

CALL OF THE LONG ROAD

Motorists Taking Keener Interest in Extended Tours.

MANY ROUTES LAID OUT

Much Information Available at New Home of Touring Club of America.

Each year the number of automobile owners who use their cars for extended tours increases.

From now till snow flies the joys of the "long road" will appeal strongly to the owner who has the time to spare for a leisurely jaunt with the right party and a dependable driver.

The growing familiarity with the main traveled highways, the marking down of road hotels and the establishment of supply stations, commercial, to be sure, but none the less welcome, have all worked to bring this condition about.

But the thorough organization of the Touring Club of America and the equipment housed in its new home at 76th street and Broadway, in this city, have been powerful factors in this activity.

This organization offers membership to any owner on the payment of a \$5 fee. This includes full service and allows him to ask as many questions as he wishes and to return for more information as often as he may need it.

The club is thronged with eager inquirers getting facts concerning roads, most direct routes, best hotels, supply depots and the hundred and one details which make a tour enjoyable.

Already two cars are on their way from New York to the Pacific Coast purely on pleasure trips. The road experts of the club are now working also on more than a dozen tours of similar character, each different in detail, according to the plans and desires of the party.

Some of these tours start from New York, while others will have from other points throughout the country. Two will go from Texas, one from South Dakota and one from Milwaukee.

One of the most interesting of these long-distance pleasure tours is that which has been arranged by President A. L. Westgard for Richard M. Hurd, president of the Lakeside Mortgage Company, of New York City.

Mr. Hurd is going to make a vacation tour from Los Angeles by the northern route. He will leave early next month, and in his party will be his wife, two children and a chauffeur.

J. L. Hebbard, a prominent motorist of El Paso, Tex., has had a novel tour prepared for him by the Touring Club which will start from his home, close to the Mexican border, to Springfield, Mass., by way of Denver and Chicago.

Mr. Hebbard will start on this four thousand mile trip today and will make a leisurely run eastward.

K. C. Miller, a ranch owner of Austin, Tex., is about to make a long tour from his home in Southern California. N. W. Norris, of Milwaukee, will be the first motorist from that city who has travelled westward to the Pacific Coast.

He will start next month for San Francisco, going by way of Omaha and Salt Lake City. Mrs. Joseph Healy, of Hampton, N. D., will make a tour from her home to San Francisco.

All these cars will carry the flag of the Touring Club of America, as is done by C. H. Bigelow, who started last week on a record run from New York to Los Angeles, and Miss Blanche Stewart Scott, who left New York last Monday for her companion, Miss Phillips, on a transcontinental tour to San Francisco.

President T. Ed. Bryan of the Florida State Automobile Association has joined the number of long-distance tourists this season. For his summer vacation he contemplates making a trip of some five thousand miles, starting from Indianapolis and ending at Tampa.

The Touring Club of America has mapped out a satisfactory route for him, and he will carry the club's flag throughout the journey. The trip will be a roundabout one, going through many of the Western and Southern states.

From Indianapolis the general itinerary will be to St. Louis, Kansas City, Omaha, Chicago, Louisville, Nashville, Chattanooga and Atlanta to Tampa. Mr. Bryan has been one of the leading road advocates in the South, and on his forthcoming trip he intends to secure accurate data regarding the condition of the roads and hotel facilities.

The great historic tour of the country is the Golden, which year after year attracts the attention of motorists all over the world. The tour this year measures just 1,200 miles, from Cincinnati to Chicago by way of the route which passes through thirteen states and loops and covers nearly a million square miles of a territory containing more than thirty million people.

The tour is always under the auspices of the American Automobile Association, and the officials of that organization regard the tour this year as the most important and extensive in the history.

The Golden tour this year starts on June 4. Instead of June 15 as originally planned, and finishes at Chicago on June 20. There will be, therefore, fifteen running days, with two Sunday rests. Dad H. Lewis, the official pathfinder, who returned to Chicago early last week with the data for the route book and a vast amount of information, reports a great deal of enthusiasm along the route, with the formation of many new motor clubs.

E. M. Butler, chairman of the American Automobile Association contest board, has received entries for thirty cars to date, although the entries do not close until June 1. He believes that between fifty and seventy-five cars will start.

