

# KNIGHTS TO START BOWLING TOMORROW

## K. of C. Tournament One of the Biggest on the Local Schedule.

# ATLANTIC CITY LIST CLOSED LAST NIGHT

## Unlikely That New York Will Send as Many Teams as Had Been Expected.

Bowlers affiliated with the Knights of Columbus will start their first Eastern championship tournament to-morrow evening at Thum's White Elephant Academy with a fanfare of trumpets and much speechmaking. For the purpose of having a representative gathering, the Knickerbocker Council, of New York, will oppose the Maris Stella Council, of Far Rockaway. Knickerbocker is the home council of James Madden, chairman of the New York Knights of Columbus League, while Maris Stella is the same for Chairman Dolan, of the Brooklyn league.

Robert Ward, Commissioner of Parks for Manhattan, will formally open the competition with a speech, while William H. Valentine, president of the New York Bowling Association; C. E. Kennedy, donor of the championship trophy, and the two chairmen will also be heard from. Ward and Valentine will perform the time honored ceremony of rolling the first balls down the alleys. A solid gold medal is offered by the New York Bowling Association for the registered member who rolls the highest individual score in any of these games. The opening will take place at 6:45 o'clock.

At present it looks as if there would be sixty teams, New York having about thirty and Brooklyn fifteen, with representation from Newark, Elizabeth, Plainfield, Jersey City, Long Island City, Far Rockaway, Jamaica, Yonkers, New Rochelle, Peekskill and Bridgeport. Although the tournament begins to-morrow evening, entries will be received up to next Saturday night.

In order to make the competition more interesting William A. Schwab, the tournament secretary, has arranged for an out-of-town combination each evening, and it will not be necessary for the bowlers to make more than one visit to the tournament.

In other words, a team will roll its five-men, two-on-one and individual games all the same night, for only two teams will be scheduled each evening. The card for the first week is as follows:

- Monday—Maris Stella, Far Rockaway, vs. Knickerbocker, New York.
- Tuesday—Carroll, Brooklyn, vs. Castilian, New York.
- Wednesday—Bedford, Brooklyn, vs. De Soto, New York.
- Thursday—St. Paul, Brooklyn, vs. New York, New York.
- Friday—St. Ambrose, College Point, vs. Knickerbocker No. 2, New York.
- Saturday—Newark, Newark, N. J., vs. Vera Cruz, New York.

Although the entries for the eighth annual championship tournament of the National Bowling Association, which will begin at Atlantic City a week from next Wednesday, closed last night, it is still too early to announce the number of teams entered or to ascertain the exact bowling dates of the various entrants. It is evident, however, that some one has fallen down in New York, for the promised fifty teams have not materialized.

A backward glance, however, indicates that the New York representation is no smaller than usual. When the first tournament was held at Atlantic City in 1907 there were twenty-six teams. Twenty-five visited Rochester in 1908. In Madison Square Garden, 1909, there were 133 from the Greater City, but since then New York and Brooklyn, combined, have had usually around thirty. It was believed, however, that this year would see New York on dock with fifty or even sixty.

Doubtless many more entries have been made from New York since the number of teams that had sent in their entries was last announced. It seems to be until the last moment to send in their names, though by so doing they take their chances on getting desirable dates. It is the idea in some quarters that the alleys are better worn toward the end of the three weeks of play.

Up to and including Friday evening the following Greater New York teams had entered: Omega (2), Spartan, Metropolitan (3), Mohawk, Grand Central, Germania, Subway, Park Row (2), Rosedale, Onawa (2), Atlantic (2), Presto, Brunswick, Lenox, Dyer Heights (2), Saginaw, Melrose, Bohemian and Ansonia.

