LEGISLATIVE AND LEGAL.

The city council of New Orleans, La., is about to take action on a proposed automobile ordinance.

The city clerk of Lansing, Mich., has issued over fifty licenses at $1 each since the new local ordinance was passed.

The park board of St. Paul, Minn., have finally decided that automobiles shall not run on the Indian Mounds road, on account of the dangerous bluffs that border it.

In Logansport, Ind., on September 2, an automobile street car and vehicle ordinance was passed, by which the first named vehicles are restricted to speed limits of 6 and 12 miles an hour.

The common coun[illegible]pids, Mich., has before it a proposed automobile ordinance which requires the initials of owners on the backs of their machines in 4 inch characters. Duplicate initial combinations must also bear numbers to distinguish them.

The chief of police of St. Joseph, Mo., has instructed his subordinates to arrest all automobilists driving machines on which the local license fee of $10 has not been paid. An ordinance is now before the common council in which the fee is reduced to $3.

David Wolfe Bishop, of New York city and Lenox, Mass., has been summoned to answer to two complaints in the district court at Lee, Mass., on charges of violating the automobile ordinance of Lenox, Mass., and the State law requiring automobiles to be licensed

The proposed automobile ordinance for New Orleans, La., which is similar to the one now in force in Chicago, is now before the New Orleans City Council. At a meeting held on September 7 the New Orleans Automobile Club decided to take the members of the council out in their machines, to demonstrate the safety and control of the self propelled vehicle.

A. L. A. M.

The Mitchell-Pierce Motor Company, a merger of the Wisconsin Wheel Works and the Pierce Engine Company, has been admitted to membership in the Association of Licensed Automobile Manufacturers. A. J. Pierce, of the Pierce Engine Company, has been identified with the gas engine business for eighteen years, and built his first automobile in 1893.

It is rumored that a combination of foreign automobile manufacturers with millions of its own and plenty of backing in Wall street has been effected, and will fight the Selden patent monopoly. The rumor is so far unconfirmed, although many believe it to be founded on fact.

Accidents.

A fatal automobile accident occurred near Rochester, N. Y., on September 4, in which Miss Maud King was killed by the overturning of a machine at the foot of a hill.

At Syracuse, N. Y., on September 12, Dr. John Grant Lyman, Arthur W. Brand, W. T. Rynard and A. Dietz were plunged into the Erie Canal by runing an automobile at high speed through an open drawbridge. Machine and passengers were rescued without serious injury.

An automobile occupied by Mr. and Mrs. Frank Close, of Olean, N. Y., went over a 15 foot embankment near Salamanca, N. Y., on September 4. The accident occurred in an effort to steer around a bad hole in the road at high speed. Neither occupant was seriously injured.

While giving an exhibition of speed at the Zanesville (Ohio) County Fair on September 9, Earl Kiser, of Dayton, Ohio, lost control of his machine; it crashed through the fence and into the crowd, killing one man (John Gooden, of Zanesville), and injuring six others, including Kiser, who broke his ankle.

Through the breaking of a [illegible] the steering gear of their automobile, an unknown man and woman were involved in a serious automobile accident at Norwalk, Conn., on September 6. The machine ran into the curb, and the man managed to retain his seat, but his wife was thrown over the dash, breaking her nose and otherwise disfiguring her.

By carelessly emptying the fuel tank of his gasoline automobile, which had been filled with kerosene by mistake, J. O. Gilbert, of Wichita, Kan., caused the destruction of the machine on September 4. Discovering the error that had been made, Mr. Gilbert let the oil run on the ground, whereupon it caught fire in some unexplained manner, and soon enveloped the machine in flames.

On Saturday, September 12, Frank Day, of Columbus, Ohio, was making a trial for the world's speed record with Barney Oldfield's machine at the State Fair Park track, Milwaukee. While turning into the home stretch on the fourth mile the machine turned over and came down on the driver, killing him instantly. The machine turned over several times, tore away about 50 feet of the fence and was completely wrecked.

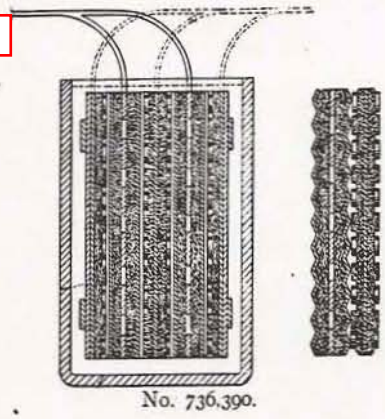
In attempting to climb a hill near Tuxedo Park, N. Y., in a steam automobile the machine ran backward over a bank and Miss Cornelia Herrick, of Southampton, Long Island, was killed and Dr. Edward C. Rushmore, of Tuxedo, very seriously injured. The accident was the result of opening the throttle suddenly in an effort to surmount the grade, while the link motion was in its extreme forward position. This caused the engine to reverse, as has frequently happened with steam machines using a reverse lever that does not positively lock where placed.

MOTOR VEHICLE PATENTS.

United States Patents.

736,390. Secondary Battery.—Geo. E. Hatch, of Quincy, Mass. August 18, 1903. Filed July 14, 1899.

It has been found in practice that those secondary batteries in which the active material is confined by porous supports are subject to a considerable increase of internal resistance and decrease of voltage during discharge, especially when the rate of discharge is high, and it has also been found that a main cause of these disadvantages is the exhaustion of the acid from the electrolyte, which is diffused through the active material more rapidly than it can be renewed from the outside surrounding fluid by percolation through the porous supports. A further cause is the accumulation of gases generated by the



No. 736,390.

discharge of the battery, which gases, unless their free escape is in some way provided for, gather in the pores of the active material and porous supports and exert an electromotive force which is counter to that of the battery itself.

The present invention is intended to overcome the above objections, and to that end it employs rigid porous supports for the active material of the positive pole electrodes only, and combines therewith negative pole electrodes so constructed that their chemically active surfaces or the greater portion thereof will be freely and directly exposed to the contact and action of the electrolyte without the interposition of an inert porous mass through which the electrolyte must percolate in order to reach the surfaces, and through which the gases generated at that electrode must pass in order to escape from the cell.

The negative electrodes are constructed as follows: A temporary receptaacle or support is provided, adapted to receive a shallow layer of red lead, which support is given the form of a shallow tray made of light porous wood and provided with a number of holes piercing its bottom. The material to become active is filled into