DOGS FIGHT FOR BLUES

Big Crowd Flock to Show at Hollywood Park.

WOMEN ACT AS JUDGES

Leeds's Whisk Broom Wins Cup for Best Sporting Dog on the Benches.

Dogs of high renown and pedigree disported for the edification of several thousand fanciers—amateur and professional—by the sea at West End, N. J., yesterday. The occasion was the fourth annual show of the Monmouth County Kennel Club, and it was held at the Hollywood Horse Show grounds. It was the most successful exhibition that Monmouth County has had of its kind, for every one of the seven hundred or more classes was filled from the monster St. Bernards and Great Danes down to the tiny poodles and Pekinese spaniels.

There was an innovation in the judging assignments in that two women, Miss Vera Catchpole, of Dulwich, England, and Mrs. W. W. Hadley, of Sea Cliff, Long Island, had places among the officials. Miss Catchpole, in particular, attracted a lot of attention, for she put the dogs that came under her eyes through their paces with the precision of the oldest veteran on the grounds and her decisions were popular.

She judged in the classes for fox terriers, pomeranians, Pekinese, toy poodles, black and tan terriers and griffons. Also she was one of the favored judges selected to decide the unclassified specials with J. Sergeant Price, of Chestnut Hill, Penn. Raymond Belmont also was a judge.

Despite threatening weather there were more than five thousand spectators on the grounds in the afternoon, when the chief competitions were held. Society folk from all the seashore resorts flocked to West End by auto and trap, and every train brought others, many with dogs in their arms or on the leash. There were few champion dogs in the lot and practically the entire show was made up of newcomers to the benches.

One of the best dogs in the show and an old champion to boot, the Rockcliffe Kennels' Rockcliffe Hats Off, had little difficulty in capturing the winners' class for bulldogs. Rockcliffe Hats Off was bred by H. Schlaferman and is valued at $5,000.

One of the most successful of the women exhibitors was Mrs. Robert S. Winsmore. Her Scotch terrier Jock o'White Oak, got the blue ribbon in the winners' class for dogs, and she was fortunate enough to carry off another blue ribbon before the afternoon was over. John G. Bates made a clean sweep with his Irish setters Blarney Badger, Blarney Irishman, Blarney Buttercup and Blarney Belle. The two first named got the blue and the reserve in the class for winners dogs, and the latter the winning places in the class for winners' bitches.

Mrs. Morris Mandy's dainty little Pekinese spaniel Tal Ku of Devonshire, was adjudged an easy winner over Mrs. M. E. Harby's Champion Nowata Min Chi.

Alfred Delmont's Leed's Whisk Broom, a sterling wire haired fox terrier, was judged the best sporting dog in the show, and won the president's trophy presented by Ralph C. Syewart. E. H. Hooley, with his wonderful collection of setters, won the special trophy for the largest exhibit of any one breed. Mr. Hooley's exhibit included ten champions.

Wroxham Perrier, a six-year-old bulldog from the Inwall Kennels, won the special prize for the best non-sporting dog in the show.

The awards follow:

Bloodhounds (winners; bitches)—Won by Miss Amy L. Bonham's Kennel Pride; no reserve.

St. Bernards (winners; dogs; rough)—Won by Hercuveen Kennels' Ch. Alta Marvel; R. E. Limberg's Ambassador of Elkwood, reserve.

Winners (bitches; rough)—Won by Hercuveen Kennels' Hercuveen Orchid; Hercuveen Kennels' Lady of Hercuveen, reserve.

Winners (dogs; smooth)—Won by Elkwood Kennels' Elkwood Monarch; no reserve.

Winners (bitches; smooth)—Won by Hercuveen Kennels' Alta Country Lass; White Star Kennels' Dolly La Valletta, reserve.

Great Danes (winners; dogs)—Won by Hector Grassi's Harass vom Rhein; Charles Ludwig's Ludwig Rigo, reserve.

Winners (bitches)—Won by R. Y. Evans's Queen Mary; Miss May Breese's Alta Nazimova II, reserve.

