ROM Madison, Wis., comes the welcome news that it is the Badgers whom Earl Eager is negotiating with for a second big game in Omaha for the Cornhuskers next Kager stated in Omaha some time ago that he was considering plans for a second game, that the college was one of he largest in the west, and that the team was one of the best in the west, but he sas not at liberty to reveal the secret. Now the cat is out of the bag, and all naha and all Lincoln are rooting enmasse for a game with the much vaunted Badgers. The Ames game is assured. The conhuskers are under contract to play Ames this fail at Ames. The Cornhusker name is the only large game Ames has scheduled at home. That makes no difference to the management. The \$6,500 recepts from the Ames-Nebraska game in put forth for games in Omaha, for to prosper athletics must have money, and the Omana game gave both Ames and Nebrasks twice as much money as they got from any other one game. Manager Eager is a shrewd manager and he knows it is far better to have a few knockers during the season and end with a bunch of simolcons in the treasury, than to have everything run along fine and end broke. If Omaha is assured of two big games next fall it is certain a sultable place may be provided for handling the games. Creightop will have a new field and will have a full schedule of games, but arrangement probably can be made whereby the schediles will not conflict. Pa Roucke might be nduced to build some bleachers skyward, which would be necessary for either the Ames or the Badger game. The Dietz Athletic club, which handled the game last year, is figuring on a new park, and with the assurance of the privilege of handling the games this year, would erect some of the biggest stands ever seen in the

Who raised this howl about Murphy giving his men that \$10,000, anyway? Whose business is it what Murphy does with his money? If he wants to throw it away, who cares? True, he has only made about a million in the last three years, but even at that if he is reckless enough as to want to distribute \$10,000 of this paltry sum among the men who have made him rich is there anyone so sordid and so selfish as to say him nay? Gentlemen, lifs time to lay aside the cold demands of an inscrutible law and lower the gates for a bit of sentiment. Think of the appreciation and affect on sewed up in that \$10,000. But think first of the ten thousand! Has any man ever stopped to contemplate the amount of Mr. Murphy's proposed gift? Some impertinent person with a mercenary instinct thought to make it \$20,000 or even \$30,000, no objection would ever have been raised.

Jump your contract again next season, Mr. Chase, if things don't go to suit your have men of the Chase ability in the game. Delegations also visited the works of the facing material with tar or asphalt to the which will take place in Brussels in 1910. but the game derives no special strength the contrary, the effect of such transactions as have been made to lift the black list from this young man is decidedly bad for base ball. If law is to be enforced, it is just as well to begin applying the principle in the case of conspicuous players like Chase. Sparing the rod on him spoils some other good child. Yet the bars are let down and Chase is let in without any penalty or chastisement for his deflant violation of every known base ball law. The authorities have acted with as much abandon as if he had been actually essential to the game's future.

Leading wrestlers of the country recently met at Chicago-not all of them, but many and formed an alliance against faking. That is the best piece of news that has come out in many a day relating to this great sport. Wrestling went down into the comb for its three days of death and was only resurrected by dint of the magte harm it inevitably holds for the sporting fraternity. It is a wise step just taken The leading wrestlers of the day are clean square men and they can, if they will, rid their profession of the fakirs, and if they to they have established their game upon firm ground. They are to be congratulated for the steps taken in that direction. Now, if the plea of Farmer Burns

Criger, but it would be a difficult thing to prove that old Cy was ready for retirement. St. Louis, which club has traded for Criger, seems willing to buy Young. Sentimentally nothing could be more desirable than that this old battery be kept together, and doubtless the Browns would benefit by such a transaction, too.

It really cannot be doubted that Messrs. labell and Holland at Wichita and Mr. Cooley at Topcka are in dead earnest about entering fast teams. From what is going on there is every reason to believe that both the Kansas teams will come into the Western league strong contenders.

From the roster sent out from Denver does not yet appear that any of those radkai shake-ups has occurred. The line-up looks very much as it did when the last sesson closed. Of course, there's time for changes, and besides, the team was made

he seeks his release from Chicago for the purpose of getting to play with Washing-Can you imagine such a man?

Of course, there's probably no significance in the fact that Battling Nelson spent two hours at the White House en the day when Pitchfork Tillman's big gun was ex-

Perhaps Mr. Jeffries thinks that \$50,000 may be tainted.

