

NEWS AND COMMENT IN COUNTRY-TOWN AUTO CIRCLES

WHITMAN FAVORS SOUTHERN ROUTE FOR ALASKA RUN

Autoist Says It Would Be Impossible to Cross Sierra Nevadas at This Season.

NEW YORK, Jan. 18.—L. L. Whitman, the transcontinental autoist, who a year ago set a record of fifteen days and two hours from San Francisco to New York in a forty-two horse power six-cylinder Franklin, recommends a southern route for the contestants in the big race from New York to Paris, which will start from Times Square, New York, on February 15.

He believes it would be impossible to cross the Sierra Nevadas over that route at this season of the year. He advises the contestants to cover practically the same track which he followed, with the exception of some minor points in the East, as far as Reno, Nev., but there to make a detour south and cross the Sierras far south of the record route, coming into California along the line of the Santa Fe and striking up from Los Angeles along the coast route to San Francisco. He says that the snows in the Sierras were so heavy and persistent during the winter season that they would delay the contestants in getting through far more than if they took the more southerly course, even though it involved covering a much greater distance.

He has no doubt of the possibility of getting through them if essential, but believes time would be saved by avoiding them, not to speak of the saving of strength to the drivers, who would need to husband their powers for the severe strain of the Alaskan journey. Besides this factor, Whitman declares that the accents along the southern route are much less formidable, and could be covered more readily and with greater dispatch.

RELIABILITY RUNS THE SUREST TESTS

Bring Out Defects in Cars as No Other Method Can.

Promoters of reliability contests find that the makers who support such affairs are not satisfied with simply making perfect scores for the purpose of advertising their wares—reliability contests are not for any such purpose, except in an incidental way, says Motor Age.

It has been shown that the makers desire these contests sufficiently severe to bring out defects in their goods and to serve as lessons from which knowledge may be gained, with the goal the point of perfection.

The first really strenuous contest was held in Chicago immediately prior to the opening of the Chicago show. It caused much criticism and some feeling. But since the result of that event was heralded throughout the motor world it has become the standard for such contests and other promoters—and other contestants, too—have come to the conclusion that it is necessary to have a thorough test if any test.

Chicago the Pioneer.

As a result the last event, that at Philadelphia last week, was framed somewhat after the Chicago affair so far as pertained to completeness. Ordinary contests will not in the future satisfy either the public or the maker. The motor car purchaser of today is not the numbskull some people would have him appear. He is a discriminating purchaser and wants to know more than ever the insides of the car he is to own. The exacting rules laid down by the foreigners for the many contests that have been held abroad have been largely responsible for bringing the French and English cars to their present state of perfection. This country in the past has been lacking in this respect, notwithstanding the criticism of seekers of advertising that the promoters are attempting to kill the goose that laid the golden egg.

Severe Contests in Demand.

Furthermore, the makers have been the first to appreciate all this and to thoroughly endorse the severe contest rather than the one in which half a hundred cars go through with perfect scores. It has heretofore been pointed out that the severe road test and critical technical examination afterward were necessary in order that the really good car could show its superiority to its poorer competitor and that it showed to the careless assembler the folly of putting on the market something which an exacting public does not want and which will not have, no matter what the price.

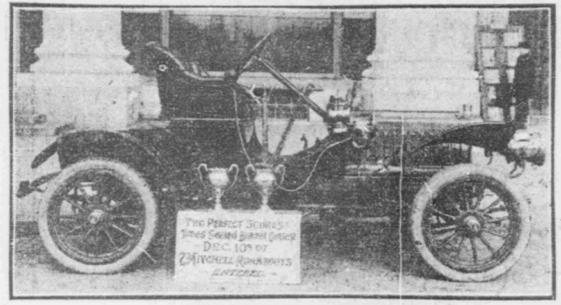
FLAG REGULATIONS.

There are certain regulations which the army has adopted concerning the manner of raising or displaying the flag that are of interest to the civilian wishing to display his flag in the proper manner. For instance, it is prescribed that the flag shall always be hoisted or lowered from the leeward side of the staff, and the halyards shall always be held by two men.

Another regulation is that on all occasions when the flag is displayed at half-mast it shall be lowered to the position from the top of the staff. It is hoisted to the top of the staff before it is finally lowered.

The army custom concerning the display of the flag on Memorial Day differs from that ordinarily followed. The Stars and Stripes are raised to half-mast at sunrise and remain there till midday. At noon a national salute of twenty-one guns is fired, and the post or regimental bands play a dirge as a memorial tribute. The flag is then hoisted to the top of the staff, where it flies until the retreat is sounded at sunset.