Russian wolfhounds (winners; dogs)—Won by Boreas Kennels' Teddy Bailiff; Boreas Kennels' Novo o' Valley Farm II, reserve.

Winners (bitches)—Won by F. H. Addyman's Lorraine Zara; Mme. Fritzi Scheff's Saska o' Valley Farm, reserve.

Greyhounds (winners; dogs)—Won by B. F. Lewis, jr.'s Lansdowne Fiery; Killearn Kennels' Ch. Sligo Rake II, reserve.

Winners (bitches)—Won by B. F. Lewis, jr.'s Lansdowne Artemus; John W. Patten's Sparkling Moselle, reserve.

Foxhounds (winners; bitches)—Won by Mrs. B. F. Lewis's Lansdowne Niagara; no reserve.

Pointers (winners; dogs)—Won by G. Muss-Arnolt's Sir Rowan; no reserve.

Winners (bitches)—Won by B. F. Lewis's Lansdowne Prim; Mrs. A. G. Hooley's Pearl of Meadowview, reserve.

English setters (winners; dogs)—Won by Meadowview Kennels' Champion Meadowview Yale; Joe Lewis's Deodora Prince II, reserve.

Winners; bitches—Won by Meadowview Kennels' Champion Meadowview Vassar; E. B. Chase's Lansdowne Lena, reserve.

Irish setters (winners; dogs)—Won by L. and S. A. Contolt's St. Cloud's Shanmore; J. C. Hanna's St. Lambert of Montrose, reserve.

Winners; bitches—Won by Walter McRobert's Richwood's Roxy; Dr. Z. A. Norton's Richwood Iris, reserve.

Field spaniels (winners; dogs)—Won by Brookside Kennels' Brookside Magician; no reserve.

Cocker spaniels (winners, dogs, black)—Won by Dr. A. M. Applegate's Black Knight; Mrs. S. Jessen's Antonio, reserve.

Winners; dogs (other colors)—Won by Pen Craig Kennels' Newport President; Overcross Kennels' Overcross Red Duke, reserve.

Winners; bitches (black)—Won by James Anderson's Pert Star; Miss Whitney's Wyebrook Jewel, reserve.

Winners; bitches (other colors)—Won by Brookside Kennels' Brookside Zoe; Overcross Kennels' Tris, reserve.

Beagles (winners; dogs)—Won by Henry C. Phipps's Wheatley Chorister; E. C. Hare's Northfield Budde, reserve.

Winners; bitches—Won by Mrs. Henry C. Phipps's Frantic; E. C. Hare's Jeannette II, reserve.

Dachshunds (winners; dogs)—Won by Mrs. Charles H. Lister's Schlefiin Inigo; Sycamore Kennels' Marceline, reserve.

Winners; bitches—Won by Mrs. A. Hungerford's Brandolina South Shore; Mrs. A. Hungerford's Myra South Shore, reserve.

Winners; dogs—Won by Mary Gerard Fitzpatrick's Sir Charles Motschenbacher; Mrs. A. Hungerford's Bitte South Shore, reserve.

Winners; bitches—Won by Mrs. A. Hungerford's Autze; Lichenstein; Mary Gerard Fitzpatrick's Fair Lady, reserve.

Whippets—(Winners; dogs)—Won by Mrs. B. F. Lewis's Lansdowne Merrie Marie; no reserve.

Collies—(Winners; dogs; rough)—Won by Mrs. L. L. Andrass's Toridon Laddie; Imna Kennels's Imna Impudence, reserve. (Winners; bitches; rough)—Won by Carteret Kennels's Carteret Blue Elsie; Imna Kennels's Imna Seldom, reserve. (Winners; dogs; smooth)—Won by Karl Bjurman's Warren Eclipse; no reserve.

Belgian and German Sheep Dogs—(Winners; dogs and bitches)—Won by William Lewhoff's Beatrix of Harrington Park; William Neuhoff's Adele of Harrington Park, reserve.

Old English Sheepdogs—(Winners; dogs)—Withheld; (winners; bitches)—Won by S. C. Clarke's Rufinson Petticoat; no reserve.

