

REVIEW SHOWS LIGHT ELECTRICS GAIN IN FAVOR

Growing Prestige of Commercial Wagons, Taxicabs and Roadsters

DEVELOPMENT IS SLOW

By A. JACKSON MARSHALL Secretary Electric Vehicle Association of America.

The last year has seen many changes and improvements in the electric vehicle industry, all of which point to an unusually bright future, both for the electric in the commercial field and as a passenger car.

The Boston Institute of Technology, employing the best authorities in an unbiased study of transportation problems, bears out this statement of the electric's adaptability to city traffic after four years of observation and statistical study.

LIGHT ELECTRIC WAGON.

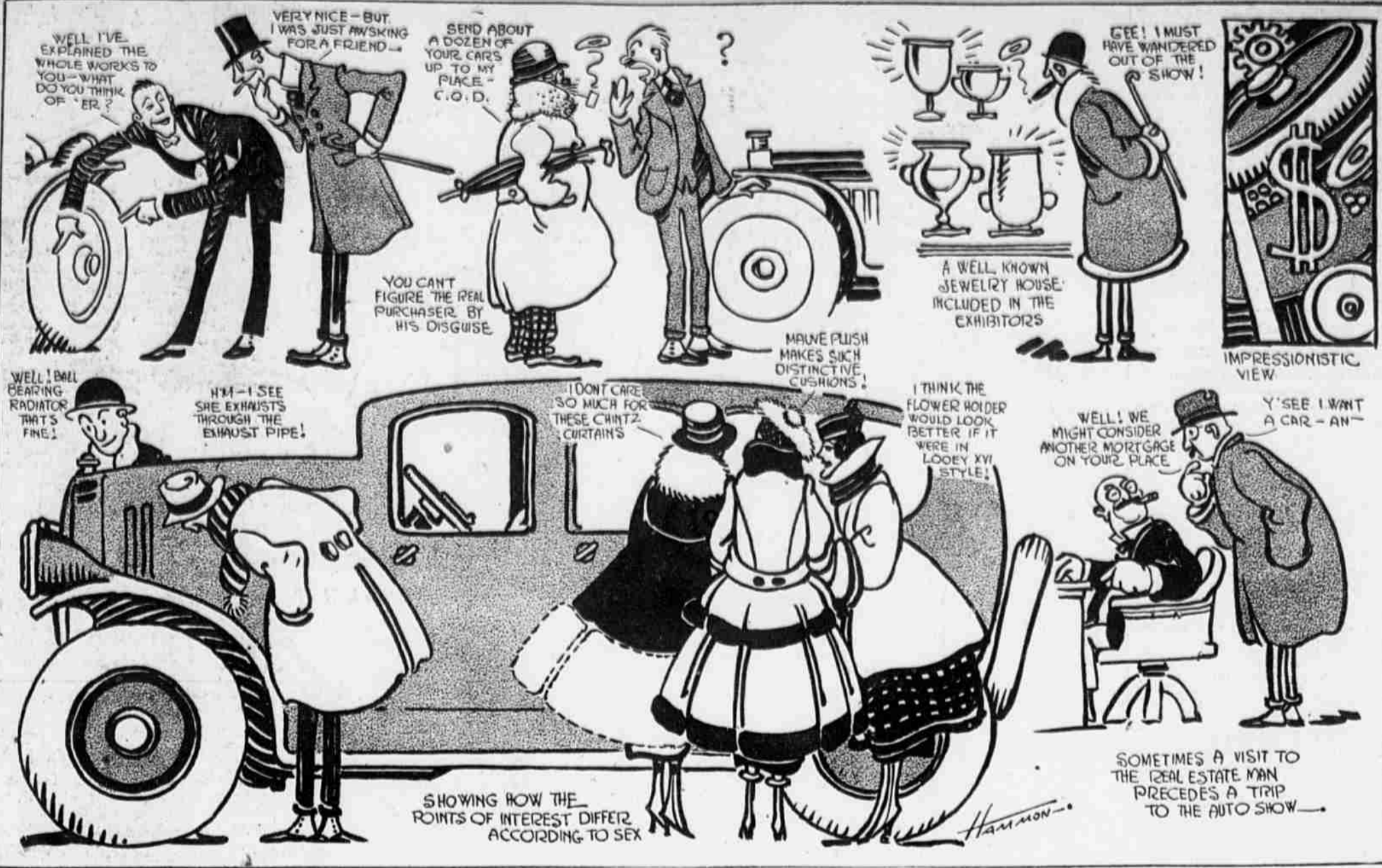
That the horse and wagon are gradually being displaced by the light electric delivery wagon has been demonstrated by the very successful campaign recently carried on by a well-known manufacturer of vehicles of that type.

Another important development of the electric vehicle during the last year in a special field is its adoption for municipal service by many of our most progressive cities in one form or another.

The very latest development and one which will play an important part in further popularizing the passenger electric is the electrically driven taxicab.

Sun Company Buys Sterling Plant The Sun Motorcar Company, of Buffalo, N. Y., which company has for some time been considering the advisability of locating in the Middle West, has finally decided upon Elkhart, Ind., where the plant once occupied by the Sterling Motorcar Company has been purchased.

"CLOSE-UPS" OF THE PEOPLE AND THINGS NOTED AT THE SHOW



WEALTHY MEN TELL WHY SEVERAL AUTOS ARE KEPT AND USED

People Who Dream of Owning Cars Envy Those Who Do, but the One-Machine Man Wants More

MANY POSSESS A DOZEN

To thousands of persons the summit of their dreams is to own an automobile—one automobile. In Philadelphia there are thousands of persons for whom the dream is a reality; that is, who own an automobile—one automobile.

