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"The building of a road on the aqueduct is possible from an engineering point of view. There are no insuperable obstacles to its construction. A difficulty would arise in places where there are to be tunnels and siphons, where the surface of the land will not be owned. This would make necessary loops for the road to get around these places, but the majority of the line is owned in fee."

"The aqueduct will be practically level, as it will have a drop of only about one and one-half feet in the mile. For the most part it will be cut-and-cover construction, to save expense and facilitate the work. Part of the way the aqueduct will be somewhat above the surface. The dirt will be filled in on a level. Portions of the road could probably be built at a reasonable figure. The conditions on the other side of the river are more favorable than on this side. This is my offhand opinion."

"Of course, I have nothing whatever to do with the financial side of the question of building such a road, and cannot discuss its financial feasibility in any way. Moreover, there may be legal questions as to using this land for other than water purposes. That is a question for the lawyers to answer. Of course, the Board of Water Supply would have nothing to do with the construction of such a road."

Chicago, Feb. 2.—The seventh annual Chicago automobile show opened this afternoon at the Coliseum, with the overflowed number of exhibitors adjoining. What is declared to be the finest exhibition of motor cars and accessories ever seen in this country, not excepting the recent New York Madison Square Garden show, was viewed by more than ten thousand people.

Society turned out in force, and the big structure in Wabash avenue was crowded as it has been before for a similar exhibition. The magnitude of the affair this year proved a surprise to the majority. Every available foot of space in the Coliseum, as in the Coliseum, was taken by manufacturers of automobiles or accessories.

The show indicates that there are 16 spaces allotted to makers of autos and 26 to the manufacturers of accessories. New York firms, because of lack of space, have crowded in with some of their more fortunate brothers, making the number of exhibitors probably four hundred and fifty.

It is only necessary to glance at the figures of motor shows, which are about two hundred, to realize the magnitude of the present undertaking. Ninety out of every hundred machines shown have been constructed, from tire to tonneau, in the United States.

Mr. Southworth announces that to date he has sold three times as many cars as were disposed of at this time last year. Mr. Southworth recently retained the services of Louis S. Holloway as salesman. Mr. Holloway has been in the automobile business for the last eight years in Philadelphia, and is thoroughly acquainted with all kinds of motor carriages. He has already proved a valuable addition to the company's selling force.

Smith & Mabley, Inc., whose motor boats have been winning a lion's share of the Palm Beach races, will exhibit at the coming New York Motor Boat Show, to be held at Madison Square Garden, from Jan. 25 to Feb. 12. The exhibit will comprise one complete 1907 model motor boat, thoroughly equipped with a 30-horsepower motor; a 20-horsepower motor, which is also a new type, and a 30-50-horsepower motor.

The demand for high grade automobiles which have seen a year's service or less has not abated in the least. Harry S. Houghton states that each succeeding year will see more of the big retailers waking up to this fact. A special department has been set aside in the company's new building for the caring of cars of this kind, and the sales in trade. Before one of these is put on the showroom floor it must look practically as well and show the same degree of efficiency as it did when new.

W. E. Kibbe, of Hartford, writes the Electric Vehicle Company of a most interesting trip made in his 15-horsepower Columbia touring car from Hartford to Hartford to New York and from there shipped it by boat to Jacksonville, Fla. Despite the protests of the local authorities, Kibbe brought the car to Jacksonville to Ormond could not be made. Mr. Kibbe undertook the journey. He wandered twenty miles off the main route, and finally brought it to Ormond in time to witness the races.