

LOCAL FOREIGN

# AUTOMOBILING

INTERNATIONAL GENERAL

## WENT ACROSS ANDES IN 10-HORSE POWER MOTOR

Interesting Account of Thrilling and Hazardous Trip Told By Senor Rusinol.

Automobiling in South America is still a novelty, which perhaps lends peculiar interest to the fact that one of the most strenuous feats ever performed by an automobile should have been accomplished in the Argentine Republic.

The event referred to is the success attained by Senor Pedro Rusinol this spring, when he drove a 10-horsepower Oldsmobile light tonneau car from Buenos Ayres across the Andes to Chill.

In writing of the event, Senor Rusinol says: "The trip was made in six hours of continual travel, over roads which were extremely bad, not only because full of stones and rocks, but on account of the quantity of ice and snow which was encountered. In addition to these difficulties I had to struggle against the mud which was to be found in some places, occasioned by melting snow, and with the mountain torrents which sometimes reached the axles of the tonneau.

"As this was the first trip ever attempted over the Cordilleras de los Andes, there was much doubt as to its success, the majority of the automobilists regarding it as impossible, because besides the bad condition of the road which I have already mentioned, I must add that the grades to be ascended in order to reach La Cumbre de la Cordillera vary from 12 per cent, to 28 per cent, the roads being in zig-zag form, with sharp angles and very narrow curves in which the machine scarcely had room to manoeuvre, there being great precipices on the sides, which constituted a grave peril. From the photographs I send you you can form some idea of the condition of the road and the quantity of snow there was (some two or three metres), in some places the automobile having to break thru it to open a way for itself, ascending grades of 20 per cent, until arriving at the summit of the Andes (La Cumbre), 4000 metres above the level of the sea. If the machine conducted itself well in the ascent to La Cumbre, showing great strength and power of resistance, having been delayed but once, when it was completely buried in the snow, emerging from that position by its own efforts, in the descent from La Cumbre de los Andes it gave proofs of having extremely powerful brakes, because the descent was much more difficult than the ascent, due to steeper grades and sharper curves, to which could not be applied the name of carriage road.

"Besides the natural difficulties which I had to overcome in making the perilous ascent and still more dangerous descent, it must be added that I had to struggle against a storm of wind and snow which would have made it impossible for a carriage with horses to have proceeded. I owe the success of my enterprise entirely to the excellent qualities of my Oldsmobile, as I can assure you that in any other automobile the trip could not have been carried thru.

From both the Chilean and Argentine sides of the Cordilleras, various other attempts have been made to cross over, and all have been unsuccessful. Reaching the first grade of 16 per cent. Subsequent to my successful trip in the Oldsmobile, an attempt was made with other machines from the Argentine side, but they only succeeded in going about five kilometres from the starting point, La Cuevas, the excursionists being obliged to return, having been unable to reach the summit of the mountain, which was backed and went ahead at will. My Oldsmobile, after its arduous trip, did not suffer any hurt whatever, arriving in Santiago de Chile without difficulty, and in perfect condition."

has work to do, which keeps her whetters her appetite for holiday and gives her a knowledge of the value of money. And she does not spend that of others without regretting how difficult it is to get.

is the ideal Summer Girl!

Royal Matchmaker.

Ann Maria Christina, of Spain, who married deeply over the loss of her daughter, never allows grief interfere with duties to the state, and the interests of her son she makes entertaining parents of elegance, the charming daughters included in the party. Her matchmakers should be allowed to choose their own consorts, of course, within reasonable limits; and the marriage of Princess of Austria was arranged at the time the Queen favored that her daughter preferred Charles of Bourbon Caserta, to her suitor.

o Scabs in the Family.

Ann O'Hooley—Sure, Bedelia teacher won't let her cum to school until she's after bein' scabbed. Hooley—Bedad, O'j! not have scabbed. O'm a union man, an' no scabs in th' family.—New

## DAINGEROUS DRIVERS ARE IN A HEALTHY MINORITY

But in the Interests of Legitimate Motoring, it is the Duty of Motorists to Insist on Obvious Principles.

The following article illustrates the position of every legitimate motorist in this country. It voices the sentiment of the large majority of motorists in Canada. Its philosophy will be endorsed by every true friend of the automobile, as well as every friend of the horseman. We do not believe that many of our Canadian motorists' need sermons on this subject. We believe that more offenders against the speed laws come from across the line. But these principles are worth insisting upon.

