

AUTO LAW PROVISIONS

The Callan Bill Becomes Effective To-morrow.

MAKES MOTORING SAFER

Deals Severely with Chauffeur Who Tries to Escape After Injuring Pedestrian.

The Callan bill passed at the last session of the Legislature regulating the use of automobiles in the State of New York becomes a law to-morrow.

Its most important provisions follow:

Each owner must register his car with the Secretary of State. His fee for registration depends on the number of horse power at which his motor is rated.

No person under eighteen years old is allowed to operate a car. When the car has been registered the owner will receive from the Secretary of State two number plates. These he must affix to his car so that they will be stationary and not swing and they must be shown at all times. His registration is good for one year and must be annually renewed. The fees for registration of private owners take the place of taxes and no taxes will be levied on owners' cars.

When a purchaser buys a car he is allowed to operate it for fifteen days or until he receives number plates from the Secretary of State, provided that during that period the car shall carry the number which has been previously issued to the dealer.

The number plate must be at least six inches wide and fifteen inches long and the numerals must be at least four inches high. Dealers in cars may obtain a number which applies to all their cars, and this is to be used until the car is sold to a private owner.

The section regarding non-resident owners follows:

"The provisions . . . shall not apply to a motor vehicle owned by a non-resident of this state other than a foreign corporation doing business in this state, provided that the owner thereof shall have complied with the provisions of the law of the foreign country, state, territory or federal district of his residence relative to registration of motor vehicles and the display of registration numbers thereon and shall conspicuously display his registration numbers as required thereby. The provisions of this section, however, shall be operative as to a motor vehicle owned by a non-resident of this state only to the extent that under the laws of the foreign country, state, territory or federal district of his residence like exemptions and privileges are granted to motor vehicles duly registered under the laws of and owned by the residents of this state."

All chauffeurs must be licensed. The chauffeur must apply to the Secretary of State for such a license. The application must be accompanied by two photographs of the applicant taken within thirty days of the time of filing the application. The chauffeur must then pass an examination as to his fitness to run a motor vehicle, undergoing road tests if thought necessary by the examiner. He must carry a card which shows his license number and his photograph corresponding to the photograph filed with the application at Albany. He must also display at all times when he is operating a car a badge issued by the Secretary of State. Licenses granted now are good till January 1. The fee is \$20. They must then be renewed for one year, when the fee will be \$5.

Unlicensed chauffeurs will be allowed to operate motor vehicles after to-morrow. A chauffeur who has registered under the law of his place of residence is exempt, however, if the requirements of that place are "substantially equivalent" to the provisions of the new law for this state. He must wear the badge assigned to him in his place of residence. If the sections of the law regarding registration, age, registration plates, registration by dealers, or re-registration are violated the punishment is a fine of \$50.

Violations of the speed provision is punishable with a fine of \$100. This section says: "Every person operating a motor shall drive the same in a careful and prudent manner and at a rate of speed so as not to endanger the property of another or the life and limb of any person; provided, that a rate of speed in excess of thirty miles an hour for the distance of one-fourth of a mile shall be presumptive evidence of driving at a rate of speed which is not careful or prudent."

Local speed ordinances are prohibited, except that the new law does not upset provisions already in force in cities of the first class, and local authorities may limit by ordinance the speed of motor vehicles, "such speed limitations not to be in any case less than one mile in four minutes."

Whoever operates a motor vehicle while intoxicated may be fined \$50 or \$100. Any person operating a car which has caused injury to person or property and tries to escape without giving aid and information concerning himself may be punished with a fine of not more than \$500 or imprisonment of not more than two years. A second offense may send the chauffeur to jail for not less than one nor more than five years. A third offense revokes his license.

The provisions of the law regarding chauffeurs have created a great deal of interest and excitement among the driving fraternity. For several weeks Chief Examiner Frederick H. Elliott has been holding daily examinations, and these will probably continue for some days yet, as all the chauffeurs have not been examined by any means.

