AMONG THE AUTOMOBILISTS

CATSKILL TOUR AND HILL CLIMB ARRANGED.

Motor Contest Association Announces Three Day Affair, With Reliability Run on Saturday, July 16, and Hill Climbing Contest on Monday, July 18.

Two groups of residents of Catskill, N. Y., having petitioned the Motor Contest Association to organize a tour to that place and a hill climbing contest on Clove Mountain, that organization has announced that the tour will be held on July 16 and the hill climb on July 18. A. W. J. Morgan, president of the Motor Contest Association, intends to retire from active participation in the organization of contests, and E. L. Ferguson, manager of this year's Glidden Tour, is to take the active management of the association. Mr. Morgan telegraphed Mr. Ferguson about the two petitions.

Mr. Ferguson telegraphed to Mr. Morgan and asked him to have the route for the run and the hill climbing course inspected. Mr. Morgan accordingly arranged to go over the route and examine the grade upon which the Catskill residents hope to have a hill climbing contest. His trip of inspection convinced him the plan was feasible, and so Mr. Morgan sent word to Mr. Ferguson to return here as quickly as possible after the Glidden Tour ends in Chicago the end of this month.

The Motor Contest Association has asked the contest board of the American Automobile Association to issue a sanction for the combined affair, the dates selected being July 16, 17 and 18. The reliability tour will be run from this city to Catskill on Saturday, July 16; Sunday, July 17, will be spent at Catskill, and the hill climb is scheduled for Monday, July 18. It is planned to have the hill climbing events decided in the morning of July 18 and the tourists will drive back to this city in the afternoon.

The most unusual feature of the combined affair will be that all the cars entered in the hill climbing events must be driven as competing cars in the reliability tour and must use the same gear ratio in the hill climb as they use in the touring contest. There will not be any event on the hill climbing programme for racing cars, and there will be no free for all class in the climb. One of the petitions is signed by thirty-five automobilists of Catskill, and the other is signed by many of the business men of Catskill and vicinity.

OKLAHOMA CITY, Okla., June 23.—The run from Lawton, Okla., to Oklahoma City to-day was comparatively lazy, the roads being very good, with a few spots of sand. The strenuous work put upon the cars earlier in the tour is beginning to tell, however, as several penalties were imposed for technical points, the Premier No. 2, 20 points for replacing steering rod and 37 points for arriving late at Oklahoma City; Glidd No. 10, 52 points; Cino No. 15, 37 points. Joe Gardham broke a fender iron on his No. 5 Chalmers and has not yet reported for his penalty. Moline No. 100, 5 points for work on radiator. Charles Van Sickien, who broke the rear axle housing of his F. A. L. car on the run from Texarkana, has made repairs and is reported as remaining in the contest for the Chicago trophy. He is on the road between Lawton and Oklahoma City and will probably arrive late to-night, as will the Halladay, which did not get to Lawton last night.

The Great Western and Carter cars were also among those missing last night but are now on the way. Bolger's Chalmers No. 5 still remains the wonder of the tour, maintaining its perfect score, while others are receiving increased penalties day after day. The members of the technical committee are doing to alternate as observers on Bolger's car for the balance of the trip.

PHILADELPHIA, June 23.—The fifty mile automobile race which was postponed from Saturday last when the storm interfered with the Quaker City Motor Club meet at Point Breeze was run to-day. There were only two contestants, a Fiat, driven by De Palma, and a Buick, driven by Beardsley. De Palma won the race in 55 minutes 45 2-5 seconds. According to the officials of the race De Palma broke the track record by four minutes.

The best miles of De Palma were: Twenty-second, 1:05 1-5; twenty-fifth, 1:05¼; fortieth, 1:04 4-5; forty-first, 1:04 1-5; forty-fourth, 1:04 3-5; forty-sixth, 1:04; forty-seventh, 1:04 1-5, and fiftieth, 1:05.

STATE FAIR GROUNDS, Minn., June 23.—Barney Oldfield, driving the 200 horse-power Benz to-day, negotiated the mile in 49 2-5 seconds, two-fifths of a second better than yesterday's time. Kerscher, driving the 100 horse-power Darracq, finished in 51 2-5 seconds.

