

Motoring News and Gossip From at Home and Abroad

Motor Car Not Alone As Producer of Dust

**English Motorists Striving to
Cut Out Dust Nuisance—
Mudless and Dustless Road
Will Come—Comment on
Report of Royal Auto Club
Committee on Roads.**

From the report of the dust and dustless roads committee, which has just been issued by the Royal Automobile Club, it is quite evident that when a solution to the dust problem is found the general public will have to thank the motorist for the trouble he has taken in this important matter. Some people run away with the idea that the dust nuisance only exists for the pedestrian or cyclist. It never, so it would seem, if one may judge from the scathing letters appearing in the general press, from time to time, occurs to the non-motoring mind that the dust is just as great a nuisance to the motorist as to the dweller by the

roadside, so that in endeavoring to find a solution we are not only seeking to remove a just complaint made by the public but also have in view the ideal road from a motoring viewpoint. Dust is an abomination, and the road engineer who can find the weapon to kill it is worth a monument as towering as the Nelson Column in Trafalgar Square.

Man-crosted Dust Clouds.

In these days of open air the road is again coming into its own. When we had no use for the highways, we were content to let them be maintained in a haphazard manner. It was more or less a matter which did not concern the average man. He had no idea of the use of roads. At times, naturally, he ambled down a country lane, or walked from a station to a neighboring village. The crude state of the road was a source of enjoyment. The ruts and uneven surface of a country lane were the essence of rusticity. The village has nothing in common with the roadway of Regent-street. A plain man walking down a country lane two decades since did not wear gaiters or patent boots. Patches of uneven surface—of jagged

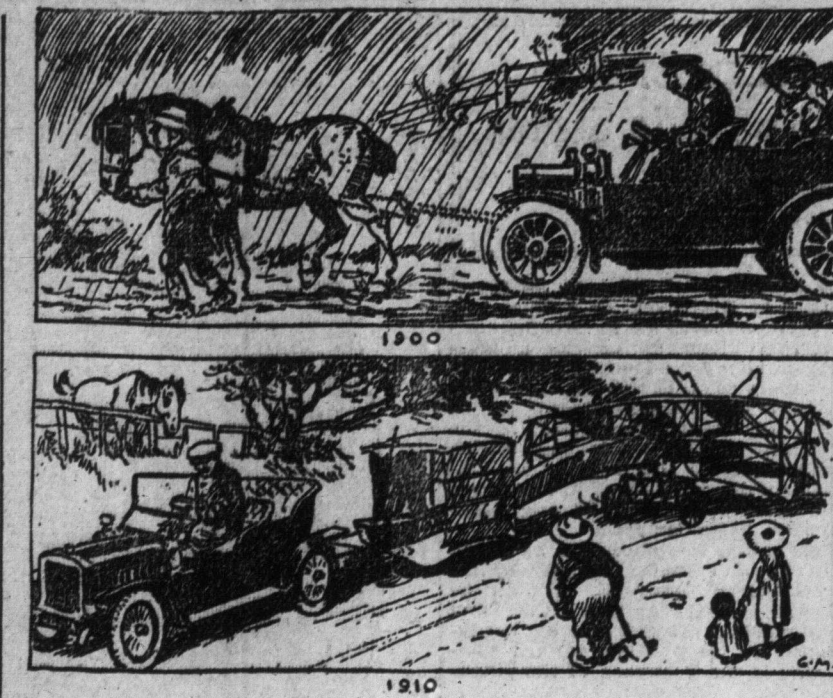
stones—were the vogue then, but since the coming of the individualistic movement of rapid transit, we have suddenly arrived at the conclusion that our forefathers did not know the way to construct roads.

Essence of Rusticity.

Here are three facts which should be borne in mind, included in the committee's report. Up to the close of the season 1908 the road authorities had not thoroughly admitted that motor traffic had become so important that the dust difficulty must be met by resurfacing the roads. To-day this is generally admitted. The consequences are important, for in a few years we shall have a dustless road in the summer and a road free from mud in the winter, both of which facts were thought impossible less than five years ago. The past year has witnessed many efforts on the part of road authorities to find a way out of the difficulty, and as the report points out, the authorities have bestirred themselves to a keen study of the question. Many of the authorities have put down experimental lengths of dustless road, and in several instances great lengths of the highways have been subject to varied palliative methods.

