

COURT FAVORS PEDESTRIAN IN AUTO RULINGS

Not Incumbent on Wayfarer to Survey Streets Before Crossing at Intersection.

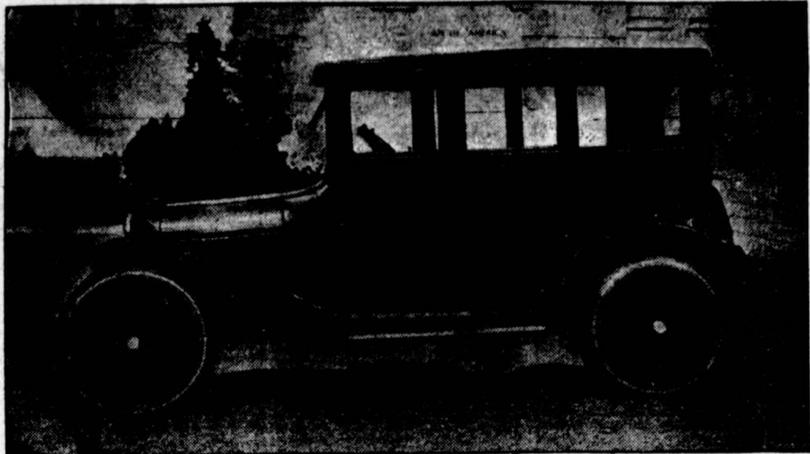
As a general rule a pedestrian who is about to cross a street is under no duty to look up and down the street which intersects the one he is about to cross, to see if there are any vehicles approaching from that direction, and his failure so to look is not contributory negligence as a matter of law, but his negligence is a question for the jury. This rule was applied in the recent Maryland case of *Hempel v. Hall*, 110 Atl. 210, 9 A. L. R. 1245, where a pedestrian who was struck by an automobile which turned around the corner from an intersecting street was held not to be guilty of contributory negligence as matter of law, because she failed, before crossing, to look in the direction from which it came, the court saying that if she had done so and had seen the automobile, she could not have known it would turn around the corner, but, on the contrary, would have had the right to assume that it would not make the turn, because no horn was blown. Similarly, it was held in *Keaveny v.*

Moran, 208 Mass. 227, 94 N. E. 274, that a pedestrian crossing a street upon the proper crosswalk, walking in the usual way, after having looked in each direction for approaching vehicles upon such street, was not bound to anticipate that a horse and wagon would come rapidly down an intersecting street, turn suddenly into the street he was crossing, and run against him. A pedestrian knocked down and run over by a horse and wagon turning into the street which he was crossing, from an intersecting street, was held not guilty of contributory negligence as matter of law in *Johnson v. Thomas*, 5 Cal. Unrep. 256, 43 Pac. 578, where it appeared that such pedestrian first saw the horse and wagon a block away, coming down the intersecting street, when he was near the center of the street which he was crossing, and supposing from the rapidity with which the horse was being driven that it would continue on straight down the street, he did not further observe it or look for it until at or about the moment he was struck down. The cases discussing this subject may be found in the note which accompanies the case of *Hempel v. Hall*, in 9 A. L. R. 1245.—From "Case and Comment."

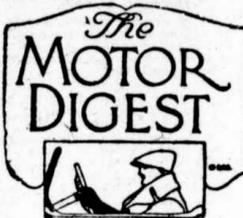
Heavier Penalty for Theft.

An amendment to the National Motor Vehicle Theft act, imposing a fine of \$5,000 and up to five years' imprisonment upon any one who transports or receives cars over State lines with intent to defraud owners or insurance companies, was ordered favorably recorded recently by the Senate Judiciary Committee here.

DODGE BROTHERS' IMPROVED SEDAN SHOWN BY THE SEMMES MOTOR CO.



The new Dodge sedan on display in the Connecticut avenue showroom of the Semmes Motor Company is equipped with disc wheels and many new features which recommend it to the most fastidious motorist. The gracefully slung body is most attractively finished and possesses several custom-made fittings and appointments insuring comfort and convenience.



Automotive Activities Throughout the World.

New Jersey established the first highway commission in 11892. Switzerland has over 11,500 passenger cars and 4,000 motor trucks. Magdenburg is the center of the automobile industry in Germany. Over 10,000 passenger automobiles were imported to South Africa last year. Automobile manufacturers estimate that the average replacement market for cars is 1,800,000. Handicars, similar to the kind used by motorcycles, are installed on light automobiles in France. The automobile registration in Saskatchewan, Canada, has increased from 74 cars in 1908, to 69,325 in 1920. The retail sales of automobiles throughout the country in June exceeded those for any previous month this year. In China, there is a regular passenger and freight motor vehicle service from Kalgan to Urga, a distance of 800 miles. There were 2,250,000 motor vehicles registered in the United States by July 1, 1921, a gain of more than 1,300,000 in one year. As a substitute for gasoline, successful experiments have been made in France with "carburent national"—national motor fuel. Wild game in central Pennsylvania, especially deer and bear, is becoming so plentiful that they are annoying automobile tourists. A fleet of 62 motor trucks is operated on the Island of Leyte, in the

