

MOBILES

DRIVING A CAR AT NIGHT

Practice is Essential to Proper Management of the Car.

AUTO MUST BE WELL LIGHTED

Goggles Should Not Be Worn by Drivers—He Must Observe Speed and Courtesy Rules.

Unless one has had considerable experience in driving by night, and no matter how well he may know the road by daylight, he often utterly at a loss to recognize familiar objects and will even pass the place to which he desires to go without being aware of it. When traveling over the same road after dark, objects by the roadside have an unnatural appearance and seem out of proportion; what appears as a dark patch in the road may be either a pool of water or a depression, and light-colored objects by the side of the road may even be taken for the road itself. The road, too, apparently disappears a short distance ahead and the autoist sets the brakes, only to find himself deceived. Due to the combination of deep shadows and strong lights with the general gloom of the night, all sorts of objects created in the imagination seem to spring up, causing doubt and anxiety. For comfortable night driving as well as for the safety of the car and its passengers, powerful lamps are an absolute necessity.

Practice Essential.
Recognition of familiar objects and accurate judgment of road conditions can only be acquired by practice. It is not necessary, to accustom one's self, to drive tight after night for periods of from six to eight hours on a stretch, as such long periods give rise to a half-strung and nervous state on the part of the driver. The first drive should not take over an hour and the autoist should be accompanied by a companion familiar with night driving and the roads that are to be traversed. This companion should point out deceptive appearances and explain their true character, and in that way act as an adviser. Unnecessary talking should be avoided by both as tending to distract attention from the work in hand. Subsequent drives can be of greater duration and on some of these the companion should not give instruction, allowing the driver to take care of himself, but acting when an emergency arises. As a general rule, no matter how experienced an autoist is in night driving, there should be someone in the seat alongside to watch the road, and the majority of drivers are only too glad to have such assistance.

Effect of Street Lights.
Running in city streets or on lighted roads is of course much easier than running on dark roads, but in such cases the eyes are constantly accommodating themselves to the changes in light as the car approaches and passes a street lamp. With the powerful arc lights in use in many cities, the view will be obscured for a short time as the car passes out of the circle thrown by the light and a feeling of blindness will result, soon passing off, however, as the eyes adjust themselves to the change in quality of the light. It is due to this effect on the eyes that a number of the minor accidents occur at corners, not only to autos but to horse-drawn vehicles and foot passengers. When emerging from light into what seems total darkness, as when leaving the last light of a city and going along the unlighted road, an involuntary sensation of being lost is experienced and even with powerful headlights the feeling of blindness occurs for a short time.

Goggles Not to Be Used.
Except when absolutely necessary, goggles should not be worn nor should the windshield be raised when driving at night, as the reflections from street lamps or other sources of light on the glass surfaces of the windshield are apt to be direct lights and obscure objects on the road, with unhappy results. A hint in this direction can be taken from the locomotive engineer who drives at night with the cab windows down to prevent any possibility of reflection, the only light in the cab being the gauge lamp being placed directly in front of the gauge, where no angular reflection is possible. Objects outside of the area illuminated by the lamps are almost invisible, so that care should be taken in making a turn or when passing a road crossing. It would be well to have a movable searchlight fitted and this should be played on road crossings in both directions as the car approaches them, and on the road into which the car is to turn in order to illuminate objects not shown up by the headlights. Otherwise the searchlight can assist the headlights in illuminating a greater vertical area and give warning of dangerous objects at a distance.

Speed and Courtesy.
Only a very reckless driver or one under the influence of liquor would drive a car at extreme speed at night. Not only would he endanger the other occupants of the car in so doing, but all other road users, especially those who lights are not as powerful as his own. To be on the safe side and to accord fair treatment to all others on the road, a car should never be driven at such a speed as will necessitate the use of goggles or a windshield. Courtesy on the road does not disappear with the sun and because one has a powerful car and large lamps he is not justified in causing annoyance or injury to less fortunate users of the road. To the credit of the majority of autoists, most of the violations of courtesy are on the part of horse drivers or other road users, a striking example being the moving and driver who persistently occupies the crown of the road, thus preventing others from passing him, or who picks out the narrowest part of the highway as a suitable place to breathe his horse. The cattle driver with his herd occupying the entire width of the road and without any lights at all is another offender who constitutes an element of danger. In addition, both of these must be watched, for on summer nights and in localities where market wagons or herds are driven from one place to another by night, moderate speed is all that can be indulged in with safety. As in the daytime, the same courtesy should be extended to all other road users at night and it should be remembered that in case of accident, it will go harder with autoists at night than if the trouble occurred by daylight.