Generally Admitted Now.

Another prevalent mistake on the part of the man on the road is the assumption that the motor-car is alone the creator of dust. It is a very common mistake, and one that should be combated whenever occasion arises. Dust existed long before a self-propelled vehicle swept gracefully over



—Punch.

the roads. That it did not rise so frequently is quite another matter. The most ardent motorist is willing to admit that as the car is constructed to-day it is the chief artificial dis-

seminator of dust, but that the plain type of motor-car is the greatest offender in the making of dust, I think, is entirely a mistaken assertion. On a windy day ten years ago dust was a most common thing to be met with in the streets. So long as it was the wind that raised the storm nobody thought of complaining, but when we arrived at the stage of man-crosted dust clouds we were soon mad with the creature who had dared to pepper us with such an insidious puff.

Everybody cried out against the car—that beastly, dust-creating, steam-emitting monster. Most of us never thought that man was at fault in the building of his roads. Now, however, this is generally recognized, and we are positively near a solution of our troubles. At the end of last year Mr. Walker Smith, of Edinburgh, published a very exhaustive book on dustless roads and tar macadam, and he has dealt in a most thorough manner with the whole question of modern requirements and modern construction of roads. Here is one conclusion which tends to confirm the opinion I have for some time past expressed in these columns: "The main factor in the creation of dust is undoubtedly the fact that the binding of a macadam road as at present constructed is insufficiently good." Again, I find in this matter of binding that Mr. Walker Smith is at one with the experts on the R. A. C. dustless roads committee that "if macadam roads are to be constructed, a bituminous binding or matrix must be employed." Thus far we have progressed—for the dustless millennium we shall have to possess our souls in patience. It will come, but possibly not for ten or fifteen years.

MOTOR TRUCK MAKERS WILL HAVE CONTEST

**Commercial Vehicles Will Have to
Do Remarkable Stunts to
Show Worth.**

Manufacturers of motor trucks throughout the United States are heartily in accord with the plans of the Chicago Automobile Club to promote a contest for commercial vehicles this summer. Following the original announcement of the club's intention to stage the event, circular letters were sent to all the prominent makers in the United States seeking information as to the feasibility of the plan and requesting replies.

That the makers of motor trucks are enthusiastic over the idea was evidenced alone by the large number of answers which came back immediately, and almost without exception they carried the approval of the factory heads. All last week Chairman Gunther of the contest board of the C. A. C. was besieged with the letters from all parts, and it is now assured that if the idea is carried thru almost every truck of prominent make in the country will be represented. In all there are about 75 factories turning out commercial vehicles exclusively, while a number of others include pleasure cars in their output, and more than half of these have already been heard from.

There is only one thing which will prevent the contest from taking place, and that is the fact that the manufacturers are over their heads with orders for new trucks, and this might prevent them from giving any time to contests of any nature. An easy remedy will be found for this, however, and many of the makers have suggested that the time of the event be set at some time in the fall, possibly about the middle of September. The reason advanced for this is that the factories will have almost completed the season's output by that time, and will be better placed to devote the time which would be required to make a good showing with a vehicle of the commercial type. Some time in June was the period which the local club had originally counted upon, but for the good of the contest itself the date can easily be set back without working to the detriment of anyone.

Details for the contest, which will be one of the biggest of its kind ever staged in this section, have not been arranged as yet, and the board in charge has only outlined its plans somewhat roughly. One thing at least has been decided upon, and that is that there will be contests for every class of commercial vehicle, both as to selling price and horse power.

The nature of the contest itself has not been divulged by the C. A. C. members. At any rate it will be one in which the machines will be tested to the utmost, regardless of whether they will be forced to take a long spin on an open road or submit to undergoing a number of "stunts" in an enclosed area. If the latter plan is adopted, tests of the hill-climbing ability of the cars, the lowest possible and highest speed and other things will be tried. In short, the machines which enter will have to perform some almost remarkable feats to show their real worth.

Auto Has Released Hoarded Capital

What should be the attitude of the Canadian or United States artisans and of the international labor unions with reference to the automobile industry?

