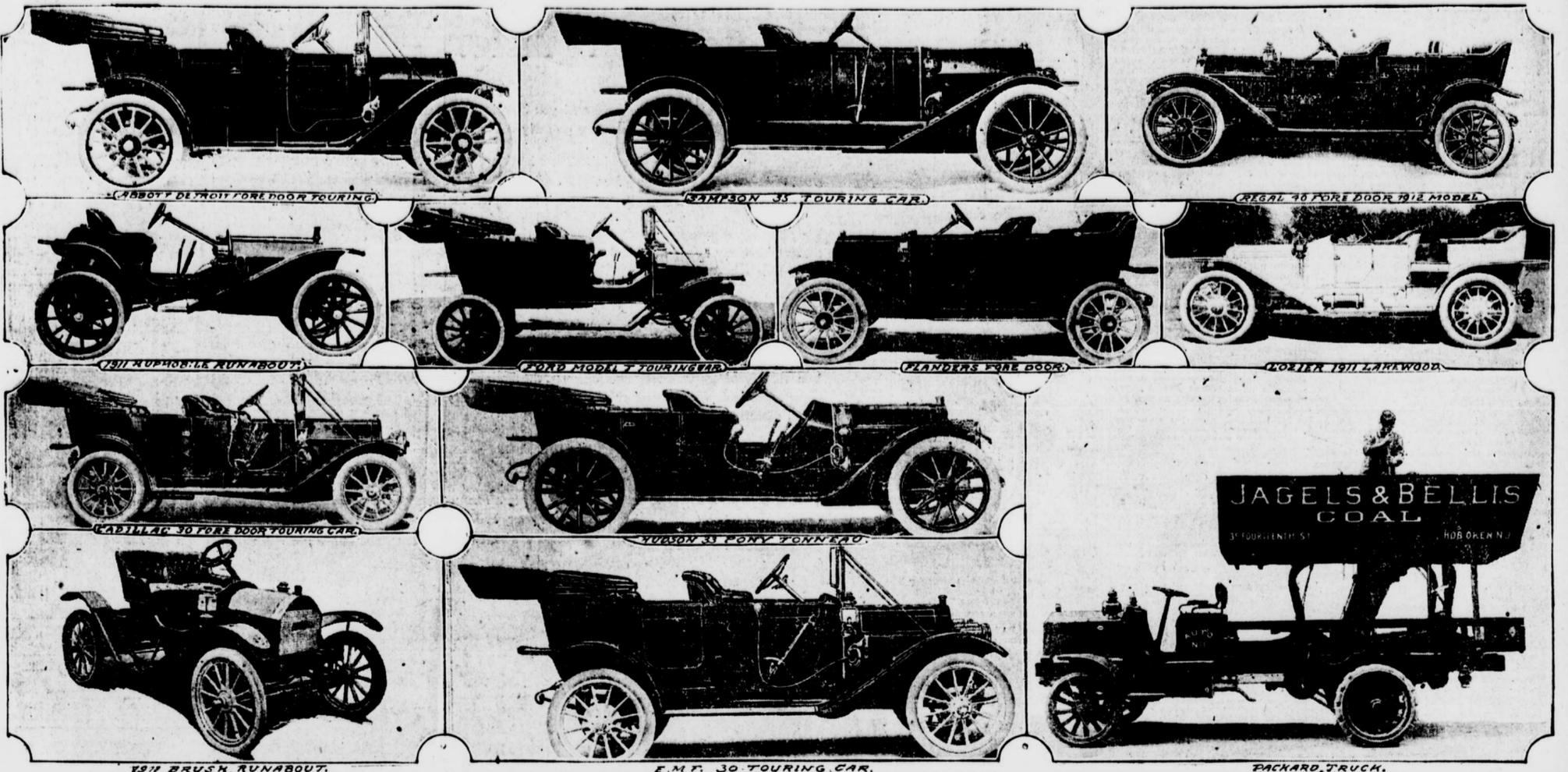


Some of the Automobile Models They Turn Out in Detroit



JAGELS & BELLIS
COAL
37 FOURTH ST. HOBOKEN N. J.