Poodles—(Winners; dogs; curly)—Won by Jacques Bustanoby's Fidele; no reserve.

Chow Chows—(Winners; dogs)—Won by Greenacre Kennels's Ledmore Rufus; China Kennels's Li Hung Chang, reserve. (Winners; bitches)—Won by Greenacre Kennels's Sick of China; China Kennels's Seny Shan of China, reserve.

Dalmatians—(Winners; dogs)—Won by G. Mathani's Market Lad; J. C. Weeks's Champion Windholme's Forever, reserve. (Winners; bitches)—Withheld.

Samoyedes—(Winners; dogs and bitches)—Withheld.

Doberman Pinscher—(Winners; dogs and bitches)—Won by Mrs. H. L. Mapes's Senta von Rhoinhoff; Henry S. Piel's Doberman Dix, reserve.

Bulldogs—(Winners; dogs)—Won by Rockliffe Kennels' Champion Rockcliffe Hats Off; Inwall Kennels's Bacon Beaming, reserve.

Winners; bitches—Won by Judborn Kennels' Judborn Trained Nurse; Walter Muray's Thornbury Pearl, reserve.

Airedale terriers (winners; dogs)—Won by Dr. B. R. Simons's Haughfell Model; Theodore Offerman's Kenwyn's Metedeconk, reserve.

Winners; bitches—Won by W. E. Baker's Stony Brook Flashlight; Kenwyn Kennels' Kenwyn's Bristles, reserve.

Bullterriers (winners, dogs)—Won by Robert S. Frey's Attleboro Chevalier; Scott L. Libby's Williston, Jr., reserve.

Winners; bitches—Won by Wex Jones's Fast; J. Henry Smith's Goshen Grain Dash, reserve.

French bulldogs (winners; dogs)—Won by Frederic Poffet's Gamin Rival; Mrs. Mary Winthrop Turner's Parsque, reserve.

Winners; bitches—Won by H. D. Hoffman's Gamino's Babette; Mrs. Mary Winthrop Turner's Never Never Land the Siren, reserve.

Boston terriers (winners; dogs)—Won by John Dietschler's Rexonian; J. E. Meyer's Bumo McKee, reserve.

Winners; bitches—Won by Rockcliffe Kennels' Rockcliffe Beautiful Doll; John W. Keegan's Bessie Burks II, reserve.

Foxterriers, smooth (winners; dogs)—Won by E. H. Ingwersen's Niola Invader; E. H. Ingwersen's Niola Magnet, reserve.

Winners; bitches—Won by E. H. Ingwersen's Niola All Gold; G. D. Wagner's Killington Robbins, reserve.

Foxterriers, wirehaired (winners; dogs)—Won by Howard Ehrich's Champion Kenmare Footman; Charles E. Bedford's Lynnfield Selected, reserve.

Winners; bitches—Won by D. S. Riker's Lynnfield Louise; G. H. Orton's Go Bang Jessie, reserve.

Irish terriers (winners; dogs)—Won by J. G. Bates's Blarney Badger; J. G. Bates's Blarney Irishman, reserve.

Winners; bitches—Won by J. G. Bates's Blarney Buttercup; J. G. Bates's Blarney Belle, reserve.

Scottish terriers (winners; dogs)—Won by Mrs. R. S. Winsmore's Jock o' White Oak; Dr. F. C. Ewing's Ems' Morning Nip, reserve.

Winners; bitches—Won by Henry T. Fleitman's Balgownie Moorhen; Theodore Offerman's York Scotch Highball, reserve.

West Highland white terriers (winners; dogs)—Won by A. Albright, jr.'s, Champion Haughfell Tallsker; Glenmere Kennels' Laddie of Glenmere, reserve.

Winners; bitches—Won by Canejo Kennels' Ornsay Rhoda; Glenmere Kennels' Lassie of Glenmere, reserve.

Welsh terriers (winners; bitches)—Won by Mrs. R. E. Strawbridge's Bunty Pulls the Strings; no reserve.

Dandie Dinmont terriers (winners; dogs)—Won by Killearn Kennels' Killearn Hawick Masher; Potford Kennels' Potford Busby, reserve.