# ENORMOUS INCREASE IN AUTO EXPORTS

## Value of Cars, Tires and Motors Last Year Was Over \$40,000,000.

# IMPORTS DWINDLING FROM YEAR TO YEAR

## American-Built Cars Find Largest Markets in Canada and the United Kingdom.

While France still leads the world in exportation of automobiles, the United States has made the most rapid gain. Exact comparisons are not practicable owing to differences of classification established by the various countries. So far as ascertainable from the official accounts of the countries named, exports of automobiles, including chassis but omitting tires, increased, in the case of France, from \$25,000,000 in 1908 to \$44,000,000 in 1913; Germany, from \$10,000,000 to \$20,000,000; the United Kingdom, from \$8,000,000 to \$14,000,000; Italy, from \$5,500,000 to \$8,333,000; Belgium, from \$2,000,000 to \$6,000,000; and the United States, including shipments to Hawaii and Porto Rico, from \$4,000,000 to \$35,000,000.

The record of automobile exportations from the United States began in July, 1901. In the six months from July 1 to December 31 of that year the total value of exportations of automobiles was \$367,371; in the calendar year 1902, slightly more than \$1,000,000, and since that time has steadily increased until in 1913 the total had reached \$35,000,000, exclusive of tires and engines in sufficient quantity to bring the aggregate up to the high record sum of \$44,000,000.

Meantime imports of automobiles, which gradually increased from approximately \$500,000 in 1902 to \$5,000,000 in 1906, now show a downward trend, the total having receded to \$3,200,000 in 1908 and \$1,800,000 in 1913, with a proportionately much greater decline in the initial month of the current year.

American made automobiles were sold last year in all parts of the world, considerable numbers going to the United Kingdom, Germany and France, the European centres of the automobile industry. To the United Kingdom our exports last year amounted to 5,152 cars, or more than three times as many as in 1910; to Germany, 1,917, or about ten times as many as in 1910, and to France 921, or four times as many as in 1910. In each case the figures for 1913 were the largest on record.

Canada continues to be the largest single customer for American automobiles, though the 6,551 cars exported thereto in 1913 are slightly less than the number exported to Canada in 1912—namely, 7,421 cars. In addition to \$8,000,000 worth of complete automobiles exported from the United States to Canada last year, about \$4,000,000 worth of parts were also shipped to be assembled in Canadian establishments.

Sales of this class to Mexico declined from 297 cars in 1911 to 227 last year, while those to practically all other countries increased, those to South America having doubled, those to Australia and other British Oceania having increased about 50 per cent, and those to Asia, Africa and other parts of the world as a whole having quadrupled during the last two years.

# MOTOR PARKWAY AWAITS TOURISTS

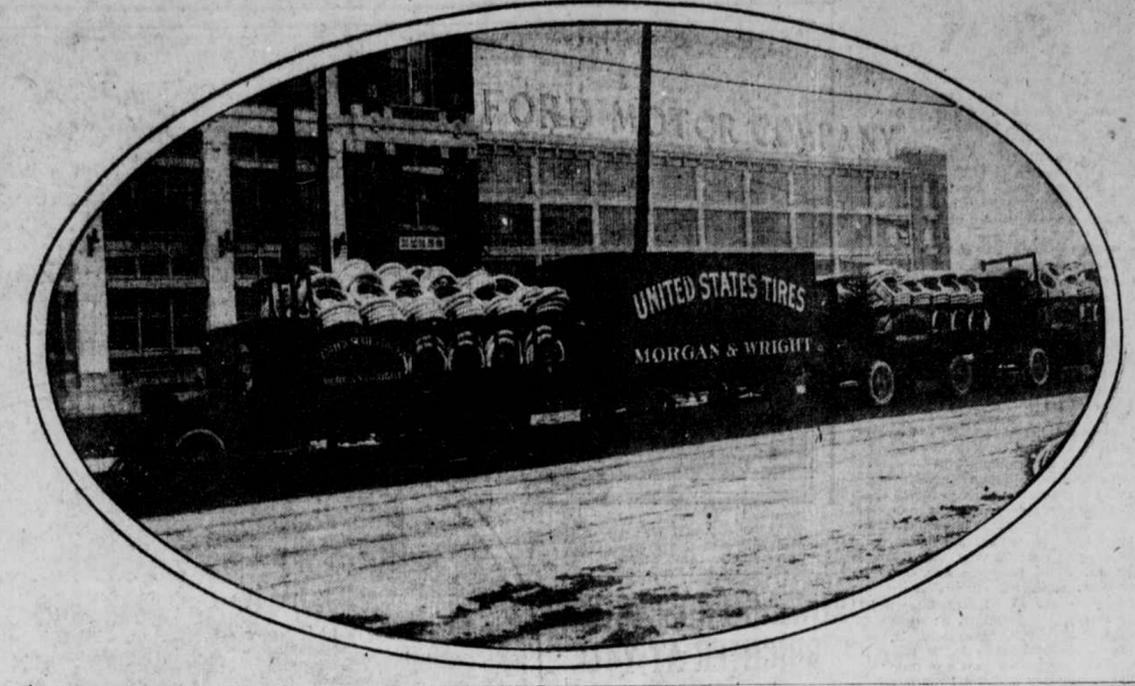
## Petit Trianon Inn, at Easterly End, Will Open for Season Next Saturday.