Men Thinking Hard

Roger W. Babson, the famous economist, has stirred us up by the statement delivered in an address in Toledo in which he asserted that within a few years gasoline at high prices will no longer be used as motive power for automobiles, and that we will have cars with cottonoid or paperoid bodies that will make the cars much lighter, more durable and cheaper. Bituminous coal dust will be used for fuel, the coal dust being blown into the carburetor, burning with sufficient intensity to provide all the heat and power necessary for the operation of the automobile. All of which leads Automotive Industries to remark editorially that "when this solution is proven, the industry's only concern will be as to whether the coal miners are going to strike and how much cotton the planters will plant, and how high the speculators and middlemen will force the price of the two essential commodities." And it adds: "Of course, there will be the railroad problem, but we have that now. How much easier of solution are these two problems than the present one of wondering how much oil there is in the earth and how well the oil refiners are going to prepare it for the engine."

Philippines, carrying passengers, sugar, hemp, copra and tobacco. California leads all other States with an estimated gain of 167,536 motor vehicles in the last fiscal year. New York is second, and Texas, third. Because of the comparative cheapness of the best automobiles in Germany, France and England are now buying a large percentage of fashionable cars there. Wholesale gasoline prices in 30 leading cities of the United States average 20.3 cents a gallon, compared with an average of 28.3 cents on January 1. Governor Hyde, of Missouri, recently signed a bill, passed by the legislature, providing for a State bond issue of \$10,000,000 for the improvement of Missouri highways. Based on the number of automobile accidents per 1,000,000 population, St. Louis is said to be the "safest" large city in the United States. The rate, as announced, is 131.2. In New York State motor vehicle license numbers from 1 to 100 will be reserved for State and other officials, and that the other numbers will be given out in order in which the applicants appear.

READJUSTING OF PUSH ROD CUTS CARBON WORRY

Simple Remedy Effective, Allowing Engine to Pound Off Offending Substance.

When carbon lodges on a valve seat, making a small lump, a mild, clicking knock results and there is leakage past the valve, with some loss of power and perhaps some missing at very slow engine speed. This condition will rapidly become worse if allowed to continue. There is a simple remedy, however, that is usually effective, writes an expert in *Motor Life*. Increase the clearance between valve stem and push rod to about one-sixteenth of an inch by backing off on the adjustment of the push rod. Operate the engine for about 100 miles and it will usually be found that the offending carbon has been pounded off. The correct adjustment can then be resumed. Incidentally, the normal clearance between valve stem and push rod should be about the thickness of a thin piece of cardstock. It is advisable to adjust push rods when the engine is warm. If this work is done when the engine is cold, the expansion of the engine when warm may, in some cases, take up all the clearance. Naturally the smaller the clearance the quieter the engine, but if the clearance is too little the valves are likely to require more frequent grinding than if the clearance is ample, since valves may not always seat firmly if the clearance is too small. When this happens there is leakage of white hot gases past their surfaces on the power stroke and the result is that the valves soon become pitted and caked with carbon.

NEW SPEEDWAY RACING POLICY AROUSES FANS

Indianapolis Commission Lowers Piston Displacement Qualification.

The Indianapolis Motor Speedway management announces that the 1923 race will be open to cars carrying 122 cubic inch piston displacement motors as against 183 at present. The 183 inches represent a motor the size of the Ford. Naturally this radical step has brought about a lot of talk, and Automotive Industries does not hesitate to criticize the new racing policy, claiming that in the first place an engine of this size is suitable for propelling only a very small and light car, "a smaller car, in fact, than has ever proved popular in this country." "To build a successful high-speed engine requires a much higher grade of workmanship and much more care in balancing, as well as light and more expensive materials, than it would be possible to employ in large quantity production of cars designed to sell at a low price," it says editorially. "It is really successful a car of the class referred to must be capable of meeting the competition of the larger and more rugged car produced in quantity at a

Brookline to Have Garage Solely For Women

According to Automobile Topics, John F. Fleming is planning a garage at Brookline, Mass., exclusively for women motorists. A woman customer will not have to walk to the garage—a taxi will be sent after her, and when she finishes the drive in her own car the taxi will take her home. Her car will be kept in a private stall, and Fleming will see to it that it always is in driving shape. If the woman is mechanically inclined and wants to fuss about the car herself she can don overalls and go to it, without fear of embarrassment, for only women employes will be hired. Even the mechanics will be of the gentler sex. The garage will hold forty cars, and will close comparatively early in the evening. A customer who is out late can put her car in Fleming's other garage across the street.