The law is generally regarded as a just and adequate enactment. It has offered some problems which the Attorney General will settle. They are all minor matters, however, and the general opinion among motorists is that operating a motor car in New York State will be hereafter safer both to the occupants and the pedestrian than ever before.

STATE BUYS LOCOMOBILE

Selected as Car to Test Chauffeurs Under New Law.

Secretary of State Samuel S. Koenig has recently purchased a 1910 20-horsepower Locomobile roadster for the use of the board of examiners of the State Automobile Bureau, for the purpose of examining chauffeurs as to their ability to operate an automobile.

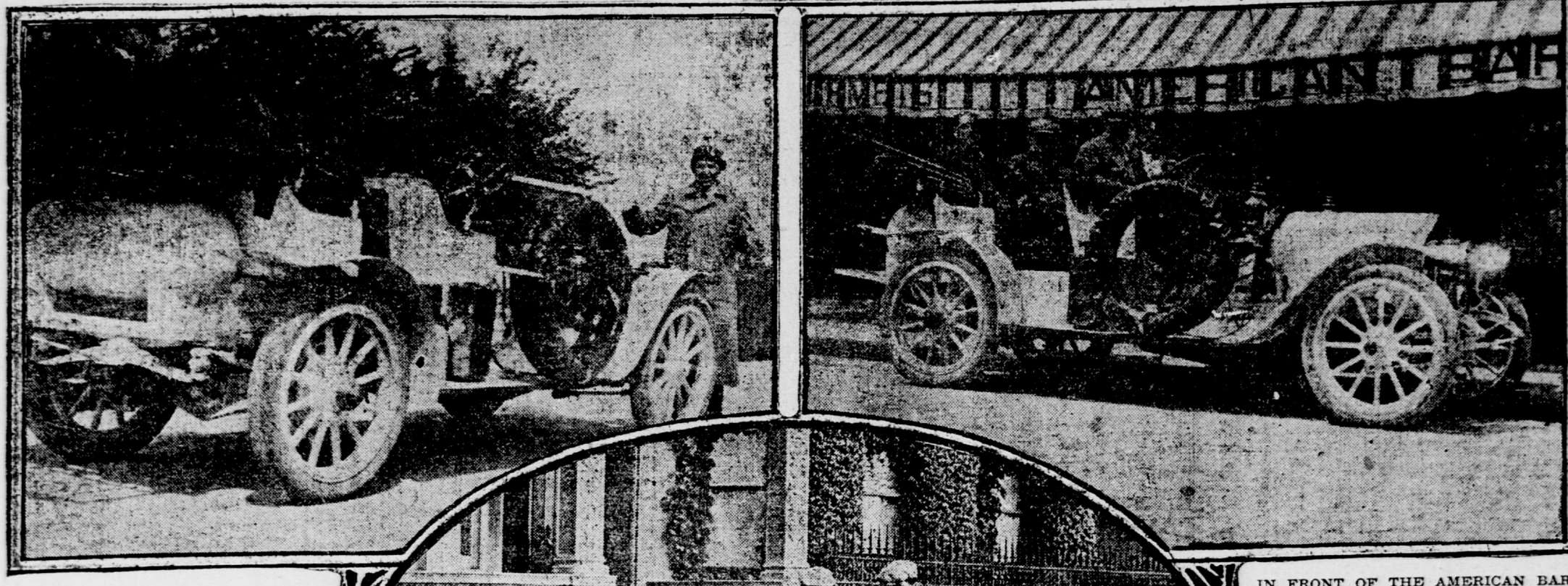
Due to the extremely rough usage given to an automobile in such service, Chief Examiner F. H. Elliott made a thorough and detailed examination of all makes of automobiles, and decided upon the Locomobile as the most suitable.

Mr. Elliott says that his decision was caused by the proved reputation which the Locomobile enjoys for durability.

Another important feature which influenced Mr. Elliott is the design of the Locomobile, which contains more standard features than any other car.

