

AUTOMOBILE NEWS AND GOSSIP

When the Seiffa pilot car left Philadelphia at the head of the Munsey historic tour, it looked as much like an autograph album, really, as an automobile could possibly look. Written in a bold hand across the hood was "John E. Reiburn, mayor of Philadelphia, August 13, 1910." This was not there by the mayor last Saturday. In addition to this, the car, when it left the Walton Hotel, had written on it the names of about every official of the tour, as well as the names of the leading newspaper men of the Quaker City, and hundreds of others. In every city of size visited by the tour the mayor will add his name to the list started by Reiburn, the hood of the car being covered each day and space reserved for this. The leading officials in the various cities and towns through which the tour is to pass will add their names to those already written on the body, and it is expected that by the time the tour is finished there will be more prominent men's names on the car than have ever been written in any one album, or in any other place, for that matter.

On account of the many names already on the car, it has been christened "The Autograph Auto," and, needless to say, the title will be a fitting one long before the tour ends.

Mr. Burnett Doherty, manager of Hecht & Co., has just returned from an extended tour through Maine in his airplane Jack Rabbit car. He covered fully 2,700 miles, and smilingly relates that the only trouble experienced on the trip was three small punctures.

Theo. Barnes and Dave Hendrick, of Pullman auto fame, are about to leave their present haunts in the Central Garage, and locate in new quarters somewhere on Fourteenth street.

Ted Johnson, of the Buick Auto Company, left yesterday on a tour of New York.

Mr. Wilson, of the Owens Company, is in town looking for an agent to take on the new 50-horsepower touring car. The car is equipped with 42-inch wheels and a four-door body.

Harry Grant and his six-cylinder Aco that won the Vanderbilt cup last fall are entered in the Grand Prix, October 15; the Fairmount Park race, October 8, and the Elgin road race, August 27.

The Lozier car which Ralph Mulford will drive in the Elgin race is a 1911 forty-six-horsepower Briarcliff stock car.

In view of the fact that many people consider cars which are entered by manufacturers in races as being faster or built of better material or in other ways more desirable than regular models, the Lozier Company offers for sale at the regular list prices any Lozier car which is entered in a stock car race. The car must be purchased, however, before the day of the race, a guarantee being given that any damage resulting through accident will be made good. This provision is made on account of the fact that if the car is not sold, it may be entered in subsequent races in other parts of the country.

Dr. A. Day and Dr. E. C. Varela took a trip last week to New York on their Indian motorcycles.

The Miller Bros. expect a shipment of a new \$1,500 car, which they have taken on in connection with the Ford. They also report that the Fords entered in the Munsey tour are still holding a perfect score. The firm made five sales of Ford cars last week.

Joseph W. Trimble and Dr. C. H. MacInch will start on a tour North today. They will go by way of York, Pa., to Atlantic City and Asbury Park, and then up the coast to New York and Long Island. They are using a six-cylinder Kline, and expect to make a two weeks' trip.

A machine gun which has been made use of by Battery C, of the Ohio National Guard, to prevent rioting and serious outbreaks in connection with the street car strike in Columbus, Ohio, is mounted on a Franklin automobile. It is a rapid-fire Colt, and the champion marksman of the Ohio National Guard acts as gunner, with other members of Battery C as the gun crew. This form of automobile artillery is at the grounds of the State capitol, and during the strike it has been making from five to fifteen trips a day, answering riot calls and doing service at the car barns, at the extreme ends of the city.

Automobile racing has developed one of the most interesting customs made famous by baseball—that of "farming out" star performers to other teams. A conspicuous case in point has just come to light in the announcement that the Hudson Motor Car Company has farmed out Joe Matson to the Benz and Corbin companies to drive their cars in the three most important speed events to be pulled off this season.

The Hudson star, who was one of the most sensational performers on the auto courses last year, is one of the experts in the technical department of the Hudson Company at present. Matson was offered very fancy figures by the Benz Company to drive its car in the Vanderbilt cup race October 1, and, not having an entry in that event, the Hudson Company gladly consented to farm out its star.