To the man in the street wending his way from here to there on shank's mare the latter class is a source of absolute wonder and perplexity. "What in the world," he says to himself, "could anybody do with six or seven automobiles?"

Now, it is true that a poor man cannot own seven cars, and those who do are well endowed with this world's goods. But at the same time people with a great deal of

money to spend seldom spend it needlessly. And it is because they know well what they are doing that they own several cars.

Let us investigate the garage of a man who owns seven cars. He is telling you about them himself.

"You see, in the first place, I live in the country and I ride to my office every morning, in my own limousine, during the winter. Besides I have a daughter who goes out a great deal socially in the evening and she uses the same car to take her to and from her affairs. In summer I ride to town in an open touring car, which is also used by the family at large when we tour together in summer. For my wife I have a landaulet, which she can use all the year, since it closes up for winter use or the top may be put back in summer.

"Now my daughter has a car of her own, a little raceabout which she uses when she wants to drive alone or to fool around with in the daytime. Her brother at college has a similar car, although I permit him to use it only in summer or other vacation periods.

"That makes five and the total of what I term my family's pleasure cars. We have a light delivery car to carry baggage to and from the station and to do whatever other hauling is to be done about the place. This latter amounts to a great deal. It hauls dead hives in the fall, material for repairing the roadways and saves me considerable expense of one sort or another in many ways.

PEDESTRIAN MUST EXERCISE CAUTION

Decision of Court of Appeals Helps "Safety First" Movement for Street

No longer will careless pedestrians who attempt to cross a street without looking to see if they are in danger be able to secure damages in the event of an accident, according to a recent decision handed down by the Court of Appeals, which reverses the findings of the lower court where the trial judge charged the jury that "the law does not require that a pedestrian should look at all, but should

only exercise ordinary care for his own safety."

An educational campaign has been conducted under the auspices of the Safety First Society of New York during the last two years. One of the commands which the society has consistently promulgated since its inception reads as follows:

"Look before you cross a street. Cross at the regular crossing, and not in the middle of a block."

It is the general belief that this decision will have a far-reaching effect in reducing the number of street accidents as soon as it becomes known to those persons accustomed to cross a street without looking in either direction to see if there is any approaching vehicular traffic or street cars, and particularly the careless pedestrians who take their lives in their own hands by crossing a street at some other point than at the regular intersection.

Some very interesting facts are set forth in the opinion of the court written by Judge Cardozo incorporated in an announcement from the Safety First Society, wherein certain cases are distinguished and have been taken to support this extreme view, and which further says:

"The jury was told in effect that even if the plaintiff left the car without looking where he was going and then walked blindly in the path of the wagon, they might still acquit him of negligence. The law, we think is otherwise. A wayfarer is not at liberty to close his eyes in crossing a city street. His duty is to use his eyes and thus protect himself from danger. The law does not say how often he must look, or precisely how far, or when or from where. If, for example, he looks as he starts to cross and the way seems clear, he is not bound as a matter of law to look again. The law does not even say that because he sees a wagon approaching he must stop till it has passed. He may go forward unless it is close upon him, and whether he is intelligent in going forward will be a question for the jury."

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ARCHER'S ROAD WAS HARD ONE ALL LAST SEASON

Veteran Cub Catcher Had Much to Contend With, But Played Well

SOME REAL "STUNTS"

The talk of sales and trades that are in prospect at the present time and which will most likely continue until the teams start for the southern camps, brings to mind the fact that the same Jimmy Archer, premier catcher of the Cubs for many years, is mentioned as being sold or traded.

A few words about the great player. Last year Jimmy had it passed balls out of the 15 charged against all the Cub catchers. This was more than any other batsman in the National League and it calls to our mind Archer's fine work in previous years. He was far from being at his best in 1915, as the records plainly show, but in his prime he was one of the greatest throwing catchers known to the game.

Archer was a real come-back, a rare bird in the national pastime. Hughey Jennings, smart as he is, discarded him as of no use to a major league club and sent him to Buffalo. There Frank Chance saw him in an exhibition game and at once secured him for the Cubs, where he did brilliant work for a number of years.

When at his best Archer not only threw very accurately to second base, but he was an adept at picking runners off first and third. His "squat-pegging," as the Chicago critics called it, was deadly in its execution. Archer had the knack of throwing from any position by a quick snap of his hurrying wing. Catching the pitched ball while in a squatting position behind the bat, he could shoot it on a line to first base greatly to the surprise of the base runner and often to his sudden discomfiture.

Few catchers have ever been able to make this play with any degree of accuracy, but Archer was and is an exception. His ability in this line shows the real merit of a thinking ball player in comparison with the ordinary mechanical man, who does nothing but the obvious at all times.

A bluff to throw to second, followed by a snap shot to third base, will frequently snare the runner off third; while a bluff throw to third, followed by a sudden throw to second, will almost invariably prove disastrous to the aggressive runner; but there are not many who attempt the latter play. It is catchers like Kling and Archer who have the nerve and the skill to go through with these plays that turn in a victory for their team, for which the pitcher or the batter who makes a hit in the pinch gets the credit.

Gawthorp Takes on the Bell Car

W. W. (Pop) Gawthorp, 1306-07 Market street, has taken on the distribution of the Bell car for eastern Pennsylvania, central and southern New Jersey and Delaware.

He had a dream, a joyous dream. That thrilled him to the soul. He stood with a receipted bill And watched a row of wagons fill His cellar full of coal. —Penn State Froth.

BUICK Three Hundred Thousand Owners testify by their purchase and later satisfaction that—regardless of the price you pay or the car you buy, nowhere can you obtain greater value than the 1916 valve in head Buick See them at the Automobile Show. By comparison you can better judge Buick Value. BUICK MOTOR COMPANY Factory Branch and Show Room, 235 North Broad St.

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