The attention of the country has been arrested by the renewal of the buggings in Kansas of the spectacular contest between Speaker Cannon and Victor Murdock, the leader of the House Insurgents. The bitterness of the rivalry between these two men reminds us that there is one point at least in which they meet on common ground. Congressman Murdock owns a Waverley Electric and may be seen almost any day in Washington riding in it with his wife along the beautiful drives of the national capital. At the Speaker's home in Danville a Waverley Electric is also used by members of the Cannon family.

MOTORING UP THE SEINE VALLEY.



ON A NARROW COUNTRY ROAD.

IN FRONT OF THE AMERICAN BAR AT VERNON.

AUTO NEWS OF THE DAY

Little Stories of Trade That Are Full of Interest.

Jesse Draper, for some time identified with the Maro Motor Company, has gone to Detroit as sales manager of the Hudson Motor Car Company.

Evidence that the Alden Sampson Manufacturing Company intends greatly to expand its field and production of commercial vehicles, was given yesterday in an announcement by Horace De Lissier, vice-president and general sales manager of the United States Motor Company, of which the Sampson company is an affiliated concern.

Mr. De Lissier said that the Alden Sampson Manufacturing Company will build, in addition to its line of heavy commercial vehicles, a 1,500 pound delivery wagon embodying greater utility, economy and accessibility than anything which has heretofore been introduced. C. H. Breed, chief engineer, has designed a two-cylinder opposed motor, having a bore and stroke of 4 1/2 inches and developing eighteen horsepower. This is being built according to the most approved practice and the correlation of parts is worked out to the finest point. While any style of body will be built to order, the standard specifications provide for an open type express body, a screen and a panel body giving the widest range of adaptability to various business requirements.

In case adjustments are necessary, they can be made without removing the body or body parts, and even when the car carries its full capacity the load does not prevent the driver from getting at a desired part quickly. The vehicle will carry an overload of 30 per cent and will run from twelve to fifteen miles on a gallon of gasoline.

Fourteen-year-old Chester Kingsley, of Kingston, N. Y., has just driven from Indianapolis to his home in an American Underland Traveler, by way of Columbus, Ohio; Cleveland, Buffalo, Harrisburg, Penn., Philadelphia and New York. Young Kingsley is an expert automobile driver and does all his own repairing. He spent a week in the American factory at Indianapolis, riding with the testers and getting used to handling the powerful underland American. Some of the testers who have been out with the lad say that he does not hesitate to open up the throttle and "turn her loose."

The extent to which the modern motor car is adapting itself to business requirements, even though it preserves its identity as a pleasure vehicle, was shown when the firm of Allen & Lewis, the largest wholesale grocery concern in the Northwest, with headquarters in Portland, Ore., purchased four Maxwell cars for use by their traveling salesmen who cover Oregon and the adjoining states. The cars included both touring and roadster bodies.

A novel sight along Riverside Drive during the hot weather has been an automobile carrying as passengers three contented-looking dogs, who occupy their allotted seats with the greatest decorum. Though not prominently connected with any of the kennel clubs, Dr. William E. Young, of No. 46 West 65th street, is an enthusiastic lover of dogs, and the owner of nine thoroughbred varieties, three of which are his almost inseparable companions. The Gosport, No. 74, notice D. E. a handsome English greyhound, took first prize at the Westminster Kennel Club in 1907; Netherly Talley, English bull, formerly owned by Gus Heyl, is also of prize record, and a handsome white Russian wolfhound, Czaritch, from Mrs. J. Borden Hartman's kennels, comprise the trio. Dr. Young is also a keen motorist, and his sporty new "Carnegie" car, with its canopy top, is a familiar sight in the upper part of the city.

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NEW BUICK BUILDING READY
Showroom of 12,500 Square Feet To Open To-morrow.

