AMONG THE AUTOMOBILISTS

AUTOMOBILE ROW DECORATED FOR CARNIVAL WEEK.

Preparations Complete for Tenth Anniversary Celebration—Forty Entries Received for Hill Climb—Vanderbilt Cup Conditions Hard on Foreign Cars.

That portion of Broadway given over to New York's automobile row is decorated as if the coming of a hero was to be celebrated. It is the tenth anniversary of the practical modern self-propelled vehicle that is to be honored, however, and not the homecoming of some hero of battle on land or sea, as the decorations are for the automobile carnival week celebration which is to be conducted during the coming week under the auspices of the New York Automobile Trade Association, with an illuminated parade on Tuesday evening and a hill climbing contest on Thursday afternoon as the big features of the week.

The decorations have not been confined solely to the fronts of the automobile and accessory stores but a great majority of the automobile tradesmen have arranged to have the interiors of the salesrooms fixed up with flags, flowers and plants and the spirit has communicated itself to a number of firms in the automobile district that are not interested in the automobile industry but have decorated their store fronts so as not to be conspicuous by leaving their establishments in their usual appearance. One enterprising restaurant keeper on Times square has had the interior of his place decorated with tires and other automobile accessories and says he will have automobile menu cards all week, with the various dishes named after celebrities of the sport and trade of automobiling.

One of the unusual features of the celebration will be that for perhaps the first time in the history of automobiling in this country there will be a great scramble by dealers to secure old fashioned cars in order to display them in their salesrooms. All of the local representatives of factories that have been producing motor vehicles for more than half a dozen years have been trying to get hold of early productions of these factories that the great advance in the design and construction of automobiles may be fittingly shown to the great crowds of visitors that the celebration is sure to attract not only from Greater New York, but from the surrounding country for a hundred miles or so.

New cars—new in design, construction and finish—will of course be most prominently displayed and the latest productions of the great automobile builders of this country and Europe will be shown during the week. Many of the local dealers and branch managers have cars to show that have improvements that are not ready for public display at the time the different big shows were held in this city at the Grand Central Palace and Madison Square Garden and visitors to the salesrooms will have an opportunity to inspect the refinements and improvements that have been recently made.

R. G. Howell, grand marshal of the illuminated parade for Tuesday evening, had received entries of more than two thousand cars yesterday, but hopes that the number of machines in line will reach the five thousand mark. In order that no one who wishes to take part in the parade may be excluded, Mr. Howell has made arrangements so that all applicants for positions in the procession may be taken care of. He has accordingly instructed each division marshal to have men posted on Tenth avenue at the entrance of each street along which the divisions are to gather. These men will have supplies of identification cards to be handed to automobilists who have not been able to make formal application for positions in the regular way by filling out parade entry blanks.

The first division of the parade, composed of cars built in 1908 or before, and racing machines, will form on Fifty-seventh street, west of Broadway, entering from Tenth avenue. The second division, composed of dealers' cars with no advertising device other than the name of the car or dealer, will form on Fifty-sixth street, west of Broadway, entering from Tenth avenue. The third division, composed of decorated cars, for which two prizes will be awarded to the handsomest machines and one prize for the most grotesquely decorated car, will form on Fifty-fifth street, west of Broadway, entering from Tenth avenue. In this division no names, printed matter or advertising devices will be allowed on any of the cars. The fourth and final division will form on Fifty-fourth street, west of Broadway, entering from Tenth avenue. In the fourth division commercial vehicles will be most numerous, but any advertising device mounted on any self-propelled vehicle, including floats of all kinds, will be allowed in this division.

Col. Kirby C. Pardee, chairman of the hill climb committee, said yesterday that he expected there would be more than sixty cars in the events to be decided on the Fort George Hill on next Thursday afternoon. Trophies are to be awarded to the winners in each of the eleven classes and there will also be a special trophy for the best time made during the afternoon. Instead of having a flying start, as was the case last summer, the contestants will have a short rolling start to eliminate the danger attending a flying start, as the entrance to the road up the hill is a very narrow one. Forty entries had been received yesterday afternoon, though the entry lists do not close until to-morrow. Among the cars entered were three Stoddard-Dayton, three Pennsylvania, three Stearns, two Simplex, two Stevens-Duryea, two Maxwell and one Fiat.

The scene of the hill climb can be reached by the Broadway division of the subway and getting off at the Dyckman street station, which is located at the bottom of the hill. Another way is to travel on the Fort George trolley cars of the Amsterdam avenue line to the Fort George pleasure park and walk through the resort to the top of the hill. The best way to reach the hill in an automobile is to drive out Broadway to 171st street and turn right on 171st street to the foot of the hill.