The Golden tour, besides being a test of the cars of the current year's model, has a strong trade interest, in that it extends to the people of the section covered the actual cars. The usual result of this tour has been to stimulate trade keenly.

Each outgoing steamer takes also many cars in its hold, the property of American owners who have decided to try the perfect roads of the Continent or the quiet lanes of England, and some cars will penetrate even to the East and the less frequented western sections.

In this connection considerable misapprehension exists in this country apparently over the new tax on motor cars in France. The general impression, it would appear, is that the new schedule in force in that ideal touring country affects all tourists, irrespective of the length of time spent there.

A government ruling just published in the "Journal Officiel" holds that the tax does not apply in any way to cars whose consecutive stay in France is less than four months. The tax, aside from that feature, is divided into two parts. For a term of 30 days, for a car of one or two seats the owner must pay \$5 francs, and for a car of more than two seats \$6 francs. In addition there is a horsepower tax, which ranges as follows for cars of various powers: One to 12 horsepower, 5 francs a horsepower; 13 to 24, 7 francs a horsepower; 25 to 32, 9 francs a horsepower; 33 to 40, 12 francs a horsepower; 41 and over, 15 francs a horsepower.

When the car is in France for less than a period of one year a refund is made in proportion to the number of months lacking. All cars staying in France less than

STEARNS CARS AT THE OUTING FOR CRIPPLED CHILDREN.



TIMELY AUTOING TOPICS

General Motors Company to Prepare Financial Statement.

Captain William Mitchell Lewis, president of the Mitchell-Lewis Motor Company, is touring in Europe with a six cylinder Mitchell car.

The General Motors Company will soon issue an interesting statement to its stockholders. The earnings of the company for the twelve months ended September 30, 1909, were almost sufficient to retire at par the present outstanding issue of preferred stock.

The report will state that among the twenty-eight commitments of the company one is planning to produce forty thousand cars, or twice the number sold in the entire United States in 1907.

Miss Blanche Stewart Scott's trip "overland on an Overland" took her through the picturesque Mohawk Valley last week. Miss Scott has been entertained everywhere she has stopped, and the car has required no adjustments of any description.

P. D. Stubbs has been added to the sales staff of the Hudson Motor Car Company. He was associated formerly with the Eastern department of the White company, in Cleveland. E. C. Morse, sales manager of the Hudson Motor Car Company, is gradually perfecting a very strong sales force.

Announcement was made yesterday by Vice-President De Lasser that Mortimer Reeves, brother of Al Reeves, president of the A. L. A. M., had been appointed contest manager of the United States Motor Company.

Mr. Reeves' selection for the important position was influenced by the wide range of his experience in this field of automobilism. An official in nearly all important endurance runs, tours and races, he has for the last few years accumulated an invaluable knowledge of the game.

Without having met a single accident and without making adjustments of any sort, the 45-horsepower Columbia pathfinder and its passengers arrived at Atlanta at 1 o'clock last Monday, after a ten days' run from New York, which included the climbing of steep mountains, the fording of streams and the bucking of water breakers that would try the stoutest vehicle ever built. The car travelled 1,395 miles.

"Silent Six" Matheson recent deliveries are of interest. J. H. Kriege, in Spokane, Wash., received his car yesterday, and other recent deliveries of the revolutionary type of machine include those made to W. S. Corby, of Washington; J. L. Mitchell, of Norwich, Conn.; W. P. Holliday, of Detroit; G. F. Fletcher, of Brookline, Mass.; and F. Lichtenstein, Quincy Ward House, W. D. Sarcent, H. R. Myers, S. D. Hunter and H. F. Wells, of this city.

SIMPLEX RACING RECORD

New York City Built Car Has Won Three 24-Hour Races.

The Simplex car has an interesting record in twenty-four-hour events, emphasized by its recent victory at Brighton Beach last week. This is the third twenty-four-hour race the Simplex has won at Brighton. The first two races were to Robertson and Poole, and the race this year to Poole and Basie.

On October 2 and 3, 1908, the Simplex created a world's record of 1,177 miles, which remained unbroken for a year, when the track was remodelled. On July 30 and 31, 1909, the Simplex, starting in a field including some of the most notable and best American and foreign cars, finished fifty miles ahead of its nearest competitor.

Model "G-A" has a 110-inch wheel base, three-quarter elliptic rear springs and 32 by 4 inch tires. It is fitted with a touring, torpedo or toy tonneau body. The touring and toy tonneau each sell at \$2,000 and the torpedo at \$2,300.

