SMITH WINS LONG RACE

Victor in Ten-Mile Title Contest Over Louis Scott.

MARGIN ONLY TEN YARDS

Albert Voellmeke Defeats Large Field in Seven-Mile Walking Contest.

Harry J. Smith, the sterling distance runner, realized his athletic ambition when he captured the ten-mile national championship run of the Amateur Athletic Union, defeating H. L. (Louis) Scott, of the South Paterson Athletic Club, the former title holder, in the annual fixture, held on the track of the Eastern Motordrome at Vailsburg, N. J., yesterday.

Smith won a well earned victory when he outdistanced the game Scott in a desperate sprint through the last lap. Such a brilliant finish as the two athletes furnished has rarely been seen in a long-distance race.

After being a trailer for almost the entire distance, Scott attempted to brush by Smith in the final lap, but the former Pastime runner was not to be denied. He spurted suddenly and, tearing along like a sprinter, rapidly opened a gap on Scott. The latter retrieved ten yards on the last half lap, but Smith uncorked another spurt and won by a margin of ten yards.

A loud burst of enthusiasm greeted the finish, while others in their anxiety swarmed over the track. Frederick G. Bellars, the New York Athletic Club runner, who entered the competition at the last moment, was the third man home, being more than a lap behind Smith. The timers caught the winner at the finish in the time of 53 minutes 31 3-5 seconds, which, although more than a minute behind the record, held by George V. Bonhag, was a splendid performance, considering the water-soaked track.

The seven-mile walking championship, which was resurrected after twenty-eight years, resulted in a splendid victory for Albert Voellmeke, of the Pastime Athletic Club, who has proved his worth as a long-distance pedestrian. Voellmeke triumphed over a field of thirteen starters, winning by twenty yards in the creditable time of 55 minutes 49 seconds. The Pastime heel-and-toe artist jumped into the van at the starter's signal, and, despite many challenges, held his position through the contest.

Theodore Neundorfer, of the New York Athletic Club, was a strong contender and finished in second place, taking the position from Tim Carroll, of the Irish-American Athletic Club, in the last mile. Dick Gifford, of the McCaddin Lyceum, of Brooklyn, who won in the junior and senior national and metropolitan mile championship last month, found that the distance was too long for him. Gifford for a short time was a determined contestant, but soon dropped back, and trailed home two laps in the wake of the winner.

Of the original nine entrants for the title distance run, Gaston Strobino, a clubmate of Scott, who was regarded as a dangerous entrant, and Harry W. De Groot, of the St. George Athletic Club, failed to toe the starting mark. Strobino unfortunately was prevented from starting owing to an injured eye. The starters besides Scott, Smith and Bellars, were Nick Gianacopalos, of the Mercury Athletic Club; William Reilly, an unattached runner; James E. Maher, another unattached athlete, and Russell Springsteen, of the Young Men's Christian Association, but they were outclassed and trailed along in the ruck.

Soon after the start, Smith assumed the leading position, with Bellars and Scott at his heels and the remaining athletes a few yards behind. Smith passed the first mile in 4 minutes 57 seconds, with Scott second and Bellars third, a few feet apart. Two laps further on, Bellars started to make the pace, which was fairly fast, and with Scott second and Smith third the athletes retained their places for the next three miles.

Bellars began to draw out on the field at the end of the third mile, pulling Scott and Smith more than fifty yards in advance of Springsteen, who followed in fourth place. Smith sped past Bellars shortly after the five-mile mark was passed in 26:58 1-5, and suddenly darted away from the surprised Scott to a twenty yard lead. Smith was bent upon gaining a lead on his South Paterson opponent, but Scott increased his pace, and after two laps finally came abreast of Smith. The latter was forcing the pace for Scott, who looked the fresher of the two. From the sixth to the final mile, Smith continued to show the way, furnishing much excitement by spasmodic sprints which worried Scott and appeared to sap his strength. Bellars had found the pace too fast after the fifth mile, and being unable to follow the stiff pace, dropped rearward.