Winners; bitches—Won by H. T. Fleitman's Balgownie Marvel; Killearn Kennels' Killearn Langley Madge, reserve.

Black-and-tan (Manchester) terriers (winners; dogs and bitches)—Won by Mrs. F. H. Addyman's Champion Leader; A. Delmont's Leeds Imperative, reserve.

Schipperkes (winners; dogs)—Won by Mrs. George Ronsse's Raven; Imna Kennels' Imna Blackberry, reserve.

Winners; bitches—Won by Mrs. George Ronsse's Ray; Imna Kennels' Imna Black Pattie, reserve.

Pomeranians (winners; dogs)—Won by Mrs. F. T. Clarke's Ashton Wee Oliver; Reuben Clark's Snow Spray, reserve.

Winners; bitches—Won by Mrs. R. C. Stewart's Offey Girlie; Mrs. J. A. Davidson's Leeds Girl, reserve.

English toy spaniels (winners; bitches; black and tan)—Won by Greenacre Kennels' Ariadne; Mrs. James Doig's Rosemary Lady Calvert, reserve.

Winners; dogs (orange and white)—Won by Greenacre Kennels' Seacombe Hero; Mrs. C. L. A. Whitney's Unique Wee Wee, reserve.

Winners; bitches (orange and white)—Won by Greenacre Kennels' Rosemary Lillian; no reserve.

Winners; dogs (tri-color)—Won by Mrs. C. L. A. Whitney's Wyebrook Jean; Greenacre Kennels' Mickey O'Flynn, reserve.

Winners; bitches (tri-color)—Won by Nao-In-Gan Kennels' Agnette; no reserve.

Winners; dogs (red)—Won by Miss H. G. Parlett's Rosemary Little Pal; no reserve.

Japanese spaniels (winners; dogs)—Won by Miss D. M. Harder's Yakko; Mrs. R. T. Harrison's Ishima, reserve.

Winners; bitches—Won by Mrs. E. H. Berendsohn's Chesi II; Mrs. J. J. Young's Tiny Girl, reserve.

Pekinese spaniels (winners; dogs)—Won by Mrs. Morris Keady's Tai Ku of Devonshire; Mrs. M. E. Harly's Champion Nowata Min Chi, reserve.

Winners; bitches—Won by Mrs. M. E. Harly's Nowata Tiny; Mrs. L. de Lancey Ward's Sheng Dei, reserve.

Toy poodles (winners; dogs)—Won by Mrs. E. Reseone's Buddie; E. F. Ford's Tootie, reserve.

Winners; bitches—Won by Mrs. W. W. McLeod's McLeod's Lu Lu; Mrs. H. Wilson's Zira, reserve.

Yorkshire terriers (winners; dogs)—Won by Mrs. Peter Menges's Roxy; John Daly's Mynd Ben, reserve.

Winners; bitches—Won by Miss Adele Ritchie's Little Dot II; Mrs. John Daly's Little Sweet, reserve.

Maltese terriers (Winners; dogs)—Won by Miss K. Stinzing's Fido II; Mrs. W. W. McLeod's McLeod's Little Sweetheart, reserve.

Winners; bitches—Won by Mrs. Nicolai's Sonora; no reserve.

Toy black-and-tan terriers (winners; dogs)—Won by Marie Empress's Empress Mite; Mme. Rose Coreno's Dandy II, reserve.

Winners; bitches—Won by Mme. Rose Coreno's Rip Van Winkle Daisy; no reserve.

NEW LINE OF STODDARDS

Wire Wheels To Be Offered as Option in 1913.

Rounding out a season of marked success with every model, the line of Stoddard-Dayton cars for 1913 has been announced to the trade. Again, as in every year of its existence, the line is fraught with interest. With minor mechanical refinements that have been dictated by service, the 1913 line will continue four models of the past season, with the six-cylinder Stoddard-Dayton Silent Knight as the leader, offered with an option of wire wheels.

