

HINTS THAT WILL HELP MOTORISTS

AUTOMOBILISTS should bear in mind that it is a general consensus of opinion that the sport of automobiling is facing a situation of facts, not of theories: that the agitation of to-day is the forerunner of a more unsatisfactory condition to-morrow, unless a united effort is made for a general improvement. In the conducting of this general improvement it has been stated that the great law of courtesy must be the essential element of harmony. In fighting the unjust legislation with regard to speed limitations, the motorist must remember, that only the strictest observance of the present speed laws will secure the necessary general conditions from which all efforts for improvement must start.

When he has sufficiently well impressed the authorities that he is desirous of obeying the law in regard to speed, whether that law in his eyes be just or unjust, then, and not till then, will he be able to secure legislation more favorable. When this time has arrived, efforts toward improvement of the regulations must be directed toward securing speed laws based on that general condition which makes it a controlling principle "that no automobile should be driven at a rate of speed inconsistent with the safety of the public" rather than for a definite maximum speed.

Every day echoes a plaintive wail from an automobilist that he has been arrested unjustly for speeding his car and that he knows he was running within the limit.

The fact is that many drivers do not "know" they are within the speed limit simply because they have no indicator but their own minds, which indicators are biased at the start and easily set back at the finish.

IN CASE OF EMERGENCY

When a spark plug refuses to work you will find in many cases it is fouled by an accumulation of oil and grease. A very simple remedy is at hand for this: Remove the plug, dip it into gasoline and after getting some distance from the gasoline tank touch a match to the gasoline on the plug. In two minutes your spark plug will work like new.

One of the dangers—though fortunately not frequent—an automobile has to contend with is that of having his car catch fire. The safest plan, of course, is to carry a hand extinguisher in the car at all times, but in the absence of this, the surest and quickest is to run the car into the most sheltered convenient spot; remove a mud guard and shovel sand upon the burning part with all the speed at your command. This will act with surprising rapidity, much more rapidly upon the grease covered chassis than will water. Next to sand, and advisable in places where sand can not be found, a heavy rug may be efficacious. In any case, action must be taken at the very inception of the fire.

Many an automobile has stood for hours by the roadside, miles out in the country, with the driver resignedly perched upon the seat waiting for a tow, when an examination of the inside of the coil would have shown the cause of the breakdown. The usual "go wrong" parts have been examined only to find them all willing but unable to work. The gasoline is turned on, the engine is not overheated, the carburetter is on friendly terms with the battery, which retains its cheerfulness for work, but still the motor, metaphorically, has its fore-feet planted in the sand. This is where you go in search for trouble inside your coil. If you have more than one coil you may have to examine them all only to cut out the bad one and run under the good, but should you have only one, which is very likely, look first at the connections and it's ten to one your trouble ends. If no break is found here, then the only expedient is to examine the inside of the coil, a difficult task with an easy remedy. When you find the break, two minutes and a piece of tire tape will start the engine off again.

Coil troubles generally are brought on through excessive vibrations, which rattle the connections of the coil in the leads for the vibrator and secondary in much the same way that continued jolting over a rough road will loosen the bolts in the car body, and the coils be examined as often as are the nuts and bolts.

A TRIBUTE TO THE LATE WILLIAM C. HARRIS

MR. CHARLES HALLOCK, whose acquaintance with Mr. Harris was intimate for a third of a century, writes feelingly when he says:

"I always admired 'Old Pard' as much for his stanch manhood as for his bonhomie. Those who angled with him and watched him 'chuck a bug' to his favorite 'bronze backers' knew him to be jolly and uniformly courteous; and those who met him at his desk, and read his homilies on the gentle art, were aware of his ability as

an editor and purveyor of fish lore; but how few of them all had the opportunity to discover his sterling and steadfast traits of character; his sanguine temperament, his patience under adversity, his calm philosophy and cheerfulness under repeated bereavements, his perseverance in surmounting obstacles, moral, physical and financial, his fidelity to his trusts and his persistent industry, especially in the matter of getting out the crowning work of his life."