# Your Liver's Your Life

A dead liver means awful sickness-don't let it come when it can be prevented. Cascarets keep the liver lively and bowels regular and ward off serious, fatel illness.

CASCARRYS for box week's trestment all druggists. Biggest seller is the world. Million boxes a month,

THE OMAHA. SUNDAY! BER. [ MOTOR WAGONS AND ROADS

Discussed at Length by International Congress.

WEIGHT AND SPEED RESTRICTIONS

American Consul General at Paris Outlines Work Done at Becent Meeting-Tar for Road Making.

The ever increasing use of motor vehicles, both pleasure cars and commer- struction and maintenance. Among the tear on the roads of every civilized counin Paris. Frank H. Mason, American consul general at Paris, has sent the following maximum speed does not exceed fifteen working rooms for the various sections.

of Commerce and Labor: "In the long list of international conferences which have taken place during speed is six miles an hour and the maxithe last year at Paris none has attracted so large and distinguished a corps of dele- axle when working not exceeding four tons, pean countries, besides a large number of Omeba last fall is the finest argument ever getes or commanded such general and absorbing public interest as the first Inter- smooth faces. national Road congress, which met on October 11, and continued its sessions throughout the subsequent week.

"The official representatives and other lelegates represented twenty-three nations and included military and civil engineers, highway superintendents from state and local governments, presidents and other officers of good roads associations, prominent automobilies, and a full representa- fuere was a general sentiment among the under repair and a dozen varieties of equiption of progressive, enterprising men who delegates that before the whole problem are interested in road improvements as an can be satisfactorily solved legislation will essential measure of public policy. They be necessary to compel motor vehicles to represented countries with varying local be built with governing devices which will onditions, spoke in many languages, and prevent them from being driven above cerrelated widely different experiences and taln well defined rates of speed. pinlons, but they were unanimous in delaring the question of highway construction and maintenance to be one of the most urgent and important subjects now pressing upon their respective governments.

Work of the Congress. "The work of the congress was divided nto two general sections, viz: construction and maintenance and traffic and work-

ing of highways, "The first section dealt with the following subjects: Methods of construction and cost of various forms of existing roads. macadam, metalling, asphalt, wood, stone and other surfaces, the best methods of repairing road and streets which are in continuous use, various processes for preventing dust and proposals for future road

construction. "To the second section was assigned the task of considering the effects of motor it kills trees and other vegetation along adoption of a resolution by which it was of the interior of the car, just as the livery vehicle traffic on public highways, damages caused and relation thereto to weight cattle refuse to eat grass in pastures and tion for the improvement of road building front with a fig. the high collar stands and sped, road signals and the best means of regulating motor traffic by an international code of laws.

"These two main sections were divided

Paris municipality, where wood paving blocks are cut and prepared and made ex- laid on a good concrete and rubble foundacursions to Vermilles and Fontainebleau, tion and rolled down hard and smooth where studies were made of the construc- forms the best surface for a macadamized reads. Finally the whole congress went by yet been devised. Moreover it is claimed special train to Nice for the purpose of ex- that the complaints about the dangers of amining the mountain roads in the hills to jury dust to lungs, trees and vegetation are the northward of Nice and Monte Carlo more or less imaginary and have been exand the seaside highways of the Riviera, aggerated by newspapers and by persons in where oil and tar have been longest and terested in other road surfacing materials most successfully used for the suppression However this may be, the congress finally of dust.

Do Not Damage Highways,

"It is only possible to summarize in the briefest form some of the more important conclusions which were reached by this notable gathering of experts in road conreport on the congress to the Department, miles and the weight on the heaviest axie does not exceed three tons, with tires of the stone, gravel, concrete, asphalt and india rubber, or, second, when the average paving blocks of wood, granite, basalt and

Keeping Down the Dust,

"The question upon which was concen- States. rated the most acute discussion and which brought out the sharpest diversities of opinion was the use of coal tar as a surfacing material for roads to prevent erosion from rapid traffic, protect the roadway from infiltration of water and for the and being mixed with ordinary dust is tion of water.

depth of two inches or more. This being adopted a resolution approving the use of tar when properly laid under favorable

Modern Road Machinery.