It should be one of sympathetic interest. No invention or development or transportation during the past half century, with the exception probably of the steam railroad, has done so much to contribute to the profitable employment of the laborer and skilled mechanic.

It is only a matter of a couple of decades since the evolution of the high-wheeled bicycle into the safety, the little runabout and the splendid modern motor car. During that time hundreds of millions of dollars have been expended thru factories in which these lines have been produced. Last year the automobile industry had jumped into third place in the United States, and presumably the rate in Canada would be about the same.

The automobile has done more than anything else to release hoarded money. Men who would be tempted by no luxury in the way of travel or any form of indulgence have joined in the great outpouring of money for expensive motor cars. It has handed it back to the laborers and the skilled mechanic. These are facts that cannot be controverted. They have been admitted by such eminent labor leaders as Samuel Gompers, president of the American Federation of Labor, John Mitchell and others equally competent to speak of the sociological effect of the automobile on labor.

It has cost money to build every automobile that speeds its way over the streets of the city or the highways of the country. That money has gone to play its part in providing for the families of the people and has stimulated industry in many directions. The attitude of the workingman and skilled mechanic and the public generally should be one of encouragement for an industry that has grown to such stupendous proportions that it now ranks among the leaders in the fields of industrial activity.



**If you haven't yet
seen the Russell "30"
don't buy a car till
you do.**

IN your own interest see what this car is and what it will do. Compare it with all other makes; compare it for material; compare it for workmanship; compare it for finish; compare it for style. Compare it by any standard, no matter how high, and you will say that you never saw such a car for the money—that it's a better car than you believed the market held at anywhere near the price—that it's high-grade in every sense of the term, as high-grade as a car can be.

IT is no new, untried car. It has "won its spurs," and won them well. It made a big record last year, when owners all over Canada gave it trials few cars would dare to face. One such owner drove his Russell "30" from Winnipeg to a point in Southern Ontario via Chicago and Detroit (1,600 miles), over the hardest roads ever negotiated by an automobile in Canada. The car came through without a break.

This year's Russell "30" is a standardized car—a wonderful car—even better in some respects than last year, and sold at only \$2,350, fully equipped.

SPECIFICATIONS

115-inch wheel base, 34-inch wheels, selective transmission, metal to metal clutch, shaft drive, floating type of rear axle, choice of four splendid bodies.

See this car—Have it demonstrated. It's a sensation.

