

AUTOMOBILES

ACTIVITY IN AUTO CIRCLES

Racing Season at an End and Plans Incubating for Next Year.

ROAD RACING THE BIG CARD

International Event is Planned for Opening of the Season Next Year as a Strong Draw-Ing Card.

NEW YORK, Nov. 12.—The running of the Vanderbilt cup race marked the close of the 1909 auto racing season. While there remain several track and motor-drome meets to be decided before the end of the present year, the curtain is down on sport as turning their attention to the big races of 1910, and it appears almost certain at the present time that the grand prize race will open an auto-racing season next year which will surpass all records in point of number of events and increased fields of starters. Judging from the expressed opinions of the auto clubs in various parts of the country, there will be a renewal of all the events of this character during 1910, including the Lowell, Cobb, Vanderbilt, Fairmount, Riverhead and Fortola contests. In addition, there are understood to be several other cities whose respective auto clubs are contemplating the staging of an auto race next year.

It is predicted by both manufacturers and close students of auto racing that the sport will reach a higher plane next year than it ever before achieved in this country. It appears to be a well established axiom now that auto racing is the greatest advertising feature of the motor-car business. With the renewal of the grand prize race both here and abroad early in the spring, it is thought that auto racing will be started upon a boom which will exceed anything of the kind ever witnessed in this country. The idea of an international event as an opening feature of the season is rapidly gaining in popularity, and it appears almost certain that the month of May will see the staging of the biggest and most important of America's auto road races in 1910.

New Rules to Govern.

Plans for the event are of course in an embryonic state at this time. It will be impossible to complete the details for the contest until the higher plans next year. The international events are decided upon. This code will be considered at a meeting of the International Association of Recognized Automobile Clubs of which the Automobile Club of America is the United States representative. As soon as the 1910 code is announced it is expected that it will be followed by the dates of the Grand Prix of Europe and the grand prize in this country. America's international road race will not be held until after the running of the Grand Prix. It is the intention of the American promoters of the sport to try and secure the entry of an American team in the foreign race in order that this country may be in a position to solicit a full entry from the European clubs for the United States event.

It has been demonstrated during the past year that auto racing is no longer a novelty in the east, and that to draw big crowds to the course it is necessary to have something more than ordinary stock car competition. Since the Vanderbilt cup race was stripped of its international character, the attendance has fallen off steadily. Although there is no great difference in the speed developed, the glamour of foreign entries wheelmen has been missing and showed in the depleted attendance. But next spring will see a change in the situation.

Less Interest in Europe.

The past year in European motoring circles from the manufacturer's standpoint has indeed been ill starred. The business on the continent has fallen off to an appalling degree. Moreover, manufacturers who made big reputations through the racing game found them melting away. The prestige of many European machines fell off during the past twelve months. This old world decline in the industry is said to be due to but one thing—the temporary abolition of the speed game. Realizing this fact, the foreign makers who formed a combine against racing have dissolved and lifted the ban. They have come out strong for motor-contests of

HOW ABOUT AUTOS FOR FARM?

Are They Practical for Man Who Tills the Soil?

DEPENDS ON HIS CIRCUMSTANCES

If He Lives Where There Are Good Roads Then Auto's Utility May Become Vital Proposition to Him.

Having purchased an auto and run it over 2,000 miles, I can say I have had some experiences, at least. Now as to whether it is a practical proposition for a farmer to own an automobile depends so much on circumstances that it is a hard question to answer in an offhand way.

One might answer as easily whether it is practical for a farmer to put \$2,000 into a house to live in when he could get along with one that cost \$1,000 and put the other \$1,000 away, or is it practical for a farmer to own a nice horse and carriage to drive when he could get along with the draft horse and wagon. The \$2,000 house has many advantages and conveniences over the \$1,000 house that make life worth living, so has the driving horse and carriage over the lumber wagon and work team. And while I do not wish to deteriorate against the usefulness of the horse, for they have always been my best crop on the farm, I must say the automobile has a great many advantages over the horse, in a country that is suitable for an automobile to run. I should say to the farmer that lives where most of his driving would be in a hilly, sandy country, he had better leave them alone, at least until the road system has been perfected or the auto improved more.