Three distinct types of power plants, each having withstood every demand of vigorous service, are represented in the new line, and the choice of body styles not only includes standard types, but a number of bodies which are unusual and original, permitting the dealer to meet almost any preference or fancy of the prospective buyer.

FOUR NEW PIERCE MODELS

Buffalo Company Sticks to Sixes, with Full Equipment.

Four new models will come from the Pierce-Arrow factory, at Buffalo, this season. Coincident with this announcement the company announces that it will no longer designate its cars by year numbers, but hereafter letters will be used denoting the series of the various models. With the series letter will be the number showing the horsepower of the car.

The four new cars are known as the 66-A, the 48-B, the 38-C and the 48-D. All of the models will be of the six-cylinder type, the Pierce-Arrow company having manufactured no four-cylinder cars, if trucks may be excepted, since the spring of 1909. The new models mark the seventh year of the company's manufacture of six-cylinder cars.

Of the two 48-horsepower models the 48-D is the first on which deliveries have been made. These cars began coming from the factory July 1. They are made only with seven passenger touring bodies, but inclosed bodies to fit the chassis will be supplied for fall and winter use.

The motors of the four cars are: 66-A, 5 by 7 inches; 48-B and 48-D, 4½ by 5½ inches; 38-C, 4 by 5½ inches. All four have a four speed forward and reverse transmission of the selective type, cone clutch, shaft drive and semi-floating rear axle. Two separate and independent means of ignition, one a Bosch high tension magneto and the other storage battery, are used.

The equipment includes a compressed air starting system, electric light generator, cape top, glass front with a rain vision and patent ventilator, demountable rims, electric horn and bulb horn, autometer and clock, gasolene tank gauge, gasolene primer, air power pump, set of tools, shock absorbers, extra tire and rim carriers, trunk rack, foot rest, coat and blanket rail and Yale locks for the hood, dash cabinets, tool compartments and oil and grease box. The 48-D is equipped with a gas priming starter instead of the compressed air system.

The colors that may be used in finishing these cars are optional with the owner. Upholstering will also be left to the choice of the owner, and with the range of colors that is allowed it is the assertion of the company that a sufficient variation is possible to allow every car turned out in the course of a year to be different.

GROWING USE OF THE AUTOMOBILE FOR CAMPAIGNING PURPOSES.

Job E. Hedges leaving this city on Thursday in a Columbia Silent Knight car to stir up interest in his boom for Governor.

Fred. A. Crooks, newly appointed city sales manager of the New York Alco branch.

AN AUTO COURT RULING

Water Bar Decision in Pennsylvania Likely to Lead to Other Actions.

TEST CASES ARE PROPOSED

Toll Road and Estate Owners May Be Held Liable for Damage to Cars.

Another Supreme Court, this time in the Keystone State, has decided that townships, municipalities, counties or states maintaining water bars in public highways are responsible for damages to automobilists or their cars, caused by contact with these unnecessary obstructions.

This is a sweeping victory for motorists, as it is believed there is not the slightest doubt about other state, as well as United States courts, sustaining the Pennsylvania decision. It is in direct line with the opinion of the Corporation Counsel of the city of New York, who recently notified Mayor Gaynor that the city could be held for damages caused through an order of the Park Commissioner in "directing" motorists over a given portion of a public highway—to wit, Coney Island Boulevard, between King's Highway and 22d street. The Mayor at once directed the Commissioners to rescind their order.

The Touring Club of America has been urging a test case such as has just been decided in Pennsylvania, and it now proposes that an action shall be brought against the toll road companies in New England, with a view to showing that if, in accordance with the precedent established by the court regarding water bars in public highways, the local governments can be held for damages, it is also true that companies operating toll roads can likewise be held for damages caused to cars and motorists through water bars on these private roads.

Such a test case would also apply to the famous road over Peru Mountain. The same action would apply to owners of large estates who have through influence closed public roads and opened in return for the privilege roads through their property, at the same time attempting to prevent fast driving by introducing dangerous water bars.