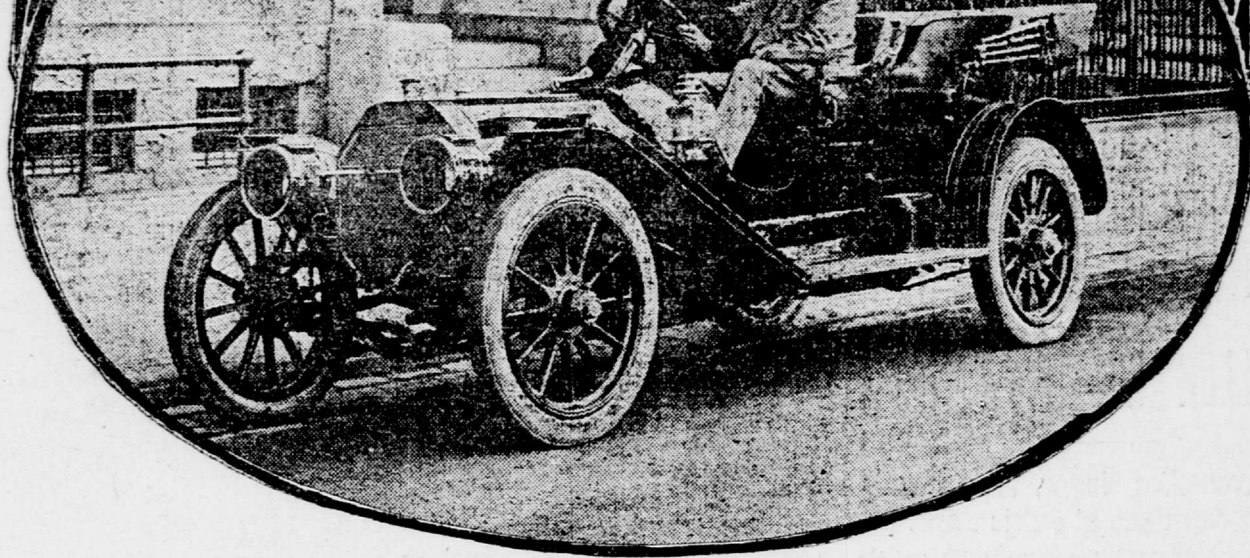
The New York branch of the Buick Motor Company will open to-morrow, at Broadway and 53rd street, its new building, representing an investment of \$300,000. The showroom alone covers 12,500 square feet of floor space and is the largest devoted to the display of motor cars in the United States.

The interior decorations are of Italian Renaissance. Fluted columns of ivory and old bronze support the ceiling, and heavy mahogany office trimmings and furniture are used throughout. A new and improved scheme and old ivory finish lend additional charm. Another striking feature is the marble staircase leading to the commercial car and taxicab department.

Under the executive control of W. C. Durant the Buick Motor Company manufactured 55 cars in 1904, 750 cars in 1905, 1,400 cars in 1906, 4,532 cars in 1907, 8,829 cars in 1908, 14,993 cars in 1909, and about thirty thousand in 1910. The Buick factories in Flint, Mich., are said to be the largest in the world engaged in the automobile industry.

In New York City Buick cars were first sold by the H. J. Koehler Sporting Goods Company in a small showroom on the southwest corner of Broadway and 53rd street. Mr. Koehler later moved to larger quarters, at Broadway and 53rd street, and did a good business. In the fall of 1908 the present New York branch of the Buick Motor Company was established, and A. G. Southworth took up the work as branch manager in still larger quarters at No. 1723 Broadway, between 53rd and 54th streets. A large warehouse, shop and stockroom was immediately opened at No. 620 West 23d street.

Last fall the Lozier Motor Company and the Auto Supply Company moved to new locations so that the new Buick Building could be extended to the corner of Broadway and 53rd street. Twenty other Buick branches in as many cities have new buildings nearly as large. Together they form positive proof and guarantee of the stability of the automobile industry in general, and the Buick Motor Company in particular.



LOCOMOBILE BOUGHT BY SAMUEL KOENIG, SECRETARY OF STATE, TO TEST CHAUFFEURS.

