	8	THE OMAHA SUNDAY BEE: JULY 14, 1907.
	longer the abuse that was being hurled at him from the bleachers, as well as the pop bottles that were harmlessly falling around	QUIBBLERS ON COLF RULES didd by equity. The real trouble is that themesees accurate of the prime sector and th
c	him from the bleachers, as well as the pop	grim and cool as the temper of the dom- intering golf committee. To the usuali. There are under the impression that the hole and all think with which the committeemen areat the communications are to them, must this are under the impression that the hole at they know of American golf is that one travit. There are achieves the ground. American they and brain and the pert to the stream hole with they know of American solf is thet to recognize the and that many "briters a" are feathering. The solf of the colonies is dearer to the sole of the colonies is dearer to the Americans will not a penalty stroke. B should their of Australia. Canada. New Zealand, Bouth American. Japan, India, France, Germany. South Africa, Egypta, Indians, France, Marka Bouth, Indians, South, Africa, Egypta, Indians, Frances, Gramany. South Africa, E

The incident forces attention to a phase canny Scot burgher, may force a recogniof the game that has been slowly develop- tion of many more odd characters who play ing for several seasons, until it has reached the game. The shortest way out of the dia point where some serious attention must emma will be to courteously decline the request of the United States Golf associapaid to it. For several years the aution. To yield to it would lead to annual thorities of the game have devoted all their congresses of golfers from all over the attention to the rowdy player, until he world to patch up the rules. has been nearly eliminated from the game, The rules are a complete and satisfactory and hase ball has reached a high place as code except to the quibblers. Just as the a contest of skilled and ready witted ath-'rocking chair fleet" of the clubs carries letes. It is now the unruly spectator, who the greatest kickers on yachting laws and must be dealt with. All due consideration eltquette, there is in golf a set of veranda will be made for partisanship, and for the sharps who can pick many discrepancies keen desire to see the home team win, but in the rules. If they played the game more no stretching of this allowance will cover they would clear the cobwebs from their some of the assaults that have been made minds. There is one sort of golfer, who on visiting clubs by spectators during the may be classed as the tournament sharp, last few days. When Cleveland was playing who can quote the rules offhand, and in St. Louis recently in one game both through the knowledge often steals a hole leged moving of the ball. This claim was from a generous or careless opponent. As Hinchman and Bradley were made the targets for a continual fire of bottles from a protection, therefore, it is wise to study the bleachers. Once Hinchman had to the rules before going to hunt for cups. B either halved or won the hole, according an abandon an attempt to catch a foul in or- and, in a general way, an elemental knowledge of the rules will add to the enjoyment der to protect himself from serious injury from the volley of bottles hurled at him, of golf. The rules were made for Scottish golf.

Bradley suffered similarly, and no effort was made by the St. Louis management to stop the onslaught. The practice of throwing bottles has become such a menace that it needs immediate and vigorous treatment. If the rule requiring the home team to police the grounds were interpreted so as to include forfeiture of a game in event visiting players are subjected to such violent assaults as are indicated by the bottle throwing, the home management would find some way of subduing its unruly patrons.

Bome way of subduing its unruly patrons. The foul language can hardly be squelched, but the bottle throwing can, and it ought to be. The game of base ball is one that it ought to be. The game of base ball is one that appeals more than any other of our sports to fairness and such episodes as brought. Trank Chance into trouble ought to be made impossible.
If anybody doubts that the Western league race is a flerce one, let him look up the record of the last three weeks. There's nothing to equal the way in which Des Moines, Omaha, Lincoln and Denver have a dispute with anyons and consequently never have to refer to the rules. To may part I can scarcely understand the demand for a change, because I never have a dispute with anyons and consequently never have to refer to the rules. To make a slight advantage just at present in a long string of home games, but Des Moines is just as well fixed, and the Aome grounds mean more in Des Moines that. grounds mean more in Des Moines than anywhere else on the circuit.

