

OUTING'S MONTHLY REVIEW

OF

AMATEUR SPORTS AND PASTIMES.



THE PUBLIC AND THE INDUSTRY.

TO-DAY we undoubtedly have the primary groundwork for the motor-vehicle types and models of to-morrow, but certainly refuses at this time to accompany us farther. Any adequate realization of our cherished hopes in this direction involves not only the solution of many new problems in mechanics and engineering, but also our adaptation to and mastery of the carriages which we now crowd and jostle each other in the effort to secure. The first-named group of hindrances to the rapid and widespread adoption of the automobile is probably no more serious than the second; the genius of the industry unravels the knots of the tangled skein slowly, though at last effectually and for all time, but the education of the operator is never finished and liable at any moment to be set at naught by lapse of attention or unforeseen circumstance. Possession of the means of purchase is not always a guaranty of patience and skill, of courage and discretion, and of personal resource in the management of a complex mechanism; neither can these qualifications be judged in any case whatsoever by arbitrary standards of requirement.

The public must be trained to handle what the designer and builder have been self-trained to produce. A hundred years' knowledge of and contact with machine development has taught civilized humanity to employ in myriad ways such powers and speeds as would otherwise be regarded with amazement and terror. One would hardly expect a primitive man, however gifted by nature, to drop carelessly to sleep a half hour after stepping aboard a race-horse of the rail or a greyhound of the sea. And yet the advance from rude saddle to locomotive cab is not much greater in its range of experience than that from an animal-drawn to a motor-driven vehicle. We approach the lat-

ter with a confidence born of more or less knowledge of mechanical powers and possibilities; but one must serve an earnest, personal apprenticeship to such a broad and novel departure from familiar things as the automobile, or remain in partial ignorance of its nature and the pleasures and benefits of its ownership and use. There is no royal road to its acquaintance or to its mastery.

It is characteristic of bold and original ventures into unexplored mechanical fields that the difficulties in the way of completeness of achievement are as a rule magnified in the eyes of those who know them best, and underestimated by the great majority of others. With the over-enthusiastic inventor and the pessimistic ignoramus alike left out of account, the motor-vehicle industry is to-day a striking illustration of the truth of this general deduction. Only the conscientious foresight of the makers has prevented the oft-quoted—and as often regretted—Davis transcontinental (?) trip from being multiplied by hundreds if not by thousands. The automobile trade is equally as anxious as the public that the practicabilities of its various machines shall be brought out—undoubtedly more so; but it is zealously guarding against being held to account for responsibilities never assumed. The final verdict is rendered, not in laboratory calculations of power, speed and efficiency, or in public competitions and other special tests, but in private service. The determining point is the degree of satisfaction given to the average person by the average vehicle. Such as these are the only reliable “landmarks of performance”; the interests of the public and of the industry are here identical.

THE FAMOUS AUTOMOBILE TRIP FROM CLEVELAND TO NEW YORK.

It is essential to the value of present-day achievements of the automobile that interpretations of the direct and collateral results thereof be accurately and understandingly made. Not infrequently some point of rare merit appears where least expected. It is the purpose of this department of OUTING to carefully examine from time to time the most notable developments in the new world of self-propulsion, and

to give publicity to features of proven worth or fair promise, rather than to passing novelty in application of power or to experimental construction.

The trip from Cleveland, O., to New York City, in May, 1899, of, the Winton hydrocarbon motor in 47 hours 34 minutes net time, is worth a special place in the list of the American performances for that type to date, for the reason that it was a speed trial such as anyone else with similar equipment and ample, though not necessarily special, knowledge might have as expeditiously and successfully made. True, the two persons making the trip were, respectively, President and Assistant Superintendent of the manufacturing company, but it does not appear that these gentlemen were called upon to exercise any powers or skill beyond the reach of anyone else having a good working mastery of the machine. On the other hand, it is certain that had they been favored by weather and road conditions, and able and willing to have pushed through by day and by night after the manner of the English and continental record automobilists, the elapsed time might have been—barring accident—materially reduced, especially with light-racing equipment and one rider instead of two.