IF YOU CHANCE TO KILL A DOG

THE DUTIES OF THE MOTORIST FURTHER DISCUSSED.

Members of the Automobile Club of America consider the Problem as Put Forward by G. B. S. A Minister Thinks It Wise to Avoid Embroidery.

More letters from members of the Automobile Club of America to the *Club Journal* on what to do when you run over a dog in your car have been sent in. The original lot which discussed G. Bernard Shaw's recommendation to hurry right on was printed in last Sunday's *SUN*. The new group includes these:

George F. Chamberlain says: "I have read Mr. Shaw's letter with much interest and in the main I may say that I agree with him."

"The bereaved" owner has nothing to say to the "murderer" of the dog that is not better left unsaid. As for helping the dog, why, after a car weighing perhaps two tons has passed over him there isn't much that can be done for the animal except to bury him. Of course there are exceptional cases when it is plainly the duty of the motorist to stop, but in general I say with Mr. Shaw, "Drive on."

"In the early days of motoring I was driving one of the old fashioned Panhards along a country road. A dog ran out and jumped at the car. He was promptly carried up between the pump and the fender. It gave me considerable trouble to pick the pieces of that dog out of my mechanism. That was one time when I did stop."

"These dog mishaps used to cause serious accidents to the motorist at times. For instance, if a car driven at good speed ran down a large dog his head striking the connecting bar of the steering gear would often bend it so as to cause the car to swerve from the road and a serious accident resulted. I believe the connecting rods are always placed behind the axle now, so that danger is removed."

"I have had some motoring adventures with other live stock besides dogs. Once I remember having a large red rooster fly up to avoid my car and land in my lap. Another time I had a misunderstanding with a flock of chickens. I rounded a curve at fair speed and ran directly into the flock. The chickens squawked and fluttered out of the way. I thought I had dodged them all, but at my next stopping place I found the front of my radiator plentifully decorated with a mixture that closely resembled scrambled eggs seasoned with feathers. That makes a somewhat original variation of the old saying that 'You can't make an omelet without cracking eggs.'"

The Rev. George William Douglas of the Cathedral of St. John the Divine, said to be the first clergyman in this country to adopt the automobile, says: "As to what we should do after accidentally killing a dog I must speak from the standpoint of the motorist who does not drive his own car."

"My chauffeur has instructions to exercise the utmost care about killing dogs, even if he has to risk my life, should I be riding in the car. And I must say we have in six years of constant motoring been so unfortunate as to kill only one dog."

"About going back or running away I think we should treat each case honorably and fairly to the owner of the dog and to ourselves. First, let us be extremely careful and avoid hitting anything, living or dead. But if we do, after exerting all the precautions and the best judgment at our command at the time by chance run over a dog, I think we have a perfect right to drive on as fast as we can if by stopping we would embroil ourselves in some terrible quarrel with an irate owner, who for the moment was outside of the pale of reason."

"If, on the other hand, we feel that the dog has been run over or killed through the carelessness of ourselves or our drivers, then it is our duty as honorable citizens and men to at once stop and do everything in our power to adjust the injury we have caused to the owner of the animal."

Robert Appleton's view is this: "I can't agree with Mr. Shaw in everything he says in his letter. It seems to me that when these accidents occur circumstances may be said to make the case."

"Mr. Shaw says a man becomes callous after a dozen dogs or so. No wonder, if he kills the dog and calmly drives on. If he stops and sees a few of his victims die he may learn to drive a little more carefully in the future."

"I think the question of stopping should depend largely on the occupants of the car and the neighborhood in which the accident occurs. For instance, if a man runs over a dog in one of the slum districts when he has ladies in the car he has no right to stop and subject them to possible abuse and insult."