of one stroke for the alleged moving of the ball. and in that country the players imbibe the When the match was over C and D fundamental principles of them with their amended their claim-whether they did so mother's milk, and they seldom have to of their own initiative, or were privily adconsult the book. Scots carry this suavity vised by some one else, matters little-but regarding the rules wherever they travel. they discovered that the penalty they and it is the best way for a golfer to treat should have claimed was the hole, because, as they alleged, A played two consecutive the edicts. This attitude has recently been shots, and they accordingly substituted this claim instead of the claim for a stroke expressed very happily by David R. Forgan, a Scot of that ilk very prominent in Chicago golf. In reply to a query from the Golfers' Magazine he wrote:

I am glad to learn that the United States

incident occurred.

plays the next stroke instead of his part-

ner, but whether aside, having definitely

claimed a certain penalty, is entitled to

amend its claim after the hole has been

quitted, or, as a matter of fact in this

instance, after the match is over. C and

D made no claim at the time for the hole,

in respect of A having played out of turn.

disputed by A and B, and the match pro-

ceeded on the understanding that A and

as the tournament committee decided

whether there was or was not a penalty

All they claimed was a stroke for the al-

shots, and they accordingly substituted this claim instead of the claim for a stroke mutually agreed on at the time as the one to be submitted to the tournment com-mittee. The committee violated the well recognized principle in golf that after a player has declared for a certain course he is not entitled to go back on his word. As far back as 1857 the United States Golf association appointed Laurence Curtis and C. B. Macdonald a committee to expound and interpret the St. Andrews rules for our golfers. The St. Andrews rules for our golfers. The St. Andrews committee re-vised the rules again in 1901 and an Amér-ican committee--C. B. Macdonald, G. H. Windeller and Walter J. Travis-made the interpretations that appear in foot notes in the official set of rules. It is well to note that in no way do the interpreta-tions violate the spirit or the letter of the one violate the spirit or the letter of the

a shower or even a heavy rain. Stot the committee erred in this instance, and hundreds rushed into type to say so. The opinion was that the ruling would the ruling the the opinion was the ruling would the opinion was that the ruling would the ruling the rule would the ruling would the rule would the ruling would the rule would the rule would the ruling would the rule w and hundreds rushed into type to say so. The opinion was that the ruling would have been an excellent one had it been] asked for and given at the moment the

Further, in France, Italy, Belgium and Germany almost all large cars are sold fi chassis form by the makers and the body proposition being entirely separate and in many instances purchased from the car-rossion The rules committee was not asked what the law is when a player in a foursome, ossier. having moved his ball in addressing it.

rossier. Separate cast cylinders with end plates are finding great favor, and Americans should hasten the adoption of this class, as it makes a more compact, better cooled engine, with many advantages over the cylinders cast in pairs. To enumerate these advantages, we have simpler castings, and in cases of breakage of one, it does not

regulater engines are rapidly displac-four-cylinder engines of the higher Six-evitedor powers.