As it was, the covering of 707.4 miles in 47 hours 34 minutes net time was a very creditable performance. The highways from Cleveland to Buffalo average from fair to good, and the grades are moderate. Over this portion of the journey 218 miles were covered in eleven hours, or nearly twenty miles per hour. Through New York State, with considerably poorer roads, the rate of speed decreased, inasmuch that the average for the entire trip was brought down to about fifteen miles per hour. Short spurts at rates varying from twenty-five to thirty-five miles per hour were made. The heavy mud of western and central New York and the steep grades alongside the Hudson River were alike passed without marked difficulty, the only accident on the trip being due to a fracture of an axle caused by violent collision with a large boulder.

The vehicle used on the afore-mentioned journey was a light single-seated phaëton, weighing in the neighborhood of 1,000 pounds. The motor was of the ordinary single hydrocarbon type, fueled by gasoline, of which a sufficient supply for seventy-five miles' run over average roads may be carried. On the speed trial from Cleveland to New York 20½ gallons of oil were used, and about five gallons of water. The cost of the power per mile was somewhat less than one-half cent. The wheels were 32-inch diameter front and 36-inch rear, equipped with 3-inch pneumatic tires. Extreme range of speed of motor, 200 to 800 revolutions per minute.

This trip demonstrated the practicability of the hydrocarbon type of automobile for satisfactory service under severe conditions. It is doubtful if any electric vehicle of contemporaneous manufacture could have accomplished equal net results, even if perfect arrangements for re-charging of batteries had been provided at all points of possible power exhaustion.

This is casting no reflection whatever upon the noblest of all motive powers, but tends rather to set forth the all-round superiority of

each in its particular domain. The use of electricity is yet inseparable from extra-heavy weight, and limitation of run possible to be covered within the life of one charge of battery. Every pound of additional weight drops the wheels of a vehicle deeper into mud or mire, throws it heavier against obstructions, and increases the drain upon the supply of power—an item of great importance when the difference in the weight of the representatives of two types is from 1,500 to 2,000 pounds. The hydrocarbon motor, on the other hand, is comparatively a lightweight, and it may pick up its accustomed fuel at almost any point in city or country.

But the electric automobile for use under ideal conditions of roads and weather is the highest expression of the new industry, seemingly unapproachable in any essential respect by any of its competitors. If one's horseless stable include a model of each of the two types, it will be the part of wisdom to determine which machine shall be used on any particular occasion, by taking into account the kind of service to be performed. Planning thus, one need seldom experience more difficulty than he should naturally expect from vehicles, as it were loaned to him by the designer and builder as much for the discovery of their faults as of their virtues,

ART AND UTILITY IN DESIGN.

The motor vehicle is suffering considerable arraignment nowadays on the score of general appearance. It is frequently referred to as awkward, inartistic, unsightly, cumbersome, and so following, while these mild words do not always suffice for newspaper descriptions. The extremely critical attitude of public and press here indexed is manifestly more thoughtless than thoughtful; nevertheless the challenge has not fallen upon indifferent or unwilling ears. It has enough foundation in fact to merit careful consideration by designers and makers, and as a rule it has been generously received and thoroughly weighed.

It is evident, however, that the very boldness of departure from familiar means of transportation has given rise to a class of mechanisms whose essential features are so new and novel as to afford no satisfactory basis for point-and-point comparison with anything else. Strangeness, in admittedly imperfect forms, need expect no especial favors from the viewpoint of criticism more or less unaware of the path of difficulty being necessarily followed. New things in the mechanical world are seldom done with grace or art; utility for the time being takes precedence over all other considerations. The first requisite is a machine actually self-propelling; this end achieved, the search for improvement—symmetry, efficiency and beauty—may begin.

It is perhaps unfortunate that the average automobile at rest suggests a horse-drawn vehicle of corresponding pattern from which animal and trappings, together with the means of fastening to the body of the same, have been broken off clean and square and spirited entirely away. Your first thought is one of pity for the mute helplessness of the machine; you can hardly conceive that the power of movement is present there. That fact established by ob-

servation and use, however, the initial attitude experiences a change by which confidence gains a point to influence your judgment. Further acquaintance serves to remove the last vestiges of suspicion and prejudice. You are soon pleasantly accustomed to looking straight ahead, or to the roadway immediately in front, without anything but the dash-board before you; and it gradually dawns upon your mind that the average critic is a person in about the same attitude as you assumed aforetime.

