

ELECTRIC CAR IS NOT TOY OF IDLE

Expert Explains Practical Advantages of This Type of Auto.

PERFECT STAGE REACHED

Advent of New Battery Marks Important Advancement in Operation of Electric Type.

BY LEWIS H. REESE. The "Question of Power" seems to be one of the predominant questions in prospective purchases of an electric car. Invariably the dealer when inquiring into the possibilities of the electric car.

Sufficient Mileage Obtainable. As a general proposition any modern electric will give an average of 40 miles per charge up hill and down.

Wide Difference Between Types. Naturally the question arises, "What is the horsepower of the motor?" You can imagine the varied expressions which greet the answer.

Looks small, doesn't it? Just about enough power to propel a baby carriage, in comparison with a 40-horsepower gas car that chugs, groans and lies down on Ford-street hill.

High Speed Not Required. On the other hand, the electric motor will develop its rated horsepower and 300 to 500 per cent overload at any speed.

Power Is Cheap. About a cent a mile running will cover it. This point is one on which more people have a fund of "misinformation" than on anything else pertaining to the whole proposition.

New Battery Eliminates Trouble. As a rule we very seldom get over the ground without being asked, "What about the new Edison battery?"

Other Equipment Serviceable. Let it not be understood that the electric is not practical or serviceable when equipped with the ordinary battery. It is both. In fact, a great many people are buying electric cars equipped with the lead battery who have full knowledge and information of the many advantages and superiority of the Edison.

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PIPE MIKAR FINDS THAT ALL IS NOT COIN THAT SHINES. (BY DOWLING.)



CRANK IS ON WANE

Self-Starter Springs Into Popularity Rapidly.

SEVENTY MAKERS ON LIST

Wide Range of Devices Gives Auto-ist Big Field From Which to Select His Design.

Last Fall few designers gave the self-starter serious consideration and few of the 1912 models announced at that time were fitted with devices which eliminate the starting crank.

Starting the engine has been the great bug-a-boo of the novice. It requires much physical exertion even from those who are strong enough to crank a car. The driver likes to get his feet wet and muddy and work himself into a perspiration in front of the car as a preliminary step to going for a drive.

The self-starter makes the gasoline car as easy to handle as an electric and wipes out that one point of difference which some fastidious drivers have considered of importance in the past. It fits the gasoline car to the average woman's use and may even be regarded as marking the passing of the chauffeur, for it removes the main dread which many owners have felt when driving alone.

The self-starter idea is not a new one. It was experimented with by the Durays more than 15 years ago and with an increasing frequency by many others since. The oldest form was the spring starter, in which the engine stored enough power to turn itself over a few times. This had the disadvantage that it might not have range enough for an obstinate engine and so fall when wanted most.

The next form was the compressed air or gas device, which stored gas from the engine cylinder or air pumped by the engine in a tank from which it could be admitted to the cylinders for turning the engine over for starting.

This was first applied as a regular equipment to the Winton cars and as a success when much to do with the coming of its present popularity. The Chalmers, Amplex and others are using devices of a similar nature.

Electric Device Efficient. In the Cadillac and some other cars an electric motor and storage battery furnish the needed current for turning over the engine. After which the engine in turn keeps the battery charged. In these days of electric lighting and high grade ignition this system seems quite desirable.

The Simplex, Warren, Reo, Velle, Hudson, Moon and other cars use a starter in which acetylene gas from a tank is admitted to the cylinders and ignited by an electric spark. This gas is explosive and the ease of ignition practically insures that it develops the power wanted to turn the engine into activity. The amount of gas required is little and the system is not complicated.

The McIntyre is fitted with another form of gas starter. The Lambert cars use a foot lever for starting from the seat and the Stevens-Duryea buggy uses a hand-operated rope, so it is seen that there is ample range of devices from which a buyer may choose.

Madras Auto Man Cheerful. J. C. Robinson, of Madras, Or., Reo and Apperson agent for Crook and Harney counties, was in Portland last week arranging for a carload of both machines. Mr. Robinson said that prospects for a general boom in the

LOADING SYSTEMS ATTACKED

Noted Truck Expert Tells How to Minimize Loss by Delays.

In an address to the Retail Coal Dealers' Association of New England, at Boston, William P. Kennedy, head of the Alco transportation cost bureau, pointed out the waste in hauling systems from delays, primitive methods of loading or other reasons, and how to minimize it.

Mr. Kennedy, who is eminently known as a leading expert on motor truck costs, told how difficulties that were met with in the past are being overcome, all with a view to utilizing the motor truck to its fullest capacity and reducing the cost of hauling. The speaker said that no general rule may be laid down and that only the analysis of a particular situation can determine the amount of saving it is possible to effect.

"There is no question that, if conditions are arranged so that the motor truck can be permitted to operate for a sufficient period of the working day, it will readily effect a saving," said Mr. Kennedy. "There are at present impediments, due largely to mechanical delay, to making the delivery as well as the delays frequently experienced in loading. Unloading conditions present the greatest difficulties often because they are usually beyond the control of the operators."

"That the difficulties with regard to loading operations can be changed to provide quick loading by mechanical means is quite apparent from the number of yards equipped with hoppers and other devices.

"It is without saying that the ideal way to load motor trucks would be automatically from the hopper system, the machine passing under the hopper, taking its load in a few minutes and immediately starting upon the delivery."

Mr. Kennedy cited instances of the need for better facilities in handling. He continued: "In many cities coal has to be delivered in the most inaccessible places; sometimes to small manholes at the edge of the sidewalk; sometimes through openings located at the building rather than the edge of the sidewalk, and in other instances into openings which are in the walls of the buildings above the sidewalk."

2694 Cars Shipped to West.

According to L. H. Rose, Northwest manager of the Studebaker Corporation, 2694 cars were shipped to Studebaker branches on the Pacific Coast during the past six months. The Northwest's allotment of E-M-F and Flanders cars was considerably larger than for the same period the preceding year.

GILL TO CHALLENGE VOTE

Investigation in Interest of Defeated Man Now in Progress.

SEATTLE, March 30.—(Special).—Attorneys representing the special commission that has been investigating the Mayoralty election in the interests of H. C. Gill began today the drafting of a complaint in quo warranto proceedings to force a recount. George F. Vanderveer, Frank E. Brightman and George Tennant are the attorneys who represent the committee. It was decided to challenge the vote in all those precincts where the polling places were kept open outside the regular election hours, to contest the right of students of the University of Washington residing elsewhere in the state to vote at a Seattle election and to point out specific instances where illegal influence was exerted and where unauthorized voters were cast or legal voters were prevented from casting their ballots.

"On the theory that the election boards were organized favorably to Mayor George F. Cotterill, the complaint will charge a general conspiracy to conduct the election in his interests. A check made of the State University vote shows that 130 students who registered in the Fall as residents of some other part of the state, registered this year as qualified voters of Seattle.

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