"A highly interesting and practical feature of the congress was the exposition of materials, processes and machinery for cial wagons, and the consequent wear and resolutions adopted was one affirming that road building, paving, street cleaning, etc. motor vans, drays, delivery wagons and which was opened and maintained through try, was the direct cause of the French other vehicles used for commercial pur- out the week on the terrace of the Tulieries government calling the first international poses cause no serious damage to highways Gardens, upon which stands the building road congress, which assembled recently so long as, first, the average speed is not known as the Jeu de Raume, which served more than nine miles an hour and the as a headquarters for the conference and "Here were displayed in endless variety

> other material which are used for road and mum nine miles, the weight on the heaviest street making in France and other Eurothe driving axle to have metallic tires with patented combinations of materials and special processes for laying them. Profile "The same resolution declares that the maps, photographs and models of noted weight on the driving axle should be re- French, Swiss and Belgian quarries of road stricted to three tons and the pressure making crushed stone and paving blocks on each centimeter of width of the tire were shown. Implements and machinery should never exceed 150 kilos-330 pounds from a simple pickage to the ponderous It was the opinion of the congress that motor street sweeping and sprinkling cars. properly built roads are not injured by were crowded in the limited space, side by motor vehicles traveling at any pace not side with colossal steam rollers, scoring exceeding fifteen miles an hour, and machines to scarify the surface of roads ment for meiting tar and distributing evenly over the surface of roadways. This part of the exposition was of special interest to the American delegates, who conceded that Parisian motor cars for street sweeping and sprinkling are superior to anything of the kind in use in the United

## Methods of Road Making.

"Not less instructive were the various suppression of dust. On this subject the that the one fundamental lesson which was motorists makes it again necessary to dis with the advocates of tar-when properly exhibits, but by the discussions and reports in dress. This point is emphasized in the applied-somewhat largely in the majority. of the congress, is the indispensable neces- same way in all the coats. The professional It was maintained by the opponents of sity of sound, thorough construction from chauffeur wears his cent closed up to the tarred roadways that tarring is only a the bottom upward. No surface, however neck with the collar so high as to sho temporacy and therefore expensive ex- costly or well laid, can long stand the wear only a thin line of white above the top pedient; that it reduces but does not of traffic and weather unless the founda- His master on the other hand, has wholly suppress dust; that the tar is tion on which it rests is soild, firm and coat, whether it be the Norfolk or the ground up by the steel shod motor tires, drained and free from the upward filtra- motor sack, cut just as his coats are for

irritating and injurious to the lungs; that | "The climax of the proceedings was the | Town livery usually matches the color coads on which it has been used, and that decided to create a permanent organiza- of a coachman does. The coat fastens it meadows upon which tar-impregnated dust and maintenance in the countries repressiffly about the neck and the only orna has settled from the adjacent roadway. sented at the congress. It will be known mentation of the coat is the heald which The advocates of the tarring process as the Standing International Road Con- runs up and down the front. Sometime maintained, on the contrary, that when gress association and will have a perma- there is a trefoil on the sleave above the into subsections, to each of which were as- properly applied in warm, dry weather to nent working commission, made up of the cuff and it is often closed with frogs. The signed separate topics, and the discussions a well built road with a good surface and president and vice president of the general short heavy overcoat of a town chauffour is proceeded with great zeal and interest from free from flooding and subterranean in- board and of the same officers of the sev- made of the same civil as his coat, has may suggest that if Mr. Murphy had day to day, the program being varied by filtration of water tar forms a cheap and crai sectional committees into which the a velvet collar and always closes with automobile excursions throughout Paris excellent protective service which not only congress was divided. The headquarters heavy frogs. Usually there is a shaw! and to various points within a radius of minimizes the wear of traffic upon the of the permanent commission will be in collar on this coat which is edged with fifteen or twenty miles to inspect different readway, but practically suppresses mud Paris, and each country will be represented Persian lamb, which also forms a cuff for forms of pavements and roads upon which and dust. It is not denied, however, that b ytwo of its members. The first work of the sleeve. modern methods of surfacing have been on heavily traveled thoroughfares the only the standing commission will be to draw peculiar ideas of how a base ball team used to repair the wear of modern traffic really satisfactory method of application up regulations for the main association and should be conducted. It's a fine thing to and for the suppression of mud and dust. is by mixing the crushed rock or other sur-

# FOR MOTOR WEAR

Uon and maintenance of park and forest road in all weathers and seasons that has Less Freakish Than in the Early Days of the Auto.