"I had an experience once in a little town out on Long Island. I had a lady in my car, and just in front of a little village dog shop I had a very doubtful appearance I had the misfortune to run over a dog. There were several loafers standing around the saloon entrance and they set up a very unappealing yell when the accident happened. I promptly put on full speed and was out of sight in a hurry. It would have been quite nice if they had stopped and said, 'No, use your own judgment when the accident occurs, is my advice.'"

Ernest Flagg says: "Mr. Shaw is right. What is the use of quarreling with the owner after you have killed his dog—and that is just what stopping will lead to. I am mortally afraid of hurting a dog. I am infinitely more careful of a dog than I am of myself. When I see a dog in the road I always slow down so as to get my machine under such control that I can stop within a few feet. In spite of all my care, however, I have been unlucky enough to cause the demise of two dogs. One of the unfortunate animals ran out of the bushes along the roadside, practically under the front wheels of my car. There was no chance to save him. The other dog seemed to be an ill conditioned brute and ran along before my car, barking and snarling. Suddenly he made a snap at one of them. Before I could stop my car the wheels had passed over him."

"In both these cases I drove on, and I shall always do so unless the attendant circumstances are unusual. I am so careful in driving my car that it is going to be the dog's fault if he gets hurt. As long as my conscience acquits me I am not going to stop and give the owner a chance to air his vocabulary of unholly adjectives at my expense."

J. E. Roosevelt says: "If you run over a dog and are sure that he is dead, or in good hands, why stop?"

"On the other hand, if you run over a dog and leave him in agony with no owner at hand either to care for him or put him out of his misery, you have acted brutally."

"In general I say with Mr. Shaw, 'get out of the way as fast as you can.' When it comes to experience, I must admit that in the single accident of this kind that I have had I did not act on my own advice."

"I happened in my home town down on Long Island. A great big black and white dog ambled across the road a few yards ahead of my car. I blew my horn a little to head him off, so he would pass under the body of the car, but no, the front wheel just touched him and he gave a jump that landed him under the rear wheel. I stopped and went back to the dog, but I found he was dead. This happened right in front of a blacksmith shop. I knew the smith and asked him who owned the dog. He produced a little tow headed boy, 10 or 12 years old, who couldn't be prevailed upon to answer any questions. I suggested compensation, but got no answer from the boy."

"Finally the smith and all the bystanders agreed with me that \$5 was ample compensation for one plain dog of dubious extraction. So I paid the boy that sum and drove on."

"While as I say, I agree with Mr. Shaw in most of his contentions, in the particular case that called forth his letter I do not agree with him. If I were to run over a little dog in the charge of two little children as the dog in this case was I would certainly stop."

"On the whole my advice is: 'Don't stop unless you're doing you can alleviate suffering or otherwise be of use.'"

"My despatches" have been limited to a couple of chickens, a rabbit and a snake. In running over the latter I felt rather as if I had done my duty as a good citizen."

"I have trained my chauffeur to take the utmost care and I notice that if he sees a child or a dog in the road even a block ahead of the car he will slow down so that he can stop within the car's wheel and wheel."

"My advice in this matter will have to be: 'Take care beforehand; then you won't have to decide about stopping to apologize.'"

Gen. George Moore Smith: "I have never given this matter much thought, as I have never been so unfortunate as to kill a dog."

"However, one's course of procedure after the accident, it seems to me, should be largely governed by one's culpability. If I were speeding and ran over a dog I would stop. I don't care whether his owner were coming for me with hostile intent or not. I have no fondness for quarreling in the public highway, but if I felt that I was in the wrong I would stop and try to make what amends I could for my misdeed."

"On the other hand, if a dog deliberately made a nuisance of himself as a motorist, and in spite of my efforts to avoid hurting him I ran over him I wouldn't feel called upon to stop. I will qualify that, though, by saying that I would never leave a dog or anything else that I had run over alone in the road to suffer perhaps with a broken back. If no owner is with the animal it is a motorist's duty as a man to stop and see what injury he has done, no matter what the attendant circumstances may be. Never leave a maimed and suffering creature die by inches simply to spare yourself a little trouble or the sight of his suffering."