Used Car Business Growing

How One Automobile Firm Has Developed and Increased This Feature of Its Trade.

"Few persons realize," says E. S. Partridge, vice-president of Wyckoff, Church & Partridge, "to what an extent the handling and sale of used automobiles have developed during the last two or three years."

"Side by side with the general development and rapid progress in the selling of new motor cars there has gradually sprung up a persistent demand for used cars among a growing class of customers who are either unable or unwilling to pay the full price for the automobile of their choice, or who prefer to purchase an overhauled high grade car one or two seasons old rather than a new car of cheaper construction and inferior quality and performance."

"It is surprising to note the high character of the majority of the present day purchasers of used cars. It is a very common thing to be able to buy a used automobile at a reduction of from one-quarter to one-half its original price, and if it is a car of high grade it may have been run only a few thousand miles—just enough to put it in the finest condition for all-around touring. This applies particularly to cars of high grade ranging in original price from \$4,000 to \$5,000."

"Such a car is often in better running condition after one or two seasons' use than when at first purchased. It is usually equipped with several hundred dollars' worth of extras, such as additional shoes, top, etc., for which no extra charge is made. The person buying such a car from a reliable house, through which it was first sold, comes into possession of an automobile which gives him every comfort and convenience of a new motor car."

"There are those who each year buy the latest car and at the same time leave with the dealer the last season's model to be disposed of at a sacrifice—the used car buyer enters on the scene and reaps the benefit of the transaction."

"So important has this branch of automobile selling become that the leading houses now have well equipped used car departments, as much attention being given to this branch of the work as to any of the other various ramifications of the automobile business, such as garage and storage, repair or supply departments."

"In our own case the used car department has, during the last two years, grown into considerable importance. We have a regular clientele in this branch of effort, the same as prevails in our department for the sale of new cars—people who believe in our policy of fairness, which we try to carry out in this as well as all other branches of our business."

"The time was not so far distant when a basement or any out of the way spot was considered sufficiently good to show a used car. Along with the discriminating used car buyer has come a regularly organized department under high grade management."

"F. G. Carrie is at the head of our used car department. He is assisted by a corps of salesmen, demonstrators and mechanics, who are under his supervision exclusively."

"Mr. Carrie's department is located in the largest single room in our building at Broadway and 53rd street. This room is well lighted and every car on sale can be thoroughly examined and compared with others."

"In addition to used Stearns cars we always have some choice bargains in cars of other makes, left with us for sale by new customers who have recently become Stearns owners. These usually include both moderate and high grade cars, and are, as a rule, in excellent condition."

BUICK MOTOR COMPANY

Broadway at 53th St., New York.

Brooklyn New York
42 Flatbush Ave. 222 Halley St.

MORE VANDERBILT ENTRIES

Pope Hartford Cars Entered for the Great Fixture.

The announcement of the nomination of two Pope Hartford cars for the Vanderbilt Cup race on October 1 will be of great interest to lovers of the sport.

The Pope Hartford cars have never been driven in the Vanderbilt race. The cars are entered by H. Emil Holt and B. C. Fincke, of the local company. Drivers for the two cars have not been named.

In this connection it is interesting to surmise whether or not Messrs. Holt and Fincke will drive the cars themselves. During the summer hill climbs they have driven Pope Hartfords to hard won victories at Ossining and Port Jefferson. It is understood that the cars which will be produced to enter this race will be surprises to some of the makers who have deemed their own cars very fast.

It is the entering of cars of this type, driven by men of the type of the entrants, which goes a long way toward keeping the sport where it should be and making this race in particular a cleanly fought contest.

Two further entries have been made also for the Grand Prize race. These are Marquette-Buicks, to be driven by Robert and Louis Chevrolet, who have ridden Buicks to so many victories on track and road.

ELGIN ROAD RACE PLANS

Contests Will Be National Stock Chassis Races.