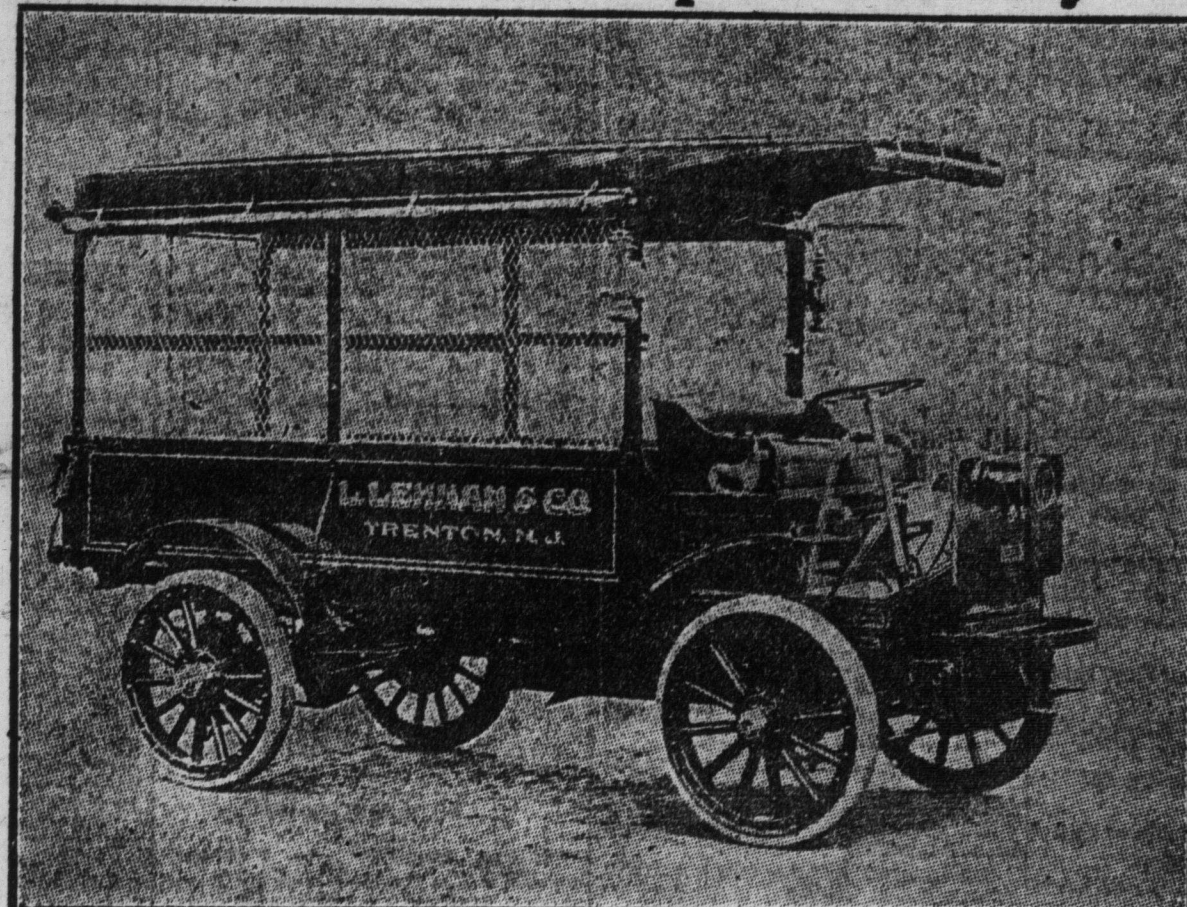
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Makers of High-Grade Automobiles. 100 Richmond St. West

Main Office & Works—West Toronto. Branches—Toronto, Hamilton, Montreal, Winnipeg, Calgary, Vancouver, Melbourne, Aust.

COMMERCIAL MOTOR VEHICLES

The Autocar, 1 1-2 Ton Open Delivery Wagon



Some Leading Merchants in Canada and United States Using Autocar Trucks.

The T. Eaton Co., Limited, Toronto, Ont.
John Wanamaker, Dry Goods, Philadelphia, Pa.
Adams Express Company, Philadelphia, Pa.
Shredded Wheat Biscuit Co., Niagara Falls, N.Y.
Lord & Taylor, Dry Goods, New York, N.Y.
Simpson & Crawford, New York, N.Y.
Best & Co., New York, N.Y.
Strawbridge & Clothier, New York, N.Y.
Colonial Safe Deposit Vaults, New York, N.Y.
The Great Atlantic & Pacific Tea Co., New York, N.Y.
United States Government P.O., New York, N.Y.
United States Government P.O., Philadelphia, Pa.
Luckey Platt & Co., Poughkeepsie, N.Y.
U. S. Government Engineering Dept., Washington, D.C.
Henry Seigel Company, Boston, Mass.
Colburn Spices, Philadelphia, Pa.

Brunswick, Blake & Collander, Chicago, Ill.
New York & Brooklyn Casket Co., Brooklyn, N.Y.
Oliver H. Bair, Undertaker, Philadelphia, Pa.
Hotel Chelsea, Atlantic City.
A. Y. Barish Bros. & Co., Cleaners and Dyers, Philadelphia, Pa.
Chas. Decker, Orange, N.J.
F. Brennen & Son, Wholesale Fruit, Buffalo, N.Y.
Weed & Co., Wholesale Hardware, Buffalo, N.Y.
Fritz & LaRue, Oriental Rugs and Carpets, Philadelphia, Pa.
Finley Acker, Philadelphia, Pa.
Middletown & Farms, Philadelphia, Pa.
Blanks the Caterer, Philadelphia, Pa.
Lord & Taylor, Furniture, New York, N.Y.
Rodgers Express & Transfer, Reading, Pa.
Potters Express Company, Camden, N.J.
L. Lehman & Co., Grocers, Newark, N. J.

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