If the Benz is declared not to be a stock car, that question being before the contest committee now, Matson will drive a Corbin car in both the Vanderbilt cup race and the Elgin National Trophy race, August 27. The Corbin car will be Matson's mount in the Fairmount Park road race, October 8, in any event.

At Brighton Beach last Saturday Ralph de Palma smashed the ten-mile record for that track, held by himself, being clocked by automatic timing device, in 9 minutes 21.53 seconds. His old mark was 9:50. De Palma, winning the five-mile free-for-all, also broke the record of 4:43 for this distance, which he also held setting the new figure at 4:35.6.

In France you can drive your motor as fast as you like, or can, and unless an accident happens, no policeman will stop you. The roads are superb, and there is less vibration when going at thirty miles an hour than there is on the American road going at half that speed. You

EUROPEAN ROADS DELIGHT MOTORISTS

A Lesson to Be Learned by American Road Builders.

With roads in England and France that are as smooth as billiard balls, and as durable as the pyramids, the road builders in the United States have much to learn.

This is the opinion of Joseph J. Jones, who attended the recent road congress at Brussels as a special agent of the Department of Agriculture, and as a director of the Touring Club of America. "One of the great lessons of the International Road Congress," said Mr. Jones, "is the absolute necessity for the introduction of a uniform system of road building throughout the United States similar to the systems which have been adopted in France and Great Britain, where the highways decrease in the width according to the importance of the traffic. From my observation," continued Mr. Jones, "the roads in this country, especially throughout the South, are too wide, and lack the requisite depth of foundation necessary to insure permanency. The idea that some highway en-

Ludwig Isenberger and L. I. Matthews, of the Roman Auto Company, went yesterday to Atlantic City, to remain over to-day.

Mr. William H. Rapley, owner of the National Theater, has been spending a vacation at Poland Springs, Maine, and

THE BEGINNING OF THE HILL.



expects to arrive home on Monday. He is motoring in a Model 17 Buick, and reports good weather, good roads, and a bully time.

L. S. Baker has bought a Studebaker car from the local agent.

Dr. C. C. Root, of the E-M-F Company, has returned from his trip to Virginia, North and South Carolina, and West Virginia.

H. A. Kite and a party of friends are making a trip to Blackstone Island in a Palmer-Singer No. 6.

W. R. Emerson, with a party of friends, will run over to Baltimore in a 1910 Apperson to-day.

R. Bruce Emerson and family made a trip last week in an Apperson.

Eugene Rhodes, of Barber & Ross, has started on a fishing trip to Seneca, Md. He is in his Buick car.

W. J. Wells will leave this morning for Baltimore on a Royal-Pioneer motorcycle and will return this evening.

I. C. Barber expects to enter the hill climb with a Parry car.

N. H. Gallier will take a month's trip in the North in the near future. He will use a Parry car.

E. H. Newmyer and wife start to-day for Atlantic City, and will later go to Boston. They are using a Columbia car.

A. Chen has returned from a trip to Braddock Heights. He brought his family, who had been spending the summer there, home with him in his Columbia car.

The easy-going regularity of the Munsey run was varied on the first day by a race between the E-M-F pilot car and the reserve pilot. The contest continued into the West Point grounds, where the soldiers pinched the crew of the first-named car for running over sixty miles an hour. Driver Lee Oldfield, Pilot Ward, and the entire crew of the car spent the night in the West Point guardhouse, while the other tourists listened to the cadet band that evening. The possibility of a pilotless tour was averted next morning, however, by friendly intervention of several army men of sportive inclinations.

THE END OF THE CLIMB.



haustive experiments in the construction of an improved type of road bed, and have the co-operation of their respective governments in this splendid work.

Mr. Jones advocates a road congress in this country similar to the one held annually abroad, and to comprise all the highway commissioners and road engineers of the various States and municipalities.