Both Scott and Smith were alert on entering the final lap, and the large crowd awaited the certain break. It came when Scott attempted to pass Smith, but the latter furnished the surprise, when he actually jumped away from Scott. Closely Scott pursued Smith, and the former Pastime runner put his reserve strength into the last lap, and although Scott was gaining, he tore across the finish, wildly cheered for his grit and gameness.

In the walking contest Voellmke at once jumped into a commanding position and led the field along at an exceptionally fast gait. Tim Carroll, the veteran Celt, who captured the Irish walking championship twenty years ago, Neundorfer and Gifford, offered opposition in the first two miles when they kept close together, with the remainder of the large field following in the ruck. Voellmke always kept his position in the van, although Carroll followed closely. Neundorfer was third and forcing Carroll to the extreme to keep his position.

The summaries follow:

Seven-mile walk—Won by Albert Voellmeke, Pastime A. C., 55:49; Theodore Neuendorfer, New York A. C., 56:01 3-5; Tim Carroll, Irish-American A. C., 56:06; Richard F. Remer, unattached, W. Englewood, 56:15 2-5; Richard B. Gifford, McCaddin Lyceum, 57:07 1-5; Benjamin Mann, Glencoe A. C.; William Plant, Long Island A. C.; Samuel Schwartz, unattached; Fred. H. Plant, Long Island A. C.; William T. Allen, Glencoe A. C.; James Moforley, Glencoe A. C.

Ten-mile run (championship)—Won by Harry J. Smith, unattached, 53:51 2-5; Louis Scott, South Paterson A. C., 53:53 2-5; Frederick G. Bellars, New York A. C., 55:50 3-5; Russell Springsteen, Yonkers Y. M. C. A., 57.11; Nicholas Gianacopolas, Mercury A. C., 58:18.

COMMERCE RUNNERS WIN

Beat Bryant High 'Cross-Country Squad in Dual Meet.

The High School of Commerce 'cross-country squad registered its first victory in defeating the Bryant High School in a dual run yesterday. The score was 19 to 44. The contest was held around Central Park.

Theodore Rosofsky, of the Manhattan school, had the honor of leading home the field, winning by a comfortable margin of 100 yards in the fast time of 17 minutes 38 seconds for three and a quarter miles. James Shaw, the Bryant captain, finished second. Six Commerce harriers followed in order before Daniel Voldstein, the second Bryant runner, crossed the tape, in ninth place.

COLUMBIA TEAM BEATEN

Soccer Eleven Bows to Skill of Staten Islanders.

KUHN IS COLLEGIANS' STAR

Curtis Defeats Morris in Fast Match of High School Series—Other News.

Columbia's soccer football players acquitted themselves creditably in the match at Livingston yesterday against the eleven of the Staten Island Cricket and Tennis Club, champions of the Field Club Soccer League. The final score favored Staten Island by 6 goals to 3.

The result of the first half was by no means one-sided, as the league players started the second period with an advantage of only 3 to 2. It was in that half that they doubled their score, while Columbia could add only one more goal.

The tallying of the first point fell to Dwyer, a former Columbia captain, playing centre forward for Staten Island. Nicoll, inside right, made it 2 to 0 for the home team, and then Kuhn, Columbia's inside right, made a determined break for the Staten Island net and penetrated it. McWhinnie was next to score for Staten Island, and before the close of the half Shanholt, from outside left, put through Columbia's second goal.

After the restart Kaufman and Van Laar scored in the order named for Staten Island. Colquhoun, Columbia's centre, shot the third goal credited to the Blue and White, and McWhinnie wound up with a dashing shot for Staten Island.

The line-up follows:

Staten Island (6).	Position.	Columbia (3).
Van der Zee	G.	Krefeld
Milnes	R. B.	Spencer
Hilder	L. B.	Cornellisson
De Jong	R. H.	Felton
Smith	C. H.	Evans
Hanitzsch	L. H.	Hamilton
Van Laar	O. R.	Silverstein
Nicoll	I. R.	Kuhn
Dwyer	C.	Colquhoun
McWhinnie	I. L.	Beck
Kaufman	O. L.	Shanholt

Referee—D. Ledgard. Linesmen—Kaufman and Evans. Substitute—Mason for Cornellisson. Goals—Dwyer, Nicoll, McWhinnie (2), Kaufman, Van Laar, Kuhn, Shanholt. Time of halves—Forty-five minutes each.