CAME THROUGH TEST WITH PERFECT SCORE



MITCHELL RUNABOUT, One of the Mitchells Which Won Silver Cup in Times Sealed Bonnet Contest. Mitchell Trophies on Step.

Who Is E. R. Thomas? Puzzles the Uninitiated

Famous Exponent of Racing as Final Test for Autos Not the Widely Known Turfman and Banker of Same Name.

A name that has been very prominent the last few years in racing, was Street, and automobiles is that of E. R. Thomas.

Much confusion and annoyance have resulted, for they are two different individuals, one being E. R. Thomas, the Buffalo automobile manufacturer, and the other E. R. Thomas, the New York banker and horseman. A recent effort has been made in the press to call one Edwin Ross Thomas and the other Edward Russell Thomas.

Business Man of Old School.

Edwin Ross Thomas, the automobile manufacturer, is a graduate of Duff's College about the year 1885. He is a short, thick-set family man of mature age and very domestic habits, and though noted for progressiveness in the manufacture of automobiles, is more of a business man of the old school. He never owned a race horse, nor is he regarded as a sportsman, for the reason he does not wager on any contest and does not frequent sporting events.

Mr. Thomas, however, has been an ardent enthusiast in automobile racing, from the standpoint of a manufacturer, believing that automobile racing is not mere sport, but that the concussion and strains of terrific speed are the severest tests to which an automobile can be subjected, and hence is practically the only method by which the factors of safety and high efficiency may be reliably determined.

A Yale Graduate.

Edwin Russell Thomas, the banker and horseman, graduated with high honor in Yale about 1893. He is about

six feet, four inches tall, very slender, and about thirty-two years old. Mr. Thomas is a son of Gen. Sam Thomas, deceased, formerly of Ohio, but later of New York, who was a lawyer by profession, but made an immense fortune in the merging of railroads, he being among the first, if not the originator, of this character of promotion. Edwin Russell Thomas inherited an immense fortune from his father. He first came into public prominence soon after his college days as the owner of the famous race horses, Hermis, Stalwart, and others; as the owner of the Morning Telegraph, and as the president of the Evansville and Terre Haute Railway. He has also been an ardent automobilist, having driven in some very fast automobile races, and owning a large stable of automobiles, which, more than anything else, has probably confused him with E. P. Thomas, the automobile manufacturer.

Prominent Socially.

He has been very popular in New York finance, and is also very prominent socially in New York and Newport. He is said to have been the leading spirit in the Western Ice Company, the Kingston Locomotive Company, and has very lately embarked in the manufacture of the Allen Kingston automobile at the Kingston works.

He has been mentioned in connection with the Helms-Lorge financial disasters, but a large coterie of friends who know "Ned Thomas" believe that he is more sinned against than sinning.

TECHNICAL POINTS AND PERSONALS OF GENERAL INTEREST

Automobilists who have traveled any distance with a leaky radiator which had to be filled by the ordinary type of collapsible canvas pail have generally arrived home with stronger feelings against the latter article than against their cooling apparatus.

Though it is easy to bring the water to the radiator to be cooled, it is no matter to put the liquid where it is wanted. An improved type which has recently been put on the market overcomes these difficulties by making the pail funnel-shaped and fitting the base of it with a metal tube ordinarily closed by a simple valve. The pail is made of rubber cloth, bound by a circle at the top, to which is attached a handle, the valve being operated by means of a chain fastened to the handle.

Curtis Guild, Jr., governor of Massachusetts, appears to be of the opinion that automobilists in the Bay State should be made to pay more taxes than they do under the existing motor vehicle legislation. In his inaugural address to the State legislators recently he expressed himself as favoring a higher tax for heavy touring cars than that assessed against light runabouts. He asserts that the big cars damage the roads as a reason for thinking their owners should pay higher taxes than owners of runabouts.

Local automobile shows are now in order in all the big cities of the country.

The last of the big local shows to take place will be that of the Boston dealers at Mechanics Hall, Boston, March 7. The Boston show is really big enough to be called a New England show, and on account of its being late and at about the time when other shows should have been held, it will really rank this year as the real national show of 1908, since no other show is to be held this year, the national organization having placed its shows over until 1909.

The farmers are becoming automobilists the country over and the fight for good roads which started away back before cycling and was pushed without any really great results, is now going ahead with a zest which was never known before.

All over the country they have been purchasing automobiles freely during the last year and are really interested in every machine that passes their doors. This was demonstrated during the Path-finding trip in the Pierce Great Arrow while laying out the route of the A. A. A. tour of 1907, for on that trip frequent stops were made to take views of the Great Arrow at first sight and many expatiated on its merits.

