# HARD TO GET GOOD ROAD MAPS

*CONDITIONS CHANGE HERE TOO RAPIDLY*

**Routes Always Being Altered, Unlike the Pioneers Were, and the Publications Go Out of Date Too Rapidly to Be Great Capital in Pleasuring Them**

[illegible] road maps and route books [illegible] road maps are not actually good and of value. They are of value if they are made up carefully and without regard to the financial by-product. A route card or map which shows as nearly as possible the conditions at the time the signer is made is certainly a help to the traveller and it gives him a feeling which he may feel make his run out also if should in a general way [illegible] attempts at bringing the time to a close such the answers have been a good or little good hotel where a town may be reached in comfort. The road map has its greatest value probably in country where the towns are far apart and where there are not many pedestrians and where signboards are scarce.

Even if the roads encountered do not always exactly conform to the descriptions furnished in the book or indicated on the map, it may help a man along so that he will not lose his way and [illegible] a little inconvenience for the sake of being able to go straight ahead and to feel that he is on the most direct way, as he will be nine cases out of ten. He does not have to make detours as he might when depending on meagre road-side information or signboards that have rotted or have been so defaced by the weather that they hardly tell the story that they are supposed to.

There are makers of road books who are not at all influenced by the advertising idea and they produce books which are of the greatest possible value to the motorist. They show him the best possible routes with the best possible hotel accommodations and call his attention to the distance that he may run each day so as to bring him at the end of his trip at a comfortable place to stay for the night.

This is a matter of the honesty of intent and accomplishment of the maker of road maps and as there are plenty such who are doing their very best to turn out a product that will be worth while it is not altogether fair to dismiss the subject of route books and road maps with the somewhat pessimistic remark that they are run by people who are out for the money and who don't really care much about the conditions that they are trying to indicate."

### AUTOMOBILE NOTES.

The [illegible] Gasoline Company of New York city is offering to the motoring public a device known as the Continental clincher type detachable demountable rim, which is designed to greatly reduce the troubles for the motorist and permit the use of clincher quick detachable and Dunlop tires. This equipment is easy to operate, light and weighs less than any similar equipment on the market. It has also been adopted by most of America's best car makers as regular equipment and offered to their car purchasers at no extra charge. The method of removing the damaged tire and rim from the wheels is the same as the former equipment by taking off four wedges.

If the motorist is so unfortunate as to have continued tire trouble and use up more than the two spare tires which are carried ready fitted on spare rims the new rim offers easy, safe and quick changes on short roadsides to remove or back-up and no side rings, which are common to the old style demountable rims, [illegible] equipment.

Word has just been received from A. Van Weert of New York city that he has succeeded in reaching the highest point of the Pyrenees Mountains, namely, Mount Perdiscen, an altitude of 7,500 feet. Mr. Van Weert had just completed an automobile tour of 4,000 miles in Europe, which he said had been made without a hitch of any kind.

His feat is particularly remarkable in view of the fact that he drove the same 1910 Rainier car with which his chauffeur had met with a remarkable accident in New Jersey just a week previous to the date of sailing. In returning from Tuxedo the car had skidded over a twenty foot embankment and was found overturned in the ravine below. The occupants of the car had saved their lives by jumping into bushes along side of precipices. The car was overhauled and placed on board the steamer six days later and judging from its performances abroad was none the worse for its sensational mishap.

The height of realism is given the production of The Aviator, a musical comedy written by James Montgomery and produced for the first time at Atlantic City under the management of Cohan & Harris, by the use of a Franklin air cooled motor as the power plant for the monoplane in which aerial transportation for some of the principals. When the play was being staged the management sought out John I. Burns, head mechanic of the New York branch of the Franklin Automobile Company, and requested his adaptation of a Franklin motor for stage purposes. Mr. Burns took charge of the installation and took a 12 horse power motor from a car that had been built in 1908 and been driven 77,000 miles.

The flywheel was cut down to the hub, and to this hub were attached two blades approximately three feet in length. The Franklin carburetor was then adapted for use of illuminating gas as fuel, and with this the engine was found to give sufficient power. The gas is stored in reservoirs and carried with the theatrical company, thus giving assurance of a uniform quality and satisfactory operation. The engine is driven at high speed and by means of stage effects the machine seemingly takes flight and the operator apparently is carried to great height, the sound of the engine being lessened to heighten the impression of increasing distance.