Staten Island's crack schoolboy soccer football team, representing Curtis High School, took the measure of Morris High School in the annual championship series at Macomb's Dam Park. The score was 2 goals to 1. Hulama, centre forward for the lads from Richmond Borough, was the only one to score in the first half, taking the ball neatly from a scrimmage in front of Morris High goal.

The line-up follows:

Curtis High (2).	Position.	Morris High (1).
Leede	G.	Pelpin
Watters	R. B.	Reich
Sharkey	L. B.	Purcell
Becker	R. H.	Schein (Levenson)
Monahan	C. H.	Saffier
Wort (Lamberson)	L. H.	Ellia (Schulman)
Milzrum	O. R.	Jacobs
Copeland	I. R.	Wittes
Hulama	C.	Cullen
Pearce	I. L.	Colomb
McClellan	O. L.	Salcaformaggio (Tinsley)

Referee—Bork. Goals—Hulama, Milzrum, Colomb. Time of halves—Thirty minutes each.

At Van Cortlandt Park teams representing De Witt Clinton and Stuyvesant High Schools struggled through two periods without either side being able to score.

The line-up follows:

De Witt (0).	Position.	Stuyvesant (0).
Kirchen	G.	Whitmore
Strand	R. B.	Ritter
Schwarz	L. B.	Madlen
Weisman	R. H.	Carder
Hordes	C. H.	Stone
Schoklink	L. H.	Haidler
Pantesco	C. F.	Rannow
Gordon	O. R.	Bage
Rothstein	I. R.	Gelcher
Duncan	I. L.	Morgan
Jarcardo	O. L.	Silverberg

Referee—Fleischmann. Linesmen—Flood and Rothschild. Time of halves—Thirty minutes each.

Manual Training High School and Erasmus Hall soccer elevens clashed in a championship fixture at the Prospect Park Parade Grounds, Manual winning by a score of 2 goals to 0. The winners tallied 1 in each period, the first through a shot by Lind from a corner and the second by a fine shot by Scott from a pass by Baron. Eames, Titus and Scott were the star players on the winning side.

The line-up follows:

Manual (2).	Position.	Erasmus (0).
Ruermeyer	G.	Gray
Smith	R. B.	Evartt
Lahey	L. B.	Schutz
Nugent	R. H.	Solomon
Eames	C. H.	Althisar
Kiernan	L. H.	Werner
Baron	O. R.	Silberg
Titus (captain)	I. R.	Galindo
Scott	C.	Frezola
Sunderland	I. L.	Gardner
Lind	O. L.	Jacobs

Referee—Burney. Linesmen—Brown and Huelsenbeck. Goals—Lind, Scott. Time of halves—Thirty minutes each.

MICHELIN OUT OF RACING

Head of Company Says Speed Contests Are Unpopular.

The Michelin Tire Company, through J. Hauvette-Michelin, announces that it has withdrawn from further participation in automobile racing. This statement comes as a surprise, especially as it is made at the close of an unusually successful season, Michelins this year having won the Grand Prize, the Vanderbilt, the Elgin Stock Car and Free-for-All, the 500-mile race at Indianapolis and many minor contests. In outlining the reasons that have led the company to adopt this radical policy Mr. Hauvette-Michelin, who is head of the big works at Milltown, N. J., says:

"Our interest in automobile racing has always been confined to a study of the effects on tires of fast driving, quick braking, taking turns at high speed and of other severe contingencies seldom experienced in everyday service. The knowledge gained in seventeen years' close study of the effects on tires of long distance road contests has unquestionably helped us to improve our product, and in this way the motoring public has also profited.

GLIDDEN TOUR AT AN END.

New Orleans, Oct. 26.—Charles J. Glidden arrived in New Orleans at 3 o'clock this afternoon, completing his 1,700 miles tour from Detroit to New Orleans over the route of the Glidden Tour to be held next June. Mr. Glidden took his Maxwell from the lakes to the gulf on the same schedule of running time as provided for in the postponed contest, and reached New Orleans in thirteen days. He was accompanied over the entire route by A. V. Davis, of Detroit, driving one of the Maxwell cars which won last year's Glidden Tour. By successfully making this tour, Mr. Davis's Maxwell becomes the only automobile to complete two Glidden Tour ruotes on schedule.