One of the signs of spring in this vicinity is the announcement that next Saturday will be marked by the opening of the Petit Trianon Inn, at Lake Ronkonkoma, the eastern end of the Long Island Motor Parkway. This means that the Parkway management anticipates the resumption of touring, which ceased last fall with the arrival of cold weather.

With three or four weeks of drying, and before the average country road will be at its best, the parkway is likely to get a strong "play" from the early "one-day" tourists of the metropolis. While it is an all-year-round proposition for those who care to use it, much of the pleasure of a run down the island comes in the rest at the inn, which is ideally situated. Last year, it is said, 25,000 cars made use of the parkway. The number will probably be greater this season, as it is the intention to make the all-day tickets good for entering or leaving as often as desired.

The Long Island Motor Parkway is now considered complete, so far as length and surface are concerned. From its westerly end, in Queens, it extends for forty-five miles to Lake Ronkonkoma, making an unbroken thoroughfare that is dustless and practically without speed restrictions.

# MOTOR TRAIN MAKING DAILY DELIVERY OF TIRES TO EQUIP HUGE OUTPUT OF FORD PLANT IN DETROIT



# AUTO INDUSTRY IS ON A SOLID BASIS

## Should Not Be Classed as "Mushroom Growth," Says J. N. Willys.

"There are some people who insist that the automobile industry is a mushroom growth, subject to the slightest variations in business conditions and likely to take a fatal slump on the shortest notice," says John N. Willys, president of the Willys-Overland Company, of Toledo, Ohio.

"To such people I can only say: Read the report recently made by the committee of the Chicago Association of Commerce. There is enough information in this single document to set at rest the fears of even the most ignorant and the most confirmed pessimist. And the information is backed by the indisputable evidence of figures, too.

"The report shows that approximately \$60,000,000 will be spent in this country during 1914 for automobiles. The developments of past years has shown us that the percentage of buyers who could not afford to purchase cars was so small as to be unimportant. This I consider a pretty good refutation of the claim that any money that might be spent for bread has been going into automobiles.

"Here are other figures that are interesting. The report shows that the combined horsepower of all the motors built in the United States this year is practically eighty-three times as great as the 310,000-horsepower developed by the great water power dam at Keokuk, Iowa. I know these figures are correct, for the fifty thousand Overlands which are being built in our Toledo plant alone have a combined horsepower over five and a half times as great as the dam.

"The State of California has an automobile to every twenty-five inhabitants, registered in the Secretary of State's office. In a single year we export \$3,000,000 worth of automobiles. New York State alone has more cars registered than are in use in Germany and France combined, and both these countries have always been regarded as pioneers in the production of motor propelled vehicles.

"All these figures are authentic. There are scores of other compilations which might be made, showing that hundreds of thousands of people throughout the country are making a better living out of the automobile industry than they could otherwise hope for. And still some of our professional 'gloomers' claim they can see rocks ahead."