To be sure, automobiles will go through some very bad roads and climb hills that will surprise one, but it is a hard strain on them, and it costs much more to run them. Besides, there is no pleasure in riding when you must be using all your power to get through. They would wear out too fast, and they cost a lot of money, so I don't think it would be practical for an ordinary farmer to own one under those circumstances.

DUTCH COLONIAL RATHSKELLER

Auto Show at Madison Square Garden

Have a Novelty. A revelation in the rathskeller line is promised for visitors to the Tenth National Automobile show which is to be held in Madison Square Garden during the week of January 3 to 15. Every nook and cranny of the historic building has been considered in the plan of decoration and those who have seen privileged to see the decorative scheme adopted for the forthcoming show by the committee in charge say the big amphitheater will present a scene of unsurpassed grandeur that will make it unrecognizable to its regular patrons. The basement, where the commercial vehicles and motorcycles are to be on view, will be decorated more attractively than ever before and here, buried among dangling foliage, the rathskeller will be found.

The rathskeller is of the Dutch-Colonial type and is painted in cream white. The entrance, with its two Doric columns, is unique, and it is said that there is nothing to compare with it. Crimson and green ramblers, clinging to latticework effects adorn the edges of the inn and autumnal foliage trails to the top of it on each side of the entrance. There is a passageway on either side of the inn and a glimpse of what is within its clabboarded walls can be had by peeping through the old-fashioned windows which front on the passageways. Bay trees in boxes adorn the base of each column in front of the inn and one side of the entrance is flanked with a rustic seat.

Told What It Was.

If he hadn't been a dreadful bore and the hour wasn't so late, it is quite possible the lovely girl would have refrained from the exercise of a strategic scheme. "Hark!" she whispered as he paused in the midst of a long-winded description of his camping outfit. "What is it?" he whispered in return. "And what is the release?" "It's one of papa's ingenious schemes. Every night, at exactly 11 o'clock, he pulls up a brass chain that releases our bridle chains from his annex adjoining the kitchen. That's all." And she laughed merrily. The caller glanced at the clock on the mantle. It indicated 10:57. "I find I must go," he said in a slightly hurried manner. "Good night."—Cleveland Plain Dealer.

GOOD ROADS IN THE SOUTH

Outburst of Beneficial Activity Backed by Millions of Public Money.

Plans contemplating the expenditure of between \$20,000,000 and \$25,000,000 for the permanent improvement of highways in the south and southwest have been launched during the last twelve months. Some of them have taken form in contracts awarded and work already done; some have resulted in increased direct taxation or in the issue of state, county or township bonds, and others, involving the question of bond issues, are still to be determined by voters.

The plans are a demonstration of the deep and widespread practical interest in a movement that will advantage the south beyond the outcome of any other action that has been taken for its benefit within recent years, says the Manufacturers' Record. So momentous is this movement, so full of definite promise and so bound to expand as details of it become known that the Manufacturers' Record has undertaken a census of southern good roads sentiment as embodied in reports from county officials and others in the fourteen southern states and in Oklahoma and Missouri, closely allied to them, interested in the question of highway improvement. Such records of county public opinion on this vital subject have never before been made, and an analysis of them is full of interesting and valuable suggestion for good roads advocates, not only in the south, but in the whole country. They tell of facts accomplished, of projects well under way, of varying sentiments, of aids to the movement, and of its impediments. As to definite accomplishments, allusion is made of the use of a portion of the funds available under the \$5,000,000 state bond issue authorized in Maryland and under the Shoemaker law for the reinforcement of county funds; of the co-operation of the state and the counties in Virginia; of the authorization of the use of convicts in Georgia, and of like employment of them in Louisiana; of the great progress made under taxation in parts of North Carolina, and of the hearty and liberal support of bond issues in Tennessee, Texas, Alabama and other states.

