

TOP O' NEW ENGLAND AND BACK BY MOTOR

Week's Tour Through Region of Picturesque and Charming Country.

All plain travelled roads between New York City and the White Mountains pass through picturesque and interesting country. Yet by a rare selection of the route to be followed, the tourist may include in an itinerary of not necessarily more than a week, without crowding it unduly more than may at first seem possible.

The touring bureau of the American Automobile Association, 501 Fifth Avenue, suggests a circuit of unusual variety without adding materially to the usual mileage. Starting in the city through White Plains and Bedford, one traverses the moderate highlands of central Westchester county into the Harlem hills across the extreme northwestern corner of Connecticut.

Continuing up through Great Barrington, Stockbridge and Lenox, one soon reaches the Berkshire and then North Adams. For a connection with the famous "Mohawk Trail" while this trail runs east and west, instead of north and south, it is an excellent connection from the upper Berkshire district into the Connecticut River Valley across Hoosac Mountain, east of which the route gradually descends to Shelburne Falls and Greenfield.

Turning east north at that point the tourist follows up through Northfield, Keene, Sanger, Lake Umbagog, Valley Forge and the White Mountains, approached from this route through the Franconia Notch. So far, in perhaps not more than two days of the usual mileage, the tourist has seen the "Top of New England" through a region of lakes, mountains and rivers unequalled for beauty and interest in any other equal area elsewhere in the United States.

One who has gone north on entirely inland routes will usually return, at least in part, by the sea coast. This is very easy to plan, since the White Mountains are fairly near the coast of Maine. While here, as on the up trip, several options are available. A favorite one with the motorists is through North Conway, Fryeburg and Naples to Ellsworth, the centre of a region of tracing air, forest covered hills and semi-mountains.

Not much more than an hour after leaving Portland Spring one comes into Portland, the largest city and chief centre of Maine. The next objective is usually Boston, reached over a splendid run down the shore through Saco-Biddeford, the Kennebec, the York, Portsmouth, Newburyport, Ipswich, Salem and Lynn. On this stretch the tourist with a little leisure may turn somewhat east at Ipswich and come into Salem by way of Gloucester and Beverly Farms along the famous "Massachusetts North Shore."

The balance of the return trip is over more familiar ground, leading south from Boston through Providence, Narragansett Pier, Westerly and Myrtle to New London. Crossing the Thames River there, the direct shore route continues across the Connecticut River at Saybrook and through several picturesque old Long Island Sound towns to New Haven, Bridgeport, Norwalk, Stamford and New York.

FOR LAWS TO BENEFIT PUBLIC.

Truck Men Support Legislation That is Constructive.

Forty or more State Legislatures that will convene during the next year will receive something like 3,000 bills affecting the use of motor vehicles, according to estimates based on the number of bills presented at previous sessions. Representatives of the automotive and allied industries state that legislation proposed will range from bad, though harmless, to good.

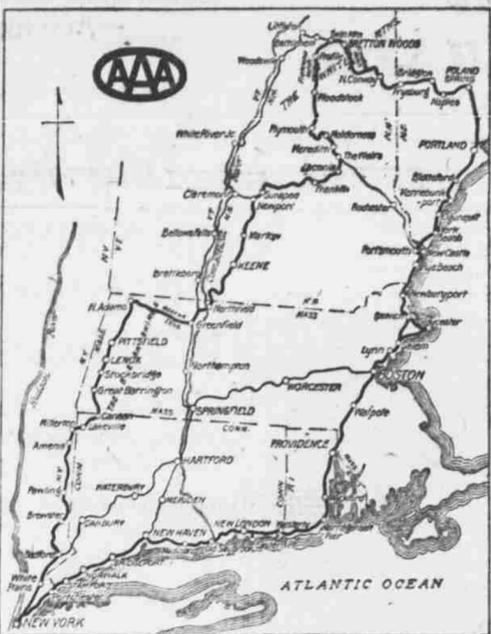
Championing the industry against enactments that are directly discriminatory, or that are antagonistic without being beneficial to the public, the motor vehicle conference committee, composed of representatives of the six leading national bodies of the automotive industry, will be in action, in an educative way, as in former years. Present indications are that this year it will be occupied largely with warding off unfair legislation aimed at the motor truck.

That the trucking industry is not antagonistic to legislation economically justified is indicated in a circular letter recently sent to managers of sixty-five ship by truck bureaus, located in principal trucking centres, by the headquarters bureau at Akron. The circular warns the bureau managers to be careful to draw accurate conclusions as to what legislation is destructive and what legislation is constructive, before taking any stand for or against bills before their respective legislatures.

Oxygen Decarbonizing Apparatus.

Any car owner who desires to use the expert method of removing carbon from the cylinders of his engine can make an apparatus for this purpose at small expense. The basic equipment is an oxygen bottle, of the type used by physicians, holding thirty cubic feet of gas. With four or five feet of rubber tubing and a couple of feet of copper

Route of an Attractive New England Tour.



taking on the end of that apparatus is complete. The bottle is about eighteen inches long and the whole outfit may be carried in the tool box.