W. Cliff Long and L. P. Dorsett last week sold a Studebaker seven-passenger touring car, fully equipped, to L. Seward Bacon, patent attorney, and an E-M-F car to C. M. Woolf.

CLIMBING CONTEST AROUSES INTEREST

Naylor's Hill Is an Ideal Place for the Events.

PICTURED FOR THE FIRST TIME

The Washington Herald Presents Views Showing Where the Run Will Begin and End—Conditions of the Contest—Seven Events for the Afternoon of the 30th.

The Washington Herald prints this morning the first and only views ever taken of Naylor's Hill, Randle Highlands, where the automobile hill climbing contest, under the auspices of the Automobile Club of Washington, will occur at 2 o'clock on the afternoon of Tuesday, August 30.

The contest is attracting universal attention among the automobilists of the National Capital, as it is the first event of the kind ever held here. It will be conducted under the rules and with the sanction of the contest board of the American Automobile Association, with R. B. Caverly as the referee and official representative of the contest board. John K. Hill will act as clerk of the course, and the contest committee includes L. D. Moore, Jr., John Larcombe, Jr., Arthur D. Marks, John Thomas, W. Cliff Long, and Charles Bender. Contestants must be familiar with A. A. A. contest rules.

A Fine Hill to Climb.
Naylor's Hill, which has been selected as the scene of the contest, is seven-tenths of a mile long and is situated on the eastern side of the Eastern Branch, between the Pennsylvania avenue and Anacostia bridges. It is on the Naylor road, and begins at Minnesota avenue and runs south to near the junction of Naylor road with the Good Hope road. The bottom of the hill is a few hundred yards west of the eastern end of the Pennsylvania avenue bridge.

The hill affords a typical climb. The road is now being put in condition, but the grade will, of course, remain unchanged. There are three or four turns in the road, and at one point there is a double turn, S-shaped, which will tax the skill of the driver who wants to negotiate the climb on high speed. There is ample room for spectators, not only at the beginning, but along the road and at the top of the hill. The start and finish of each car will be announced from telegraph stations along the course, and an electric timing system will be used, with timers at the top of the hill. The start in all events will be a flying one, from a point fixed by the committee. The length of the flying start will be the same for all cars.

Other Conditions of the Contest.
Other conditions of the contest, not already mentioned, are as follows:

No prizes awarded in case of a walk-over or more entries to fill, unless otherwise specified. If less, the event may be declared off.

Meeting is subject to postponement in case of stormy weather, but the road is largely composed of crushed rock, and rain the day before the race will help the surface.

The right is reserved to reject any or all entries.

The management is not liable for injuries to or caused by contestants or machines used by them.

Each entrant shall hold the Automobile Club of Washington harmless and indemnify it against all loss or damage resulting directly or indirectly from or growing out of the operation, management, or control of the car entered by him.

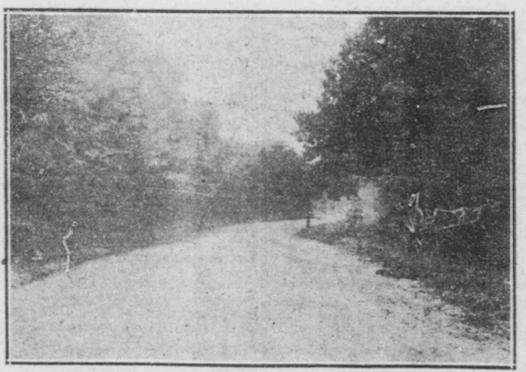
The sprocket or ratio of gears may be changed.

When an extra charge is made for a magnet, the amount shall be added to the price of the car at the time of entering.

Any manufacturer or agent entering a stock machine in these events must agree to sell it at the catalogued price.