SERVICE IS MORE IN POINT NOW

Stress Laid on Distinguishing the Owner From the Hired Drivers-Norfolk Jackets and Platted Snek Conts.

NEW YORK, Jan. 16.-There is not the same demand today for the great goggles. the high crowned caps and the othe freaks that once seemed an indispensable feature of motor attire. Town motor ing of course calls for a few differences from the ordinary wear of city life and in automobile fashions in this case ther is chiefly thought of the chauffeur. It is for touring, even for short trips, that the exclusive styles chiefly exist

The principal concern when it comes to dressing for fouring lies in keeping th owner's appearance distinct from that of his chauffeur. The gentleman driver who sits on the top of his coach and tools ! along the road behind his four steeds wants to look as much like a regular coachman as possible. Nobody has yet heard, however, of a gentleman chauffeut so enthusiastic as to want to look lik

Norfolk Jacket the Thing. He keeps this difference in mind eve

when he orders his cost for a tour tha may last a week or three hours. The Norfolk jacket, the recognized sporting coat the world over, is the most popula garment among well dressed men, a through there are others who prefer cost more distinctively for a motor only This is found in the sack coats, single breasted with a folded pleat running over the shoulders they come also doub breasted with four buttons and are usually made of corduroy. These coats have the advantage of being only for use in motor, while the Nortolk serves for huntsections of roadway exhibited, showing the ling, driving and every sort of sport. The materials and method of construction from fact that these sack coats with the narfoundation to surface, and it may be said row pleats are exclusively for the use of most conclusively enforced not only by the tinguish between the man and the master ordinary wear.

Trousers for a Chauffenr. The trousers for a chauffeur are a much more complicated question and they involve a principle. The man who considers himdrive an automobile instead of a car inge, will wear whatever livery his maste selects for him. If he is a mechanic, however, and regards himself as better than : mere driver, he will refuse to wear leggings or anything of the kind. There are man of their rig that they are willing to le their chauffeur wear whatever he wants s long as he drives well and keeps the machine in good order. The smartest livery for a chauffeur of a gasoline car who wil wear whatever his employer wants includes loose breeches, made about like riding breeches and worn with black leather leggings or puttees. The free born American trousers to match his coat. There is less formality for the uniform of a chauffeu in a touring car. The ordinary livery, i such informal dress can be called that, a Norfolk suit of knakl, tweed or whipcord made without a belt and with pockets patched on. A long double breasted ulster with a shawl collar faced with Persian lamb is the usual overcoat. When the hauffeur does also the work of the mecha nician it is usual to wear a leather coat They are very often picturesque, especially when they are edged with fur. It is always customary with chauffeurs to wear

differ from those worn by the owners except in price and quality

owner of the car. Then there are the fur coats for the chauffeurs which do not

What Owners Wear. Few drivers of their own cars, unless they go in very heavily for motoring as a sport, wear the breeches of the chauffeur when they are driving. If they prefer to made somewhat looser than usual in orde to afford them perfect freedom of movement. The outer garments of rubber are that they have in a large degree lost their popularity. For automobile coais the most popular materials are cheviot, homespun and whipcord. These are so heavily lined that they serve even for very cold weather although a fur coat is naturally preferred for such wear. These cloth coats are like the ankle, are very loose and roomy, and in order to give the chance to stretch are often made with an inverted box plait from the shoulder seam or from the waist, The pockets are very large and capacious

and are covered with deep flaps, The imagination of the tallor has free he may add buttons and leather coffers and leather flaps to his heart's content A motor coat is always double breasted. In some cases there is a hood at the back which falls loosely from below the cellar. A lighter weight motor coat is made in ragian style and has the high Prussian collar that closes almost up to the chin This coul closes with a fly and has two deep patch pockets on the lower side of the skirt. It shows no buttons and its usefulness is made secondary to its looks. It is very simple. The back shows a single seam down the middle.

because the fur picks up so much dust that it is almost impossible to keep them clean. Fur lined garments are regarded as more satisfactory for that reason. They are not as popular with some motorists as the leather costs, which shed the dust and can readily be washed with scap and water. The Scandinavian leathers are es

# The BEST Auto Tire

The Goodyear Detachable Auto Tire has been proved BEST by the cold-blooded, passionless test of maximum mileage and minimum trouble.