Keep the Brakes Well Shod.

In course of time wear came to the grocer's wagon, the leather wore away from the brakes and the wood took firm bite on the tire. Much squeaking followed in consequence on down grades and where the hill was at all steep there was danger of an accident. Either by the exercise of his own powers of reasoning or on the prompting of some one more expert in interpreting the troubles which come in time to vehicles of every degree the grocer discovered that the brake shoes had worn out. To identify the trouble was in the same process to discover how to apply the remedy, the brakes needed new shoes.

From his own supply of shoes that had outlasted their usefulness upon the grocer's feet he selected a pair for the barefoot brakes. With a hammer and a few nails he was able to do the cobbling for himself. With brakes properly shod once more the wagon was put in shape for the delivery of wares both uphill and down. The shoes were shoes to begin with; nailed to the brakes they certainly became brake shoes. A fine touch of accuracy was added, in the precision with which the right foot shoe braked the right wheel and the left shoe the left wheel.

RAILROADS TO CARRY EXHIBITS FREE TO OMAHA

Burlington and Rock Island Will Run Two Trains Each to Pick Up Corn Show Material.

Railroads of the west will bring exhibits to the National Corn exposition free of charge. The Rock Island will run two cars over its lines to pick up exhibits. One car starts at Peoria, Ill., and the other from Dallas, Tex. The Burlington has also arranged for two cars, the first to run from Denver and the second from St. Louis, making all intermediate stops. The schedules are:

Burlington Schedules—First Car: Leave Denver, No. 10, 10:00 a. m., November 23. Arrive at McCook, 4:50 p. m., picking up at Fort Morgan, Brush, Akron and Wray; leave McCook, No. 12, 7:15 a. m., November 24. Arrive Omaha, 6:10 p. m., November 24, picking up at Indianola, Bartley, Cambridge, Holbrook, Arapahoe, Edison, Oxford, Mascot, Atlanta, Holdrege, Funk, Axtell, Minden, Hartwell, Keweenaw, Junata, Hastings, Inland, Harvard, Soronville, Sutton, Grafton, Fairmont, Exeter, Friend, Dorchester, Crete, Berks, Denton, Lincoln and Ashland. Burlington—Second Car: Leave St. Louis, No. 6, Tuesday, November 23. Arrive at Hannibal, 11:55 a. m. Leave Hannibal, No. 3, 12:05 p. m. Arrive at Burlington, 3:45 p. m. Leave Burlington, No. 17, 10:50 a. m., November 24, picking up at Ellisberry, Clarksville, Louisiana, Hannibal, Keokuk, Fort Madison, Mount Pleasant, Fairfield, Batavia, Ottumwa, Albia, Sheridan, Osceola, Creston, Villisca, Red Oak, Hastings, Malvern and Pacific Junction. Arrive at Pacific Junction, 9:50 p. m., November 25. Arrive at Omaha 6:45 a. m., November 25.

Rock Island—First Car: Leave Peoria, Ill., No. 22, 7:55 p. m., November 24. Arrive at Rock Island, 5:35 p. m. Leave Rock Island, No. 17, 8:35 a. m., November 25. Arrive at Omaha, 4:30 p. m., picking up at regular stops enroute. Rock Island—Second Car: Leave Dallas, Tex., No. 24, 7:00 a. m., November 23. Arrive at Fort Worth, Tex., 8:30 a. m. Leave Fort Worth, 8:35 a. m. Arrive at El Reno, Okla., 4:15 p. m. Shipments from Oklahoma City and other nearby points should be sent to El Reno to be loaded while car is set out. Leave El Reno, Okla., No. 26, 7:30 a. m., November 24. Arrive at McFarland, Kan., 6:10 p. m. Leave McFarland, No. 59, 3:35 a. m., November 25. Arrive at Belleville, Kan., 7:17 a. m. Leave Belleville, No. 18, 7:42 a. m., November 25. Arrive at Omaha, Neb., 1:00 p. m., picking up at all important stops enroute.