Cliff Long, and Charles Bender. Contestants must present their cars to the technical committee for examination, to

A DOUBLE TURN IN THE ROAD.



determine whether or not conditions are complied with. No car in stock classes shall be considered completely equipped unless it appears as catalogued, except that top glass front, extra tires, speed and distance indicators may be removed. Cars must carry stock touring or runabout body complete, including regular tonneau or rear seats, bonnets, fenders, steps, running boards, and muds. Cars must be completely described in regular catalogues, which must be furnished and shown upon request of the referee.

A List of the Events.
There are seven events scheduled, as follows, The Washington Herald Cup to be awarded the winner of the second event:

Event No. 1—Class A, Division 1A: Open to any gasoline stock car selling for \$300 and under. First prize, silver cup; second, medal.

Event No. 2—Class A, Division 2A: Open to any gasoline stock car selling for \$300 to \$1,200. First prize, silver cup; second, medal.

Event No. 3—Class A, Division 3A: Open to any gasoline stock car selling for \$1,200 to \$1,600. First prize, silver cup; second, medal.

Event No. 4—Class A, Division 4A: Open to any gasoline stock car selling for \$1,600 to \$2,000. First prize, silver cup; second, medal.

Event No. 5—Class A, Division 5A: Open to any gasoline stock car selling for \$2,000 to \$3,000. First prize, silver cup; second, medal.

Event No. 6—Class A, Division 6A: Open to any gasoline stock car selling for \$3,000 to \$4,000. First prize, silver cup; second, medal.

Event No. 7—Class A, Division 7A: Electric, any style, any price. First prize, silver cup.

Class E—Free-for-all, all types and motive power. First prize, silver cup; second, medal. Entrance fee, \$25.
Note—Bonnets must be carried in all "stripped stock chassis" events.

ACROSS CONTINENT IN TEN DAYS' TRIP

Record for the Tour Made Last Week.

All previous world's records between New York and San Francisco were smashed by 4 days 10 hours and 59 minutes, by L. L. Whitman, in a Reo "4-30," when he checked in at the foot of Market street in San Francisco Thursday afternoon, August 18. The distance from New York to San Francisco is 2,537 miles, which was covered by Whitman in the Reo, in 19 days 15 hours and 13 minutes.

Mr. Whitman left New York at 12:01 a. m., Monday, August 8, via Albany, Utica, Geneva, Buffalo, Erie, Cleveland, Bryan, South Bend, Aurora, Cedar Rapids, Council Bluffs, North Platte, Cheyenne, Ogden, and Sacramento. Heavy rains and muddy roads seriously interfered with his progress between South Bend and Cedar Rapids, but he and his intrepid crew forged steadily on toward the much coveted eleven-day goal, regardless of the heavy rains, mud, and dangerous skidding which were encountered principally in their night driving. After leaving the mixed prairie roads of Nebraska and Wyoming, in the middle of which the tall grass prevented rapid progress for many miles, new obstacles were encountered in the deep sands and primitive roads west of Ogden, via Battle Mountain, Nev., and Reno.

Whitman was alternated at the wheel by E. I. Hammond, while Percy Haycock, of New York; John Griffith, of Lansing, Mich.; and Dave Fassett, of Grand Rapids, Mich., the mechanics, changed about at the various relay points, Fassett having made the double cross-continent world's record trip with Percy F. McFarlane in a two-cylinder Reo "20" in the fall and winter of 1906, which record remains unchallenged and unbeaten to the present time.

In order that the public might be eyewitnesses to the daily progress of Whitman's last remarkable coast to coast run, widespread public announcement was made, in addition to which he was regularly checked in and out at each relay point by disinterested city officials, motorists, or prominent citizens.

MEXICAN MINERS WANT AEROPLANES

No Other Means of Locomotion in Some Localities.

The recent experience of the Flanders automobile in Mexico, where six days' travel through almost impassable desert and rocky country set a record for endurance, has shown that the Americans in Mexico who are operating mining properties are looking for the time when aeroplanes come into practical use. Mr. Frank Sieber, an American at Saltillo, put the matter into a sentence when he remarked that the one hope of the man who wants independent locomotion through Mexico is the aeroplane.