800 of the 1,000 Taxicabs in New York City, operated by several competing companies, have con-tracted for Goodyear Tires to be used exclusively notwithstanding that in first cost Goodyear Tires are higher in price than dozens of other makes entered in competition. The tests made by these companies were unheard of in severity.

These Taxicabs are doing 60,000,000 tire miles a year-overa MILLION tire miles a WEEK. Think of it. Several makes of tires were tried. The mileage of all was checked by the Tavimeter. No guess work-nothing left to the imagination-inst cold there was no comparison.

-Against the mileage record was checked the "trouble sheets"—showing the stops made necessary by tire troubles and time required to remedy them. Here again there was really only one tire in the contest—the Goodyear Detachable. It was the use found practically troubleproof.

The Goodyear Tires used on these Taxicabs are the same that are offered through our agents and branch houses to those who ride for pleasure instead of profit—they are in no sense "Special" tires. The

You—whose only troubles are Tire troubles—consider what this cold-blooded, deliars and cents test means to you. How much would you now be in pocket if there had been no tire expense in your "up-keep cost" last season?

And if is addition your fires were still good for season? After reading a test like "the season?"

And if is addition your fires were still good for season? And if in addition your tires were still good for several thousand miles of riding? Can you—in your own interest, after reading a test like this, specify anything—use any-thing—but Goodyear Tires. Call at your convenience and let us explain what the loodycar Tire Superiorities mean to you as a Motorist

The Goodyear Tire & Rubber Company

Other Goodyear Points

The breaker stripe of right fabric extended which inseparably relies rived the treat in the careas Mod boliace and bia tree cratipping impossible.

The base or "feet" of the fee contain a tipe of pinon wire which vesting to make the tire base smaller with inflation. The harder you pump a tire the tighter it gripe the size of the contains a contain a tipe of the contains.

-The tough, rushide like tread or wear-na surface, in communation with the rivet stric invalor-arrise, is as difficult to num-ry that the Goodrean is actually 90 pane-ore roof as compared with any other tire cells.

-When used on the Greedeer Universal Rim, the tire curried he forced off by any strain or force which would not beam the wheel, even when deflored - yet can be removed or reviewed in 60 seconds without The Goods car Air Bottle makes a punc-



# Local Agency, Powell Supply Co., 2020 Parnam. CHALMERS-DETROIT

# PRICE, \$1,500

# WHAT DO YOU CARE

If YOU do save a thousand dollars when you buy a Chalmers "30?" It will run just as well, look just as well, ride just as well, and what is more important, last just as long as though you didn't save that thousand, and this car is so well designed and built that a thousand dollars will keep it running for years. Such a purchase is a good business proposition, is it not? Men who have tried it say so. Compare the specifications with others.

4 Cylinders, 30 H. P. Three speeds onward. Selective transmission—110-in. wheel base.

32-in, wheels. Shaft drive. Full floating rear axle. Annular sall bearings. 3, 4 or 5 passenger. IMMEDIATE DELIVERIES

H. E. Fredrickson Automobile Co.

# Wouldn't You Like To Get Well?

sical condition, to blight your future ca-special disease to blight your future ca-teer and prospects. Why sliently suffer on, vitiated with disease, without taking proper vitiated with disease, without taking proper vitiated with disease, without taking proper vitiated with disease. with disease, without taking proper steps to be cured, when you have health within your grasp? Our superior skill will avail you nothing unless you give us the opportunity to demonstrate our shillty in the treatment and cure of the diseases that constitute our specialty. The resources of the institute are within your reach, hence why experiment with dengerous and unreexperiment with dangerous and lable treatments as well as quick cure for



lacies that only aggravate the trouble Start right, and start at once. We treat men only, and cure promptly, safely and thoroughly by the latest and best methods, BRONCHITIS, CATARDH, NERVOUS DUBILITY, BLOOD POISON, SKIN DISEASES, KIDNEY AND BLADDER DISEASES, and all Special Diseases and their complications, in the shortest possible time and at the lowest cost for skillful service and successful treatment. FREE Consultation and Examination.

