

AMONG THE AUTOMOBILISTS

SECOND ANNUAL CARNIVAL BEGINS TOMORROW

Week's Events Open With Hill Climbing Contest at Fort George—Straightaway Time Trials, Military Manoeuvres and One Gallon Test Features.

The members of the committee which has in charge the holding of the 1909 carnival week found conditions very different than were prevalent at the time the trade was approached for the 1908 celebration. In 1908 business was dull and many firms were disheartened over the outlook. The impetus to business immediately after the 1908 celebration has not ceased since that time, and the committee when they began their visits among the trade found conditions lively and business booming all along the row.

The financial committee has found new avenues of support in addition to the concert and the patronage of the movement because of its own worth, and the result has been that fully one-third more subscribers are listed in the ranks this year than a year ago. The committee had a much greater task on its hands than last year.

The ambitious lead it into other forms of contests, aside from the hill climb, and although it has had some disappointments a programme will be carried out during the coming week not equalled by anything heretofore held in this country. Something will be done every day, although the committee members are much disappointed because of the failure to secure a track for track races. The committee did not get until every available track had been canvassed and it was found impossible to secure one upon which permission would be granted for automobile races.

Monday will be devoted to the hill climb at Fort George hill with a big entry list without doubt eclipsing that of a year ago. Tuesday there will be the straightaway record attempts on Hillside avenue, Jamaica. The prize competitions will be in the straightaway trials, which will begin Tuesday afternoon at 1 o'clock, there are two distinct sets of entries covering both one mile and two mile distances.

Wednesday next has been set aside as souvenier day. On that day the merchants along automobile row will vie with one another in presenting to their customers and friends suitable souvenirs commemorating the carnival week. On Wednesday evening there will be a dinner at the Hotel Marcelline beginning at 8:30, followed by a dance at 11 o'clock.

On Thursday the Ninth Regiment will be in full uniform with their regular equipment and will go up Broadway at 1:30 o'clock. After arriving on the Boston post road manoeuvres will take place including sham battle. The soldiers and officers have lunch time during the afternoon and the men will return to their quarters at 5 o'clock. On Friday will be the one gallon test for automobiles, including all the various price classifications according to A. A. A. rules. This will also be a great novelty, as each car will have an equal showing regardless of its weight. The results will be arrived at by multiplying the weight of the cars, including passengers, by the distance travelled. Each entrant will be furnished with a gallon of gasoline and regulations for the return trip. An observer will be of course go with each car and the full quota of passengers will be carried.

On Saturday at 2 o'clock prompt the big annual carnival parade will march north on Broadway from Eighty-fourth street to 118th, then down Broadway to Forty-eighth street, over to Fifth avenue and north to 110th street. Over 1,000 owners of cars have already signed entry blanks for the parade, and it will be the most imposing spectacle ever seen in connection with automobile.

The first division will be composed of old models and racing cars, and the second division of the regular touring and pleasure vehicles entered by individuals or firms. The third division will be the decorated pleasure vehicle section in which contestants will compete for prizes of \$500, first, \$250, second, and \$150, third. Another portion of this division will be the grotesque section in which will be awarded prizes of \$200 and \$100. The final division will be composed of commercial vehicles and advertising floats. Every kind of advertising device will be allowed in this division. The prizes are: First, \$500; second, \$200; third, \$100.

Gen. George Moore Smith of the Automobile Club of America will be grand marshal of the parade. Leonard Wood, Major-General of the United States Army, has consented to review it. At the head of the parade will also be the newly elected king and queen of the carnival, with their suite. The public notice is invited to participate in this parade, as every motor vehicle of any description is eligible to some of the various divisions. As a fitting windup to the carnival the Automobile Club of America has generously thrown open its doors to the trade on Saturday evening, when the trophies and prizes won during the week will be on display and awarded in the parade, which will be given out to the winners.

Never before have the residents of a region for the projected route of a hidden bear contest been so assiduously enthusiastic about the event and never have there been so many cities clamoring to have the contesting cars pass through them as is now the case in all the country between Detroit and Denver. Each day mail brings letters from various places to Chairman F. B. Hower promising all sorts of cooperation or making the route pass through that place. These letters come from social, commercial and automobile clubs, from the biggest business men, the Mayors and Boards of Trade. In a number of places a fund is being raised to provide the entertainment for the contestants when they arrive.