On Friday afternoon the local tradesmen are to have a run to Bronxville, where they will have a dinner at the Gramatan Inn at 7:30 o'clock. On Saturday evening the carnival will wind up with an automobile smoker and vaudeville entertainment given by the Automobile Club of America at its clubhouse, in Fifty-fourth street, west of Broadway. The prizes for the illuminated parade and the trophies for the hill climbing events will be awarded at the smoker.

While universal satisfaction is expressed over the announcement made a few days ago that a contest for the Vanderbilt cup would be held this year, there is a great deal of doubt expressed over the probability of there being enough foreign entries to make the contest a success as an international sporting event. This view of the situation was taken yesterday by E. R. Hollander, American manager of the Fiat concern, who said he did not think the Italian firm would be likely to enter the contest under the conditions announced last week, which place no restrictions upon the cylinder bore of candidates and allow a maximum weight limit of 1,200 kilos, or 2,644.8 pounds.

According to an agreement entered into last year at Ostend by the conference of national automobile clubs it is stipulated that all racing cars are limited to 155 millimeters, or 6.1 inches, bore for engines having four cylinders, with greater or lesser limits provided for engines having fewer or more cylinders than four. While it is true that the raising of the weight limit for the Vanderbilt cup race to 1,200 kilos will permit all the foreign built racing cars to enter, these machines would be at a tremendous disadvantage so far as horse-power is concerned, because several of the American cars that would be entered for the race have cylinders with an inch more bore for each cylinder than any of the racing cars built abroad are allowed to have.

Under the old rule of establishing the weight limit at 1,000 kilos, or 2,204 pounds, it had been found possible to construct racing cars whose engines had cylinders of 7¼ or 7½ inch bore in four cylinder motors, and with the raising of the weight limit to 1,200 kilos, or an additional weight allowance of 440 pounds, it would be quite possible for American makers to build engines having an eight inch bore, which would still be under the weight limit and be very much more powerful than any of the European racing machines would be. Mr. Hollander was not prepared to say that the majority of European automobile builders would refrain from entering cars in the 1908 Vanderbilt cup race, but he was of the opinion that even if they did the result of the contest is bound to be very unsatisfactory, no matter whether an American or a foreign car wins the contest.

"Participation in racing, hill climbs, economy and sealed bonnet contests is expensive, but I believe it is worth all it costs," declares Benjamin Briscoe, chairman of the committee of management of the American Motor Car Manufacturers Association. "Of course if the maker could sell his product unseen save the money he spends in advertising and eliminate the agent, it would be fine for the maker. But it has been proved that nothing may be done without effort or cost, and to this the automobile buying public has added the further condition, 'you will have to show me,' and contests do show them.

"However we may argue that the conditions cannot be made to duplicate those of ordinary use and that rules and classifications however honestly intended cannot but favor some contestants and work an equal hardship on others, yet the great public has its own way of reading between the lines and gauging pretty accurately results as they show; so I doubt if even the loser in such an event does not profit far more than his stingy or cowardly competitor who does not or will not enter his cars in open competition and take his chances with other makes.

"It's better to be an also ran than a non-participant, and while one or a dozen hill climbing victories do not prove anything, they do prove this all important fact—that the maker has such confidence in the consistent performance and all round average ability of his product he is willing to enter his cars at every opportunity, asking only a fair field and no favors. Maxwell cars win their share of the events they compete in and during the coming year they will be entered in all kinds of contests, not even excepting races."

WORCESTER, Mass., April 3.—The governors of the Worcester Automobile Club have called a meeting for Wednesday to decide on a date in May on which to hold the annual meeting and election of officers for the ensuing year. At this meeting action will be taken in the matter of the Dead Horse Hill climb.

The club officials have been flooded with applications for the office of secretary, made vacant by the death recently of Robert M. Pratt, the veteran automobile editor, and at this meeting Mr. Pratt's successor will be chosen. I. C. Caton is temporarily acting as secretary. Most prominent among those mentioned for the office is William J. Kelly, formerly of New York.

