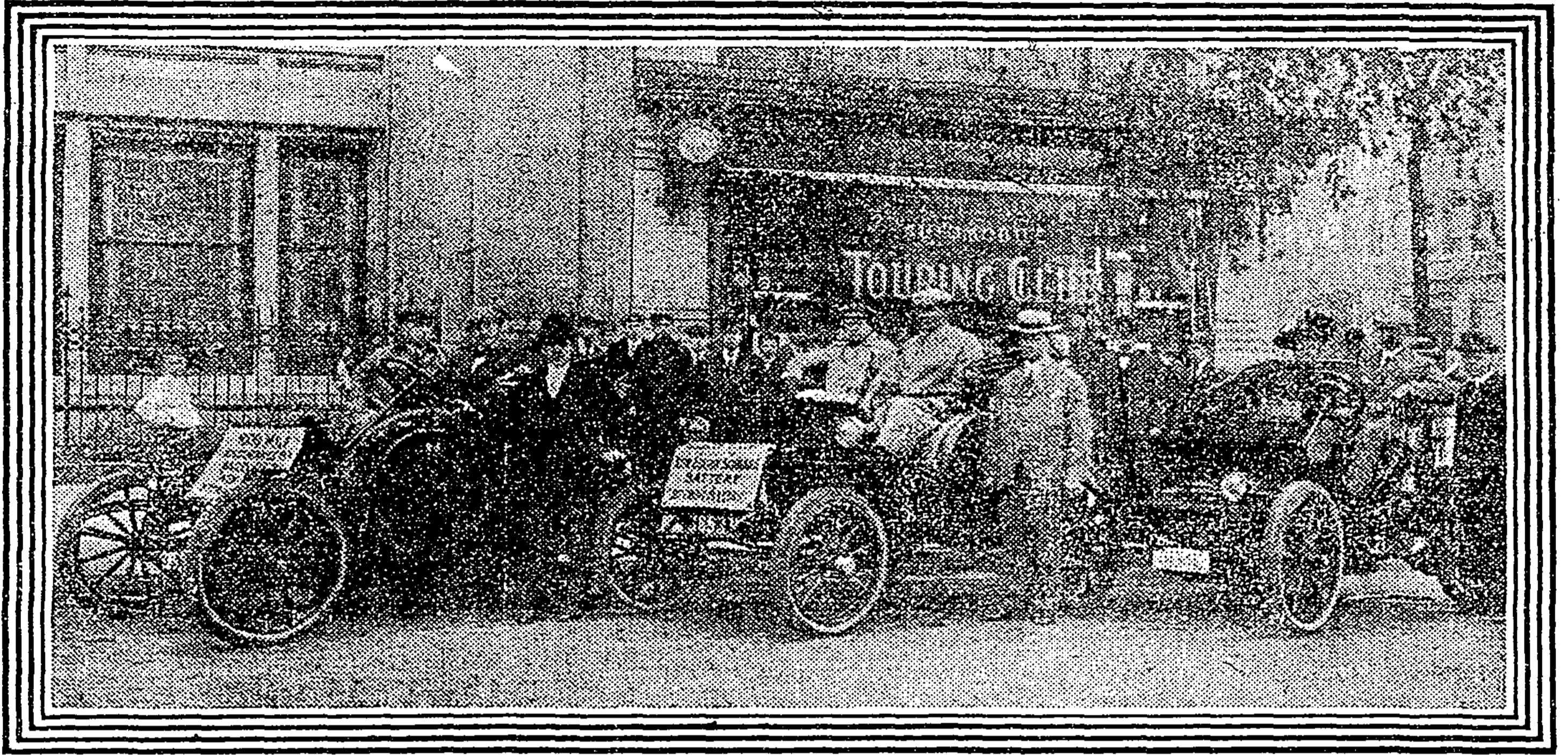


AUTOMOBILES COMPLETE LONG ENDURANCE RUN

Trip of 1000 Miles Including Mount Washington Climb Proves That Edison Battery Is No Longer a Myth.



The Latest Electric Vehicle Test Car Starting Out on 1,000-Mile Journey.

By J. R. ANDERSON, JR.

The two electromobiles equipped with Thomas A. Edison's new storage battery have completed their thousand-mile endurance run over the well-known "ideal tour." Not only this, but as a side issue they have made seven of the eight mile climbs up Mount Washington, being prevented from continuing to the very top by rain, hail, and heavy winds.

The machines, of Bailey and Detroit manufacture, with their crews of two men each, together with baggage and necessary touring equipment of tools and tires, started from the Touring Club of America, Broadway and Seventy-sixth Street, New York City, Saturday, Sept. 17, and arrived in Waterbury, Conn., their first resting place, the same night in good form. One car took the shore road and the other the inland route by way of Briarcliff.