The Lights of Traffic.
Traffic on our roads is, unfortunately, noticeable in the main by the absence of lights of any description. Though nearly all states specify that all vehicles shall carry lights, the laws are honored more in the breach than in the observance. Most of the mishaps on the road at night are rear-end collisions, or as a result of endeavoring to avoid such collisions. When horse traffic carries any lights, they consist of either a pair of oil dash-lamps or a lantern slung under the running gear, and none of these lights can be seen for any considerable distance. So whenever a faint light is seen ahead, the autoist should drive cautiously until the nature of the object

Better Auto Laws for the Highways

Washington Convention in January Has Important Work to Do on This Subject.

Charles Thaddeus Terry, chairman of the legislative board of the American Automobile Association, announced last week that the first national legislative convention, under the auspices of the American Automobile Association, will be held in Washington during the middle of January. This will be the first convention of its kind ever held, although two years ago the legislative board of the American Automobile Association combined with the good roads board in holding the first big convention at Buffalo, which was chiefly devoted to the good roads movement.

Plans are now under way to invite the governors or their representatives from all the states in the country, and in view of the increasing interest in the subject of good roads throughout the southern and far western states it is believed that the delegations from these localities will be particularly large. It has been found wherever the good roads subject becomes prominent it is at once followed by a demand for better laws regarding the use of the highways.

The chief matters that will be brought before the coming convention will be the national registration motor-law and the uniform state law. The former will be re-introduced into congress by Representative Cocks, who had charge of the bill last year, and it is proposed to obtain a hearing upon the bill before the judiciary committee during the time of the convention in Washington.

The enthusiasm aroused throughout Louisiana for improved highway and the good roads convention, held in that state during the summer, has led to the calling of a second similar convention at New Orleans on November 20 and 21. An important feature will be the holding of a series of automobile races over the mile race track in New Orleans, sanction for which was recently granted by the American Automobile Association contest board. The New Orleans managers have retained Fred J. Wagner as starter and the profits from the race meet will go to the good roads fund of the state. Governor Sanders, who called the recent good roads convention, has consented to act as one of the honorary officials at the races, and he will deliver one of the principal addresses at the convention, outlining the needs of better roads for Louisiana.

Atlanta Motor Course Fast.
Experts Say Ormond Beach Alone Excels Georgia Track.
NEW YORK, Nov. 6.—With the Vanderbilt cup race having become a thing of the past, racing motorists turn their eyes to Atlanta, where on November 9 will start a great five days' meet by way of an inauguration of the new motordrome course. This speed tournament will be run in connection with the Southern National show, which will open in Atlanta today.

George Robertson, Charles Basie and Fred Wagner, who have visited and tried out the new track, found it to be the fastest circular course in this country, with speed possibilities exceeded only by the beach at Ormond.

The new two-mile track has a surface of Augusta gravel, of which the famous Savannah course was built. The turns have a two-degree banking and the home stretch is over 100 feet broad. Iron gables have been erected and grandstands built to seat 30,000 people.

A special freight train started last Tuesday to carry the Vanderbilt cars to the course. Messrs. Durant and Candler of the Motordrome company, who were here for the Vanderbilt, have secured already the promise of fourteen cars for the races. Ten thousand dollars in cash and an equal amount in trophies will be put up. The track is entirely a local patriotic enterprise. No tradesmen are financially interested and no profit beyond expenses is sought.

Sweet-Edwards Automobile Co. Cars.
The Sweet-Edwards company, incorporated less than sixty days ago to carry on an automobile business on Farnam next door to Fredrickson, will handle the American Moon and the Parry. The American is one of the foremost cars of the United States and has a record bursting with wonderful performances.