You are not yet quite satisfied with the appearance and action of your vehicle. No; that would be too much to expect. You are simply in line with the best thought of the industry, and ready to justly appreciate endeavors to eliminate the objections you have aided the proper persons to see and measure. You may call to mind the popular opinion concerning the pneumatic tire when first introduced, many of the adjectives applied to which are those to-day used to index automobile characteristics. The present-day high-gauge of cycle tubing produces a stocky appearance, decried at first, but now well-nigh universal in high-grade construction. We have become so familiar with air tires and stocky frames on bicycles and other vehicles that these features of the motor carriage are hardly considered in the make-up of our criticisms of it. Our special displeasure is, very likely, the severely square front and the awkwardness of steering,

Doubtless the best way to reconcile one's self to the appearance of the automobile of 1899-1900 is to regard it as the product of an early stage of a movement inevitable in the present conditions of business, mechanics and society, having for its ultimate end the popularization of a feasible, economical and reasonable means of transit. There is no excuse for doubting the final triumph of the forces of the industry over all the difficulties in the way of the accomplishment of these purposes—not excepting even the seemingly tremendous one of clumsiness in appearance. When we expect less of what we have not, we may see more of that which we have. Crude practicability in several types is proof of great progress from the beginning. Utility has been and is the master-word; nicety of result and refinement of finish are ideals already formulated, but held in reserve.

AUTOMOBILE EXHIBITIONS.

The cycle show, which was a thriving American institution from 1891 to 1897, and then apparently passed under eclipse, revives gracefully in 1899-1900 by the aid of the interest centered in contemporaneous motor-vehicle manufacture. At the National Export Exposition, open at Philadelphia, Pa., from September 14th to November 30th, last year, self-propelling carriages were shown in a modest way, but withal so satisfactory to promoters and visitors alike that an international automobile and electrical exhibition is in serious contemplation for the coming autumn in that city. The main interest in the annual Stanley cycle show, held at London (Eng.), in December, was the display of the vehicles designed and constructed in Great Britain. At the present writing (January 10th) preparations are proceeding apace for the trade

event of the year in the United States—an exposition of cycles and automobiles, and their associated products, at Madison Square Garden. Borough of Manhattan, during the week beginning January 2d. A number of the leading factories of this country have secured representation, and it is expected that the familiarity with types and models here possible, together with the publicity proceeding therefrom, will add very materially to the confidence in and the welfare of the industry.

AUTOMOBILE NEWS NOTES.

The racing season in France will open on February 25th, 1900, with a competition over the Pau-Tarbes-Bayonne-Pau course of 335 kilometers, in which event several machines built during the past winter are expected to compete.

The Motor Car Club, of England, announce four cash prizes of \$500 each, and four of \$250 each, for improvements in the British automobiles of to-day. These prizes are bonuses pure and simple, and their winning surrenders no share in any invention offered in competition for them.

Automobile clubs are everywhere gaining in membership.

Ordinances governing the use of bicycles in several American cities are being so amended as to make the limits of speed for cycles applicable also to motor vehicles. These limits are usually from 10 to 12 miles per hour on paved streets, and from 15 to 18 miles an hour on open roads.

The matter of autotrucks is under investigation by leading express companies here and abroad.

1900 will witness increased attention paid to the manufacture of motor-cycles and motor-tricycles in the United States.

The officers of the Automobile Club have received official intimation that the American challenge for the International Cup has been received in France and been accepted. Entries for the International Cup closed on January 1st with the following countries represented in the accepted challenge: United States, Germany, Italy, Belgium and France.

How the automobile would behave in a deep snow has been a matter of speculation. On January 5th an opportunity occurred of a practical test at Lawrence, Mass. A heavy snow-storm happened in the afternoon, and when the storm was at its height and the snow seven inches deep, an automobile was driven through the virgin snow with no difficulty.

The beginning of the end has come for the venerable jokes on the Royal Blue Line of ancient omnibuses, which have been notorious vehicles for the satire and gibes of generations in Fifth avenue, New York, for on New Year's day New York was astonished—and it takes something to astonish New York—by the silent gliding down that avenue of a brand-new experimental motor omnibus plying for hire. As an experiment it is reported to have been entirely satisfactory.

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