Along the same line the club hopes to meet with success for the motor tourists in the elimination of what might be termed "sight barriers" at prominent highway intersections and grade crossings. This work was begun last year through the club's branch at the Hotel Wendell, in Pittsfield. This year it has been extended, and so far many cross highways have been cleared up by first obtaining permission from abutting property owners and then sending men with axes and scythes to cut away trees and shrubbery which obstructed the view of motorists approaching the crossings.

In many cases obstinate owners have refused permission to remove trees or bushes, and afterward serious accidents have occurred at the crossings where permission was denied to make them safe without the slightest expense to the property owners.

NEW AMERICAN PLANT

Glass Inclosed Factory Gives Much Additional Space.

The American Motors Company, of Indianapolis, makers of the American underslung cars, has just completed a three story brick and steel addition to its plant No. 2. It was found necessary at the beginning of the season of 1912 to practically double factory facilities.

Again, just before the 1913 announcement was made, plans were completed and the foundation laid for a further increase in factory space. This new building, which is now completed, is one of the handsomest and best lighted factory buildings in the city. It is a three story building of fireproof construction and is entirely inclosed with glass.

The building is 85 by 120 feet, providing about 30,000 feet of floor space. This will give about 100,000 feet of floor space at plant No. 2, which, with factory No. 1, is the greatest space of any factory in Indianapolis devoted exclusively to automobile building. The equipment is new and of the latest design. One piece of machinery that is just being installed is a 36-ton hydraulic press, to be used in connection with the sheet metal work and shaping of bodies.

REGINALD VANDERBILT TO JUDGE

The Berryville (Virginia) Horse Show Association has invited Reginald Vanderbilt, Major Ernestus Gulick and Louis E. Waring to act as judges at its show on August 13, 14 and 15. A number of entries has been received, and a successful show is assured.

Harsh Electric Horn Annoys Rural France

Driver Who Uses Sharp Signal Is Liable to Have His Car Damaged.

So many people are taking their cars over to France at the present moment that a note from an American driver who has just returned from Paris is not without interest. This concerns the oft-discussed but always inevitable horn, about which we have heard so much in this country lately, and are now hearing more from other nations, says Max Pemberton in "The London Field." The rural French, it would appear, have been provoked to take violent measures against the users of obnoxious horns.

Music does not charm nor can electricity soothe the distinctly charming beast it is our pleasure to meet across the Channel. Not an obstructionist by nature—indeed, a most rational creature where all things mechanical are concerned—the French peasant is apt to be so annoyed by the sharp explosion of an electric signal that he has been known to stone the user thereof incontinently.

The American who discussed these things with me is such a very level headed and normal person that his warning would have been heard with respect at any time; but it chances that other tourists returning from France have told a similar tale of woe. One of them had a panel of his car badly dented near Carcassonne, while a second avowed that a whole shower of stones greeted the aggressive use of a horn by a driver who was leaving Bordeaux. In both these cases it was the manner of the warning and not the fact of it which appears to have irritated an otherwise peaceable French peasantry.

Any kind of siren or arrogant reed is an implement to be used, not habitually but in emergency, and this is a fact which the English driver ignores too often when abroad. In our own country we meet sometimes with a dogged kind of obstruction which is justly met by a persistent use of the horn; but in France it is rare for any driver of a horse vehicle deliberately to obstruct the motorist or to meet him otherwise than civily. The Frenchman is exasperated not so much by the trumpet itself as by the implied insult behind it, and he is quick to show his resentment at a mode of attack which is new to him.

It is an unfortunate fact, but wholly true, that many tourists start away from this country imagining that rural France is a kind of savage desert which calls for no limitation whatsoever on the driver's part. Some of them have never driven upon a Continental road before; others have a notion of the French people gained from the illiterate screeds of the Mid-Victorian era. Very few are quite without a phase of the old and unhappy insularity, which is, alas! often allied to something very like arrogance.

It does not occur to such people that the precepts for driving in France are just the precepts which obtain in their own country, and that a "raging, tearing campaign" is as little profitable upon the French side of the Channel as upon our own. Nay, more; when one remembers that even the cleverest driver is temporarily handicapped by a new rule of the road, it is wise to say that the greatest care should be exercised by the stranger in France and the utmost civility shown toward her people.