dealers used to take me out in their fly-

the family ain't with me,' and I made

up my mind to wait; that the right ma-

ing a horse, isn't it? Let me take you to

town.' So we got in, and, while we didn't

speed up any at all, we made the trip in

less than half the horse's time. 'Now,

said he, 'we'll suppose it's good weather

and you have your horse in front of your

office, so we'll leave the machine here

who feels too old to safely manage

like me. But last week the Oldsmo

lection of mails. as noiseless valves, nontrembler colls, de-tachable rims for the tires, and the like, Prince Borghese entered the Pekin Paris race from sheer love of sport, being one of the most ardent motorists on the European continent. and there are already many successful ones on the market. ones on the market. For the present I do not know that there is anything else that strikes me unless I might say in favor of the Americans, that Officials of the Albany Automobile club are fast completing arrangements for the 100-mile road race set for september 14 and they are coming along very rapidly and I predict the early demise of the imported cars. In fact, my above remarks are from general observations, and should I par-ticularly mention the names of a few high class American cars. I would have to adopen to amateurs only. The first person to be arrested and fined for violating the speed law at Kittaning. Pa., was Rev. F. C. Hartshorne, rector ot an Episcopalian church nit that they are as good as any need With regard to general design, the Ameri-cans are a bit behind in bodies. There seems to be too much of what might be called a "kinetic" feeling of the general designs of the bodies, which I consider in The Automobile Club of America, a New York city organisation, now claims to be the largest club of its kind in the country, it has nearly 1,500 members. "Corn poppers" is the term invented by Philadelphis motorists for the motorwyle policemen who blossom forth each spring and flourish but for a season. called a "kinetic feeling of the general designs of the bodies, which I consider is wrong and which makes it easy for one to pick out a foreign car from among the American makes. The art of the French-man seems to predominate in all European cars when it comes to body making, and the feeling of the French car body is more on lines that we might describe as "fatted." R. S. Buckman of Colorado Springs, en route from the Rocky mountains east, has been at the Powell garage during the last week, overhaulting his machine. Nearly 14,600 has been raised for the erection of a memorial in Paris to the late M. Serpoliet who did so much for motoring both in France and in England. the results of the French car body is more on lines that we might describe as "statio," which is a sort of contrast to the American design. This static design on a low-set car with a low-wheel base certainly de-notes power and speed, and, after all, 90 per cent of the purchasers desire such an effect, while half of them do not realize the cause. At the Atlantic City Auto Carnival, be-ginning August 5, about \$5,000 worth of cups will be distributed to the winners of the sixteen events on the program. the cause. A new record from Philadelphia to Pitts-burg recently was made by Miss Elsie Janis, the young actress, who drove her car across Pennsylvania in forty-one hours. HIS AUTOMOBILE NAMED DOBBIN Illinois Man Finally Buys a Machine and Tells Why He Did It. W. A. Merriam of Lagrange, Ill., has

A. T. Austin and son returned Friday from a trip of 2.500 miles taken through the middle west states in a Stoddard-Dayton. The remarkable feature of the trip was the The remarkable feature of the trip was the A. T. Austin and son returned Friday fact that, although traveling at the rate of 200 miles a day, the occupants of the car did not have to touch the engine once on the trip. Starting at Chicago, a run was made to Rochester, N. Y., without mishap. From Rochester they returned to Cleveland, and the car will follow floating tar-gets its rapid fire gun peppering away at the car will be the car will

advantages, we have simpler cashing, and in cases of breakage of one, it does not mean the price of two. Also, with the plate idea, besides the compactness in the cashing, it has the same advantages of proper cooling with the extra advantage of ease in cleaning if necessary. Many makers also have the ofte crank case, that is, that the top of the crank case and cylinder proper should be one piece, and all bushings, bearings, etc., are hung to these top pieces. Forced lubrication by pump which is in-togral with the engine is accepted as the best in Europe. This system is made to give besides the ordinary splash a constant level in the crank case reservoir, a posi-tive oiling to all parts from above. The oil gauge only is shown on the dash and the oil is seen through the glass gauge as always running upwards. Multiple disc clutches have come to stay, and the Americans are rapidly copying them, the Prof. Heleshaw clutches being perhaps the best.

Wattles that he has been to the factory. secured his new machine and is now fouring New England.

In the Automobile World.

Wheeled carriages were first used in France in 1559.

The longest way around often is surer than a main road beset with police traps. W. C. Warwick, representing the Frank-lin factory, was at the Power garage last work

Arrangements are already under way for Pittsburg's next show, which will be held as soon after Christmas as possible.

Encouraged by the success of their Orphans' Day parade, Pittsburg motorists are now planning for a floral parade in the autumn.

The post office department has authorized Postmaster Ashhurst of Philadelphia to experiment with automobiles in the col-

The members of the American Emigra-

out horses.