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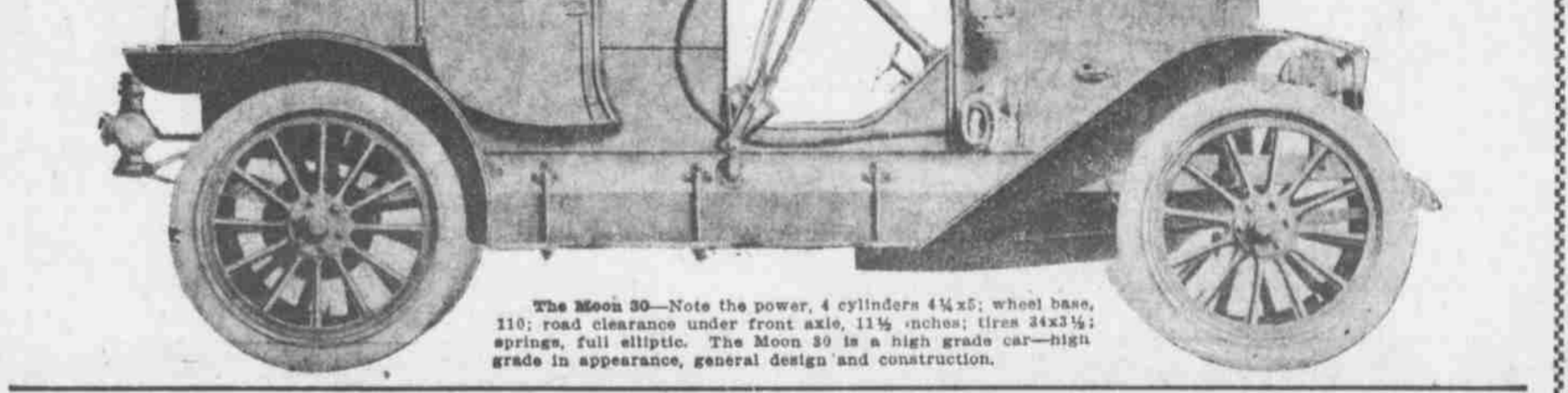
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A Car for the Discriminating Few. No Noise but the Wind. The Aristocrat's Car.



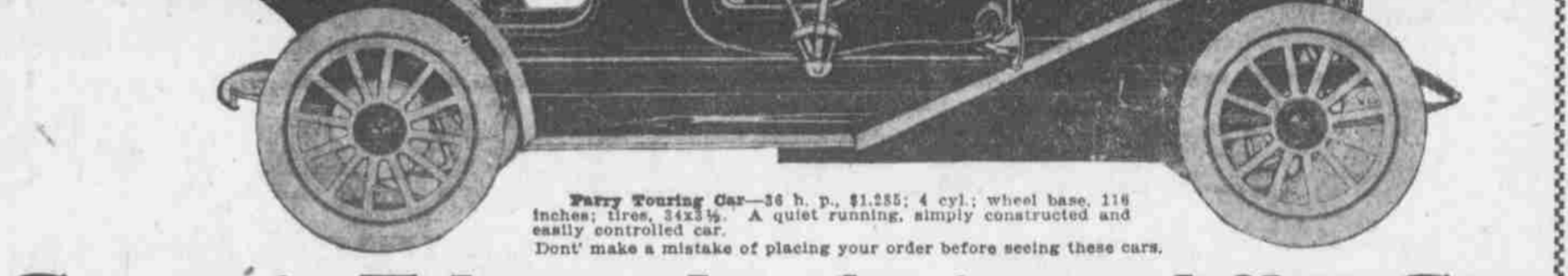
Men who, by taste and by choice, number among their personal possessions only the best and the finest—Men who will not let price dictate consideration of aught but the best and the finest—These are the men who buy the American; and it is for these men that the American is built.

THE MOON--\$1,500



The Moon 30—Note the power, 4 cylinders 4x4 1/2; wheel base, 110; road clearance under front axle, 13 1/2 inches; tires 34x3 1/2; springs, full elliptic. The Moon 30 is a high grade car—high grade in appearance, general design and construction.

THE PARRY--\$1,285



Parry Touring Car—36 h. p., \$1,285; 4 cyl.; wheel base, 118 inches; tires, 34x3 1/2. A quiet running, simply constructed and easily controlled car. Don't make a mistake of placing your order before seeing these cars.

Sweet-Edwards Automobile Co. Temporary Office, 613 N. Y. Life Bldg. New Garage, 2052 Farnam. A Good Proposition for Agents.

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There's only one expression and one verdict on the 1910 White gasoline car. It's the nattiest, niftiest, nabob of a car that ever came to town. It's the cleanest built, strongest made, most powerful climber in the city. It's the equal of the \$3,500 French Renault and its price is only—

\$2,000

The 1910 White Steamer is Also Here for Your Demonstration

HERE'S what a customer writes about the new model only last week: "I wish to state that I have been driving my White Steamer 'Model 00' since four weeks ago last Friday and have covered 2,274 miles of Kansas roads. Have not had one cent of tire expense, only \$1.48 for repairs for broken pilot light. My entire fuel bill has been \$5.00. I am in the midst of the oil country and get my kerosene at a very low price, but this is remarkably pleasant." Signed—H. B. SCOTT.

Write for information. Drummond AGENTS 18th and Harney Sts. 2024 Farnam St. San Francisco's most beautiful young woman in her White Steamer.