When Mr. Glidden reached the outskirts of the city he was greeted by a line of motor cars a mile long. The escort formed into a parade and drove through the principal streets before large crowds lined up on each curb. Later in the evening Mr. Glidden and his party were guests at a dinner given by the New Orleans Automobile Dealers' Association.

AXE FALLS ON MANAGERS

Two Gone, Others in National League Likely to Go.

THE PASSING OF CHANCE

Temper of Evers May Prove a Stumbling Block to Hopes of Murphy and Cubs.

The grist of baseball gossip turned out for winter league consumption is copious and sensational enough to rival a hot pennant race in point of interest. What with the trials and tribulations of the owners and the sudden taking off of two managers of exceptional ability, the winter bids fair to be productive of much hilarity. It will be noted that all the troubles are centred in the National League, while the American League pursues the even tenor of its way.

Last year it was the junior organization that was in the limelight, as six new managers were invested with the responsibilities of leading a team to a pennant. Only Connie Mack and Hughie Jennings retained their titles. This year only McGraw and Fred Clarke seem to have a hold on their jobs in the National League, Charlie Dooin's tenure of office being more or less dependent upon the involved internal strife in the Philadelphia club.

The appearance of Johnny Evers in the race of the leaders and the passing of Frank Chance as manager of the Chicago Cubs are startling developments of the post-season activities. With good managers at a premium, the "fans" are beginning to wonder at the antics of Charlie Murphy, owner of the Cubs, in dismissing a man who has won four National League pennants and two world's championships. For the last three years the exceptional ability of Chance has kept the Cubs in the thick of the pennant race when the team, which in its prime was the greatest ever developed, looked little better than a second division outfit. With a pitching staff almost completely wrecked and the nine but a shadow of its former self in physical ability, Chance used brains and experience to give the lusty young Giants, who were just beginning to hit their stride, the fight of their lives, beating them out for the pennant in 1910. Half the time the peerless leader was sick enough to be in a hospital, but he grimly stuck to his post on the bench when he was compelled to retire from actual participation in the games. While he was recovering from an operation last summer word came to him that his days were numbered as manager of the Cubs.

Johnny Evers has been picked as his successor. This not only means the passing of Chance, but the release of Joe Tinker, the brilliant shortstop of the team. Evers and Tinker, while working together like a charm on the field, were at swords' points on the bench, coming to blows in Brooklyn one day when Tinker was managing the club in the absence of Chance.

Murphy realizes that Tinker could never play under the direction of Evers and has given Joe permission to open negotiations with the Cincinnati club in the hope of landing a managerial berth there. Thus with one stroke Murphy loses an able, experienced general and one of the best shortstops in either league. Tinker, to be sure, is thirty-six years old, and is not good for many more campaigns, but he was never better than last season. The same thing may be said of Evers, who came back in wonderful fashion.

Possessing all the brains of a second McGraw, Evers lacks some of the most essential qualities that go to make up a successful manager. Ability to keep the team in good humor and playing at top notch every minute is half the battle according to the men who know. But Evers, unless he changes his tactics, will have his men fighting among themselves and will prove a poor disciplinarian. A man who will pour sand down an umpire's back, as Johnny did last summer, is too hot tempered to manipulate a pennant winning combination to the best advantage.