"stuck" the lama, the Europeans were

the to discover. alling a victim to "motoritis" Alfred E. gfield, a Fhiliafdephia youth of N, solu hirthright to an estate of \$50,000 for a to of \$3.800 with which to buy an auto-site. Thring of the machine he sold it a mere song and has now begun suit recover his right to the estate

ustrative of the fad for brightly painted s, the manager of an eastern automo-manufacturing concern recently re-red a bright purple lead pencil, about a taches long, from a customer, with specification that the car ordered all be finished in that particular that

in the humbles in that particular livit, vetoing a bill providing that no per-s should be permitted to operate an inc. irrespective of motor power, ex-ng ten-horse power, unless the opera-be a licensed steam engineer. Mayor Tellas of New York pointed out that it id apply to automobiles and hence was rd.

addition to its Lake Mahopac and g Beach club houses, the City and itry club is making arrangements for her country home nearer New York, to provide a readeryous for the club bers who wish to make short evening after business hours.

a filer business hours. hile F. C. Whitney, the American soman, was in Loudon recently, he had urgent business call to Florence. He le the trip both ways in an automobile, ering 3,000 miles through France and y in less than seven days. Wherever sible he drove at the rate of fifty miles

arlington S. Rhodes of Denver, one of inington S. Rhodes of Denver, one of leading road engineers of the country, been interviewing motorists of Penn-ania upon the proposed \$55,000,000 stato iway between Philadelphia and Pittes g, and declares that the proposition, agh defeated in the last legislature, is dead by any means.

Forse troubles than those experienced in Gobi desert awaited the contestants in Peking-Paris race between Urga and hkta. Several cars became mired in p morasses, the passengers being at the rey of the seni-savage Mongolians, who, wever, were willing to help the motorists when moncy was shown them.

competition for devices which will pre-t cars from being stolen is being or-nized by the French Association Gen-le Automobile. It is intended to develop aratus calculated at once to prevent opering with cars, left unattended on street and also the clandestine use of s left in garages by their trusting ners.

While the English judges appear to be trongly prejudiced against motorists, Eng-ish juries, seemingly, desire to play fair. Willie the Engine judges appear to be strongly prejudiced against motorists. Eng-lish juries, seemingly, desire to piay fair. An autoist was suel recently at Bath be-cause his machine frightened a cab horse, The jury held that the fright was caused by smoke emitted by the auto, which was just starting, but that it was not due to any negligence on the part of the motorist.

thence to Columbus and Indianapolis and back to Chicago. A start was then made for Omaha and when Clinton, Ia., was reached a four days' rain set in. which ship for Omaha. The entire distance traveled was 2,800 miles. Several Omaha owners left yesterday for Touring motorists should beware the risks

611

To the young

Prof. Leveaux THE GREAT PROPHETIC SEER, PERMANENTLY LOCATED AT "THE ELMS," 202 N. 18th ST. WONDERFUL! WONDERFUL!

The Power

of a Man

Without asking a single question and before you speak one word, HE TELLS YOUR FULL NAME

Also gives name of your sweetheart; whom you marry; your age, street and number where you live; your past, present and future. Tells of friends and enemies; tells you the truth, good or bad. We also positively tells you whether husband, wife or sweetheart is true or false; he gives you names of friends and enemies or rivals; reads your en-tire life from infancy to old age, giving dates, facts and figures. Advices on business, law, health, love, marriage, divores and all private and financial difficulties; reunites separated; renews youthful vital force.

Having had time to look about since the event, Tommy Burns finds that the punch handed Bosher Bill didn't put him a lot higher up than he was. He got the "cush." but here comes a welterweight from Boston with an offer to fight him. And Jeff is opening a combination boose parlor and lodging house at Los Angeles that will make even the "Poodle Dog" look cheap. Burns' title has a hollow sound, but he has the consolation that the money was real.

Ex-Omaha pitchers cut some ice at Philadelphia during the week. "Yank" Brown wont in and beat the Cubs very prettily then, just to show there are others. "Miner" Brown went in and whitewashed the Quakers. What would have happened if it had been Brown against Brown even Charley Dryden couldn't describe

Tennis men will soon have the spotlight. The United States open begins at Englewood, N. J., Monday, and from that time on all over the country the courts will be busy. Next week the Omaha City starts. and this, as a precursor for the middle west, promises to be of uncommon interest this season.