The remarks of men far from towns were wise in every way and quite a few displayed familiarity with every car of importance including the Pierce. On many occasions when tough roads were encountered the farmers derided their own highways and promised better roads another year, showing familiarity in every way with the plans of the State to improve the highways of their section.

From present indications there will not be a local show held in Cincinnati this spring, as had been planned by the Cincinnati Automobile Dealers' Association. The insurance companies announced that they would cancel the insurance on the building in which it was planned to hold the exhibition in case the show was held, and it is unlikely that any other building will be used.

That there is money in the taxicab business is shown by a prospectus sent out by the E. R. Thomas Motor Company, of Buffalo.

The figures were secured by a representative of the company who spent some time in Paris recently and shows a minimum earning capacity of \$11 per car per day. On the strength of this estimate a New York concern has placed an order for fifty taxicabs that are soon to be turned out by the Thomas company, while a company will soon be formed which is negotiating for double this number.

Chicago has already ordered fifty, to be greatly increased as soon as the local demand has been determined. The Association of Licensed Automobile Manufacturers has issued its fifth annual handbook of the gasoline cars manufactured by its members. One hundred and fourteen models of cars are illustrated, ranging from a \$209 runabout to an \$8,000 limousine. Among other things, the book contains the formula for a universal horsepower rating adopted by the A. L. A. M. mechanical branch from the one used by the Royal Automobile Club of Great Britain.

One of the novelties at the recent automobile show in Berlin was an electrically driven tractor. The battery was placed underneath the body of the vehicle and consisted of twenty-two cells, giving a traveling radius of fifty miles.

IRISH LEGAL WITS.

The mots of the celebrated wits—Harry Deane Grady, Lyssaght, and Keeler—of the Irish bar early in the last century, are now in large measure forgotten. Some few are, however, on record. Harry Deane Grady, a leader of the Munster bar, voted in the Irish house of commons to support the union against the wishes of his constituents, with him on his intended course of action. "What do you mean to sell your country?" "Yes," was the cool reply, "and very happy I am to have a country to sell."

Ned Lyssaght, a celebrated wit and poetaster of the period in very embarrassed circumstances, applied to Mr. La Touche, the well-known banker, for a place in his establishment. "What situation, my dear Lyssaght, could possibly suit you?" said his friend, who felt himself in a difficulty. "Not only one, but two," was the reply. "Pray, what are they?" "If you will only, my dear La Touche, make me cashier for one day I'll become runner the next."—London Law Notes.

Winner in Quaker City Club's Endurance Run



WHITE STEAMER. Came Through Two-Day Test With Perfect Score and Beat Out Two Contestants in Second Trip Over Route.

Continues Advertising Despite Recent Panic

Manufacturer Claims That Publicity Money Does Not Increase Expenses.

Possibly no other industry has been so seriously interfered with by the recent financial "brain storm" as the automobile industry, although the limited resources of the country furnish material for optimism among the older and saner men in the business, and they look forward to a resumption of good times for them before the snow leaves the ground.

One of the first moves that 90 per cent of the manufacturers made was to discontinue, as far as possible, their advertising, and this move was responsible for a letter being sent to Rumber dealers by the Thomas B. Jeffrey Company, of Kenosha, announcing that they would continue their advertising, having entire confidence in the prosperity of the coming season.

A Popular Fallacy.

To take the stand that "We do not advertise and are therefore enabled to put greater value in our car" is poor logic," says Frederick B. Hart, director of publicity for the Rumber Company, "and if the non-advertiser car is no better than its selling argument its future is already written on the wall."

"Money spent in legitimate and well-placed advertising does not increase the total cost of the product. It reduces the selling expense in other directions so materially that the total selling expense of the car of a well-advertised make is far below that of one marketed without the aid of such publicity. This expense is as much a part of the cost of production as is that of material and labor."

Advertising Increases Value.

"The advertising of a car increases the value thereof in direct ratio to the amount of publicity obtained. The benefit of advertising is equally distributed among the manufacturer, the retail dealer, and purchaser. There are few buyers in this age of commercialism that make an investment of any magnitude without considering the probable market value of the article bought should they desire to dispose of it.

"It is then that the fact is strongly brought out that the accumulative benefits of the manufacturer's advertising investment is of immense value to the owner. For instance, if a man had to dispose of a Rumber car, he obtains the benefit of the large amount of money spent in familiarizing the American people with the reliability and standing of the Rumber car."

How Many Times Must Owner Pay For Foreign Car?

The United States Supreme Court has been asked whether the owner of an automobile of foreign manufacture can be required to pay duty on the machine a second time when it has been kept abroad for a year and extensively repaired.

The United States circuit court of appeals for the second circuit held that duty could be collected only on the new part of the machine, but the Government contends that it should be paid on the entire article.

