulated soot and carbon that give rise to pre-ignition if allowed to go too long. Numerous methods of avoiding this unpleasant job have been evolved, such as flushing with a hot solution of caustic soda, gasoline and other substances, but they are all and all possess the serious drawback of lacking in that thoroughness that is so essential in this case. A half-way job of soot removing is usually worse than none, as the disturbed deposit is formed in no ridges and comes and these become incandescent and cause trouble far sooner than the amount of carbon would have left untouched. A chemist who takes care of his own 24-horse-power Columbia car has discovered during the past season that each time these deposits is an advantage that may be added to the list claimed for low tension ignition. He says: "There is one great convenience in my motor and that is the ease with which the carbon deposits may be removed from the cylinder head, compression chamber and walls of the cylinder without taking down the cylinders. I remove the intake valve and seal the intake with a little putty and seal the highest point of travel, when I can scrape the entire surface with the aid of a long hooked scraper operated through the igniter port. I have also made two other scrapers with which I can reach the walls of the compression chamber. With the third scraper I can clean the inside of the cylinder without loss of time and with a little trouble. After cleaning I wash out the whole interior with kerosene. I have found this to be a good plan and very effective for the purpose, though as a matter of fact if the mixture and the supply of lubricating oil are carefully watched the necessity for performing this operation on a properly designed motor is rare."

There are now almost 5,000 automobiles in the State of Indiana, according to the report of the motor vehicle system of the State, which has just been made by Secretary Fred Simms. His report covers the entire year since the law went into effect on April 1, 1905, as well as for the quarter ended October 30. Since the law went into effect the registration fees have amounted to \$1,253, representing more than 4,000 machines, while the registration fees for the last quarter amounted to \$464.50. Secretary Simms returned an unexpended \$1,105.30 out of an appropriation of \$1,200 he was allowed for the expenses of conducting his work. The Indiana law does not provide for the registering of motorcycles.

Philadelphia Wants Next Year's National Regatta. Word has come from Philadelphia that the Schuylkill Navy wants the national regatta of 1907. This will come as a surprise to the executive committee of the N. A. O., especially as the meet has partly been pledged to the Jamestown Exposition. Only very re-

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