The Naps are not giving the White Sox a chance to breathe. Maybe Jones & Co. would appreciate it if Lajoie and his band would let up for a minute, just long enough to allow the champions to catch their breath. It looks, though, as if the Naps were going to run the Sox to a finish.

It's almost time to trot out the list of injuries, etc., from which the foot ball team is suffering. An indication of the progress of the season is found in Prof. Stagg's announcement of his summer school for foot ball players at Chicago.

"Buck" Franck's great head is shown in the fact that he is the leading run getter and base runner of the league. The captain not only theorizes for his men, but he nots them the example. He is the "Peerless Leader" in the Western, all right.

enthusiast has proposed that Nobrasks have a crew at Poughkeepsle next be fairly struck at; the penalty for a scool season. Might be arranged, if the others scrape or spooned ball is loss of the hole. would agree to a return date on the classic Salt creek.

A new firm: "Sanders & McNeeley, Whitewashers. All jobs look affks; satisfaction guaranteed; for terms, apply to "Buck' Franck."

Well, Omaha is doing quite as much as and Alex Britton of the United States Golf could reasonably be asked under the cir- association committee has suggested a cuinstances.

The double-header this afternoon ought to see the grandstand and bleachers packed. It will be worth the money.

Upsets at Euclid simply confirm the bellef that one can't always tell in advance.

Give The O'Neill credit for something: he's

any lower because of Bill Schipks.

souched the plate yet.

improvements in these respects on the pres-ent rules; but I do not wish to play with anyone who finds it necessary to refer to the rules more than once in five years.

Every five years! There is the true spirit of golf back of this stipulation. Yet it is often wise to seek an exact knowledge of a penalty or prisilege when at medal play, for then each player must guard the hono of the extire field. The putting greens of Scotland are "browns" of sand or clay in many countries; its whims are cactus plants or high grass, and there are no rabbit scrapes elsewhere, but instead land crabs, snake holes and elephant hoof prints. As a consequence there are situadons forever arising that are not covered

by the rules. Questions on such points come in hundreds to the rules of golf committees from all parts of the earth, and they are answered in batches.

Other questions that crop up regularly are due to an ignorance, crass and profound, of the elementary principles. At medal play a round may not be discontinued for any reason, in justice to the other competitors, yet the question must often be asked whether it is fair to disqualify a player who waits in shelter or under a tree for a rainstorm to pass.

It is extraordinary, too, that so many to not know the rule for a lost ball at medal play. Hundreds habitually break the rule in ignorance and merit disgualification. The almost invariable delusion is that if you lose a ball at stroke play you drop another under penalty of a stroke, as near as possible where you judge the first ball was lost. Some drop on the fair green, others tee, and it is quite exceptional to find a player who

knows the rule accurately. If there is a revision of the code the words "loss of distance" should be eli-

minated, as they are a cause of confusion. When a ball is lost at stroke play the proper thing is to return as near as possible to the spot from which the lost ball was struck, tee a ball and lose a penalty stroke.

One of the instances of clumsy expression in the rules appears in No. 6. If the parenthetical clause be eliminated, it makes the rule a farcical one. It reads: "The ball must be fairly struck at, not scooped, scraped, nor spooned, under penalty of the loss of the hole."