NOTICE IN ADVANCE.

Caddie to Pozzie, who has slowly hacked his way to the first hole—"Will ye be goin' the whole round?" "Pozzie—Yes, of course. Why?" "Only they'll be wantin' the links to-morrow; it's medal day."—The Tatler.

Satisfactory Garage

Does that interest you? Dependable Repairs—Does that appeal to you? These are the features that are making many satisfied customers are numbering more and more each week. Are you satisfied with your service? What we ask is a trial—we do not feel any doubt as to the result.

Dewey Garage
1319 L Street N. W.
ROGER L. FLYNN, Mgr.
Phone North 4351.

AUTO FOR FIRE FIGHTER GROWS IN POPULARITY

Many Cities in West Now Have Motor Fire Engines.

The use of automobiles for fire-fighting service is becoming more popular, year by year, throughout the country.

Springfield, Mass., has been trying the experiment of using motor cars equipped with chemical apparatus with great success for the past two years. The town of Williamsett, not far from Springfield, has just given an order for a 40-horsepower Knox air-cooled truck which will be equipped with two twenty-five gallon chemical engines, 300 feet of chemical hose, 1,000 feet of standard hose, firemen's axes, hand extinguishers, and other materials. The truck will be delivered in about three months and a special squad of men will be instructed to manage the new auto truck.

California Pushing Ahead.

Seven cities of southern California are ready to begin negotiations for the purchase of automobile fire engines, now that the two Rumber cars, specially built and equipped with fire-fighting apparatus by Thomas B. Jeffrey & Co. for the city of Long Beach, Cal., have proved efficient. Long Beach was the first city on the coast to order motor fire engines.

The cars were designed by the Rumber factory in Kenosha, Wis. They have 40-horsepower motors, a speed of thirty miles an hour is possible, and they carry 80 feet of two-inch jacketed hose, a thirty-five-gallon copper chemical tank, and 300 feet of two-inch chemical hose. Space is provided for buckets, hooks, several short ladders, and axes, and four men.

Test Run With Rumber.

In a competitive test between a Rumber and the horse-drawn apparatus before the order was placed, a short run of 3,380 feet was arranged. The auto was to start with a dead engine.

The Rumber won, making the distance in two minutes. The city officials then decided to replace all horse-drawn vehicles with automobiles.

Extends Thanks For Times Cups

January 17, 1908.
The Washington Times, Washington, D. C.
Gentlemen:—The two silver cups won by the two Mitchell cars entered in The Washington Times Sealed Bonnet Contest on December 10, were received by us today. We wish to extend our thanks to The Times not only for the cups, but for the successful manner in which you and the Automobile Club of Washington promoted the first Sealed Bonnet Contest to be held in this vicinity. Yours very truly,
JAMES J. FLYNN.
FLYNN MOTOR CAR CO., INC.

THE "OPSONIC INDEX."

Sir A. E. Wright is the inventor of the word opsonin. It comes from a classic verb for catering or preparing food. The idea is that opsonic substances cook the microbes of disease, or at any rate reduce them to a condition when they fall a ready prey to the white corpuscles of the blood. Prof. Wright and Dr. Douglas first separated the blood corpuscles from the blood fluid or serum, and placed the white corpuscles in a fluid by themselves. After that a colony of disease-producing microbes was cultivated. This colony was let loose on the white corpuscles in their neutral fluid. The corpuscles remained inactive. It was as if two contending armies had been brought face to face awaiting attack, but restrained by their commanders.

As soon as the blood fluid or serum was poured on them the corpuscles began their normal work of microbe devouring. Clearly the blood fluid supplied a condition needed for the activity of the corpuscles. Clearly also it possesses something either stimulating to the white corpuscles or damaging to the microbes. This something Prof. Wright called opsonin. The opsonins are carried by the blood streams everywhere; or, perhaps, as Professor Metchnikoff avers, they are in the corpuscles and produced on stimulus of the serum. The measure of a man's germ-killing power in so far as opsonin are concerned is called his opsonic index. The way to keep well is to increase your opsonic index.—Exchange.

Some Opportunities In Second Hand Cars

Stanley Steamer, 10-h. p.	\$450.00
Rumber Rubt., 1907, 16-h. p.	\$350.00
Mitchell Rubt., 4-cyl., 20-h. p.	\$600.00

All in running order and worthy of close investigation. Will demonstrate.

Agents Washington and Baltimore
THE HARDY TROUBLELESS MITCHELL.

Flynn Motor Car Company, Inc.

MITCHELL GARAGE
1028 Conn. Ave. N. W.
CAPITOL HILL GARAGE
615 B. St. S. E.