Chicagoans are very well known for their enterprise in various lines of endeavor, and those who competed in the now famous endurance contest of the Chicago Motor Club last fall are quite willing to admit that this particular event set a mark for strenuosity in affairs conducted for the purpose of proving the reliability of automobiles. On matters having to do with big motoring affairs like the Vanderbilt cup race, however, they do not appear to be very well informed, as the following story from Chicago shows:

"Edgar Apperson has announced his intention of entering an Apperson Jackrabbit in the next Vanderbilt cup race under the colors of the Chicago Automobile Club. 'If the race for the Vanderbilt cup,' says he, 'is held in the vicinity of New York or at Savannah I will enter a car in that event.' This is believed here to be the first positive announcement of any American maker that he will be represented in the great American classic on the road."

The belief of the Chicagoans that Mr. Apperson is the first maker to declare his intention of entering a car for the big cup race is interesting in view of the fact that the Locomobile and Thomas concerns announced about a year ago they would enter cars for the next Vanderbilt cup contest without making any stipulations regarding the locality in which the race should be run. Mr. Apperson is a member of the legislative board of the American Automobile Association. The racing board of the American Automobile Association will decide where the 1908 race for the Vanderbilt cup is to be run.

The thirteenth annual Cordingley automobile exhibition was opened in Agricultural Hall in London on Saturday, March 21, with cars of British, Italian, French, German and Belgian construction represented among the automobiles displayed. Some new six and eight cylinder cars attracted a good deal of attention and there were a number of commercial vehicles of various types in a section devoted to business automobiles. One of the novelties was a machine that could be used for either business or pleasure, the necessary change requiring but a few minutes time. A motor driven lawn mower attracted attention partly because King Edward had recently bought one of them.

WORCESTER, Mass., April 3.—By flying two Red Cross flags from the touring car in which he was conveying his invalid mother from Antrim, N. H., to the family home in Norwell, W. A. Hitchcock, the millionaire banker and broker, went 125 miles under complete immunity from the speed laws, even in localities where the authorities are very vigilant in this respect. All along the way the flags were treated with respect, drivers of other vehicles courteously turning out and giving the automobile the right of way.

Now the question is, Did the banker unwittingly establish a dangerous precedent? While he himself did not overspeed or have any intention of doing so, won't some of the riffraff motorists whose fondest aim in life is to chug over something or somebody else, abuse this new idea, cover their racers with Red Cross flags and under their protection hit up the pace and the pike to their hearts' content?

That pioneer motorist upon whose broad shoulders many burdens of automobilists have rested and who, if questioned, will admit he has suggested almost everything that has ever been done in automobile affairs, has been very insistent in declaring lately that each day's run of this year's big annual tour should be fixed before the tour begins. Strange to say, Frank B. Hower, chairman of the touring board of the American Automobile Association, disagrees with this idea and says:

"I would like to lay out a schedule for each day according to distance, before the tour starts, and leave it unchanged, no matter what the weather. To do this, however, would mean that if we had rain while traversing a clayey stretch, the contestants would be required to take chances in order to make the schedule. When we remember how this was illustrated by several accidents, one of them fatal, in the run from Toledo to South Bend, on the second day out last year, it will be realized that to exercise discretion is better at times than trying to attain ideals."

Word comes from Albany that State Senator Armstrong, chairman of the finance committee, has introduced an automobile measure which is recommended by the special joint highway investigating committee, the chief feature of which calls for the abolition of the pernicious miles per hour provision with its possibilities of graft for rural constables with tin badges and nickel "stop watches." The bill provides for the registration, identification and regulation of automobiles. By its provisions an annual tax, payable January 1, is imposed, graded according to the weight of cars. The measure provides that the registration certificate shall be filed with the Secretary of State, who must send a list of automobiles registered from each county to the County Clerk of the respective localities.

The schedule of fees provided by the bill is as follows: $5 for cars weighing 1,500 pounds or less, $10 for cars weighing from 1,500 to 2,500 pounds, and $5 additional for every 500 pounds in excess of 2,500. As it is estimated that there will be about 35,000 automobiles in use in the State this year and that a goodly percentage of them weigh more than 1,500 pounds, the revenue from this source would probably be almost $300,000 to start with. The entire amount collected for registrations less necessary expenses, and all fines collected in local police courts for violations of the motor vehicle law, are to be paid into the State Treasury to be used in the maintenance and repair of improved highways.

The registration fee, or tax, imposed by the bill is in lieu of all other local taxation, and the measure prohibits the enactment of any local ordinance taxing motor vehicles. The bill does not make any miles-per-hour provision concerning speed, and the plan which has proved so successful in Connecticut of requiring that speed shall never be greater than is reasonable and proper with due regard for conditions, or so as to endanger property or the life, or limb of any person, is put into the bill instead of an arbitrary limit. Chauffeurs must register with the Secretary of State, paying a fee of $5 and the list of chauffeurs in each locality must be filed with the County Clerk. When non-residents of the State have complied with the motor vehicle laws of their home States their cars do not have to be registered in this State. The New York State Automobile Association is said to be in favor of the passage of the bill.