"I think I may say that my position is: 'Don't drive on if the dog needs your help, but if he is cared for and you were not to blame for the accident, don't stop.'"

G. Stanton Floyd-Jones says: "Mr. Shaw's letter interested me very much, as I have had some experience on both sides of the question, as motorist and as dog owner."

"On the only occasion when I was called upon to make the decision as to stopping or driving on, I think I would always stop unless doing so seemed to involve great danger. For instance, if I killed a dog belonging to one of a gang of Italian laborers, I would drive on. I couldn't apologize intelligibly to them and I might be murdered in trying to do so."

"I am not particularly pugnacious, but I would not run away merely to avoid a possible altercation with a dog's owner. I consider it my duty to stop and I would always do so, except under unusual circumstances."

"I have had only one actual experience in killing a dog. That was a very corrupt dog ferrier. The poor old fellow was so fat that in attempting to bark at my car from the safe vantage point of a bank along the roadside he rolled down under the car's wheels. I stopped at once and went back. The dog was dead and his owner came out to see. He took the matter very philosophically. In fact, I felt very much worse about the accident than he did. He said that he knew it was not his fault, so I gave a boy, who had come up, 50 cents to bury the dog and that ended the matter."

"I have two dogs of my own in the country and they seem to feel that they own the road in front of the house. On several occasions I have seen motorists slow down to give them time to get out of the way. Once a man actually stopped his car with a jerk in order to avoid killing one of them. I think the majority of men who drive cars want to act humanely. I know I do, and whenever I have the misfortune to run over a dog I shall stop my car and do what I can to make reparation."

WHAT IS NEEDED.

Make the Car Fit What Is Claimed for It Say Abbott-Detroit Folders.

"There are so many factors entering into the manufacture and sale of the automobile that to single out the most important would entail either an insight of a superhuman character or the shortsightedness of the motorist. The details of his own department," says a statement of the Abbott Motor Company of Detroit. "An automobile company may be excused for existing for many reasons. A man possessed of the knowledge of a superior type of motor or of any important part of an automobile may organize or have organized a company to manufacture and exploit his particular product."

"The demand for a particular type of car to sell at a popular figure has called forth many designers, plenty of capital, and brought into the field the keenest minds of both capital and labor to supply the reason of the present excuse for living of the greater majority of manufacturers who are making medium priced automobiles."

"After the company is organized and ready to manufacture the lines of least resistance are sought to a profitable market. In some instances the market has been built through years of careful production and faithful attention to the customer after he has once been brought into the fold. Another way—the only course open to new companies in the field—is to advertise. A new car may have all the desirable features of an old established line and even more, but through the very fact of its newness it may be obscure and unknown. A campaign of introduction, tracing in detail all of its commendable and exclusive features, may then be followed by a dignified campaign as serious as its older brothers, or it may be an electric wave that sweeps over the country."

"To be an honest manufacturer is not hard these days. The buyer makes it imperative. He very nearly knows what he wants and he is getting it. He knows that an automobile company is not in business for health or glory, yet he also knows that kept company with the best of the world all that is best in that class from which he wishes to buy, and honesty and good workmanship are the foremost essentials. Did the automobile which he wished to buy not have these essentials he would not buy it. He would rather face the seal of public displeasure in a very short time, the company would be forced to either reduce its price at a greatly reduced figure and borrow money to bolster up for another season or retire to the 'never' was class."

"The consumer, that exists in lower New York exists to a degree in every other city."

DEMAND FOR HUDSONS.

Factory Finds That Original Allotments Are Being Exceeded.

"In the spring a young man's fancy lightly turns to love of automobiles. He knows that is the sign of the times as read by the Hudson Motor Car Company at Detroit. Orders received in the last two weeks give indication, it is said, that the most prosperous year known for the car for four seasons is close upon the big manufacturer's door."