What was meant is: "The hall must be fairly struck at; the penalty for a scoop, Within the last few months a western player has brought out an Ameridan code of golf rules, but it gains little in conciseness and no one plays under it; yet Mr. Jermain's code is of value as a suggestion, and there is nothing ambiguous in any of his rules. Walter Fairbanks has prepared a set of rules of golf in brief which is useful, digest of the rules to aid in understanding

them. Fairbanks is a veteran amateur golfer and his views nick well with those expressed by Forgan. He writes; A very high authority long ago told the

world that "the letter killeth, but the spirit maketh alive." The rules are amazingly ffective among real golfers. Who ever heard of a dispute between two first class the service of Bill Schipks. By the way: Ducky Holmes hasn't genious problems arising from them are and in-By the way: Ducky Holmes hasn't genious problems arising from them are and in-body the principles of the game as we all wish to see it played with sufficient clear-ness for all good players who have taken the trouble to study them. Rare and in-the purpose, care being taken to "anchor" the fraction of the spokes so that it construction of the spokes so that it the structure in the softest part of the boding the softest part of the softest part of the boding the softest part of the softest part of the boding the softest part of the softest part of the boding the softest part of the softest part of the boding the softest part of the softest part of the boding the softest part of the softest part of the boding the softest part of the softest part of the softest part of the boding the softest part of the softest part o

St. Andrews rules. At the present time golf the world over is governed by the one set of rules.

"In the initial meeting of the United States Golf association there was much discussion as to what form the constitution and rules should take," to quote some re

marks by C. B. Macdonald, "and the late Mr. Havemeyer, our first president, appointed me chairman of the committee to draw up the constitution, with instructions to communicate with the leading authorities on golf in Scotland and in England. Many of these gentlemen were personal friends of mine, some of whom I knew at college in Scotland when I first played the same at St. Andrews in 1872 to '75-notably Balfour Melville and Muir Ferguson. I not only wrote these two gentlemen, but also to Horace Hutchinson, Rider Richardson,

W. T. Linskill, Alec McFee, H. H. Hilton. H. S. Everhard and others who have been associated with all the leading committee on solf legislation in Scotland. "There was a general consensus of opin-

ion in all replies on two points. One was praying us to play the game of golf in this country as it was played abreed, not having an American game of golf and a Scotch game of golf, so that when one should come to the tee one need not ask

molf?

finally bought an automobile, much to 'Are you playing American golf or Scotch the relief of the dealers of Automobile Row, in Chicago, all of whom have tried "Should the same feelings still actuate in vain to sell him a machine for two the St. Andrews golfers, in a year or two years past. Demonstrations, endurance they may extend some recognition to the

American committee, and seek their aid of selling a "prospect" have been showwhen the rules are to be revised. But as ered on Mr. Merriam by the agents of the they rule the game absolutely the St. Anbest known machines for two years past, drews committeemen will most likely say, but Mr. Merriam was proof against them 'Here are our rules. Define them as you please.

AUTO RACES AT BRIGHTON TRACK

Program of Much Interest for the August Meeting.

CONEY ISLAND, N. Y., July 13 .- Judging from the list of events which have been arranged for the Brighton beach automobile race of August 9 and 10, this affair should

be the greatest of its kind in the history of the sport. The feature event is a twenty-four-hour international endurance derby, with a gold and allver trophy for the owner of the winning car, and \$1,000 in gold coin, to be divided between the two drivers. Preceding this contest two fivemile, two ten-mile, a fifty-mile, and a 100-mile race will be run off. The entry blanks for the Brighton meet have been sent out, and the early receipt of a goodly

number of entries is expected, particularly for the long distance races, in which the number of starters will be limited. The fifty, 100, and twenty-four hour con tests are open to stock cars, which may be stripped, of sixty-horse power or under. In the last named event each entrant may nominate two cars. and the second car may he substituted in case of accident to the first, under a sliding penalization of laps. Automobile track racing has come to the

excellent test and thrilling sport provided by long distance races.

Covering for Torn Tire Casing. A very good "mancheon" for covering torn or cut tire casing may be improvised

front again this year, largely through the

out of an old-fashioned leather boot leg. A strip three or four inches longer than

of small consequence and can be easily de- | cannot creep

To accomodate the great demand for instruction the West Side Young Men's Christian association. New York, has been compelled to open a night automobile school school.