There is no country in the world so quick to recognize good manners, or to reward them with a natural and charming courtesy. Our reputation as motorists has suffered enormously on the Continent during recent years by a species of road hog almost without parallel. This man has remembered only that there are no police traps beyond Boulogne, and he has proceeded immediately to justify their existence in the country he has left. It is an obvious retort when this charge is made that the French driver himself is an exceedinly wild creature, and that for an exhibition of rashness at its zenith one has but to stand on the Place de la Concorde upon a busy afternoon in June.

There is a measure of truth in the argument, but it should never be forgotten that if the Frenchman in the mass be rash, he is also exceedingly clever, and that his nerve and quickness are unmatched where mechanical traction is concerned. Furthermore, a foreigner visiting France lays himself open to a keener criticism than is bestowed upon the inhabitants themselves, and it behooves him to remember that, should an accident attend his rollicking sense of liberty, he will pay very dearly for it in a country where accidents are never forgiven.

WOULD BUY TOLL BRIDGES

Motorists Will Ask Legislators to Open Delaware Spans.

A campaign is now being waged to combine motorists in Pennsylvania in a petition to the Legislature of that state for an appropriation sufficient to co-operate with the State of New Jersey in the purchase of all toll bridges over the Delaware River.

New Jersey has already made an appropriation, not to exceed $500,000, for the purchase of its share of these bridges, and it is now necessary to get a similar appropriation from Pennsylvania to make the plan effective. Pressure will be brought to bear at the next session of the Pennsylvania Legislature to pass the appropriation bill.

This move will fit in nicely with the plan of New Jersey to complete next year a fine new highway along the banks of the Delaware, from Trenton to the Delaware Water Gap and from there to Port Jervis, on the Jersey-New York State line, thus providing a magnificent boulevard 112 miles long through the picturesque Delaware Valley.

The present inferior road up the historic valley runs from Trenton to Stockton, N. J., along the Jersey bank, but there the tourist has to cross to Pennsylvania to reach Easton. From Easton to the Gap there are roads on both sides of the river, but if any crossing is done the tourist finds himself paying money to toll bridges. From the Water Gap to Port Jervis the beauties of the Kittatinny and Shawangunk mountains are at present lost, as there is no road on the Jersey side.

MOTORISTS BUSY IN WEST

Work Now Under Way for Automobile Road Races.

REGULAR RATES TO PREVAIL

Hotel Men Decide to Keep Prices Down for Big Milwaukee Fixture.

Returning to the East from Tacoma, Wash., early this week, Fred J. Wagner made a brief stop at Milwaukee to take up further details of the Vanderbilt Cup, Grand Prize, Pabst trophy and Wisconsin trophy races, to be held there September 17 to 21 next.

Wagner declares he never saw a city manifest such enthusiasm over a race meet two months off. The Milwaukee people are not procrastinating by any means, but are decidedly active, planning the huge grandstand, supervising work on the course, making arrangements to handle the large throng of visitors, etc.

At Milwaukee everything possible is being done to inspire interest in the big events. During the last week the third annual reliability tour of the Wisconsin State Automobile Association took place, starting at Milwaukee. Boosters for the Vanderbilt-Grand Prix race meet are accompanying the tour in full force with automobiles carrying large signs to advertise the races.

Another thing which will boom the city and force it into the Middle Western limelight is the beginning of concrete pouring on the new road in Milwaukee County, which before many months will extend into a new highway to Chicago. The Chicago-Milwaukee Road Association is working on this vigorously.

When certain cities have held race meets in the past, out-of-town visitors have done considerable grumbling over the way they were "stung" at hotels and boarding places. The Vanderbilt Cup race committee is determined not to have this condition prevail at Milwaukee during the races, and a few days ago took up the matter with all of the hotelkeepers. The regular all-year-'round rates are to prevail, and the race committee has accepted the published rates of the various hostelries as official during the speed carnival.