1308 Farnam St., Between 13th and 14th Sts., Omaha, Neb.

IF EVERY LITTLE BIT HELPS THEN WHY NOT ASK FOR BEER AND DO YOUR SHARE IN MAKING A GREATER OMAHA

tail of motor dress that careful men cling The general effect of the changes ! to make the materials warmer. Homestains and tweeds continue the most popu Shirts are almost always of flannel, al-

cough some wearers heefer the shirts soft stock of exford clath or plane is of worn the collar is of the same flance as the shirt, with a hand of canvas insido give it stiffness, and a four-in-band nder the gold safety pin.

your druggist or by mail in plain wrapper.

Mail Orders Filled By

HAYDEN BROS., OMAMA, NEB.

# Timely Tips for Automobile Owners and Drivers

There are now more than 1,000 taxicabs

As a general proposition an electric auto-mobile will carry the equal of its own A motor bus line is to be put in opera-tion at Harbor Springs, Mich., in the spring.

in operation in New York City.

The Rochester Automobile club is planhold a number of smokers during As a rule, automobile bodies are lighter than a corresponding body on a horse-

There will be an industrial and taxicab competition in the neighborhood of Paris from April 15 to 25. A motor club has been organized at Mili-bank, S. D., and will make road improve-ments its principal object. An increase in output of from 300 to 1,000

cars a year is planned by a motor car manufacturer at Des Moines, Ia.

The dates of the second annual automobile, motor boat and sportsmen's exhibition at Toronto, Canada, has been fixed for February 18 to 25.

The dates of the second annual automobile. motor boat and sportsmen's exhibition at Torking. Canada, has been fixed for February 18 to 23.

Chicago is the center of the motor-buggy manufacturing business, for there are made in fewer than ten different makes of the high-wheelers in that city.

It is a wise prescaution to go over the holts which secure the several sections of a planetary transmission occasionally in order to see that no looseness exists.

In soft, when the city for the coming year.

In 1900, when the first automobile show was held in New York, the number of exhibitors was sixty-nine. At the Palace show, just closed, the number was 28.

Compulsory use of a nonvolatile libricating oil is being considered in England, as a result of protestis against foul-smelling blue smoke exhausts from motor busses.

The Grand Rapids, Mich., Automobile are medium because the new Cueenshore.

The Grand Rapids, Mich., Automobile are making streamous efforts to exceed, the new Cueenshore.

The Grand Rapids, Mich., Automobile was the club house for the next season are while house for the next season are making streamous efforts to exceed the several season. At the Palace that the least in limit, was gain to be supported the country of the club of Buffalo, and chairman of the configuration of their Kanasa.

St. Louis motorists express much satisfaction of their Kanasa clip conferes postponing their show, the same week as the St. Louis show. It is believed both exhibitions will profit by the change.

Determined that the New Jersey Automobile at the honor of having the largest members.

Determined that the New Jersey Automobile club of Buffalo is pushing a compaging to increase its roll. It now has nearly 1,600 members.

In the old and it is estimated that they have a combined of their Kanasa.

All horses have to be ordered dismissed from the cluby of Paris, combined that the country the Automobile was the following the form the country the Automobile at the country that the country the Automobile of the profit of the Au Compulsory use of a nonvolatile lubricating oil is being considered in England, as a result of protests against foul-smelling blue smoke exhausts from motor busses. The Grand Rapids, Mich., Automobile thub has found that its prospects for a new club house for the next season are rery bright. Four plans are being condensed

Established only ten years ago, a tire company at Akron. O., claims to have built up a business amounting to \$2,500,000 in 1908 and expects to reach the \$3,000,000 mark

The Royal Motor Club of England is contemplating a series of tests of various carburetters on the market with a view to giving motorists the benefit of the knowl-

The first year that the brougham type of electrical automobile was introduced in the city of New York seventy-two doctors adopted this type of automobile for use in their service.

It is estimated that dividends earned by the motor car manufactories in Michigan during the year will aggregate \$50,000.000.

The Oklahoma City Automobile association has pledged \$10,000 for the construction of a twenty-five-mile speedway around the city.

the faking manager's game.

The Boston management indicates willingness to let old Cy Young go. That is not surprising, since the sale of Lou Criger, but it would be a difficult thing

The Glidden tour this year already promises to excel all its predecessors in the number of entries, according to Frank C. Hower, president of the Automobile club of Buffalo, and chairman of the contest poard of the Amateur Automobile

Muct satisfaction is felt by New York motorists because the new Queensboro bridge, which unites Manhattan with Long Island, is to have a special automobile roadway. If present plans are carried out the bridge will be the only structure of its kind in the country where special provision is made for automobiles.