The drivers of motor cars who willfully violate the laws of the road, and put into jeopardy the lives of innocent people by their dare-devil driving, are hard to control. It is difficult for the law to reach them, because, as a rule, they go too fast for their numbers to be read, and fines are too insignificant to deter them. If, however, they were brought to justice frequently, the annoyance would be enough to put a stop to their reckless driving. Fortunately, this class of drivers is in the minority; and it is, therefore, in the interests of the majority of automobilists, to co-operate with the authorities in stopping these would-be "kings of the road." They can do so by reporting the numbers and the circumstances to the nearest constable. The automobilist is the one best qualified to judge the speed of another machine, and his testimony against a fellow-automobilist will be strong enough to be considered correct.

It is impossible to make any speed regulation which will fit all cases, because there are times and places where a fast automobile is not nearly so dangerous as is a reckless driver, at a more moderate speed in other localities, under different circumstances. The driver of a car who will tear along the narrow roads, past houses, and accustomed to automobiles, cut in close to the horses' heads at a terrible speed, has no consideration for anyone, and therefore deserves the title often applied to him by conservative drivers—that is, "road-hog." So small is the percentage of these automobilists, that it is in the interest of the industry to have them dealt with promptly and severely, and frequently, if necessary. The average motor driver, if he is a gentleman and considerate, will stop for a frightened horse, and will always slow down his speed in passing vehicles on narrow roads, and will not drive rapidly thru villages or towns. There are many villages where children play on the roads, and the local laws of these boroughs should be respected. Unless the better class of automobilists assists in putting a stop to the reckless driving of the indifferent, selfish, dare-devil owners of speedy cars, legislation will become more rigid, the present fairly liberal laws will be repealed and restrictions made so numerous and drastic that a great deal of the pleasure of automobilism will be curtailed, and the use of motor cars for business purposes will be hampered, resulting in a serious injury to the industry. This condition can be prevented, provided manufacturers, dealers, clubmen and drivers who have respect for the rights of others, will co-operate with the authorities who at present find it very difficult to cope with the situation without help.

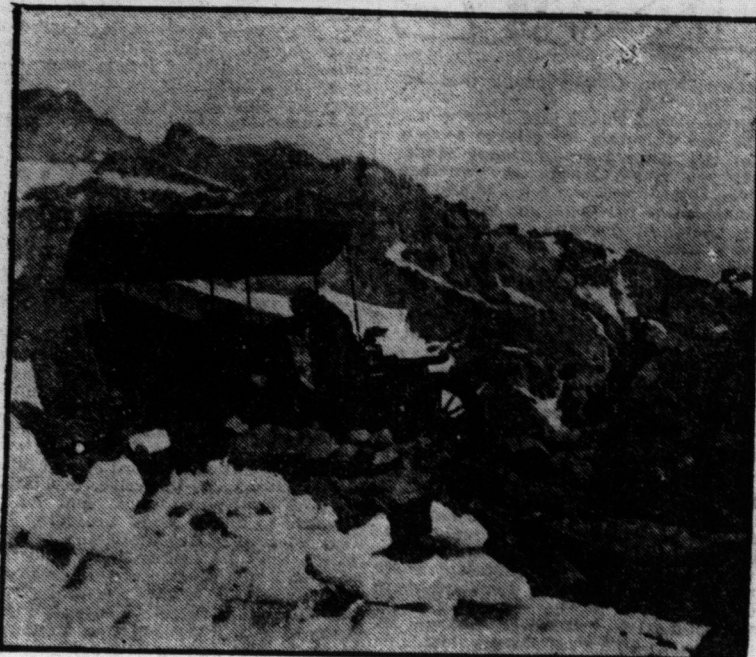
### Considerate Drivers.

Unquestionably, such action on the part of considerate drivers will have a beneficial effect upon the lawmakers, farmers and general public. They will appreciate then that the largest number of automobilists are law-abiding citizens, and that therefore every automobilist is not an enemy, but the majority are friends and working for a common cause, and will help them to put a stop to the man who is selfish enough to consider every highway his own racetrack.

The careful and considerate drivers may dislike to report their reckless comrades, for such action is not regarded as honorable by some men. But would they hesitate to report other law-breakers? Would they not consider it a duty to report the truck driver who carelessly collided with and wrecked a pleasure carriage, or a motorman who deliberately ran his car into a vehicle ahead? Why then hesitate to report the automobile driver who jeopardizes the lives of other users of the highways? These reckless drivers do not stop for frightened horses, and if they cause an accident try to get out of reach of the consequences. This makes it nice for the next quiet, law-abiding tourist that happens to pass that way. He may have stones thrown at him, and if he does frighten a horse and stops to square things, he will have to stand for the damage done by the scorching. This is often the case. In fact, the considerate driver must always bear the odium for the doings of the reckless driver, and for his own protection should make it a duty to report all cases of reckless driving he witnesses, to the proper authorities.