Model "G-B" has a wheel base of 120 inches, three-quarter elliptic rear springs, 34 by 4 inch tires and a somewhat heavier running gear than model "G-A." Model "G-B" is fitted with an unusually roomy five-passenger, touring body at \$2,500, with limousine body at \$3,600 or with landaulet body at \$3,900.

The White commercial vehicle line for 1911 will consist of a three to five ton gasoline truck, a one and a half ton gasoline truck and a 1,600-pound delivery wagon.

The White steam cars for 1911 will retain the characteristic White features. They will be made in two models—a 20-horsepower car selling at \$2,000 and a 40-horsepower car selling at \$4,000.

LOOKOUT NO OBSTACLE

W. B. Miller Climbs Tennessee Mountain on High Speed.

In an effort to spread the gospel of good roads throughout the South, W. B. Miller, of Lynchburg, Va., is making a 12,000-mile trip from New York to Dallas, Tex., by a circuitous route covering practically all of the Southern States. He has been two months on the road and ran so far a total of 5,000 miles, an average of nearly a hundred and fifty miles a day, over roads which are formidable at best, and at this season of the year often little better than a quagmire.

Miller has undertaken some hill climbing in his Palmer and Singer six-cylinder that has been wonderful. His best performance was accomplished on Lookout Mountain, which he climbed on direct drive from bottom to top. Lookout Mountain presents the most difficult ascent in the South and is avoided whenever possible by tourists.

ROUND LONG ISLAND RUN

Strenuous Tour Planned for June 14 and 15.

The reliability run around Long Island in September, 1908, in which fifty-two cars competed, was so enjoyable that the run will be repeated on June 14 and 15. It will be conducted by the Motor Contest Association, which gave the first run. The tour will be a strenuous one, as the first day calls for approximately two hundred miles, and of that distance fully twenty-five will be going and coming back over the Montauk "bad lands" between Amagansett and Montauk Light.

NEW MODEL PACKARD "EIGHTEEN" CAR.

Go Silence Noisy Autos

One Motorist Suggests That Only Quiet Cars Be Allowed on Streets.

Unnecessary noises on the streets of any city of prominence in the United States have long been a cause of serious annoyance and discomfort to the inhabitants, and never fail to attract the unfavorable attention of visitors from foreign shores.

The Society for the Prevention of Unnecessary Noises, under the strenuous guidance of Mrs. Isaac L. Rice, of New York, has paved the way, and now C. W. Matheson, of the motor car manufacturing company bearing his name, comes forward with the suggestion that noisy automobiles should be barred from city streets.

"With the knowledge of motor car design becoming a fine art instead of an experimental hodge-podge there is no need for half the noise which can be charged up to the account of automobiles," said Mr. Matheson in explanation of his stand. "Of course the worst troubles in the hands of the drivers of cars who persistently use their muffler cut-outs or who insist on travelling with mufflers wide open. It may be amusing and gratifying to the man at the wheel who, for self-interest, travels through city streets with a continuous detonation of exhaust reports to make the lives of

every one and every living thing within hearing miserable. "I believe it is a form of sport indulged in by some drivers to pass teams in this fashion and, with malediction and gleeful delight, to use the exhaust of accelerator in place of a horn.

"These practices should be entirely eliminated. Racing cars with open exhausts and muffler cut-outs have no right on machines in town use. "Of course, many of the manufacturers of automobiles have not solved the problem of the silent running car to date, but noise in operation must in time come heavily against a car and its usefulness, as such a machine can certainly have no place with those who enjoy the luxury of motor travel, even if they are not interested in the suppression of unnecessary street noises.

"We have keen-eyed officials and a sympathetic magistracy throughout the country attending to the speeding evil; there are anti-smoke and anti-chain ordinances more or less prevalent in many sections; then why not some concerted action against devices and machines responsible for so much noise and useless disturbance in city streets?"

AMERICAN ASSOCIATION RESULTS.

POSTOFFICE CLERKS' GAMES.