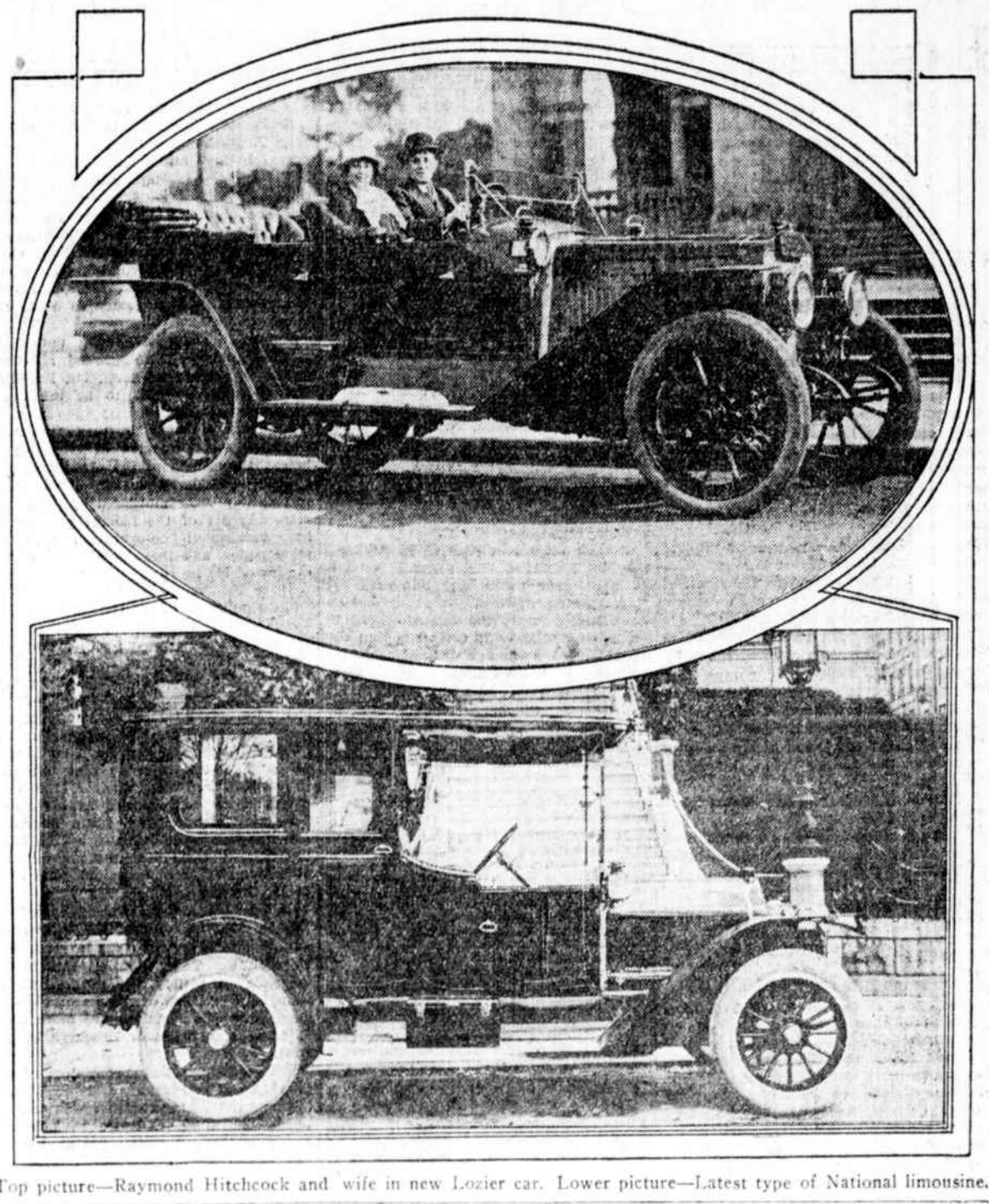
With a big hole left in the infield by the passing of Tinker, a pitching staff that numbers only Cheney and Ritchie, men of even average worth, an outfield that has slowed up greatly—Sheckard being all through and Schulte on his last legs—and the veteran Archer the only catcher of any ability whatsoever, the peppery new manager will have his hands full developing a team that will give Fred Clarke and McGraw a good fight.

Just what will become of Chance is unknown at present. It looks as though he were not willing to retire from the game and would like to manage some other team. Murphy seems set against this, and has stated that he intends to keep Chance as a utility infielder. This, of course, is nothing but a ruse to keep Chance from going to another club. His ball playing days are over, but, according to the laws of baseball, the peerless leader cannot go anywhere else so long as Murphy offers him a contract, no matter how nominal the salary. If he refuses to sign he will be outlawed.