This is the first time in the history of the stage, so far as is known, that a practical working engine has been utilized, which has been actually driven to capacity, in connection with a representation of the people's newest sport.

Commenting upon the outlook of the coming year Geo. Cutting of the Oldsmobile Company of New York, says it looks healthy, but the discriminating public are going to look a little deeper into the stability of the firms who buy machines from and the manufacturers who build them. This is the eleventh season for the Oldsmobile and the demand for this car increases every year and is now ranked among the best machines made in the country irrespective of price.

Miss Selma Hawkston, who is about to reappear on the American stage, while in Mannheim, Germany, early this summer was shown through the Benz factory and was given a thirty horse power chassis after having been driven to the Heidelberg Schloss by Hemery, the famous racing driver, who is the head engineer of the Benz works. Miss Hawkston, being a true patriot, insisted upon having the Benz Import Company put on this chassis an American body which has just been completed.

A tour that rivals any made in California in both magnitude and severe conditions has just been completed by G. W. O'Connor of Modesto in his Oakland touring car. From sea level to the high Sierra grades every kind of going was encountered, including a stretch across the Mohawk desert sands and a climb that skirted the Sierra Buttes snow line. The climb from the Mountain House to the Goodyear barn in Sierra county rose 3,300 feet in four miles.

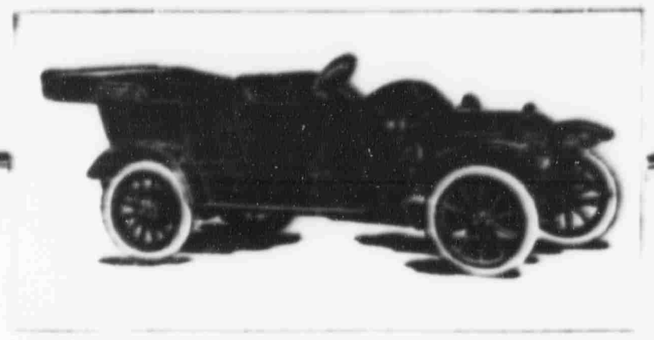
The most thrilling experience of the whole tour was a dash of five miles through a forest fire between Hoover and Mineral Springs in Assen county. Reports had led the party to believe the blaze less serious than circumstances proved it to be. They had hardly started before the blaze jumped across the road in their rear. Realizing the serious nature of their position O'Connor covered the gasolene tank with wet burlap as an additional precaution against the flying sparks and continued the run through dense smoke. Before the danger zone was passed all of the parts were soaked, the tires singed, the smoke and their clothing had been burned in several places by the sparks.

At the annual meeting of the Firestone Tire and Rubber Company, held in Akron, August 23, the former board of directors was retained and the following officers were reelected for the following year: H. S. Firestone, president and general manager; Will Christy, vice president; S. G. Crabill, secretary, and J. C. Roberts, treasurer. It was announced that the new model tire plant now in process of construction will be completed and in full operation by February, increasing the manufacturing capacity fourfold. H. S. Firestone sales manager reported a very gratifying demand for quick detachable demountable rims from all portions of the country and contracts entered into with most of the leading automobile manufacturing companies, many of whom will use these rims as exclusive equipment on their 1911 cars.

In demonstrating a car to a prospective customer all sorts of stunts are required, but one of the hardest that was ever suggested was the performance to which a Carhartt car was subjected in the Plainfield stone quarries last week. At the request of Mayor Smalley of Plainfield the car was sent out to his quarries for inspection. It being necessary for the Mayor to go to a part of the quarries at a level 50 feet higher than the place in which his office was located he suggested that the run be made in the Carhartt. The raise of 50 feet was covered in a road a little more than 100 yards in length with two hard curves in it and the way the car negotiated the climb convinced the Mayor that the Carhartt automobile was the one for his purpose.

Touring for pleasure only L. H. Hamilton, a stockman of Great Falls, Mon., drove his six cylinder Franklin motor car from Boston to his home in twenty eight days. Stops of from one to three days were made in several of the cities through which the car passed, and a day's drive was usually one of six or eight hours. Mr. Hamilton says the car was driven only about fifteen days.