"Before the New York show was half over," said General Manager R. B. Jackson of the Hudson company the other day, "we realized that this was going to be a bumper year for the makers of the cars. The price of cars, but business conditions for the last fortnight have been far ahead of anything that the New York show forecast. We are shipping on an average of thirty-five cars every day and about twice as many in the country. The shipments run to seventy-five cars a day."

"The orders are coming from all directions. Some of our dealers have already sold more Hudsons than they contracted to take in the whole season, our Grand Rapids, Mich., dealer, for instance, having sold over fifty-three, with the show still on the ground in Pittsburgh. One-half of the Hudson allotment has already been delivered and the season is not yet on its feet. The enthusiasm isn't confined to this country alone. Dealers in Australia have come back at us by cable to have their allotment increased. From Europe it is all the same. The whole world seems to have awakened of a sudden to the place the motor car deserves in our business and social life and the onslaught of orders will clean out several factories early in the season."

Century Tire Branches.

The Century Tire Company has recently completed plans for opening a number of new branches. The Century tire was first put on the market as the private brand of a number of business men who were seeking a high grade tire with a high guarantee. The demand for the product grew so fast that when the original small plant at Plainfield, N. J., was opened 700 men had asked for tires. The company has continued to grow rapidly and the factory is about to undergo enlarging, the capacity to be enlarged to meet the new sales policy of the company."

MOTOR TRUCKS MAKE SPEED.

That's a Chief Reason of Their Superiority Over Horse Trucks.

"One great reason for motor trucks is the slowness of horse hauling," said Alvan Macaulay, general manager of the Packard Motor Car Company. "It is getting slower every day on account of the congested traffic."

"Fruit and vegetables rot every day in New York city on account of inability to get them across the island of Manhattan. Fifty-four million tons of freight was handled in the streets of New York last year."

"If all this freight were transferred exclusively in three-ton trucks and hauled only once without redistribution or subsequent transfer and each truck moved twenty tons a day for 30 days a year it would take 1,000 three-ton trucks to get away with the job. That leaves out hundreds of kinds of local delivery and does not take into consideration the hauling of goods in smaller trucks."

"The congestion that exists in lower New York exists to a degree in every other city, and congestion, on account of slow horse hauling, not only reduces the speed of all hauling, but gives the horses themselves the worst of it while both horses and motors are on the streets in competition. When there is a blockade in lower New York the horse wagon is the last to get away after the tangle begins to unravel. In other words, blocked traffic reduces the average speed of the horse wagon more than it reduces the average speed of the motor truck."

"The real reason for there being a motor truck is just plain necessity. Increased population, increased interstate commerce, increased traffic by railways and waterways, increased prosperity and consequent increased local business have brought the hauling of goods by wagon to a point where horses are insufficient and out of date."

"Service in any line of business is one of the most potent factors in getting and keeping trade. The goods being equal, the customer will always buy of the company which conducts its delivery service the most efficiently. The speed of the motor truck helps the merchant to keep his promises, especially to outlying customers."

"The reduced cost of delivery by motor truck, as compared with horse hauling, is a powerful argument, but when the question of service is considered the motor truck becomes a positive necessity."

THAT RUSSIAN MEDAL HELPS.

Europe Takes Kindly to Mitchell's Because of the Award.