The members of the Common Council of Hackettstown, N. J., held a special meeting on Monday evening to make arrangements to bring suits against a number of the competitors in the fifteen hour endurance contest of the New Jersey Automobile and Motor Club last Saturday. Some of the drivers of cars in the contest ignored the request of the Hackettstown police officers to remove the tire chains from the wheels of their cars while they were driving over the macadamized streets of Hackettstown and Chief of Police Huff took the numbers of the registration plates on the offending machines.

Street Commissioner Thomson declares the chains seriously damaged the surfaces of the streets, because the roads were very soft after the heavy rainstorm. The Councilmen will have the numbers sent to J. B. R. Smith, Commissioner of Motor Vehicles for New Jersey, with a request that he furnish the names of the owners of the machines. It is expected that the Hackettstown officials will request the owners of the cars in question to pay for repairing the streets and if necessary will bring suits against them. The officials declare that they will have the State law provision against the use of chains enforced strictly in the future.

The tremendous increase in automobile touring during the last few years has developed an entirely new profession—that of route finding. Seven years ago, when the official Automobile Blue Book was established, all the information on routes obtainable was contained in one small condensed book, describing a few hundred miles around New York and Boston. This publication has developed year by year until recently, when the 1910 edition was published it appeared in four leather bound volumes of over 800 pages each, describing approximately 150,000 miles of routes from the Atlantic coast to Nebraska, taking in practically every part of the country in which an automobilist can tour.

The material contained in these books was obtained by men who have been trained in the work of route description. Four high powered cars were used, each manned by two route describers, who owing to their experience have developed great capacity for rapidly reporting local conditions as they pass over roads. The new books have been entirely reprinted, and in addition to several new routes, they give this year road conditions and local points of interest, such as historical spots, public buildings and other facts which would interest the tourist who is driving for pleasure rather than speed.

Volume I. covers New York State completely and includes several new routes in the Adirondack section, with new and interesting routes into the Dominion of Canada. Volume II. covers the entire country east of the Hudson River, and a number of new routes to Maine have been added to this volume, which now practically covers every tourable route in this territory. Volume III. covers New Jersey, Pennsylvania and the South, giving for the first time a through route to the Florida coast resorts, for which there is an increasing demand every year during the fall months. Volume IV. covers the middle west, connecting with the New York volume at Erie, Pa., and the New Jersey volume at Pittsburg, and includes routes to take a tourist over the entire middle west as far as Omaha, Neb.

A number of automobile owners of Sussex county, New Jersey, held a meeting at the court house in Newton recently and arranged for the organization of the Sussex Automobile Club. The following officers were elected: President, Dr. J. N. Miller; vice-president, Dr. E. Morrison; treasurer, Edwin M. Quick; secretary, William W. Woodward, Jr. The motorists interested are planning to invite all the automobilists in the county to join the club, and it has been suggested that a vice-president be elected from each of the cities in the county.

Frederick H. Elliott, secretary of the Touring Club of America, issued the following announcement yesterday:

Membership records of all automobile organizations were broken during the month of May, when 413 members were elected in the Touring Club of America, Broadway and Seventy-sixth street, New York. This fact demonstrates most conclusively that owners of automobiles who indulge in touring even in the most limited capacity value the accuracy of the touring and road map information provided by the club as well as the convenient manner in which this material is quickly furnished to the members.

Among these applications were thirty-four from foreign countries. This in itself is ample evidence that the Touring Club of America is able to give all necessary facilities to foreign motorists travelling in America and that they, as well as Americans touring abroad, appreciate the arrangements made in foreign countries by the club through its delegates and representatives to furnish quick information for prospective tours in other lands.

YACHTING ON THE SOUND.

Races of Seawanhaka Corinthian Yacht Club Begin To-day.

The Seawanhaka Corinthian Yacht Club will have two day's racing on the Sound, to-day and to-morrow. There will be races for the sloops of Class K, Aurora, Winsome and Istalena; Class L, Shinna and Avenger; Class M, Eleanora, Irondequoit, Gardenia and Adventuress, the New York Yacht Club 30 footers and the Seawanhaka 15 footers to-day, starting at 11:30 o'clock. To-morrow the annual regatta for all classes will be sailed.

Handicapper Theodore Granbery has made out the allowances for the handicap class. They follow:

First Division—Juanita, S. C. Hunter, allows; Dutchess, J. B. Palmer, 5 per cent.; Notos, G. R. Benson, 3½; Crescent, A. G. Hill, 4½; Wanderer IV., R. B. Bodd, and interim, R. N. Bavier, 5 each; More Joy, W. H. Childs, 5½; Essex, P. V. Giffen, 6½; Sally IX., A. F. Black, 7.