Mr. Hamilton owns large cattle ranches and for two years his family had been in Boston for the education of his children. When a return home was determined on he decided to drive while the others journeyed by train. He was accompanied by a nephew and a chauffeur. The route was through Worcester, Springfield and Pittsfield, Mass., Albany, Syracuse, Rochester and Buffalo, N. Y., Erie, Pa., Cleveland and Toledo, Ohio, South Bend, Ind., Chicago, Ill., Clinton and Cedar Rapids, Ia., Sioux Falls, S. D., Bismarck, N. D., and Billings, Mon.

## The Story of the White Gasoline Car

CHAPTER IV

**ALL that has gone before in this story of the White gasoline car is but as the "will-o'-the-wisp", if it has not impressed you with the integrity of purposes behind the manufacture of White cars. If you are not imbued with the feeling that White cars, even to the smallest detail, are made as well as is possible or practical to build them, we have failed to tell our story—the cars are right. We have tried to tell you about the careful manufacture of the essentials—yes, even about some of the non-essentials, about refinements which enter into your satisfaction in the use of the car.**

*Ball-bearing Crank-shaft*

Not only are there no plain friction bearings on the crank-shaft of the White gasoline cars, but the ball-bearings are of unusually large dimensions—larger than is necessary—larger than you expect or demand—but just that much better for being so large.

*Chrome-nickel Steel Gears*

Chrome-nickel steel is the best alloy of steel science has found. When it is properly heat-treated it becomes the toughest, strongest material that can be used. Our gears are not only heat-treated in the most approved manner, but they are of unusual size both in width and diameter.

*Brake Equipment*

Both the foot and the hand-brakes act on drums in the rear wheels. The braking surfaces are of large dimensions and the ones operated by the foot pedal are fibre-lined external contracting type, while those operated by hand are internal expanding metal to metal style.

*The Upholstering*

Only the finest hand-buffed leathers are used in our upholstery, and the finest grade of curled hair. In other words, the White cars are built to last in every detail.

It is the usual conclusion of a story that "they lived happily ever afterwards" and we believe we can say to every prospective buyer of an automobile, that if he will let the White gasoline car solve the problem of his automobile wants as far as motor cars go, he will live happily ever afterwards.

THE WHITE COMPANY

BROADWAY AT SIXTY-SECOND STREET NEW YORK CITY


## AMONG THE AUTOMOBILISTS

*ENTRANTS PREPARING FOR ROAD RACES ON LONG ISLAND.*

**Drivers Named for Vanderbilt Cup and Grand Prize Events Will Take Camps Near Circuit—Three Marquette-Buicks Nominated for Former Contest**

Before the end of the present week some of the entrants of cars in the Vanderbilt cup and Grand Prize road races will have established their racing quarters near the part of the Long Island Motor Parkway that will be used as a section of the circuit for the two races. One of the first of the racing crews to take up quarters on Long Island will be the National team, which is expected to move into the camp obtained by William C. Poertner next Saturday. There will be twelve men and half a dozen cars in the National outfit. One of the cars in the Vanderbilt cup race on October 1 is to be driven by Al Livingstone, who won the Illinois trophy race at Elgin and finished second in the Elgin national stock classes race.

A. G. Southworth, manager of the New York branch of the Buick Motor Company, formally entered three Marquette-Buicks yesterday in the Vanderbilt cup race for the Marquette Motor Company. These cars will be driven by Louis Chevrolet, Robert Burman and Arthur Chevrolet, who will drive the same cars on October 15 in the 1002 miles race for the Automobile club of America's Grand Prize gold cup. At the present time the three drivers are busy at the Buick factory at Flint getting their cars into proper racing condition.

They are also devising a new signal system by which they may be accurately informed from their supply pits as to their positions in the races. In last year's Vanderbilt cup race Louis Chevrolet, mistaking a signal from his pit and thinking he was falling behind when he was not, drove his Buick so hard that he scored the fastest lap in the race, but had an accident that put him out of the contest.

Victor Hemery, star of the Benz team, will arrive in this country on the St. Louis on September 23, accompanied by mechanics from the Benz plant at Manheim, Germany, and the Benz racing cars. It has been announced that the Benz team will include another famous European driver who has never raced in this country but who is well known abroad. His name has not been given out. The Benz drivers and mechanics in this country will take up their quarters at Poertner's garage in Garden City on September 15.