# New Knight Motor Concern.

To increase the vogue of the Knight motor in this country the Knight Engine Company has been formed in Cleveland to build sleeve valve engines for cars that will sell around \$1,500. Messrs. Knight, Kilbourne and Lomas, with Cleveland capitalists, are back of the project. While the initial capitalization of the concern is small, it is expected that a large organization will be perfected in a few weeks.

# New York To Be Centre for Chalmers in East

## Is the Logical Distributing Point, Counselman Tells Page Men.

# DECLARES NEW YORK DOMINATES COUNTRY

## Retiring Head Tells Employees He Welcomes Opportunity to Leave Field.

With the signing of the contracts whereby the Chalmers Motor Company becomes the owner of the business of Carl H. Page & Co., for the last six years metropolitan distributors of Chalmers motor cars, Lee Counselman, vice-president and general manager of the Chalmers company, called a meeting of the entire Page organization a few days ago. At this meeting Mr. Counselman announced that while the change means the establishment of a factory branch in New York and the reincorporation of the business under the name of the Chalmers Motor Company of New York, there will be no change in the personnel of the organization. More than 150 employees of the former Chalmers distributors attended the meeting, which was presided over by Carl H. Page.

"The Chalmers Motor Company from the start has tried to conduct its business in the way most likely to make the automobile industry permanent and stable for the next twenty-five, fifty or one hundred years," said Mr. Counselman, in part. "We have never conducted our business with the idea of 'cleaning up quickly.' The business of the company has been built up steadily during the last six years. While increasing the quantity of our output, we have at the same time greatly increased our quality, and we will continue to do so.

"We recognized that New York is now the largest city in the world. There are thousands and thousands of people entering New York daily from all parts of the country. They regard this city as headquarters. They look to see all lines of goods largely exhibited and handled to best advantage here. They consider that anything which is regarded as right, that has a good sale or is accepted as the best style in New York, is good for all parts of the country, and even for all parts of the world.

"We recognized in addition that New York is logically the main distributing centre for the entire Eastern part of the country. Our business in New England, New York, New Jersey, Pennsylvania and the more southern Atlantic coast states has grown so tremendously, in the last few years that we have felt the need of some central distributing point.

"It is for these reasons that we decided that a factory branch should be located here. We want to handle both the retail and the wholesale divisions of our business and the service end directly. We believe that the New York distributing house should be in the closest possible touch with the factory, a condition which is not possible, except by direct factory control."

Following Mr. Counselman's talk to the employees of what will in the future be known as the Chalmers Motor Company of New York, Carl H. Page, retiring head of the business, also spoke to the men, many of whom have been in his employ for the last five years.

"I am glad, and at the same time I am sorry, to sever my connection with the men and with the business which we have built up here during the last six years," said Mr. Page. "I am glad because in turning the business over to the Chalmers Motor Company I am given an opportunity that I have desired for some time, to retire from active connection with automobile selling. I am glad, too, because the establishment of a factory branch here in New York will do much to further strengthen the hold which Chalmers cars have secured in this territory."

# Benjamin Goes to Fiat.

Having closed up the New York end of the Alco business, O. Arthur Benjamin, who succeeded Harry Hout in that concern, has joined the Fiat Automobile Company as manager of sales, with headquarters at the factory in Poughkeepsie. His chief lieutenant in the territory east of Chicago will be Harry T. Clinton.

# NEW FIRM READY TO OPEN

## P. C. K. Salesrooms and Cars Are of Distinctive Types.

Three weeks of alterations have wrought a remarkable change in the salesrooms of Partridge, Clarke & Kerrigan, Inc., forty-five steps from Broadway, on West 64th street. Artistically decorated and fitted, the new quarters will be formally opened to the public this week.