IN THE BOOTBLACK'S CHAIR

Bicycle Clamps Provided for Use in Case of Women Customers.

When the woman came into the boot-black place she looked about apprehensively at the men customers. She did take a seat, though, and the youthful boot-black put an end to the obvious source of her fears by producing one of those clamps that men use when riding a bicycle and slipping it on just above the woman's ankle so that it held her skirt firmly in place and left only the neat looking low shoe in sight. She settled back with an air of relief and the boot black polished the shoe. When he was through with that one he took off the clasp and made use of it in the same way for the other. It was a wrinkle that was new to some of the observers.

If you have anything to sell or trade and want quick action advertise it in The Bee Want Ad columns.

Times Square Automobile Company

No. 1322-1324 Michigan Avenue, Chicago, Ill.

Visitors at the International Live Stock exposition, which is to be held at the end of this month at Chicago, will find our Stock Yard branch located in the exchange building. As we could not secure a very large floor space, we cannot exhibit many machines there, however, we have placed at the disposal of interested customers a car service consisting of some of our own automobiles, in which we will be pleased to drive prospective buyers down to our main store, where we always have on hand at least two hundred cars of all makes, and also to choose from. Your inspection of our stock is cordially invited. Other Branches—215 West 4th St., New York City; Corner 1st and Pine Sts., St. Louis, Mo.; 101 Main St., Kansas City, Mo.

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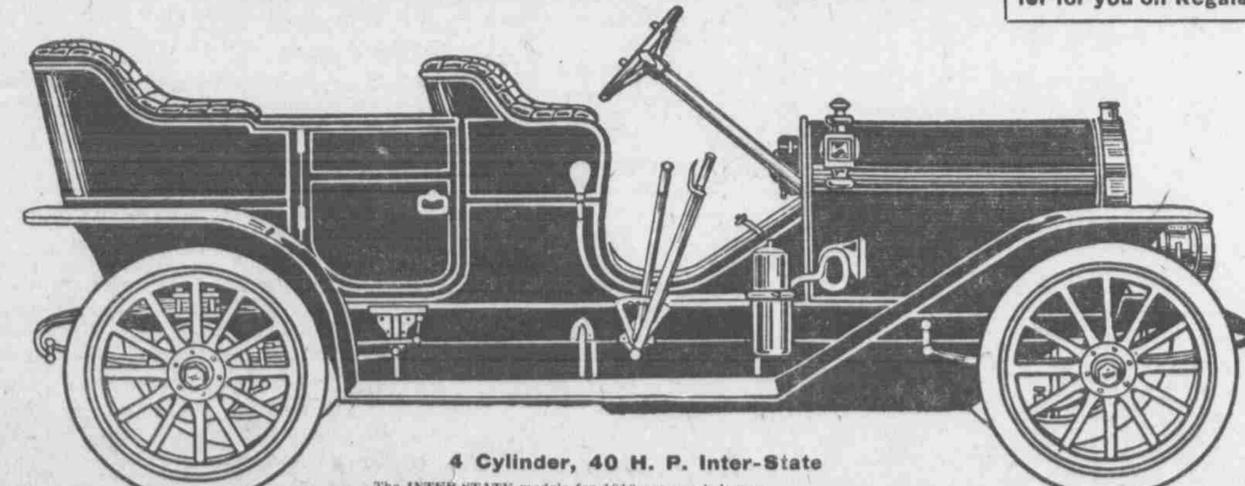
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The INTER-STATE models for 1910 are much larger. A more liberal power margin is provided for by increasing the cylinder bore from 4 3/8 to 4 1/2 inches.

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