The Marmon team, made up of Ray W. Harroun, Joe Dawson and David Buck, are expected to reach their quarters on Long Island the end of the coming week or the first part of next week. Washington A. Roebling 2d has quarters for the Roebling-Planche and Mercer cars at the Garden City garage. The entrants of the Cole, Simplex, Alco and Pope-Hartford cars are expected to move their cars and crews into their racing quarters in a few days. Some of the cars will be housed at Krug's Hotel, on the Jericho turnpike at Mineola, the famous old headquarters for racing enthusiasts ever since road races have been run over Long Island roads.

Ralph De Palma made a trip to the neighborhood of the race circuit last week looking for headquarters for the Fiat team which will compete in the race for the Grand Prize gold cup, which is now in the custody of the Fiat company, as Louis Wagner won the Grand Prize for it at Savannah on Thanksgiving Day in 1908. Felice Nazzaro and Louis Wagner, the famous Fiat drivers, will leave the Fiat plant at Turin, Italy, about September 20 with the Fiat racing cars and a crew of mechanics.

Fred J. Wagner, the official starter, who is now at Indianapolis, will return here in a few days with some new entries for the Vanderbilt race. He has said that there will be so many cars in the race on October 1 that they may have to hold two Vanderbilt races. Additional pits are to be constructed in front of the grand stand to accommodate the large list of contestants. The entry list for the Vanderbilt Cup race does not close until September 20, when the number of nominations will be largely increased.

The races scheduled for yesterday afternoon at the Brighton Beach track were called off on account of the rain, and the meeting between George Robertson, Lewis Strang and Barney Oldfield was postponed until to-morrow afternoon.

The Wilkesbarre Automobile Club members have voted to use all the money realized from the hill climbing events on Giant's Despair Mountain on June 14 to road improvement. The club has already spent $200 in aiding the repairing of the Easton turnpike in Bucks township.

At the third annual national good roads convention, to be held in St. Louis from September 28 to 30, there will be discussed the ways and means of providing the necessary funds for the general improvement of highways throughout the country. The consensus seems to be that in the construction of the main travelled highways or trunk lines the expense of such work should be borne partly by Federal appropriations and State appropriations. Up to the present time no Federal appropriations have been made for road construction, although a bureau is maintained which furnishes advice and tests road materials. This bureau is under the direction of Logan Waller Page at Washington, D. C., and has been of the greatest value in stimulating interest in the good roads movement throughout the Union.

The best results on trunk lines heretofore, says George C. Diehl, chairman of the national convention committee, have been obtained through large State appropriations in the form of State aid to counties and towns. It has been suggested that the extension of the State aid system to several States in various parts of the country and the appointment of a State highway commission in every State which will systematically and economically expend highway moneys will result in the near future in large Federal appropriations for such purposes, appropriations will not be apportioned and sent to the several States unless such States have the organization and also demonstrate the ability to wisely and usefully expend such national money.

The most satisfactory State highway laws have been those centralizing State highway commissions, which will exercise control and authority over all highways exclusive of course of cities and incorporated villages. In some instances it has been found advantageous to divide the roads into three classes, which may briefly be described as State, county and town highways.

The State highways include all of the main trunk lines connecting the different centres of population of the several counties. It is estimated that such trunk lines will comprise about 1 per cent of the total mileage and that these should be constructed solely at the expense of the State or under Federal Governmental control, at the joint expense of the State and nation.

The second class of highways, called county roads, should be those arteries of travel which comprise the main market roads of each county, which will form a properly divided and connecting system of county highways, taking into consideration their value for the purpose of common traffic and travel. Such highways should be constructed at the joint expense of State and county and town, the proportion borne by county and town to be based on population and total valuation of the total mileage. It is estimated that such highways would comprise about 6 per cent of the total mileage. Both of these classes of highways would of necessity and by reason of the great amount of travel that they would be called upon to sustain be of an expensive and durable type. The roads should be wide, with low grades, but properly surfaced with some durable dustless material.

The remaining roads, constituting about 90 per cent of the total, might be classed as town roads, and the expense of their repair and maintenance should be borne jointly by township and State, and all work should be under the control of the State Highway Commission.

