

AMONG THE AUTOMOBILISTS

OFFER OF \$1000 FOR CAPTURE OF HIGHWAY MEN.

A. C. A. Will Give That Much to Trap the Motor Holdup Workers Who Have Been So Active Boosters' Outing

The Automobile Club of America made public yesterday an offer to give \$1,000 to any person who shall give information leading to the arrest and conviction of any robber who has held up and robbed an automobile traveller on the public highway. This is done to stimulate local officials in the small towns and villages.

twelve for the Kane county and one for the Aurora city. The officials for the races are Governor Deneen of Illinois, George F. Hunter, honorary referee; David Beecroft, referee; and H. Hooper, president of the A. C. A. Mayor Carter Harrison of Chicago, Mayor George W. Metzger of Savannah, Harvey Francis, president of the National Automobile Club, William L. Metzger, Samuel A. Miles, Col. Charles Clifton, C. A. Fisher, and Jay M. Sandler, Hugh Chalmers and Everett C. Brown, judges.

The Hupp Motor Car Company has received the details of the photographing of the world touring Huppobile before Diabutsu, the Great Buddha, at Kamura, Japan. A great statue five inches of being 50 feet in height. Latterly the authorities have permitted tourists to pose for their photographs in front of the colossal squatting figure. There is a photographer on the spot—a Japanese.

When the Huppobile party drove into the grounds which surrounded the statue they were met with protestations from the attendants, and it was only after much argument, discussion and explanation that the car was allowed to continue and pose before the huge bronze figure for the camera of the official photographer.

badges. All payments must be made by coupons, which may be obtained at the club office. Members of golf clubs belonging to the United States Golf Association who are not contestants will be welcome and given house badges upon making themselves known to the members of the Apawamis golf committee, which will be in session during the tournament and to do all possible to make visitors feel at home. It is pointed out in the circular that contestants in the tournaments which have been held at the Apawamis club have found it more comfortable and satisfactory to stop in New York and make the trip to Rye each day. Contestants who desire particular information regarding rooms and board in Westchester during the tournament should apply to the superintendent of the Apawamis Club.

The Apawamis Club will arrange for the seventh annual seniors' tournament as a golfing event for the season of 1911 for members of the U. S. G. A. and of the M. G. A. and allied clubs. This is a preamble to the invitation to such clubs and the players who are eligible who is now in the mail and signed by the committee of the seniors' tournament, Horace L. Hotchkiss, Edmund C. Converse, Simon Ford, James D. Foot and Samuel W. Brown.

The competition is for golf players who are 25 years of age or over. It will be on Wednesday and Thursday, September 27 and 28, at thirty-six holes medal play handicaps for four prizes and eighteen holes medal play handicaps for four prizes. Eighteen holes will be played each day. The start from the first tee each morning will be made at 8:30 o'clock and no cards will be registered after 5:45 P. M. All who are to play will oblige the committee by sending their M. G.



COMMER TRUCK THAT WENT FAR.

will naturally handle this line also. This is incorrect—and I wish to explain why. "While it is true that the Studebaker are large shareholders in the Flanders Manufacturing Company and the Studebaker corporation are of the most friendly nature yet we wish to be understood that they are absolutely separate concerns, and each maintains its own independent sales organization."

"So far as the Studebaker branches are concerned, while most of them are ideally situated and equipped to handle electric, it was decided that the better policy would be to keep the two entirely separate and not mix Studebaker and electric lines. So that the Studebaker branches handling electric and Studebaker electric or motorcycle."

"With regard to independent E-M-F dealers the matter is different. There is no inter-branching—they may do as they please. At the same time, the Flanders Manufacturing Company believes that in some cities and towns at least there are too many independent dealers to handle electric and gasoline lines. The electric line is handled by the Flanders branch and not all gasoline automobile dealers are successful in handling them, though some are very successful and have a remunerative branch of their business."

OVERLAND BUSINESS. Silver is to Open Agency in Newark for New Jersey Sales. George W. Bennett, general sales manager of the Willys-Overland Company of Toledo, says: "When C. T. Silver came to us last season and said he was the man to represent us in New York I asked him how many overland cars he thought he could sell in that territory. His reply was: 'Fifty per cent. more than has ever been sold in that territory.' This was a big statement to make, but not too big to prove for he has done it and more."

Many Long Stroke Six Cylinder Motors. "Talking of the 1912 motor cars, it is usually of much interest to note the large increase in the number of manufacturers who are turning out long stroke six cylinder motors," says C. S. Henshaw of the Thomas Engine Company. "The engine question comes first in importance with makers all over the world and in this combination lies the solution of the problem which puzzled automobile experts."

THE CADILLAC SAVES OIL. And Incidentally Its Men Have Towels to Wipe Their Hands On. It is almost a universal practice among machinists to use cotton waste to cleanse the hands of oil. The practice is more or less expensive for the reasons that the waste is not used a second time and that when it is thrown away a certain amount of oil absorbed from the men's hands goes with it.

In plant of the size of that of the Cadillac Motor Car Company and employing some 4,000 men the cost of waste and oil so discarded would amount to a considerable figure in the course of a year. To avoid this unnecessary expense the Cadillac company two years ago instituted a brilliant example of scientific management. It began to supply towels instead of waste to its employees and installed a small laundry plant to clean them.

The installation of these innovations led to a discovery still more interesting. This was the fact that the oil in the towels could be redeemed—a further operative economy was thus well worth considering. As the Cadillac plant is now operated with more than 100,000 towels a month, the bulk of these are from the Cadillac plant. The towels include all the towels used in the plant and office.

COMMER CAR ON ITS TRAVELS. Truck That Has Made Much Mileage Since 500 Mile Race. Just before the Indianapolis Speedway race a 3 1/2 ton Commer truck was selected by the Chicago Motor Club to transport its baggage. The distance covered was 220 miles, at an average speed of 16 miles an hour. Double handling at each end of the line by baggage expressmen this was eliminated. The demand for the lighter haul, such as the promptness with which the delivery was made in Indianapolis elicited praise from those directly interested in the feat.

COUNTRY FAIR IN TOWN. Plans for Richmond County Horse Show in September. Four running races, best two in three heats, and two short course steeplechases, each for a purse of \$150, are on the program of the Richmond County horse show of September 2 and 4, which, with dog and live stock show, is to be held in connection with the seventh annual State Island fair, the only feature of the sort in Greater New York. The horse show classes are complete and very strong in the variety of events for jumpers.

MITCHELL FUTURES. An Announcement to Come in September—Some Retrospections. William Mitchell Lewis, president of the Mitchell-Lewis Motor Company, Racine, Wis., says an interesting announcement is to be made September 11. "Additional to the demand for the lighter haul, such as demonstrate that the Racine company are still pioneers in the medium price car class. In 1905 the Mitchell was the first \$1,500 five passenger touring car with sliding gear transmission. It was the first car in its class to be made in America. In 1906 the Mitchell was the first car to be made in America. In 1907 the Mitchell was the first car to be made in America. In 1908 the Mitchell was the first car to be made in America. In 1909 the Mitchell was the first car to be made in America. In 1910 the Mitchell was the first car to be made in America. In 1911 the Mitchell was the first car to be made in America. In 1912 the Mitchell was the first car to be made in America. 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