### Drivers Not Always to Blame.

Many complaints made against motor-car drivers are unjust. The man who complains that his arm has been grazed by a passing motor car as he was crossing a street, and had he not been very quick on his feet he would have been knocked down, entirely overlooks the fact that his preservation was probably due quite as much to the alertness of the motorist in avoiding



Coming Down the Andes.

him—motorists have to learn how to avoid people who will persist in crossing streets without looking where they are going—as to any extra nimbleness on his own part.

### A Good Suggestion.

New York automobilists who desire to check reckless driving and at the same time protect careful motorists as well as the general public, have suggested the establishment of an automobile commission which should have the power to regulate licenses, granting them to responsible drivers, and revoking those held by men who have accidents, or who are arrested, frequently, that it should receive complaints and hear cases in connection with these violations, and that it should control every other form of automobile regulation, except the question of speed, which would remain in the hands of the local authorities, to whom the commission would offer suggestions tending to make the conditions equal all over the state.

This suggestion is certainly a good one, for if this commission is established and law-abiding motorists make it their duty to report the reckless drivers, the local authorities, to whom the commission would offer suggestions tending to make the conditions equal all over the state.

### COUNTRY DOCTOR'S MOTOR.

Use of Automobile Which Indicates How Practically Gasoline Locomotion is Invading Modern Life.

It is a fact that of all classes of users of vehicles, the country doctors have more need for an automobile in their regular business than any other. Their practice often covers a very large territory, and they are compelled to drive many miles during the day. They often have hurry calls at great distances, where no train service is available, or where the train schedule does not admit of responding promptly. Therefore, an automobile which can always be relied upon to carry the physician to his destination and to negotiate all sorts of roads in all sorts of weather, would appear to be a very desirable machine from the country doctor's standpoint.

Dr. A. D. Hard of Marshall, Minn., is of the opinion that automobile motorists have not given the needs of the country physician the consideration which he deserves. He writes us as follows:

"I have been using an automobile as much as possible in my practice since the year 1899, when I purchased the first motor car. It has been a most useful machine put out by the Mobile Company of America. This was the first automobile to be used by a country physician in his work west of the Mississippi River. I have since then used a Winton, a Rambler and an Olds, but have not been satisfied with the

work of any of them from a practical standpoint. The doctor wants a machine with at least a two-cylinder motor of ten B. H.P., and air cooled. He wants direct drive to rear wheels with constant gears, and the machine should not weigh over seven hundred pounds. There should be no differential gear, which will result in one drive wheel being skid when the other one slips in a little mud. The wheels should have solid tires. The axle clearance should not be less than twelve inches. The extra machinery required to secure "Reverse" should be omitted. There is seldom any need to reverse a light machine. There should be two speeds, both of a simple friction clutch style. The bed should have separate springs from the chassis. The machine should look very much like an ordinary carriage so that it will not scare horses. It should have a top which will admit of enclosing against storm. It should be simple, effective, light, reliable and therefore not very expensive. It should have wheels large enough to mount road obstacles instead of push against them, as twenty-eight inch wheels do.

A machine like I have specified can be made and sold for \$500.00, with a profit of fifty per cent, net. It would be demanded at once by an enormous number of physicians and by many others, such as rural mail carriers, real estate agents and traveling salesmen who wish to make small towns.

"I have been in service as a mechanical engineer, and I am competent to say that the suggestions that I have made are practical, and the machine would meet a want that is not now supplied."

While some of the features Dr. Hard advocates would not meet with the approval of the majority of automobile constructors, and while such a vehicle would not meet the views of a city doctor, there is no doubt but that in the main his specifications are those which almost every country physician who has to travel over bad roads in bad weather would endorse.—From Trade Journal.

## CO-OPERATIVE MOTORING IS NEW PHASE OF SPORT

How to Be a Motorist Without Spending a Small Fortune on an Automobile.

Do not throw up your hands in protest, Mr. Rusurbem, that you cannot dream of affording any such luxury as a motor-car. It is a co-operative scheme that I suggest—a large, comfortable conveyance that shall carry you and a chosen few of your best neighbors. Let us say there are five of you, more or less congenial fellows, who take the 8.15 train for town every week-day from the station to walk, or you do not care for walking, so each of you keeps his own horse—which serves you little, perhaps, except for this morning's evening drive. For horse, vehicle, harness and other necessary trappings you paid an average of \$400 apiece (a low

estimate). That is, for the five outfits, \$2000. The maintenance of each horse we'll figure \$1 a day, which for the five footed up to \$125 a year. This is exclusive of the ministrations of stable boys, caretakers or coachmen.