Meanwhile Dr. H. Lewis in his path-finding car is receiving a routing which when he pauses at night after a hard day's run through cold rains and muddy roads. He left Madison, Wis., last Sunday and is now in the country where dirt roads that are one in a hundred are being made passable at this season, and he is having his own troubles and making small daily runs. He expects to reach Denver on Friday. At Minneapolis the contestants will spend Saturday and Sunday next, July, and the citizens are making elaborate arrangements to entertain them. From Minneapolis the route will be to Fort Dodge and Omaha. At Fort Dodge it is expected to bring the sleeping and dining cars into service in lieu of hotels.

The last word received from Lewis, however, indicated that he might leave the territory between Minneapolis and Omaha to be traversed later, when the roads are in better condition, in order to save time, going to Denver and back, and working eastward from there to Omaha. This he has been advised to do by natives, who say that the roads which are now impassable will improve steadily until July, when they will be ready to run. Lewis is known by a very few names, though, and having a good car he may decide to continue daily over the direct route. The bulletin sent back East by Lewis are picturesque in their condemnation of the mud and their praise of the people. One incident of the run from Madison on a raw day was that of a woman at a farmhouse bringing the patenders hot whiskey to drink and warm water in which to wash their faces and hands.

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AUTOMOBILE NOTES

It has been an open secret for two years that the American Locomotive Company was engaged in building gasoline motor trucks, and a number of them have been for long in the practical service of big transportation companies about New York. It has been persistently declared, however, that the trucks were not perfected and not ready for the market until recently it was announced that the three-ton Alco trucks had been purchased by the Westcott Express Company. Manager James Joyce of the Locomotive company's automobile department says regarding the matter: "The Alco trucks are now ready to be marketed. Large bodies move slowly and the delay in announcing this has been due to the desire of the company to be sure its trucks were right. In its production the best engineering talent of the Locomotive company has been combined and it has been tried out in actual service for two years in order that it might be confidently offered with the company's guarantee. At present we have orders for five hundred."

The Cordner Motor Car Company, which recently took possession of a show room in Long Acre Square, has come out with an offer to maintain a list of cars for its work and a number of them, including all operating expenses. This means that an owner of an Acme can have all the expenses of the car, including gas, oil, and repairs, taken care of by the company. The price of the car is \$1,000, and the company will maintain the car in first class condition all the time for the first year. The only condition is that chauffeurs under this contract be selected by the Cordner firm.

The Rainier Motor Club has announced the opening of a branch in Philadelphia under the management of the Philadelphia Automobile Club. Each club will have a number of cars, and the Rainier firm having purposely chosen a location in Philadelphia, the Philadelphia Automobile Club will be the first to be organized. Mr. Neffel was formerly sales manager of Smith & May and was Paris representative of the same firm.

The new machine shop and additions to the Lozier Motor Company's works at Pittsburgh, Pa., are now fastened to the ground and ready for completion. New machinery is being installed and it is anticipated that the plant will be in full operation in a few days. In addition to the machine shop three new modern buildings are being added to the former plant, consisting of large additions to the blacksmith shop, rough stock room and motor testing department. The Lozier company owns large acreage on the site, which permits of all buildings being limited to one story high, giving exceptional light. The honor of the day run of the industrial railroad system which is in all places has been extended throughout the new additions.

In making the upholstery for an automobile body the leather is first cut from a pattern and then fastened to a frame which is stuffed with hair and tufted. In this way the upholstery is made to fit as snugly as possible and is ready to receive it. The cushions are also made up on a frame. Formerly straw and excelsior were used for the base of seat springs. J. M. Quinby & Co. were the first to use springs in their cushions, and now make all their own cushions fitted in the big Newark plant.

The popularity of Winton Sixes has necessitated an extension of the machine department and an extension of the assembling department. Work is going forward and the addition will be ready for use within two or three weeks.

The man who is always ready to proclaim that "no one is so ready to keep an automobile than I do" is everywhere to be found, he is as ready to buy one as he is to sell one. But he has his answer, coming from D. H. Sullivan, D. D. S., of Lima, Ohio, who took his car through the past season with an expense per mile of only 25 cents. He is now in possession of a 28 horse power Franklin, which was run from the factory on June 1st, and he has a record of cost for the six months following up to December 1st, which was \$75.00, which is the cost of the car, including the cost of the tires, oil, and other incidentals. The car is now in possession of the five passenger car. There were no repairs except the adjusting two tires, and no repairs except by the doctor's son, the car on each occasion being out of service only fifteen minutes.

Capt. Louis Scribner, the deep sea diver, promises to take an entry in the big carnival parade which will be an eye opener. The captain has mounted on his motor car a set of whistle callers and has secured one of the best performers on this instrument in the country. The callers are operated by compressed air generated by a power plant, gasoline motor, air pump, etc., which will be carried on a trailer, towed by the little Scribner's car.