There are many "fans" who still believe that Hank O'Day would make a good manager if given time enough. He made a brave start with the Reds last spring, but there was not the stuff in the team to carry it through the season, and it collapsed. If Hank had made the same showing at the end of the race instead of at the beginning Cincinnati would be singing his praises. But he did so unexpectedly well at the start that the reaction was almost too much for the "fans," and O'Day's good work was quickly forgotten. The former umpire himself seems to have had enough of it, and while no official announcement of a change has been made, yet for three months the smoke has been hanging over the Cincinnati situation and there is a fire somewhere. Joe Tinker is picked for the job, and not only as a manager but also as a player in filling up a big gap at short will the Chicago man be of service. With a young star pitcher like Rube Benton in the box and fine players like Bescher, Hoblitzell and Mitchell, Tinker is likely to lead Johnny Evers a merry race for honors.

The situation in St. Louis is similar to the one in Chicago. Roger Bresnahan, a seasoned veteran of baseball and a manager who has proved his worth, has been asked to step down because of internal strife. The Cubs and Cardinals might change leaders with satisfaction to all parties, but such a happy solution is not likely to come about. Miller Huggins is slated to succeed Bresnahan to the throne of sorrow in St. Louis, while Roger is insisting on his rights and wants the terms of his four-year contract fulfilled. The club will have to pay him, but Roger will be out of a job. The only openings for Chance and Bresnahan as managers in the National League are in Brooklyn and Philadelphia, unless, of course, the Tinker deal in Cincinnati falls through. Stallings, the former manager of the Yankees, has been signed to lead the Boston Braves, while McGraw and Clarke are fixtures. Dahlen would be pretty sure of his job if two capable managers were not looking for an opening, but the Brooklyn field is very attractive to Chance and Bresnahan. Dooin will probably manage the Phillies again, although the destinies of the club are befogged with the dust of turmoil just at present.

NEWEST MODELS OF CARS SEEN ON BROADWAY LAST WEEK.



Top picture—Raymond Hitchcock and wife in new Lozier car. Lower picture—Latest type of National limousine.

DAVIS CUP MATCH DATE

British and Australians Ready for Clash on Courts.

HAVE A MONTH'S PRACTICE

Changes in Rules and Rating of Lawn Tennis Players in England.

After a number of conferences the dates for the international challenge matches for the Davis Cup have been definitely set for Thursday, Friday and Saturday, November 28, 29 and 30. This is in accordance with the wishes of the Australasian Association, as represented in London by Gordon Inglis, who has been made an honorary member of the council of the English Lawn Tennis Association. The direct official news that these dates had been determined upon was received in this city yesterday from London.

The British Isles challenging team will therefore have a month for practice before meeting the Australasian defenders on the courts at Melbourne. The series will be the eleventh of the international competitions for the world-famous cup which was offered by Dwight F. Davis, an American, in 1900.

The British Isles team is composed of Charles P. Dixon, John C. Parke, F. G. Lowe and A. E. Beamish. All of these players have competed in America and have yielded to the foremost Americans, notably Maurice E. McLoughlin and William A. Larned. Dixon will act as captain of the team, as he did in September, 1911, on the courts of the West Side Tennis Club, of this city. Following the Internationals, the team will make a tour through Australia and New Zealand, competing in a number of specially arranged tournaments.

The rating of the leading Britons for the season, which has just been issued in London, does not favor a victory over the Australasians, who are led by Norman E. Brookes, considered the best player in the world. On the English ranking list Anthony F. Wilding, the great Australian, who holds the All-England title, is placed at No. 1, with Dixon at No. 2. Then follows A. H. Lowe, Gore, Kingscote, Mavrogordato, Parke, F. G. Lowe, Barrett, Ritchie, Hillyard and Beamish. This causes the four men of the English team to rate as No. 2, No. 7, No. 8 and No. 12, respectively.

FOGEL WANTS MUCH MONEY

Half a Million for Phillies Would Mean Profit.

[By Telegraph to The Tribune.]

Philadelphia, Oct. 26.—Horace Fogel, of the Philadelphia National League team, who, by virtue of the law, controls the club until Monday, has placed an upset price on the club of $500,000. If he should happen to get this price he could step down and out of the limelight as a major league baseball magnate with $40,000 salted away, besides the salary he has drawn from the club since he was president.