SAN FRANCISCO, April 4.—The Italian car, the Zust, arrived here to-day and will leave on the next steamer for Yokohoma, according to orders received to-day from New York. The car got a great reception from the local Italian colony. Sirtori, the driver of the car, said:

"We are now in the lead, as the Moto-Bloc is out and the Thomas is disqualified, as the conditions of the contest were violated in several instances. The Zust crossed the Rockies under its own power. The worst part of the journey was probably in Wyoming, where the hills were steepest. Indiana was the worst State for snow, Iowa for mud and Nevada for sand. The roads in California are splendid."

ROUGH SOCCER BY YALE.

Though Penalized for Fouls the Elis Beat Pennsylvania, 5 to 2.

NEW HAVEN, April 4.—In a closely contested game to-day Yale defeated the University of Pennsylvania at soccer by a score of 5 to 2. During the first half the Yale goal was continually menaced, but Pennsylvania was unable to send the ball through. Toward the end of the half the crack forward, McNulty, scored for Yale.

The second half started off with a rush, and again Yale's goal was threatened. Yale commenced to rough it, and on a penalty from fouls Capt. Wood of Pennsylvania made a goal. The Yale eleven then scored four times in twenty minutes of fast play. First Congdon scored, and was followed rapidly by O'Sullivan, Hart and Jennings. Marsh of Pennsylvania made the only other goal for the visitors.

The playing of Pennsylvania was remarkably free from fouls, but before Yale was penalized the eleven had made two fouls. The victory puts Yale in second place in the league, and the eleven expects to win the Milnes cup.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

Opening Day Monday

Preparations are complete for

Carnival Week, which continues from Monday, April 6, through Saturday, April 11

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Remember the Date of the Big Auto Parade, Tuesday Evening, April 7

At no time in the history of automobiling has there been given such an opportunity to see in review a complete panorama of automobile development. There will be old cars, racers, floats, illuminated and decorated cars. In case of rain the parade will be postponed until Wednesday night, or Thursday if it should rain Wednesday evening. The four divisions of the parade will form west of Broadway on 57th, 56th, 55th and 54th streets. The line of march will be south on Broadway to 25th, north on 5th avenue to 57th, west on 57th to Broadway, up the east side of Broadway to 110th, down the west side of Broadway to 59th street.

The Hill Climb at Fort George Will take place at 1 in the afternoon, THURSDAY, APRIL 9

The Run to Gramatan Inn, Bronxville, on the afternoon of Friday, April 10, will culminate with a dinner at 7:30 in the evening.

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C. G. V. Import Co.
Elmore Auto Co.
Fiat Automobile Co.
Ford Motor Car Co.
Frayer-Miller Co.
Garford Motor Car Co.
Grossman, Geo. J., Co.
Hamilton-Null Co.
Harrolds Motor Car Co.
Haynes Auto Co.
Hewitt Motor Co.
Hol-Tan Co.
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Knox Auto Co.
Koehler, H. J., Co.
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Maxwell Briscoe, Inc.
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Mora Motor Car Co.
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Owen, H. M., & Co.
Palmer & Singer Mfg. Co.
Panhard & Levassor.
Parkway Garage Co.
Rainier Motor Car Co.
Renault.
Scott, Geo. J., Motor Co.
Southworth, A. G., Co., Inc.
Stevens-Duryea.
Stoddard-Dayton Co.
St. Louis Car Co.
Studebaker Bros. Co.
Times Square Auto Co.
Waltham Mfg. Co.
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Hanks Gasolene Meter Co.
Hartford Rubber Tire Co.
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Michelin Tire Co.
Morgan & Wright Tires.
Newmastic Tire Co.
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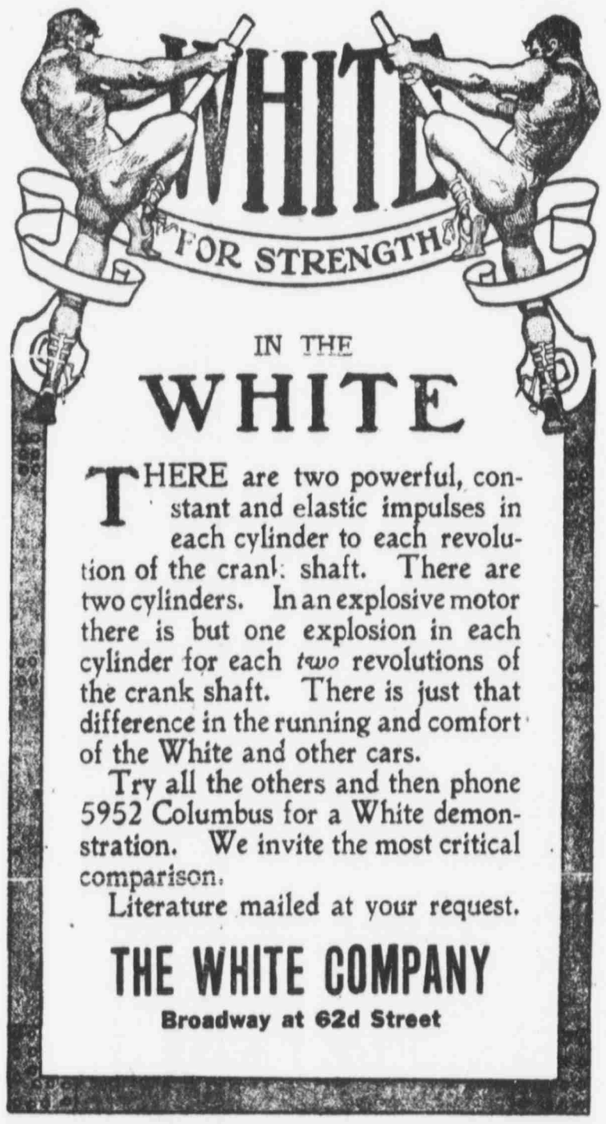