Second Division—Tanya, J. J. Cahill, allows; Red Wing, Thomas T. Grace, ½ per cent.; Fearless, B. R. Stoddard, 1; Waialua, H. L. Stone, 1½; Scud, G. P. Granbery, 3; Mist, J. A. Morris, 3½; Quest, F. L. Volte, 4½; Little Peter, L. A. Steyn, Redouin, W. J. Fowler and Dixie, M. W. Houck, 5 each.

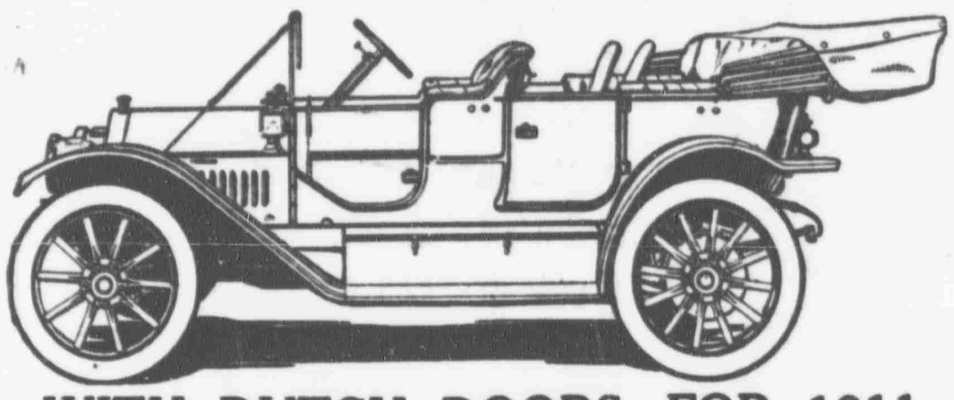
Third Division—Busy Bee, R. L. Cuthbert, Rascal III., S. C. Hopkins and Chinook, Landen and Morse, each allow: Tomboy III., D. Y. Pendas, 1 per cent.; Robin Hood II., G. F. Gartland, 2; Plummind, L. H. Dyer, 2½; Jolly Roger, H. I. North, 3.

Fourth Division—Victory, H. A. Jackson, Jr., Tilli-um II., C. S. King, Okee II., J. F. Mahlstedt, and Sybilla, F. B. Shock, each allow: Kenosha I., W. R. Berth, 2 per cent.; Grace II., J. F. Lamden, 4; Kenosha II., C. W. Voltz, and Ramea, P. L. Howard, 3½ each; Guardia, Daniel Bacon, 8.

Fifth Division—Saias, M. B. Pendas allows; Miss Modesty, H. A. Swart, 5 per cent.; Nimbus III., J. F. Schwartz, 7.

AUTOMOBILES. | AUTOMOBILES. | AUTOMOBILES.

Oldsmobile SPECIAL



WITH DUTCH DOORS, FOR 1911

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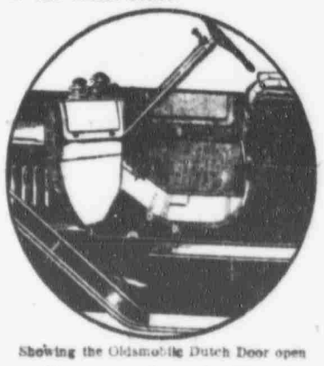

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The semi forward doors have been a distinguishing feature of the Oldsmobile for years. The new Dutch doors are double doors, as their name implies: *the upper half is detachable from the lower half—off and on in an instant, without the use of tools.*

The double door is opened and closed as one door, presenting when closed a handsome, straight-line high door effect.

The simplicity of attaching and detaching the Oldsmobile Dutch Door

For warm weather touring the upper half may be removed, retaining the lower door for protection from dust and draught.

The car may be used with no front doors, with only semi-doors, or with the full high doors, as preferred. The price, $3,000, includes Oldsmobile best grade silk mohair top with dust hood, wind shield and Dutch Forward Doors.

Announcement of the complete Oldsmobile line, embracing all models for 1911, will be made later.

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BUICK Motor Co., B'way, between 55th & 56th Sts. Phone 4060 Columbus.