There is now expended throughout the United States about $80,000,000 annually in maintenance and repair of dirt or lateral roads. Much of this money is wasted by reason of its being expended in temporary and unnecessary work. When such work is under the control of the State Highway Commission the requirement could be made compulsory and only one-fourth of this amount of money which is amply sufficient need be expended for temporary work, smoothing the road surface, and keeping the ditches free from obstruction. The balance of the funds could then be used in work of a permanent character, such as the construction of culverts, bridges and sluices, reducing steep grades, and placing upon the roads after being properly dragged, suitable road material.

The maintenance of all classes of roads should be systematically and carefully done under what might be termed a patrol system, wherein a certain mileage of road is turned over to a patrolman, who passes over it every day or as often as may be necessary and repairs all the minor defects. On the macadam or more expensive roads patrolmen will probably be required every five or ten miles. On town roads the patrolman could cover a much greater territory, which thoroughfares would require especially the dirt roads, proper dragging or honing after every rain. It is especially important that all of these patrolmen for the town, county or State be retained year after year, as their knowledge of practical road work and their value to the community increases with the length of their service. In this way throughout the country we would soon have a body of trained men familiar with road materials and methods of operating under the skilful and trained supervision of State or Federal officials with the result that our roads would not only in extent but in superior quality soon equal and doubtless in time surpass the famous roads of other lands.

This third national good roads convention promises to be a notable gathering for the Southwest, where the question of highway improvement is one of great interest. The committee in charge includes officers of the National Grange, Farmers Union, American Automobile Association, United States Office of Public Roads, American Road Builders Association, National Association of Automobile Manufacturers, League of American Wheelmen and Motor and Accessory Manufacturers.

### Water Carnival for Sheepshead Bay.

The water carnival to be held at Sheepshead Bay next Sunday as a sort of a prelude to the Coney Island Mardi Gras will be confined almost exclusively to girl swimmers. The entry list already is surprisingly large and includes all of the noted female swimmers of the Atlantic coast. The events will consist of 100 yard novice, 100 yard handicap, diving contest, an exhibition of fancy diving by Miss Elsie Hannaman, the champion girl diver, an exhibition 100 yard swim by Miss Elaine Golding, the champion woman swimmer of America, an exhibition drill of life saving by the National Woman's Life Saving League and a 50 yard race to a boat stationed in the bay, wherein the girls are to jump into the water fully clothed, swim to the boat, undress to their bathing costume, swim to the float, return to the boat, fully dress again, and return. These events are all for the girls. There will be a 50 yard race for local boys under 15 years old, a 100 yard open contest and a canoe tilting contest.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**Auto Bodies: See Special Adv.**

on this page. Read it. It's interesting.

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50 Pennsylvania Demonstrator $2000
35 Simplex Limousine, like new $2750

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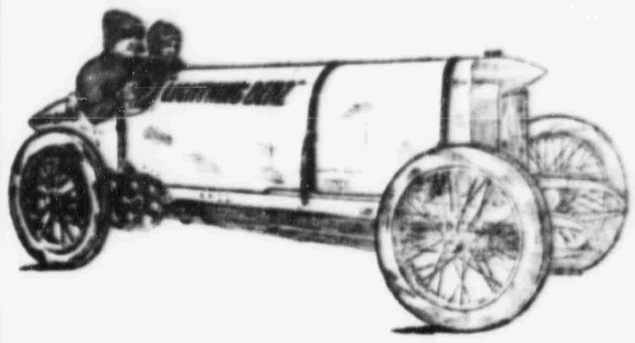

Barney Oldfield in the Lightning Benz on Daytona Beach traveling 131 miles per hour, a mile in 27.5-10 seconds.

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Our 1911 model $3000 is here. May we show you? Our telephone number is 3580 Columbus.

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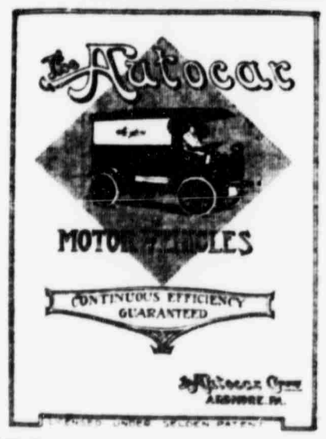


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**PEERLESS**, all models, Roadsters, Touring Cars and Landaulets.

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**CADILLAC**, 30. Several. They cannot be told from new.

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**EXTREMELY LOW PRICES**

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