From inside sources it was learned today that Fogel is indebted to Charles P. Taft, and perhaps other members of the Taft family, to the extent of $460,000, which represents the money the Tafts have put into the Philadelphia club, and for which they have taken the notes of Fogel. Those notes came due to-day, but by virtue of this being Saturday and a half holiday in banking circles the president of the Phillies has until Monday to meet them. If he is unable to do so the club will revert to Mr. Taft.

The best figure to date that has been offered Fogel is $340,000, which leaves him $140,000 in the hole for his second experience as a big league owner.

Common Safety Demands Lights on All Vehicles

Night Driving Dangerous Enough Without Unnecessary Risk, Says Jackson Manager.

"It doesn't seem possible that a man thinks so little of his own safety that laws should be required to make him provide for it," said H. S. Strong, local manager of the Jackson agency, a few days ago. "But it appears as though owners and drivers of wagons and buggies just won't put lights on their vehicles at night.

"I think every man who has driven a motor car at night, either in town or in the country, will agree with the statement that every wagon, every carriage, should have a tail light at least; and some sort of light that can be seen from the front would be an added precaution. Even if the vehicle carries nothing more than a common lantern swung from one of the axles, a motorist approaching from either direction has sufficient warning and will go cautiously until he has passed the other vehicle.

"Personally, I wouldn't think of risking myself in a carriage on a city street or a country road at night without carrying a light that could be seen from the rear, and I'd arrange one that could be seen from the front, too. Men and women who drive carriages at night don't seem to realize the peril they court by not carrying lights. In the cities, particularly, many motorists drive with only the dash lamps lighted. These can be seen by pedestrians and others, but they are not strong enough to illuminate objects any great distance ahead. Some city and town streets are not well lighted, and are shaded by trees, in addition, and many a time the man in the car discovers a buggy just in time to swerve aside. Sometimes he can't turn in time, and a collision is the result.

"In some states—four, I believe—horse drawn vehicles are required to carry lights; but the others attempt to regulate the motor car only. I wouldn't oppose for a minute any law that requires automobiles to carry lights, but I do think that, for the safety of everybody concerned, buggies and wagons should have them, too. And you can depend upon it that if I drove a buggy at night I'd carry lights, law or no law."

ALCO CATALOGUE NOVELTY

White Line Around Body Is Basis for Novelette.

Something new in automobile catalogues has just been issued by the American Locomotive Company to describe its 1913 passenger cars. It is a booklet of 31 pages, in which the details of the new cars are prefaced by a novelette, "The White Band," written by Ethel Lloyd Patterson and illustrated by A. Popini.

The story, appearing as a series of letters, is of a young married couple who have agreed to disagree, and who decide to arrange the details of the separation during a week's tour to the White Mountains, "a parting de luxe," as the writer describes it. Through the charm of the road, the scenery and the car with its magic white band the trip proves to be but the beginning of a second honeymoon.

Following the story are descriptions of Alco features for 1913, and these go to show that the Providence built car will be more attractive next year than ever. The changes from this year's model lie in little refinements, particularly in body work and design, which are of the best.

LONG RACE AT BRIGHTON

Election Day Meet Will Have 100-Mile Contest.

Encouraged by the success of the automobile race meet held at Brighton Beach on October 19, the promoters have decided to hold another meet on the Brighton track on Election Day, November 5. Negotiations with the A. A. A. contest board to secure a sanction for this meet have been taken up. On the day of the recent meet rain kept many persons away, but as it was, a goodly crowd, including hundreds of automobile parties, was present.

The feature event at the coming meet will be the "Election Day Derby," a 100-mile affair. It will be a Class E free-for-all, no restrictions being placed on size of cars entered, which means that some of the monster cars which competed in the Grand Prize race will be eligible; among them Bragg's Flat, which won the gold cup.

In addition to the long event there will be others, including two ten-mile handicaps, one for cars in the two divisions between 301 and 600 cubic inches, and the other a free-for-all handicap at the same distance. There also will be a Class C handicap for cars in the two sub-classes between 161 and 300 cubic inches.