The fact that the car is economical in tires and fuel will not offer a much higher first cost, especially if, as is often the case, servicing is more expensive. In other words, it is held that even if the speed of such a small engine could be established, the car which would have to be built to carry it would be far too small to suit the average American buyer and the price much too high for him. Iowa, which has 47 per cent of all cars registered, has but 76 per cent of the national wealth.

WIRELESS ON CAR AIDS CHIEF FIGHTING FIRES

Hartford, Conn., Department Gives First Practical Application of Plan.

It has remained for Hartford, Conn., to come through with what is believed to be the first practical application of the portable wireless telephone as an aid to fire fighting. Chief John C. Moran, of the Hartford Fire department, in order to bring this about has placed a full-fledged wireless telephone outfit in the rear of his Marmon touring car. In recent tests Chief Moran, sitting in his Marmon 34, was able to talk from different parts of the city to the central station, located at the home of C. D. Tuska. Through the use of a portable wireless telephone outfit rigged up by Mr. Tuska, it is possible to reach the chief by wireless in any part of the city, notifying him at once of a fire or any other urgent call. While the details have not been perfected, arrangements are being made for a sending outfit to be attached to the automobile, enabling the chief to communicate with the Tuska station by wireless, they to transmit the message to fire headquarters.

What comes after the purchase price?



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U. S. SEEK ONLY BEST ROADS IN NEW PROGRAM

Highways Will Be Substantial in Character, With No Type Favored.

No effort has been made to encourage the construction of any particular type of road in the Federal aid projects administered by the Bureau of Roads of the United States Department of Agriculture, according to an official bulletin issued recently.

The bulletin says: "The legal requirement that the roads shall be 'substantial in character' has not been interpreted to mean that only the most expensive types of roads should be built. It has been recognized that the heavy and expensive construction which is necessary in New York, Massachusetts, and Pennsylvania is not suitable or warranted for the less exacting traffic of Nevada, Idaho, and the Dakotas. There is a suitable type of road for every type of traffic. Granite blocks are best around wharves and freight depots; country thoroughfares need to be better than rural roads, lightly traveled. A number of other considerations have influenced the choice of type in many cases. It is frequently found that suitable local materials may cost less than better materials imported from a distance; approval of the use of local materials is not infrequently given for the purpose of encouraging local production. In parts of the far West the entire absence of water along a right of way, and the expense of keeping an adequate supply, often make it necessary to approve the building of a type of construction that can be built without using large quantities of water. The initial decision as to the type of a particular road is made by the State highway department. The Bureau of Public Roads may make an independent study of the conditions. The most suitable type of road, in the judgment of the engineers of the State department and of the Bureau of Public Roads, is finally decided upon."

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POPULAR TIRE FALLACY IS ONCE MORE EXPLODED

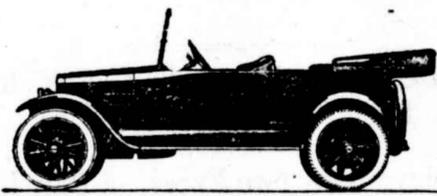
It is not the best plan to reduce pressure in the tires during hot weather, although this action is sometimes advocated, on the theory that the pressure increases with temperature, wherefore if the tire is inflated to normal pressure in a cool garage, its pressure may rise to a dangerous point when the car is run hard under a hot sun. True, the pressure does rise, but the amount is not sufficient to cause any alarm.

For example, if a tire is inflated to eighty pounds with air, that is at a temperature of 60 degrees, and later under the combination of hot sun and fast driving, if the temperature climbs to 120 degrees, it will be found that the pressure is then only 89.3, says a writer in *Motor Life*. This is an increase of slightly more than nine pounds. However, even in warm weather the chances are that the temperature in the tire will rarely be dangerously great, allowing for night driving, cold days, slow driving, wet roads and all such factors which tend to keep the temperature down.

If the tire is underinflated to meet the maximum just quoted, it will be found to be harmed much more than if it is pumped up to standard pressure and no attention paid to overinflation caused by overheating. After all, it does little harm to operate a tire at nine or ten pounds above normal, but to use a tire that is ten pounds under normal is quite likely to result in a shortening of tire life.

BUICK PLANS TO CONDUCT SALESMANSHIP SCHOOL

Under the auspices of the Washington Automotive Trade Association, Chamberlin, an authority on salesmanship as it applies to the automobile, will conduct a school for automobile salesmen and deliver lectures on salesmanship in the Buick Building, at Fourteenth and L streets northwest, Monday, Tuesday, Wednesday and Thursday evening at 8 o'clock, and Friday morning at 10 o'clock. Needless to say, Mr. Chamberlin's instruction will enable local automobile salesmen to profit by his extensive experience in marketing motor cars. The school will be open to members of the Washington Automotive Trade Association and their employes.



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