"I've been keeping mental lab on accidents caused by automobiles skidding," said W. F. Berrien, the local Firestone manager, and he has concluded that more skidding happens in slush than in water. It seems that during icy weather the tires are not so sticky as they are in water. It is naturally neglected to put on cumbersome and damaging devices. The result is that when he is to make a quick turn on a freshly sprinkled street or round a corner at speed, the car slides and a serious accident is open season. This is the reason I have noticed a growing tendency among city owners of cars to use Firestone non-

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add tires in spring and summer just as much as in winter.

M. S. Gilmer, business manager of the New York School of Automobile Engineers, 14 West Fifty-sixth street, announced yesterday that the night summer course at the school will commence on Monday, May 3. This course, which lasts twelve weeks, is the most popular with the students and the three weeks of road instruction can be taken during the most favorable weather conditions. Day classes and maintenance of the motor and running gear in first class condition all the time for the first year. The only condition is that chauffeurs under this contract be selected by the Cordner firm.

The recent accomplishment of the Maxwell Park yesterday, which attracted attention throughout this and other countries. A very large measure of credit for its work and facilities with which it was able to do it was the fact that the car was equipped with Continental tires. The Continental Caoutchouc Company has sent out word to the effect that they have received a very flattering letter from C. W. Kelsey, superintendent of sales of the Maxwell-Fraser Motor Company, in which he commends the Continental people on the capable manner with which the firm acted throughout the trip. Six A1 tires were used on the long run.

Five CUPS won by Marksmen at Travers Island. The New York A. C. shooters had a big day at Travers Island yesterday, and it was by far the most exciting of the season. The cause of the T. C. was the final handicap for five cups. The honor of the day run of the flag fell to T. C. Durham, a short handicap man, who not only scored twice in the day's tally but won two cups outright. These were the April cup and the Stoll cup. He had two legs on the target and three on the latter, no other shooter approaching his work for both prizes. Durham won yesterday's leg on the Bauer trophy, but it did not avail anything, and the prize was captured permanently by F. H. Schaefer, who had previously won four legs toward the ownership.

Five men tied with legs for the Owens cup. They were G. W. Kuchler, T. J. O'Donohue, T. Lenane, Jr., G. M. Thomson and F. C. Durham. The enclosed field was of twenty-five targets to see who would have the cup forever, when Lenane and Donohue tied with totals of 21. This pair shot off again and Donohue won by a target, the score being 25 to 22.

There was close work for the Billings cup offered for the distance handicap. F. A. Hodgman and S. V. Lenane had two legs to their credit formerly and the permanent possession of the cup depended on yesterday's shoot. Singular enough they tied with totals of 22, both shooting from the same handicap of 21. In the shootout Lenane won by 2 targets, the tally being 20 to 18.

SQUADRON A'S GAMES. Squadron A concluded the celebration of their anniversary week at Van Cortlandt Park yesterday. The enclosed field was surrounded by automobiles and roadsters containing friends and relatives of the contestants. There were many thrilling moments as the riders went through their dangerous exercises and enthusiasm ran high.

Jeu de Barre—First round—L. R. Reed, Campbell Smith and G. Peabody Reed lost round to Smith in 2 minutes 50 seconds. Second round—Ridgely Nicholas, C. A. Dana and H. C. Learned. Learned lost the ribbon to Dana in 15 seconds.

Novelty Race—Won by Max Van Nooden, Troop 1, 3rd Time, 1 minute 50 seconds. Troop 2, 3rd Time, 1 minute 50 seconds. Novelty Race—Won by Max Van Nooden, Troop 1, 3rd Time, 1 minute 50 seconds. Troop 2, 3rd Time, 1 minute 50 seconds.

High Reach Competition—Won by Ridgely Nicholas, Troop 1, 2nd Time, 1 minute 50 seconds. Troop 2, 3rd Time, 1 minute 50 seconds. High Reach Competition—Won by Ridgely Nicholas, Troop 1, 2nd Time, 1 minute 50 seconds. Troop 2, 3rd Time, 1 minute 50 seconds.

Pushball Game—Won by Team A, composed of G. Hubbell, B. Nicholas, L. Smith and M. C. Dana. Score, 10 to 8. Team B, composed of C. A. Dana, J. B. Flanagan, R. G. Randolph, L. Guder and H. C. Learned, did not score.

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Buick registrations in New York State for week ending April 6, 75 cars; nearest competitor, 45. For week ending April 17 the registrations were: Buick, 77; nearest competitor, 46.

Look for Buick cars in the Fort George Hill climb, Jamaica speed trials, parade and other carnival events.

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