For the 100-mile event a cash prize of $675 is hung up—with $500 for the winner—the largest prize ever offered for a 100-mile track event. Ralph De Palma, the Vanderbilt cup winner, has recovered sufficiently from his accident in the Grand Prize race to get around in a wheel chair. He probably will be able to walk and return to New York in the mean time, and if so, the spectators will have an opportunity of seeing him at the track, not as a driver this time, but as an official. It is possible that he will do the handicapping.

DAVID C. FENNER PROMOTED.

David C. Fenner has been appointed New York branch manager for the International Motor Company, and C. W. Stratford, consulting engineer, becomes chief engineer of the concern. Mr. Fenner succeeds Robert E. Fulton, who has been promoted to the position of assistant to the general sales manager, W. S. Stevenson.

NO MENACE TO EXPORTS

Willys Says British Cannot Build Cheap Automobiles.

OUTLAY WOULD STAGGER

Believes American Machines Will Continue to Tighten Hold on Foreign Markets.

The recent suggestion by manufacturers of automobiles in England that a $25,000,000 company be formed to build and market a car to compete with the popular priced American cars that are selling so readily in England has caused no little comment among American manufacturers.

The opinion, however, seems to be unanimous that nothing will come of the suggestion, and in this connection a recent interview with John N. Willys, president of the Willys-Overland Company, of Toledo, which is a strong factor in the British market, is interesting.

"I believe that average Englishmen are not adapted to a combination of the magnitude of that proposed by the English manufacturers," said Mr. Willys. "They are not accustomed to such combinations, nor are they ordinarily willing to invest such large sums in an enterprise the success of which is purely problematical and, in the event of success, so far in the future.

"It takes years for even an American factory, with all its ingenuity, capital and labor saving machinery, to be in a position to turn out cars at a popular price and profitably. American automobiles already have a very strong hold in England, and are gaining daily, their prices being far below those of cars of similar capacity made in England. This is due, of course, to the enormous productions of the American manufacturer, such as the Overland, which permits buying the best materials at lower prices than smaller makers pay for inferior grades and to employ labor saving devices, expensive jigs, automatic machinery, etc., the cost of which would be impossible for a maker with a smaller output, but without which a low price is impossible.

"It would take five years, in my estimation, if such a combination could be formed in England, to place it on a competitive basis with the Overland at the present time, and by that time American machines would have practically filled the market.

"To make that combination successful, American machinery, automatic and otherwise, would be absolutely essential. With the demand for that class of material at the present time prompt delivery is out of the question.

"There are few Englishmen, living in England, accustomed to production in the quantities with which our automobile manufacturers are familiar. There are no automobile manufacturers in England accustomed to investing and spending the amount of money necessary to provide for that large production, nor do I believe any could be induced to make such an investment.

"We have been called a 'nation of gamblers'; the English a 'nation of plodders.' I believe, broadly speaking, that this is true, although the word 'gamblers' is perhaps misused. The American is optimistic and generally farsighted—he is willing to risk all he has if he can see in the end success; the average Englishman wants immediate returns on his investments or his work; and if the difference can be called gambling, then we are gamblers.

"Such a coalition of makers is, in my opinion, absolutely impossible, and were it organized would be unsuccessful unless it were financed, managed and controlled by Americans of large experience taken from this side of the Atlantic to the other for that purpose. I do not believe this is likely to happen."

REWARD FOR STOLEN CAR.

A notice has been sent out offering a reward of $100 for the return or information leading to the recovery of a Warren Detroit five-passenger car, stolen from in front of the Hotel Frederick, in West 56th street, on the evening of October 21. The car at the time it was taken carried Pennsylvania dealer's license No. X3117. The machine is painted dark blue, with gray wheels. It is the property of W. M. Roberts, of the Packers Motor Truck Company.

USED CARS A DIRECTORY OF RELIABLE OFFERINGS BY AUTOMOBILE DEALERS & USERS

Locomobile
Guaranteed Rebuilt Cars
5 pass. 1912 Torpedo 6-cyl. ...48 h.p.
7 pass. 1912 Touring 6-cyl. ...48 h.p.
5 pass. 1912 Touring .....30 h.p.
7 pass. 1912 Laudaulet 6-cyl...38 h.p.
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