Luxurious models of the P. C. K. line, comprising the Premier-Weidely "Six," the Lewis "Six" and the Briscoe, have arrived and have been installed, and the new salesroom resembles a small but exclusive automobile show. In presenting the complete line the new firm sets a high standard of style in motor cars, for all three are noted for their distinctive and beautiful lines.

Highest priced in the line is the Premier-Weidely "Six," with its simplified motor—one of the 134 sensations of the industry. The motor is of the standard poppet valve type refined and simplified for some time, will probably be general in the moving parts found in an ordinary motor. The Lewis "Six" with its 135-inch wheelbase, streamline body and other striking features, is the medium car of the trio. The design of the Lewis is the work of M. Petard, a famous European engineer.

There will also be shown a snappy Briscoe car, which is of markedly foreign appearance. Its single headlight, sunk in the radiator, was one of the features that made it a centre of attraction at the various automobile shows. In bringing together three such cars the new firm introduces a new policy in the metropolitan automobile trade, and it is predicted that other firms will eventually offer full lines of non-price competing cars in place of confining their energies to a single make.

# Planning Big Race on Coast.

The new speedway at Pomona, Cal., which has been in process of building for some time, will probably be opened with a race to be known as the California Grand Prix, early in September. Cash prizes amounting to \$25,000 are talked of by the promoters.

# BERLIN BUILDING A NOVEL SPEEDWAY

## Ten-Mile Stretch for Motor Cars a Municipal Undertaking.

# RUNS THROUGH THE FAMOUS GRUNEWALD

## Parallel Roadways Will Be 26 Feet in Width, with Special Bridges.

American motorists touring Europe next autumn probably will have an opportunity to drive their cars over the new automobile speedway that is being constructed through the Grunewald, just outside of Berlin, and which is to be one of the finest of the exclusive automobile roads of the world.

The road, upon which 400 men are now working night and day, assisted by immense steam shovels and other improved road machinery, is to be ten miles long, without grade crossings, bridges being constructed where other roads cross, and also to give pedestrians an opportunity to go from one side to the other of the speedway.

The road is being built in two courses, each with a surfaced width of eight metres (about 26.5 feet), and with an unpaved centre strip of the same width as each of the roadways. The construction is a three-course tar macadam, with concrete curbs.

The bridges are an especially interesting feature. They are of special design, so as to harmonize with the general intent of the roadway as well as the surroundings. While in this country the customary practice is to narrow the roadway somewhat where a large bridge is required, the Germans on this automobile speedway have adopted exactly the opposite plan, and the clear roadway on the culverts as well as the bridges is made nine metres.

The material for the new road, which runs straight through the forest through the southwest of Berlin, is being brought by water from Magdeburg and then transferred by special unloading machinery to the cars of the structural railway and carried to the ground with a minimum of hand labor.

The only road in this country comparable with the Berlin highway is the Long Island Motor Parkway, extending through the middle of Long Island from the vicinity of Forest Park to Lake Ronkonkoma, a distance of about forty miles. This is a single roadway of concrete and has hardly any grade crossings.

# OLDS TO BUILD A "FOUR"

## Will Begin Deliveries in a Few Weeks.

To meet the demand for a light, low-priced car, the Olds Motor Works has perfected plans for an output of "four's," on which deliveries will begin in a few weeks. It will be the lightest Oldsmobile since the days of the curved dash runabout, weighing less than 2,000 pounds, fully equipped. The Lansing concern has no idea of abandoning the production of "sixes," however.

The new model will have a wheelbase of 110 inches. The motor, 3 1/2 by 5, will be of the valves in the head type, and will rate at 20-horsepower.

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30 x 3 1/2	15.75	17.00	3.50	35 x 4 1/2	34.00	36.05	6.30
32 x 3 1/2	16.75	18.10	3.70	36 x 4 1/2	35.00	37.10	6.45
33 x 4	23.55	25.25	4.75	37 x 5	41.95	44.45	7.70
34 x 4	24.35	26.05	4.90	38 x 5 1/2	54.00	57.30	8.35

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