Now look on the other picture. A first-class motor-car, either electric or gasoline, to carry five passengers besides the driver, can be bought for from \$2000 to \$3000. Its maintenance will cost less than ten cents a mile—for the service contemplated, fifty cents a day would probably be an ample allowance. Thus, figuring the initial cost of the automobile as the equivalent of that of the five horses (with their necessary adjuncts), and offsetting the salary of the chauffeur against the five stable boys or caretakers, there remains a saving to each of you five gentlemen of ninety cents a day, or \$328.50 a year. I have taken five merely as a likely and convenient number for this little demonstration. Figuring on a basis of six, eight, ten or twelve co-partners in such a scheme, the saving to each would be proportionately greater.

So much in answer to the first question every American asks: Does it pay? But this after all, is really the least important of reasons for advocating the co-operative automobile.

Motoring began as a pleasure, and the great majority of those who to-day "motor," "mote," or "mosey," or "auto," or "drive the car," do so because they find it jolly good sport. The use of a co-operative motor-car would add zest to a suburban life. The ride to and from the railway station would become a pleasure drive, invigorating and health-renewing. The motor-car travels so much faster than the best of horses that its users can, without inconvenience, live farther from the railroad and thus enjoy lower rentals, or if owners, larger, finer, more commodious properties, and, in all things, a country life rather than a suburban life. Motor-cars are now made to carry any number of passengers, from one to fifty. Large cars at the resorts and watering places scattered all over the country are becoming popular for pleasure drives, just as the most popular way of "seeing" a city now is to do so from the top of a great motor-coach. The machines are geared to travel over any kind of road in any kind of weather and it is possible to climb any hill in an automobile, or even to race up the side of a mountain. Last summer there was held a climbing contest up Mt. Washington, and this summer there is to be another up Pike's Peak.

## HOW TO HAVE GOOD TIME ON CAMPING EXPEDITION

For a party of three traveling in a tonneau with seating capacity for five—and this is an ideal proportion of room to occupants for just such a trip—I would suggest a handy disposal of the outfit mainly in hampers. Besides the usual arrangement over the rear wheels, an auxiliary hamper could be strapped on the outside of the tonneau door, which should contain nothing but the "emergency" wardrobe, such as oilskin clothing, rubber boots, etc. When a shower or a dust-storm springs up, the third man traveling in the tonneau simply reaches over, empties the auxiliary hamper and deals out the clothing. You avoid the irksome stop or slow-down at the very time when you want to use all possible dispatch to reach shelter. Directly under the forward end of each side hamper is a space, in most machines of standard make, extending to the dip in the rear wheel dash, which could very well be utilized for an auxiliary hamper. An oblong pattern, measuring twelve inches wide and thirty inches long, would fit most cars of 1200 pounds size. It should be fastened at top and bottom in a readily detachable manner, so as to permit of access to the machinery, part of which it will necessarily hide from view when in place.

Leaving one seat in the tonneau for the occupant, the other seats could be either removed or replaced with specially fitted hampers, or a large hamper sitting into the vacant space, and extending the height of a man's shoulders when sitting, could be placed upon two seats, leaving a double seat for the occupant and the camp dog or "mascot." This hamper should be divided vertically in three compartments to make the contents "get-able." You probably will not be able to get just the shape of hampers you want at the stores, but any maker of wicker-ware and reed furniture—there are plenty of them in the business directory—will build you any desired pattern for a slight extra charge. If you furnish dimensions and measurements. Thus equipped, your machine will carry two regular side hampers horizontally, two auxiliaries placed vertically under them, a fifth—the "emergency" hamper—on the door, and a sixth filling half the inside tonneau space. There is enough variation in the shape of these patterns to permit of your packing your whole outfit in wickerwork and oilcloth—a decided advantage. Tent-poles, spade and shovels being detachable, you can strap them to the car body in line with the chassis rail after inserting them in cases of heavy oilcloth. The guns and fishing rods, similarly encased, go under a double strap on top of the rear-wheel hampers. There should be room on the tonneau floor for the pneumatic mattresses when deflated and folded four times. The tent canvas rolls up snug in a corner, unless you travel "omnibus" style, when you may stow it on the roof. Consign your portable kitchen to the vertical hamper on the left, and your kitchen utensils, etc., to that on the right. Dispose the balance of your kit among the other hampers as already indicated.



A London Motor Bus.