It has been agreed by each proprietor to stick to these figures, which will cause visitors to leave at the close of the meet with a pleasant impression of the city and not a complaining one. August Jonas, who is active in promoting the race, is chairman of the committee which will attend to the matter of reservations for visitors, and will shortly issue 100,000 folders giving the names of hotels, rates, places of interest, diagram of the course, etc. The committee will have a card index system arranged to handle systematically some 5,000 rooms in private residences and boarding houses.

HOW TO CARE FOR TIRES

Early Discovery of Trouble Will Save Much Expense.

AVOID UNDER-INFLATION

Overloading, Bruises, Cuts and Poor Driving and Braking Are Other Evils.

By J. B. Cox, Goodyear.

Pneumatic tires are constructed to give real service. Experts with a superior knowledge of tire building are continually experimenting to give the best to the automobile owner. Pneumatic tires will give service if given the proper attention.

The early discovery catches the trouble. The instant a fault is found, careful investigation should be made to ascertain the remote cause. Immediate action should be taken, and the tire, instead of developing a chronic case of trouble, will stand a chance of running a mileage perhaps twice or three times as long as otherwise possible.

Under-inflation, overloading and improper alignment are evils that are common, but close attention will easily detect them. Road conditions also play an important part in the life of tires. Stone bruises and cuts are ruinous to automobile tires. Take the trouble early in the game, use a little plastic or quick repair gum, and fix the cut or the bruise, and perhaps the unexpected blow-out will be avoided. Outside these common faults there are others none the less important, which undermine the life and strength of a tire. Nurse your tires and give them close scrutiny.

A word on inflation. It is common practice among car owners to drive their cars on tires not properly inflated. This is altogether wrong, if the life of tires is taken into consideration. The car may ride a little easier, but the owner pays dearly for his luxury. Under-inflation means short life for the automobile tire.

Tire manufacturers recognize that more trouble is caused by under-inflation than from any other cause. Goodyear policy is to educate its patrons properly to care for their tires, and give them as long life as possible. No motorist should be without a reliable air gauge, and tires should be kept at the prescribed pressure, twenty pounds on inch of the cross section. For instance, if a tire is four inches, then the pressure of air in the tire should be eighty pounds.

Overloading is a common fault among motorists. It is not unusual to see eight or nine persons riding in a seven-passenger car. It is frequently said that 5 per cent added to the weight of a car adds 15 per cent to the wear and tear of tires, so it can easily be seen what the effect of overloading has on the life of tires. It means frequent punctures and blowouts and early ruination.

Ask your nearest dealer what your car weighs, then be guided by the following:

Equip your car with the largest tires possible. They will cost a little more, but the extra initial expense will be economy in the end. Larger tires, in addition to being more economical, mean less trouble and more solid comfort in riding.

Motorists should learn efficiency in starting and stopping a machine. A lot of unnecessary tread wear is caused through inability to start or stop a machine in the proper manner. This fact, no doubt, is known, but the point is, if the tire must be cared for it must be practically carried out. Don't start too suddenly, and don't bring your car to a standstill within its own length unless circumstances call for it. Slow up gradually.

Brakes not properly adjusted are also hard on tires. One brake may be working more freely than the other, and one tire, consequently, may be compelled to stand all the strain of stopping the car. Adjust your brakes often. Be careful, also, not to run in car tracks or against curbs or in ruts. The side walls of a tire are, as a rule, thin, and built to give the utmost resiliency. A motorist should be extra careful to protect his tires at this point.

The foregoing pointers are a few among many, but the motorist might be enabled to save on his repair bills if care is exercised when running his car. Tires should be examined often. Watch the things that are small in the beginning, but which in a few weeks, or even days—and always unexpectedly—develop into a fault that means either the purchase of a new tire or a big repair bill.

ALCO OFFICIAL CHANGES.

The appointment is announced of Frederick A. Crooks, well known in the New York automobile field, as Alco city sales manager for the New York branch. Mr. Crooks has been identified with the industry for five years. He was formerly associated with the Darracq Motor Company and the Palmer Singer Company. He is also well known in army and society circles. Mr. Crooks, previous to his appointment, was connected with the New York sales department for Alco trucks and cars.

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