Adjusting Front Wheel Bearings.

To adjust front wheel bearings put a jack under the front axle, so that the wheel swings clear of the floor and then remove the hub cap. Remove the cotter pin from in front of the lock nut with the pliers. A tight lock washer comes off next. Now grasp the spokes directly below the hub and with the right hand in a perpendicular position, grasp the upper edge of the tire. Work

the wheel back and forth to detect any looseness. There should be a barely perceptible looseness and if there is more than that, tighten up the lock nut a trifle. If there is no looseness whatever, loosen the lock nut about a quarter of a turn. The wheel should oscillate when the adjustment is exactly right.

Spring Shackles.

Do not neglect the lubrication of the spring shackles. Rust often clogs up the small vents and keeps out the oil. By using common kerosene occasionally these holes will be kept open.

BRIDGE NEEDED TO AID RIVER FERRIES

Boats Can Take Only 14,000 Motor Cars Across Hudson Daily.

The thousands of New York motorists who are living at Jersey shore resorts during the summer and who have to fume and fret over the ferry accommodations will be particularly interested in some plain, unvarnished statistics that C. H. Larson of the Motor Club has gathered about the Hudson River traffic situation.

son says, "The maximum number of cars that the ferries can transport a day is approximately 14,000. A bridge across the Hudson would afford transportation for more than 30,000 and would permit the trip to be made in much quicker time and with little or no delay."

"These figures are arrived at in this way: Each ferry boat carries an average of twenty machines for about twenty trips a day. Four boats on each line give us a total of less than 2,000 automobiles a line. If we allow for seven lines, we find that only 14,000 motorists can get accommodations."

"No wonder there are such tremendously long files of cars waiting their turn, especially on Saturdays and Sundays!"

The Hudson Interstate Bridge, which we of the Motor Club have urged for years, "would have facilities for 30,000 cars a day on the basis of a single line coming and going, and a forty foot safety margin between all machines. We count upon the passage being made in five minutes."

"Automobilists would willingly pay a toll if it is lack of appropriation that is holding the project up. The owners of Palisades Park offered long ago to give \$1,000,000 toward the fund whenever called upon. What is depriving New York of its most needed traffic aid?"

CROTON-HARMON DETOURS.

The bureau of tours of the Automobile Club of America advises all motorists using the Albany Post road to make the following detours between Croton and Harmon: When coming down the river, instead of going down the hill on the brick pavement into Croton, keep straight ahead on the cinder road, going across the hill east of Croton. This brings the motorist out on the other side of Harmon.

Or he can stop at the boulevard that crosses the Boston Post road, that has a one way street with the trees in the centre, near the Harmon station, and there go over the boulevard or keep on and enter the main road by the little church on the south side of Harmon.

TRUCKS AS R. R. FEEDERS.

Italy Has Developed a Most Successful System.

The use of motor vehicles as feeders to the railroads is believed to be more extended in Italy than in any other country in the world. This is owing to the fact that Italy is a mountainous country in which railroad lines can only be built at considerable cost and labor. The total length of normal track railroad lines in Italy is 8,700 miles, while the length of routes over which motor services are run with a fixed timetable is 8,970 miles. There are 400 of these lines over which regular public services are run either as feeders to the railroad or in order to open up country which has remained inaccessible to the railroad.

These public automobile services for goods and passengers were begun in a small way ten years ago in order to meet the deficiencies of the railroad system. They immediately proved popular and rapidly extended until the regular routes are now almost equal in length to the railroad lines. The first of these public automobile services was started on the initiative of the Fiat Company, and this concern has always been the most important furnisher of vehicles for this work. At the present time of the 400 distinct routes, having a distance of 8,970 miles, 356 are fed by Fiat vehicles exclusively. The total length of these lines being 4,950 miles.

Oversize Tires.

When oversize tires are to be used, the car owner should be certain that there is enough clearance between all the tires and the nearest parts of the car. When the tires are under heavy load, there is danger that there will not be clearance between wheels and fenders and the casing. Be certain that when the springs are compressed to the limit by some extra bump, that the tires will not come in contact with some part of the chassis.

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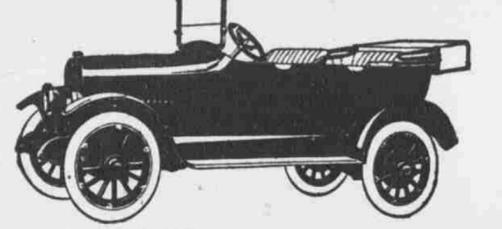
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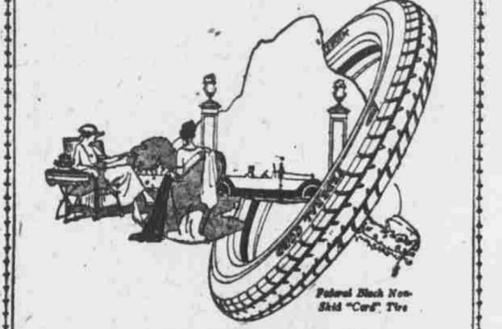
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