After charging their batteries at Waterbury Saturday night the cars parted, the Bailey making the next stop at Pittsfield, Mass., while the Detroit proceeded to Boston by way of Hartford, Springfield, and Worcester.

On the third night the Bailey had reached Manchester, Vt., where it was confronted with one of the extreme tests of the trip in the shape of the Peru Mountain, with its rough roads and heavy grades.

The owners of large gasoline cars laughed at the little car when informed by the crew what they were about to attempt, saying that it was an impossible feat to accomplish. Nevertheless they went over in fine shape and arrived in Springfield, Vt., the next evening. A slight delay was experienced here for recharging owing to lack of water power at the electric lighting station.

In the meantime the Detroit car was spinning along the Massachusetts and Maine coasts from Boston through Lynn to Portsmouth, on to Portland and Poland

Springs. Here, as in Manchester with the Bailey, the car stopped at the Summer hotel and aroused great interest.

Undaunted, both crews kept on their respective ways, the Bailey going through Clairmont and Newport, N. H., up past Sunapee Lake, and making a night stop at Plymouth for recharge.

The Detroit at this time was proceeding from Poland Springs en route to Bretton Woods, to gain which she had to climb through Crawford Notch.

Both met at the Mt. Washington Hotel, Bretton Woods, a trifle behind the regular schedule, due solely to delays in charging. As one must realize, on this maiden trip through these parts, the electric being practically an unknown type, all conveniences were not at hand for recharging.

At Bretton Woods it was decided to depart from the original schedule and try the "climb to the clouds"—that of the wagon road to the summit of Mount Washington.

The cars were therefore taken to Jackson, the nearest charging point to the ascent, recharged, and escorted to Glen, the base of the actual climb. Due to unavoidable delays and heavy weather, it was necessary to spend the night at the Half Way House and continue the climb next morning.

Imagine the sight of the two little electrics, each with its two and one-half horse-power motor, pulling their ton load of car and equipment up the eight miles of 14 per cent. grade, with here and there spots of 20 per cent. and over, the maximum being 27 per cent.

Fancy climbing 6,000 feet into the air, the clouds billowing beneath one the entire time, great banks like ocean breakers continually rolling in from every direction. The effect was weird in the extreme.

So much interest was aroused at Bretton Woods that Mr. Anderson, manager of Mount Washington Hotel, kept in touch with the summit by telephone and posted bulletins for his guests.

The return through the blinding rain and wind storm that swept the mountain will be a trip never to be forgotten by the drivers. Idle questioners remarked, "I thought you said the cars would go over 100 miles on one charge?" "Yes, they do," was the reply.

A horse can run, say, a mile in two minutes on the flat, but he can't make

that showing on a mountain side; his stored up energy is not sufficient. Just so with the battery, the power is there for reasonable use, but when drawn on in steady excess the mileage is necessarily cut down, though in no way affecting the battery itself.

It seems incredible that the power of streams and coal can be changed to an invisible force capable of being stored in the little steel cans of this battery to be drawn on at will.

The mountain climb being concluded, the cars again proceeded on their way; the Bailey for Poland Springs, Portland, Portsmouth, Amesbury, her "birthplace," Boston and finally back to New York by way of Worcester, Springfield and Hartford.

The Detroit returned to Bretton Woods, recharged, and made her way past the Old Man of the Mountain, through Franconia Notch, to Plymouth. From Plymouth down past Sunapee to Springfield, Vt., over the mountains to Manchester, then Pittsfield, Lennox, Great Barrington, Canaan, Waterbury, and finally New York City.

Pen cannot describe the beauties of this thousand mile journey, so splendidly routed by the Touring Club of America through valleys and over mountains, past lakes and along rivers, the Fall snap in the air and the ever changing foliage to attract the eye.

Superintendents and managers of the electric light plants placed every convenience they had at hand at the disposal of the crews and in hundreds of ways showed their loyalty to the "Old Man," as Mr. Edison is affectionately known by his coworkers.

This trip can safely be said to be merely a forerunner of greater achievements the electromobile is bound to make.

Her big sister, the gasoline car, is always more or less noisy, "smelly," and as she grows older inclined to show a great deal of vibration. Not so with the little electric, no cranking, no odor or noise, no thrashing of a reciprocating engine, merely the steady rotary pull of her little motor which, small as it seems, does the work at hand.

This trip alone, not to mention many others, goes to prove that the long-talked-of Edison battery is no longer a myth, but an accomplished fact, not to be scoffed at, but to be regarded with awe and serious interest.