More than three hundred athletes have entered the games of the New York Postoffice Clerks' Association which are to be held at Celtic Park, Long Island City on May 23. Some of the star performers who will be seen in action are Martin Sheridan, John Flanagan, Pat McDonald and Jim Duncan in the discus throw; Dick Edward, Roy Dorland, "Yank" Robbins, Billy Keating and Jimmy Archer in the sprints. Joe Malone, Joe Gilbert and Harry Smith, the King of the Mardi Gras, will compete in the three-mile run.

STATE LEAGUE RESULTS.

Elmira, 4; Binghamton, 0 (1st game). Elmira, 2; Binghamton, 2 (2d game). Scranton, 1; Wilkes-Barre, 0. Syracuse, 9; Troy, 8. Albany, 6; Utica, 2.

CONNECTICUT LEAGUE RESULTS.

New Haven, 3; Bridgeport, 2 (11 innings). Holyoke, 3; Northampton, 0. Hartford, 3; New Britain, 1. Waterbury, 3; Springfield, 0.

BOXING AND WRESTLING SHOW

Champions to Give Exhibitions at Opening of Irish-American Clubhouse. The Irish-American Athletic Club will formally open its new clubhouse, at Lexington avenue and 85th street, on May 23 with a boxing and wrestling show. Many champion boxers of the country will be present. Judging from the programme, the show promises to be the greatest of its kind ever held in this city.

Jim Driscoll, Abe Attell, Tommy Murphy and Jack Goodman will give boxing exhibitions. Three wrestling bouts will be decided. In one of them Will Brown, who trains hundreds of wrestlers a year at Brown's Gymnasium, will meet George Bothner.

NEW PACKARD MODELS

Only Mechanical Details Changed in the 1911 Line. The 1911 line of Packard motor cars, made by the Packard Motor Car Company, of Detroit, is a departure from conventional practice, embracing both open and closed cars, with bodies designed in a new forward style. Also, the Packard standard painting colors have been changed from Packard blue and cream yellow to Packard blue, black and Packard gray.

The 1911 Packard "Thirty" line consists of a touring car, phaeton, close-coupled car, runabout, limousine, landaulet, coupe, four-door limousine and fore-door landaulet. The Packard "Eighteen" town car is made as a five-passenger open car, close-coupled car, runabout, and in enclosed car styles similar to the "Thirty." Both cars are the same in quality and general design.

The list price of the Packard "Thirty" open cars is \$4,200, and of the "Eighteen" open cars \$3,200. The standard equipment of all open cars includes Packard tops. All cars are equipped regularly with Continental demountable rims. The tires on the "Thirty" are 36 by 4 1/2 inches, all around, and on the "Eighteen" 34 by 4 inches.

The mechanical improvements in the 1911 cars are extensive, but are all in the nature of detail refinement, developing previous models. The motor of the Packard "Thirty" has four cylinders of 5-inch bore by 5 1/2-inch stroke. It develops 80-horsepower at 650 revolutions a minute. The wheel base of the "Thirty" is 123 1/4 inches, except in the case of the runabout, in which it is 108 inches. The "Eighteen" standard wheel base is 112 inches, and that of the runabout 102 inches.

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CLEAN WORK WITH PISTOL

A. M. Poindexter Claimant for New World's Target Records.

A new world's record for .22-caliber pistol shooting was claimed to-day by A. M. Poindexter, of the Monmouth Revolver Club, of Red Bank, N. J. Mr. Poindexter sent to the national officers of the United States Revolver Association at Springfield, Mass., his targets, together with affidavits of witnesses to show that he had scored 100 for ten shots, 150 for fifteen shots and 189 for twenty shots.

At the Monmouth Club on Friday night Mr. Poindexter declared himself as shooting for record under the rules of the association. With his first target, shooting ten times, Mr. Poindexter made a perfect score, which will constitute a world's record if it is allowed by the United States Revolver Association.

Mr. Poindexter then shot a second target for the twenty-shot world's record. His score was 10, 10, 8, 8, 10, 10, 8, 8, 9, a total of 89, or 135 for the twenty shots. "This does not constitute a world's record, but ties it, Thomas Anderson, of New York, having shot 189 in 1903.

The three shots previous to the score of 100 for ten shots and the two shots succeeding it were ten, giving the marksman a run of fifteen consecutive tens, and another world's record, if allowed.

BIG 'CROSS-COUNTRY RUN TO-DAY.