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COLUMBIA VICTOR AUTO STORAGE CO., 1661 Broadway. Phone 3077 Col.

CORBIN 1888 BROADWAY (63d St.) Phone 5903 Columbus.

Elmore The Elmore Motor Car Co. of N. Y. 229 West 54th St. Phone 6457 Col.

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ISOTTA J. M. QUINBY & CO. NEWARK, N. J.

KNOX Knox Automobile Company, 1966-1968 Broadway. Phone 4356 Col.

LOZIER 56th STREET AND BROADWAY Telephone 6885 Columbus.

Marion Flyer Overland CHAS. E. RIESS & CO. 1776 Broadway. Phone 5130 Col.

MATHESON AUTO CO., 1886-1888 B'way Phone 6355 Col.

MAXWELL MAXWELL-BRISCOE (Inc.) 1930 Broadway. Phone 4140 Col.

MOON Moon Motor Car Co. of N. Y. 1761 Broadway. Tel. 6995 Col.

NATIONAL POERTNER MOTOR CAR CO., 1932 B'way (64th St.) Phone 6199-7 Col.

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Str. "Shinnecock" of Montauk Steamboat Co.'s Line leaves N. Y., New Pier 8, E. R., Sats. 1:00 P. M., Tues. & Thurs. 5:30 P. M.

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L. L. FIRUSKI, Auctioneer, 70 Bowery, sells 10 A. M., pledges of every description for unpaid loans from pawnbrokers, including precious stones and all other jewelry, watches, silverware, any and all other goods pledged previous to dates, and up to numbers mentioned, both inclusive, and all goods held over as follows:

June 24—Fine consignment jewelry.

June 27—Goods pledged with M. L. Goldstone, 318 6th av., prior to June 17, 1909, to No. 72002.

June 27—Goods pledged with M. Hirschberg, 121 3d av., formerly 93 3d av., prior to June 19 1909, to No. 23891.

June 29—Goods pledged with H. Phillips, 157 Bowery, 355 West 125th st., prior to June 19, 1909.

July 1—Goods pledged with J. E. Lemon & Co., 478, formerly 475 8th av., prior to June 22, 1909, to No. 22471.

JOSEPH SHONGOOD'S SONS, Julius Shongood, Auct., 94 Bowery, sell 10 A. M.:

June 24—All clothing, &c. pledged to June 16, 1909, to No. 80284, for Benjamin Fox, 72 8th av.; also for E. E. Fox, 628 9th av., similar goods pledged to June 16, 1909, to No. 54489.

June 27—Jewelry; A. Frankenstein & Co., 74 Delancey st.; Marcus Bros., 439 Grand st.

June 28—Jewelry; Louis Bernstein, 2688 8th av.; M. Manning & Sons, 1670 3d av.

June 29—Jewelry, all goods pledged to June 20, 1909, to No. 49700, and all goods held over from previous sales; B. & S. Aufses, 279 Stanton st.

June 30—Jewelry; A. Sellinger, 491 2d av.; Est. of R. Marks, 2057 3d av.

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 152 Canal st., sells at 11 A. M.:

June 24—By H. Lavery, 146 Sands st., B'klyn diamonds, jewelry pledged to June 15, 1909.

June 27—By H. Miller, 747 9th av.; E. Knoth, 772 3d av.; diamonds, jewelry, &c., pledged previous to June 20, 1909.

June 28—By J. Simpson & Co., 225 Park row; diamonds, jewelry, &c., pledged previous to May 1, 1909, No. 1 to 34000; also from 1350 Broadway and 168 West 46th st., diamonds, jewelry, &c., pledged previous to May 1, 1909, No. 1 to 16000 and all pledges held over from former sales.

ELI SOBEL, Auct., 44 Bowery, sells 10 A. M.:

June 24—Jewelry; C. Sobel, 1366 Broadway.

June 27—Jewelry; Jos. Wolff, 772 Columbus av., and Sol. Lowensohn Sons, 710 3d av.

June 30—Jewelry; I. Dreyer, 353 8th av.

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Leave Pier 1, N. R., 9:45, 10:30, 11:30 A. M.; 12:15, 1:00, 1:45, 2:30, 3:30, 4:15, 5:00, 6:00, 6:40, 7:15, 8:15, 9:30 P. M.
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