Chicago, July 30.—The American Automobile Association has granted the request of the Chicago Motor Club and has made the road races scheduled at Elgin on August 28 and 29 national stock chassis events, which, of course, will add much to the prestige of this speed carnival, which is expected to rank with the Vanderbilt in importance. This is the plum that went to Lowell, Mass., last year, and which in reality makes national road championships out of what otherwise would have been merely Western contests. The events should attract the best field that ever went to the post in a stock car road race in this country.

The trophies, three of which have been donated by the Elgin National Watch Company, of Elgin, are valued at \$7,500. The Elgin national trophy will be given for the big race on the second day, which is open to stock cars under 200 cubic inches. It is valued at \$4,500. The Illinois trophy, valued at \$1,500, is offered for the 201-450 race on the first day; the Kane County trophy, valued at \$1,000, is up in the 251-350 class, and the Fox River Valley cup, valued at \$750, is offered in the 351-500 class.

TO PLAN A MOTORDROME

E. L. Moross May Provide Track for New York.

Ernest L. Moross, recently manager of the Indianapolis automobile speedway, has just resigned his position and is headed for Detroit and the East with complete plans for motordromes in or near New York City and at Detroit. In a telegraphic dispatch to the Motor Contest Association's president, Mr. Moross says that he has plans which he believes will provide for the fastest automobile speedway ever built.

Mr. Moross is expected to meet E. L. Ferguson, manager of the Motor Contest Association, on the latter's return from two weeks' vacation at his Massachusetts farm. On September 1 the headquarters of the Motor Contest Association will be moved from its present location, but the situation of the new headquarters has not been decided on by Mr. Ferguson.

IDLING WITH AN AUTO

Following the Tortuous Winding of the Seine.

IN LAND OF OLD CHATEAUX

Concerning the Lonely Chauffeur Who Longed for the Lights of Broadway.

Walter Hale, the actor, who is touring in Europe, is sending the chronicles of his wanderings to friends in New York in the form of letters. One of these has already been printed in The Tribune and others will be from time to time. This letter tells of his ride up the valley of the Seine. He says:

"The valley of the Seine is one of the most beautiful in the whole of France. The river performs all sorts of gyrations as it flows down toward Paris, but below its antics are indescribable. It winds about like a snake, as any one can see who takes the trouble to look at the map. We were reminded of this in Rouen, where we encountered the lonely American chauffeur."

"He was driving a big French car, owned by his employer, somewhere out West, and was very proud of it. But still he couldn't keep his eyes off our Studebaker, and hovered around us as we were going up and testing the engine before we cranked her and made the start for Paris."

"Gee!" he said. "It's lonely here, dog-gone lonely, and there's many a time I wish I was back widd de bunch on upper Broadway."

"It was here that the playwright, who was studying character, took occasion to change the subject and remark again that the Seine wound through the valley like a snake. 'Huh!' remarked the chauffeur; 'a full grown respectable snake would plumb break his neck trying to swim up that river!' And having thus declared himself, he followed us out of the garage and waved a goodbye as we turned into the main street that runs along the quay."

"Rouen was en fête for the day before a great reception had been given to Dr. Chapcot and the Fourgonnet. The ship in which he made a valiant but unsuccessful effort to reach the South Pole."