A record of fifty and a half hours recently was made from Los Angeles to Rhyolite, Nev., by Fred H. Vahrenkamp, Most of the 400 miles lay trough Death tests, economy runs-every known method Valley.

January and February are the best months for racing on Ormond Beach, Fia., because the northeast storms of December eave the strand in excellent condition for loave speeding.

Among members recently elected to the Royal Automobile club of England is the wealthy, powerful Duke of Portland, who owns a fine "stud of motors," as the Britons style it. all. Why he finally bought a machine is an interesting story and should prove in structive to automobile dealers generally. "You see," said Mr. Merriam, "I wanted

an automobile to take the place of my So many tourists are taking their Ameri-nan cars with them to Europe this year that one eastern builder has found it prof-table to open an agency at Paris to suphorse. Now, my horse never tried to go sixty miles an hour; if he did I would have taken him out and shot him. Nor ply spare parts.

California has adopted the convict sys-tem of road building so successfully em-ployed by other states. The convicts work in gangs of twenty each with an armed guard to each gang. did he go up steep hills at full speed or through mud like a flying machine; if he did I would have to get rid of him, for what I wanted was comfort and safety for myself and my family. When the

At the recent semi-annual meeting of the Association of Licensed Automobile Manu-facturers \$5,000 was appropriated to be used at the discretion of a good roads committee, to be appointed later. ing devils-or whatever they call their crack cars-I just held on and said noth-

In the endeavor to provide a dust proof road the municipal authorities of Garden City, L. , will have a top layer of vitrified brick placed on a macadamized street much patronized by motorists. ing, but I thought to myself, 'I'm glad chine wasn't made yet-for a family man

Breaking away from a Pittsburg abattoir a wild bull wandered about the clip for three days defying capture, until it was chased into a park and cornered by a squad man came around, right after breakfast and said: 'I've just hitched up, so to speak, at my barn-took me three minpolice in a touring car. utes to do it; that's quicker than harness-

John D. Rockefslier, according to the tax assessor of Cieveland, rides in eight machines in that city all valued at only 1,200. In sharp contrast, Mayor "Tom" Johnson uses three machines worth \$4,700.

A New York capitalist, who recently ad-vertised in Pittaburg, offering \$10,000 for a man with a practical idea for a puncture leas tire, received 435 replies. One of the ideas he believes will prove feasible.

until noon. No one can steal it; I lock British autoists are having their troubles with the oil trust. In response to repeated public demands, the embargo on petrol has been removed from ships passing through the Suez canal. Yet the price of oil keeps the whoels,' which he did. Then at noon we took my family horse home to lunch After lunch he showed how, in a day or two, my wife could run the machine and

be safer in it than in a horse vehicle In spite of all pleadings, Governor Hughes Then he got my grandfather interested, as virtually put an end to all hope for ne Vanderbilt cup race on Long Island ands by steadfastly refusing to permit the se of the state troops to project the crowda horse, and blamed if the old man wasn't running the machine in a few minutes danger Then the nurse and baby were taken out,

Active stops are being taken by the Royal Automobile club of Great Britain to secure the co-operation of its own members, as well as of the members of affiliated clubs, on the suppression of sirens and exhaust and when we found how it was impossibl for the machine to run away and how much safer it was than any horse vehicle could possibly be I began to look at auto cut-outs

mobiles in a different light. All told When James B. Duke, head of the To



TOO BUSY TO WRITE AN AD



Been putting in the Manganese steel vault for the City Savings Bapk this week. This vault is really worth seeing. It will be, when completed, the finest and most modern bank vault west of Chicago.

All sold out of the little Four Cylinder Fords. Carload on the way which will reach us in about five days. Still taking orders for

1908 Stoddard-Daytons. Wise people will place their order in time. Only one other American car has been as popular as the Stoddard-Dayton this year and none of them are for sale. Our allotment of fifty for next year will soon be gone.

Still have the old Pope; being overhauled. Price has gone down to \$1,600.00.

DERIGHT AUTOMOBIME CO. 1814-16-18 Farnam Street