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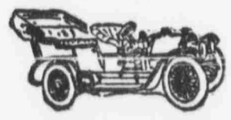

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NEW BOXING CLUB LAUNCHED.

National A. C. to Open Here on the Lines of London's Famous Organization.

A boxing club that may prove the biggest in this country in due time and which was outlined in THE SUN several weeks ago has just been organized and incorporated, with headquarters at 147 East Twenty-fourth street, where there is a large gymnasium, shower and plunge baths and an arena with a seating capacity for 2,000 spectators. The club has been named the National Athletic Club of America, with the following directors: Fred Housman, James B. Brady, James E. Gaffney, Charles L. Thorley, Jerome Siegel, John McKay and Charles J. Harvey, with Housman chairman.

Harvey is also the manager and matchmaker of the new club, which will arrange six round bouts between well known professionals and amateurs, the contests to be refereed by Johnny White. In conducting these affairs in connection with other indoor athletic events the club will restrict the attendance at all shows exclusively to members only. No new members will be admitted on the days set aside for boxing shows, which means that no gate money of any kind will be received at the doors.

The arena is one of the best appointed of its kind in the world. It is oblong in shape, with an arched roof studded with hundreds of electric lights, while a broad gallery extends along the four walls. Under this gallery are raised seats, while on the floor are private boxes. The ring is twenty feet square inside of the ropes and is a postless affair, heavily padded and covered with canvas. No prize money will be hung up, the contestants receiving certain sums for their services.

The directors say that they intend to follow the example of the National Sporting Club of London in the matter of admitting members and that they will cater solely to the better element of the sporting public. So far nearly 1,000 lovers of boxing have been admitted, while there is a long waiting list. It has been planned to have some of the best known professionals appear at different times, with Owen Moran, Stanley Ketchell, Joe Gans, Bill Papke, Battling Nelson and others as possible attractions. There will be no decisions by the referee and no liquors sold on the premises. The club will be admitted to the A. A. U., so that in all probability the annual boxing and wrestling championships of that organization will be held there. The requirements of the law will be lived upto in every respect and it looks as if New Yorkers would see some high class boxing in future under favorable circumstances.

NEW DISCUS RULE.

Conditions Made to Conform With Those to Be in Use at Olympic Games.

The Amateur Athletic Union of the United States has changed its rule in regard to throwing the discus to conform to the rule which will be in vogue at the Olympic games to be held in London this summer. The rule now reads as follows:

The discus shall be two kilogrammes (4.4 pounds) in weight and 22 centimeters (8.7 inches) in diameter. It shall be made of wood with a smooth iron rim and shall be capped on each face with a smooth metal plate.

In making his throw the competitor may assume any position he pleases and the rules governing a "fair throw" to be the same as the hammer and 56 pound weight.

A discus shall be furnished by the games committee. Any competitor may use his private discus if it conforms to the rule, in which case other contestants shall be allowed to use it if they wish.

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