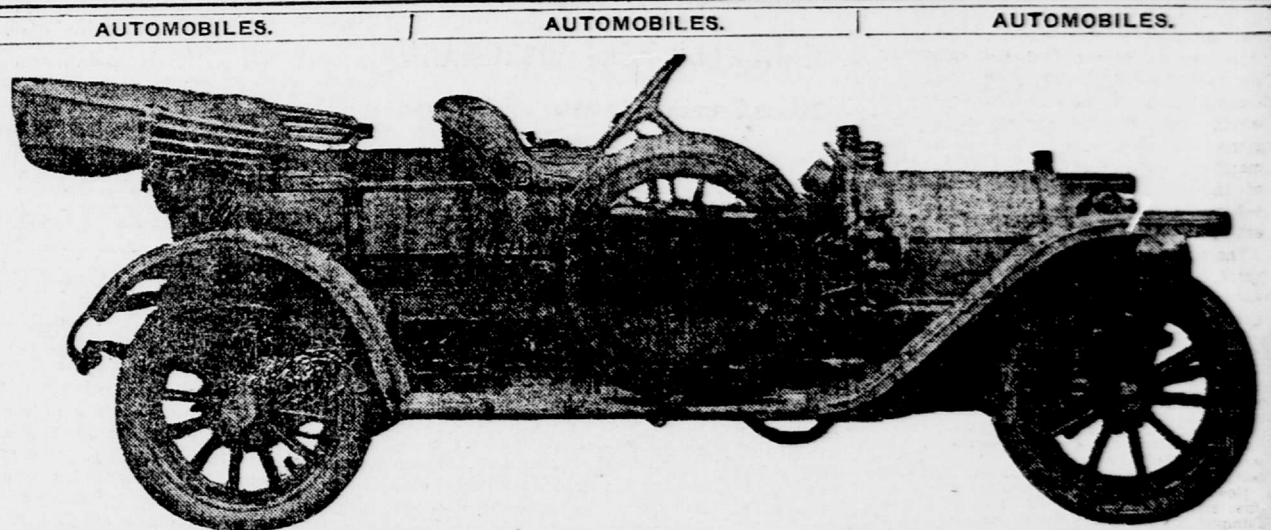
"Again we left the Route Nationale and took to the byways. Little country roads they were, but splendidly cared for, in places so narrow that once when we met a peasant in his cart we had to back up until we found a spot wide enough to give him room to pass. We reached Les Andelys for luncheon."

"Above the sleepy little village is the Chateau Gaillard, Richard Cœur de Lion's 'Gay Castle.' He built it, with its most, its outer works, its fourteen-foot walls and the most impregnable donjon tower within in less than a year. Built in 1197; taken in 1204. It commanded the valley and the river against the attacks of the French, falling finally to Philip Augustus, after a siege of five months."

"Further up the Seine, on the opposite bank, is the town of Vernon, with a very picturesque old Norman church and an 'American bar,' which is kept by Charles Le Roy, who left New York thirty-seven years ago and has never been back since. But he keeps up his interest in his native country, and is only too glad to hang out the American flag on the slightest provocation."

"Beyond Vernon is the little village of Giverny, which is an artist colony now, as it was twenty years ago, when Willard Metcalf, Robert Reid and Edward F. H. studied there. We stopped only long enough to see some of the sketches that panel the walls of the little café, then went on to Cauchy and climbed the long hill to La Roche Guyon. This hill, by the way, a little climb, the engine took as it took all the others—just as though it were a level road."

"Nantes, the beautiful, lies beyond. From there on the best way to get to Paris is to follow the Route Nationale, which we intended to do, but got lost in the dark and found ourselves against a dead wall after touring around in a truck garden."



Stearns Used Cars

The above is a photograph of a USED STEARNS CAR left with us for disposal by the owner who recently purchased the newest model. We always have on hand,

Ready for Immediate Delivery

and subject to demonstration, if desired, both 15-30 H.P. and 30-60 H. P. STEARNS cars, 1908, 1909 or 1910 models, in a variety of body styles.

Every car is thoroughly overhauled in our shops, repainted and put in the best running order, thus ensuring to the customer a car with STEARNS Quality, endurance, speed and comfort.

It is decidedly to our interest to have the cars overhauled by us, put in such condition as to give absolute satisfaction to the customer.

Among our used-car patrons are persons as discriminating in their tastes and requirements as are found among our regular customers for new cars.

The cars left with us are always to be had

AT REASONABLE PRICES

There can always be found in our stock a limited number of cars of odd makes.

In our used-car department we make a specialty of fulfilling the desires of customers residing at a distance, and invite correspondence.

Wyckoff, Church and Partridge

1743 BROADWAY, at 56th St., NEW YORK CITY