

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

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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 Schedule—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. 62, Tuesday, November 23. Arrive at Hannibal, 11:55 a. m. Leave Hannibal, No. 3, 12:03 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. Leave Pacific Junction, No. 23, 6:50 a. m., November 25. Arrive at Omaha 6:45 a. m., November 25.

Rock Island—First Car: Leave Peoria, Ill., No. 223, 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., 1:30 p. m., picking up at all important stops enroute.

IN THE BOOTBLACK'S CHAIR

Bicycle Clamps Provided for Use in the Case of Women Customers.

When the woman came into the boot-blackening 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 "year" 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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