The postponed handicap "cross-country run of the Kings" was held from the club-house, No. 121 Buffalo avenue, Brooklyn, this afternoon, at 3 o'clock. Almost one hundred entries had been received, while twenty-two prizes will be distributed.

TAKE CHILDREN TO CONEY

Little Cripples Enjoy the Hospitality of Motorists.

Twenty-five owners of Stearns cars placed their automobiles at the disposal of Wyckoff, Church & Partridge, of this city, on last Tuesday for the fourth annual outing given to the pupils of the Free Industrial School for Crippled Children, in West 57th street.

A slight change was made in the programme this year, the little ones being given the privileges of Dreamland by Mr. Gumpertz, the manager.

The happy children received badges and silk flags, stopping at Broadway and 57th street long enough to have their pictures taken. The parade then continued down Broadway and Fifth avenue and across the new Manhattan Bridge, through Brooklyn and the Shore Drive to the house of the Crescent Athletic Club, at Bay Ridge, overlooking the bay.

Here a rest of two hours was taken to allow the little people to romp on the grass and try out the toy aeroplanes which their hosts had provided for them. A liberal luncheon was served in the clubhouse jointly by the club and Wyckoff, Church & Partridge.

Continuing the trip, the party, numbering about one hundred and twenty, arrived at Dreamland at 2 p. m., where all the various amusement features were thrown open to them through the liberality of the manager. The water chutes, Venice, the alligator farm, Bostock's animals, etc., received full patronage. Heretofore the rides have always terminated at Luna Park, the new attractions of Dreamland being distinctly novelties this year for the entire party.

The women who accompanied the party were Mrs. Arthur Elliott Fish, Mrs. E. B. Archer, Mrs. M. E. Bullard, Miss Robin, Miss Demarest, Miss Wherry, Mrs. E. A. Hoffman, Mrs. J. E. Demar, Mrs. E. S. Partridge, Mrs. Williams and Mrs. Loomis.

Among those who loaned their Stearns cars for the trip were Fred Stone, David Montgomery, A. W. Lesser, Aug. Lidchow, George H. Wumschell, Edgar Gibbs Murphy, C. F. Wyckoff and others.

JERSEY CITY WINS TWO GAMES.

Buffalo, May 21.—The visit of Robert Davis had a stimulating effect on the Jersey City players to-day, for they surprised their followers by winning a double-header from the home team. The first game was won by a score of 5 to 2, after the Skeeters had fattened their batting averages at Dubic's expense in the first inning, four of the visitors' players crossing the home plate.

The second contest was a batting feat for both sides, in which the Skeeters had the better of the argument, winning the contest by a score of 11 to 8. The scores follow:

Table with 4 columns: Jersey City, Buffalo, Jersey City, Buffalo. Rows show batting averages and scores for various players.

\*Batted for Kistinger in the eighth inning. Jersey City... 4 1 0 0 0 0 0 0 0-8 Buffalo... 2 0 0 0 0 0 0 0 0-2

Innings pitched—By Dubic, 2; by Kistinger, 7. Hits—Off Dubic, 4; off Kistinger, 2. Earned runs—Buffalo, 2; Jersey City, 1. Base on balls—Off Dubic, 5; off Kistinger, 8; off Merritt, 1. Struck out—By Dubic, 1; by Kistinger, 4. Two-base hits—Johnson, Henline. Sacrifice hits—Moeiler, W. Johnson. First base on errors—Buffalo, 1; Jersey City, 2. Stolen bases—Moeiler, 2; Crooka. Left on bases—Buffalo, 9; Jersey City, 10. Double plays—Johnson to Crooka. Wild pitch—Dubic. Attendance—Kelly and Halligan. Time: 2:05. Umpire—7,000.

AMERICAN ASSOCIATION RESULTS.

Toledo, 7; Columbus, 3. Kansas City—Minneapolis (rain). Milwaukee—St. Paul (rain). Indianapolis, 6; Louisville, 0.

STATE LEAGUE RESULTS.

Elmira, 4; Binghamton, 0 (1st game). Elmira, 2; Binghamton, 2 (2d game). Scranton, 1; Wilkes-Barre, 0. Syracuse, 9; Troy, 8. Albany, 6; Utica, 2.

CONNECTICUT LEAGUE RESULTS.

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Packard Motor Cars advertisement featuring a large image of a 1911 Packard 'Thirty' touring car and text describing its features and availability.