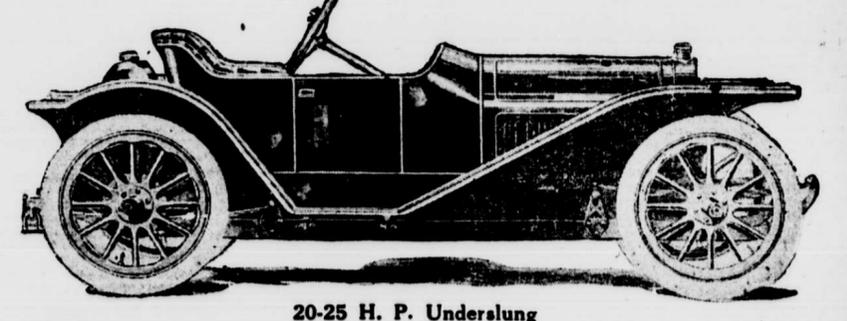
"Ordinarily this is considered the slow season of the year for export business," says G. Vernon Rogers, secretary of the Mitchell-Lewis Motor Company, "but contrary to expectations it has been picking up remarkably in all the countries where we are doing business."

"Apparently the medal we received from the Russian Government at the national show in St. Petersburg recently has had a great deal of influence in swizzling orders to our company as we are making large shipments to the Russian, German and Scandinavian trade."

"South America at this season is purchasing limousines almost exclusively in Buenos Ayres during the rainy season a closed car is almost a necessity, but there is little need for one in Rio de Janeiro. However, as the South American standards are entirely Parisian and as limousines are used almost exclusively in Paris, Rio de Janeiro and other towns close to the equator adhere religiously to this type of car despite the pleasure on an air touring gives in these hot climates."

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

Here's a Chance for Price Comparison! \$900 Regal Roadster \$900



20-25 H. P. Underslung
COMB the country over until you've got every available bit of car information.
Try out every car which impresses you as having real merit.
Read all the auto literature you can lay hands on.
Then note these Specifications carefully, and come and have a look at this Regal.

MODEL "N"—Specifications of Regal "Twenty"		
Model "Twenty"—Two passenger Roadster.	Ignition—Dual system, high tension magnet with distributor and single coil.	Shaft Drive—Direct, with one universal joint through bevel gear on axle. Driving shaft enclosed in propeller tube.
Horse Power—20-25.	Valves—All on one side.	Bear Axle—Semi floating type, with truss rod.
Engine—Cast iron block.	Stroke—4 1/2 inches.	Beatings—Hyatt roller throughout transmission and axle. Axle and transmission gears run in a bath of oil. Insuring perfect lubrication at all times.
Cylinders—Four.	Stroke—4 1/2 inches.	Front Axle—I-beam type, wheels running on ball bearings.
Horse—34 inch.	Stroke—4 1/2 inches.	Steering Gear—Irreversible. Worm gear type.
Stroke—4 1/2 inches.	Stroke—4 1/2 inches.	Wheels—Artillery type. Twelve spokes 2 1/2 inches in diameter.
Crank Case—Barrel type.	Stroke—4 1/2 inches.	Brakes—Four in number, acting directly on hub.
Cam Shaft—Made of one piece of steel forging with cams and tire gear flange forged integral.	Stroke—4 1/2 inches.	Springs—Semi elliptic front and rear. Frame pressed steel, channel section, full underslung. Power plant including control, mounted on tubular sub frame.
Crank Shaft—Two bearing type, 2 1/2 inches in diameter. Single piece die forging, specially heat treated. All bearing surfaces ground to size. Shaft and fly wheel carefully balanced.	Stroke—4 1/2 inches.	Tread—36 and 60 inches.
Engine Bearings—Main journals, solid bushings of special white metal alloy die cast under pressure. Connecting rod bearings die cast composition, made in halves and carefully scraped to a true bearing surface.	Stroke—4 1/2 inches.	Wheel Base—104 inches.
Connecting Rod—Drop forged steel I beam section.	Stroke—4 1/2 inches.	Gasoline Capacity—15 gallons.
Lubrication—Splash system supplied by gear oil pump. Oil is pumped from reservoir to the bottom of the crank case by gear pump.	Stroke—4 1/2 inches.	Price—\$900 with standard equipment, including mascot, gas and oil lamp equipment, generator, horn, jack, tools and tire repair kit.

To those who have searched without success for a perfectly constructed, serviceable, smart-looking Roadster at low price, here's your chance.

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