Care in the fitting of new magneto contact breaker parts is always requisite, as

Headaches after long runs, especially at speed or in cold weather, are experienced by a great many drivers. The cause of this Austria will hold a commercial vehicle competition from October 3d to 17th, and the Automobile club of France will have a similar demonstration and test from November 18th to 28th.

To repacking the sland of a water circus.

The number of self-propelled vehicles registered in England. Ireland, Scotland and Wales has more than doubled in the past three years. In 1966 the number was 74,638; at the end of September, 1908, it was 154,391.

Apparently not to let the reputation of Lansing, Mich., as an automobile town suffer, the local council and the motor manufacturers located there are designing to furnish automobiles to all the city departments.

drivers or pedestrians.

Do not neglect a "blow" in an engine. It may only be a faulty joint, such as a leaky valve cap, etc., but it may be an internal "blow," which means badly fitting piston rings, or possibly the rings have so moved that the slots are all in line.

So great is the demand for 1909 registrashall be considered as chauffeurs. It is required that in every garage a record shall be kept of the entrance and exit of every car, and the word garage is defined every car, and the word garage is defined to include club and private garages where fee is charged, as well as public garages. According to Frank B. Hower, chairman of the contest board of the American Aublack leather, colors being confined to the

Care in the fitting of new magneto contact breaker parts is always requisite, as patterns are continually changing, and a very simple divergence in the shape or measurement of contact breaker spares will affect the ignition timing. The date and number of the magneto should always be given in ordering replacements.

Headaches after long runs, especially at the additional conditions are experienced. Headaches after long runs, expecially at seemed to be able to maintain their position under strengous conditions for hours to make the scats, they measured the height of a chiair from the floor. In the course of time it dawned on the designers of bodies that racing drivers insisted unon seats very close to the deck, and they seemed to be able to maintain their position under strengous conditions for hours.

Lansing. Mich., as an automobile town suffer, the local council and the motor manufacturers located there are designing to furnish automobiles to all the city departments.

Motorists of New York, whose cars have carried dazzling search lights have been busy modifying them to comply with the new ordinance which requires them to be shaded so their rays will not confuse either drivers or pedestrians.

Do not neglect a "blow" in an engine. It may only be a faulty ining such as a

Staten Island, N. Y., is planning a new club house, to be finished next spring, at Grant City.

A periodical cleaning out of the carburetter to insure the absence of water will save a deal of time and searching when misfiring occurs.

Denial has been made of the report that W. K. Vanderbilt, jr., president of the Long Island Parkway, intends withdrawing from the project.

The dates of the second annual auto
matter,

While a great many racing enthusiasts of the count of another big for the tour.

An opening for a professional motor racing manager—somewhat similar to the professional retained by many golf clubs—is replied eveloping. Numerous automobile club work necessary to successfully promote a big contest causes the club officials to hesitate.

The Glidden four this year already promises to excel all its predecessors in the number of entries, according to Frank C. Hower, president of the Automobile time and knowledge.

a similar to line the front of any cap above the peak with chamois leather.

In repacking the gland of a water circulation pump use plenty of graphite with the peak with chamois leather.

Among the improvements of the last year in the making of power plants for automoties is the use of aluminum in the crank-case and bearings. For years makers have ing does not harm; they seldom give trouble, and by the renewal of a set, of balls which appear stightly worm a broken hall and a damaged race may be obviated.

A melter to line the front of any cap above the peak with chamois leather.

Among the improvements of the last year in the making of power plants for automoties is the use of aluminum. In the crank-case and bearings. For years makers have used manganese bronge because it was considered stronger. Improved testings of the peak with chamos it is an easy in the peak with chamois leather.

An occasional inspection of the ball bearings. For years makers have used manganese bronge because it was used in the making of part in the making of power plants for automoties is the use of aluminum. In the crank-case and bearings. For years makers have will be to the first maker the peak with the making of garments with in the making of part in the making of garments with in the making of part in the making of garments with the peak with the front and they can be the peak with the front and they can be the peak with the making of garments with in the making of part in the making of power plants for automoties makers have whell the peak with the front and they can the peak with the front and