

any cases, responsibility and inefficiency of number of people owning horses is vastly greater than the horse owners themselves. Ten owners have not handling coachmen in their attitude law must always be that demands it, and true in the case of a chauffeur. When this unknown quantity had no standard by which to estimate his ability to operate cars and to pay a fine being made of his physical character. This law number of incompetent directly due to this resulting return in public. The license is not revocable, reactions of the law

Mistake. the working of this case of the student school of Automobiles, who are regarded as chauffeurs. We take all possible accidents, but this act that a law that a novice fundamentally wrong. of a chauffeur intended by the desire of than by the law, but is responsible and The employer's attitude is not usually one the chauffeur comes something to break cars. There is no he can be reached without permission, usually willing to the chauffeur suggest institute a check-in favor of those of the chauffeurs

and identity. purchased the owner and pays a fee that number, to be displayed car. In case of income owner may be number, but there is identity of the driver, responsibility really rests. required by those who g, and the fact of evidence of ability safety to the public children or friends, not paid for it, may them the law takes in many ways to with the locomotive law requires technical years of apprenticeship admitted that steering control, and

license, and licenses should be required of owners as well as chauffeurs, for the potential danger to the public is as great from one as from the other.

"The law in Connecticut has a clause that serves as a pattern, for the speed permitted is 'according to the discretion of the driver.' In this there is again a direct placing of the responsibility, for to clear himself when charges are brought the driver must show that the conditions of traffic were such that at the speed at which he was driving there was no danger to life or property.

"The weakness of any law will be due to an inability to take the personal equation into account. One of the recent accidents was due to the sudden advancement of a lad from an \$8 a week position as brass polisher to a post that paid him \$25, and the sense of his own importance entirely overcame any balance that he may have had."

## CROWNPOINT RACE TO ATTRACT FAMOUS DRIVERS

### Harrison, Who Has Run Against Darracq and Pearce, Will Enter Race.

With the nomination of two Fal-Cars for the stock chassis race to be held under the auspices of the Chicago Automobile Club in connection with its two-day race carnival at Crownpoint, Ind., June 18-19, two drivers of national and international fame are drawn into the contest.

E. M. Harrison, who has raced Darracq, De Dietrich and Mercedes cars in all the famous English and Scotch races, will pilot one of the Fal machines, while the other will be handled by A. H. Pearce, well known as the driver of the Pullman automobile in many contests in the East.

When H. R. Averill, sales manager of the Fal Motor Company, severed his connection with the York (Pa.) concern to look after the distribution of the Fal car, one of his first official acts was to engage Pearce to drive Fal cars in the many contests in which they will be entered. The policy of the Fal Company will be to take an active part in the sportive end of motoring.

Both Pearce and Harrison are now familiarizing themselves with the new product, and with drivers of such experience, the Fal machines may be expected to perform creditably in their initial contest.

Averill reports that the product of the Fal concern is being distributed evenly throughout the country for the sake of introducing the car generally, although the entire product could be sold in the immediate vicinity of the Chicago factory if the company so desired. Only 100 Fal cars are being made this year, but plans are arranged to make 1,000 cars for the 1910 season.

### BOY WINS IN CADILLAC THIRTY.

Eugene Bates Smith, aged 14 years, and a Cadillac Thirty touring car formed a sensational winning combination at the Greenville (S. C.) hill climb. Young Smith won first place and the prize cup in each of four events in which he drove the car. Aside from this, Cadillac cars in the hands of other drivers won three second and four third prizes.

Young Smith carried in his car a full passenger complement in every event—that is, four persons in addition to himself. The climb was 900 feet long. Smith's time in winning four prizes was as follows: Running start, :20; standing start, :29 1-5; running start, :42; running start, :30.

**KNOWN DRIVERS.**  
The Boston municipal authorities are making efforts to check a growing form of "joy riding" which has been attracting much attention. The practice referred to is that of giving rides to young girls with whom the motorists are not acquainted. This practice has become so flagrant that the commissioner has been studying it for a long time in an effort to devise some plan to stop it.

The police officials realize the impossibility of arresting persons for that particular practice, but the police will pay such assiduous attention to all persons seeking to give strange girls a ride that they will probably discontinue the habit, or be more circumspect.

### Police Will Interfere.

A police officer who sees any such action will hereafter be required to step up, carefully examine the machine for possible violations of the regulations governing registration, lighting, etc., and if the opportunity presents itself, be it ever so slight, an arrest will be made.

If every regulation has been lived up to, the number of the machine will be taken, license of driver recorded and an investigation instituted to see whether any chauffeur is "joy riding" without permission. The commissioner feels that this drastic method is urgently called for and will be appreciated by parents particularly. He says:

### Commissioner Explains.

"Members of the force will undertake to prevent a renewal this year of a practice which was common in the city last summer. Foolish young girls in the streets at night were often persuaded by men who were unknown to them to enter and ride away in passing automobiles. A policeman who sees such conduct on the part of occupants of an automobile will at once give attention to it. He will examine the lights and number of the machine and will call for and inspect the certificate of registration and the driver's license.

"Should he find either the machine or the driver at fault as to any requirement of the automobile laws or the street traffic rules he will prosecute, and in reports of such prosecutions commanding officers will note the fact that they were undertaken in consequence of this order.

"Should there be no ground for prosecution a report of the circumstances will nevertheless be made to headquarters for transmission to the owner of the automobile; for the persons engaging in this vicious and disorderly practice are often employees who are aboard without authority and in violation of the law passed for the protection of owners.

The same course will be followed with reference to any automobile whose occupants are noisy or disorderly. This order applies to public as well as to private automobiles."

## MAXIMUM TIRE ECONOMY REQUIRES WATCHFUL CARE

size is ed to s cars. and cor being is subs 1909 ca One improv dry pla desirab and, as any ki cold as of a sp plates der the been m quarant ive ac Three efficien ing, a sliding ing dir ly, is drive rear al alumin through acting thus 6 ing po No c buratio tem ha straine for cle type o quickly tively water driven of the tained In t two d wiring is carr The s made i is eas foot. T curren tenston startin ways wres magne lubrica tive sy double the fr crank copper pairs uniform flowin Motor by a vides high under steerin vances ing c held h is now autom