"Do you see that mountain over there?" he inquired. "Well, just on the other side of that is Monterey. In a straight line, it's about thirty-nine miles away. The railroad travels more than 100 kilometers to get there, and there's a rise of more than 6,000 feet from there. The return trip to Saltillo takes four hours, and every train is double-headed, at that. You had to travel farther than the railroad, and really ran four miles for one in the direct line. With a plane, I could slide down over that mountain, laugh at the arroyos and be there in an hour. And coming back I'd never need a bit longer." "The aeroplane is going to prove the salvation of this country, and I could name 100 men who are mining or otherwise interested, who have the money ready to lay down for a plane, just as soon as they believe them practical. And we're willing to take quite a chance, too."

HINTS FOR WOMEN MOTORISTS.

Some Practical Advice Regarding Automobile Tours.

From the Motor Car.
The woman or girl who is afraid to enjoy herself had better stay at home. The real motor lover, with a joyous heart, will not mind the sun or a little sprinkling of dust. She will not fret if a tire becomes punctured or ask tiresome or foolish questions; will not insist upon trying to learn how to steer the car, or be constantly worrying because a few locks of hair are awry or because there is a mark of dirt upon her face. There are as many kinds of motor trips as there are girls, but the spirit is always the same. Have consideration for other people. If you are driving through the country, don't insist upon stopping and getting out to pick every pretty flower you see growing along the roadside, and don't get nervous every time a dog or chicken gets in front of the car and emit a lot of nervous little "oahs," which certainly are not at all pleasant for the person driving. Don't try to drive unless you really know how, and even then it is usually much more agreeable to the entire party to have the competent driver handle the car. If you are not afraid yourself, some one else may be.

Don't take along a lot of things which you will probably have no use for, such as parasol, fan, book, or sketch pad. You don't go on a motor trip to read or work, and the lunch, if one is taken, is quite enough to be carried. Other belongings are only a troublesome nuisance. If, however, you feel the necessity for printed companionship, put a tiny book into the pocket of your tannous. If you have a small handbag, the book can go in there, and it would not be a bad idea to slip in also a tiny pair of manicure scissors and a nail file, for remedying any possible damage to the hands, and a little bottle of camphor, with an extra clean handkerchief for emergencies is not out of place.

Not Risking Speed Laws.

From Lippincott's.
A well-known amateur yachtsman, of New York, tells this joke on himself. With a few friends he started on a cruise by way of Long Island Sound. They kept close to the shore, and, owing to the lack of wind and to the slowness of their boat, they were drifting by familiar country for a week or so after they left Gotham.



The "Washington" Car "40" \$1,750

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Several Second-hand machines, in first class condition, for sale at bargain prices. CHAS. E. MYERS, 1429 L St. N. W.

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E-M-F "30" Allotment of cars nearly sold. Only a few more open dates of deliveries left. COMMERCIAL AUTO AND SUPPLY CO., 1313 New York Ave. N. W.

REFRIGERATORS at CUT PRICES! We've made very deep price reductions on our famous White Mountain and Bohn Refrigerators. These goods are of such a standard character it will be a wise investment to buy now for future use. BARBER & ROSS, 11th and G Sts.

ECKSTEIN'S MIDDAY LUNCH is the Talk of the People. 12 to 3—TRY IT.

The Antiquity of the Ballet.
Strictly defined, the ballet is properly a theatrical exhibition of the art of dancing in its highest perfection, complying generally with the rules of the drama as to its composition and form. It was in existence in Italy as far back as A. D. 1500, the court of Turin in that day making special use of it and the royal families and nobles taking part in it. The ballet was first introduced in France in the reign of Louis XIII, and both that monarch and Louis XIV occasionally took part in its dances. About the year 1700 women made their first appearance in the ballet, which up to that time had been performed exclusively by men, as was the case also with plays and operas, but no woman ballet dancer of any note appeared until 1720.
California Jap laborers are organizing.