

## FACTORY ENTRIES SHOW THE VALUE

Opportunity for Demonstrating 1910 Models Makes Hit With Munseyites.

## GARAGE AND SCALES FOR THE STARTERS

Warner Motor Company and J. Maury Dove Furnish These Necessaries.

By HARRY WARD.

The fact that thirty-seven cars representing thirty-two different makes have been entered in the Frank A. Munsey reliability contest from Washington to Boston and return, September 21-23, gives the event a vast amount of importance in the automobile world, particularly as seventeen of the leading factories throughout the country have entered twenty-one cars.

Dealers in Washington, Baltimore, Philadelphia, New York, and Boston have also recognized the fact that the Munsey tour offers a splendid opportunity to demonstrate their 1910 models to the public in the territory controlled by them, and ten of them have entered the lists.

Last, but not least, six private owners in Washington, Baltimore, and Philadelphia have had their sporting blood aroused and have entered their cars in order to measure their skill as drivers against the expert pilots whom the different factories have nominated to drive their respective entries.

Comparing the Munsey tour with the classic Glidden, the figures show that whereas the Glidden had thirty entries this year, the Munsey tour has thirty-seven, while in point of makes of cars entered, the Munsey also has it on the Glidden to the extent of fifteen cars. Furthermore, but one private owner competed in the Glidden this year, while six of them are scheduled to drive in the Munsey.

A cursory inspection of the route book shows that the Munsey tourists will pass through seven different States and the District of Columbia and during the course of their 1,252-mile journey to Boston and return will visit all the important Eastern cities. These facts weigh heavily with the automobile manufacturers and dealers who have entered the tour.

Arrangements have been made to have the competing cars weighed on the scales of the J. Maury Dove company, first and I streets northwest, this city. When the cars report at the Munsey tour headquarters, Munsey building, the drivers will be directed to the Dove coal yard, where a member of the technical committee will be stationed for the purpose of weighing the cars.

After the cars are weighed they will be taken to the garage of the Warner Motor Company, at 1914 New Hampshire avenue, and placed in the hands of the technical committee, who will keep them under guard until the morning of the contest. The cars should be thoroughly washed and be in good condition for the technical committee to make the preliminary examination, and to take the various measurements demanded by the rules.

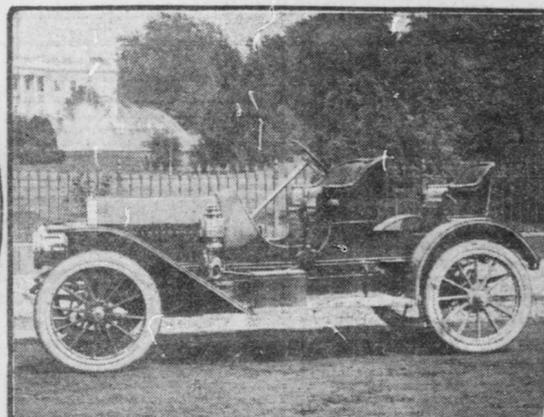
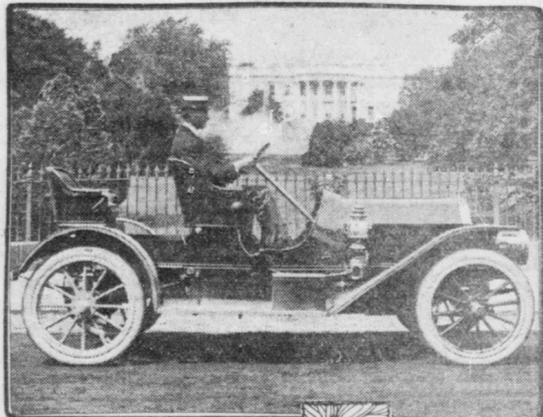
For the convenience of the participants in the Munsey tour, the United States Express Company will have a representative at the Munsey tour headquarters to sell travelers' checks on those that may desire to use them. These travelers' checks are in denominations of \$10, \$20, \$50, and \$100 each. They combine the convenience of ready money with the safety of a credit available only on identification. Identification is easily established by the traveler's signature.

## WASHINGTON FLYING SQUADRON ENTERED IN MUNSEY RUN

WASHINGTON ROADSTER.

MR. GERY CARTER.

WASHINGTON ROADSTER.



## PROBLEMS FACE PENN'S COACHES

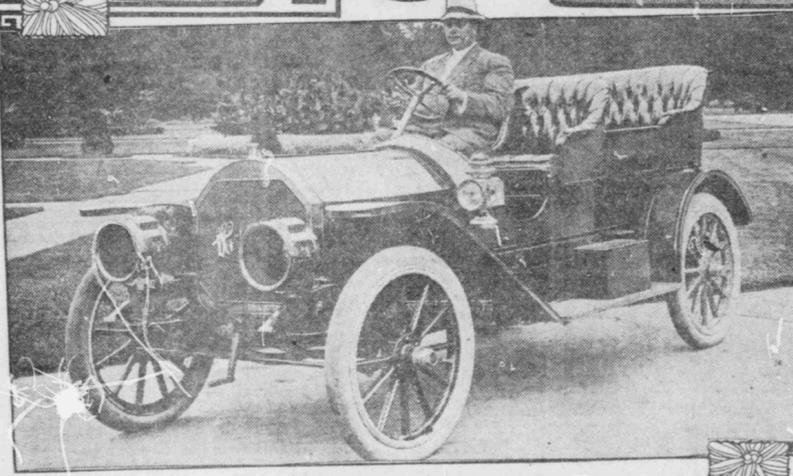
Must Develop Backfield, Two Tackles, and a Reliable Kicker.

PHILADELPHIA, Sept. 12.—The Pennsylvania football coaches are working hard with a dozen or so of the more promising candidates at Island Heights with three objects in view—the development of a backfield to succeed that of last year, composed of Hollenback, Mauer, Means, and Keinath; the discovery of two tackles to fill the places of Gaston and Draper, and the development of a kicker who can hold his own with all rivals. If the ten days of preliminary work bring any progress along these lines the coaches will be amply repaid for their trouble.

Old and tried men, whose ability the coaches know from former years, are not in the squad at Island Heights. It is composed of those men of whom they are not sure, but on whom they are building hopes. Just how much may be expected of these unknown quantities will be pretty well determined before the squad comes up for the start of regular practice on Franklin field on Wednesday next. From that time on the coaches can work for the development of team work, knowing what the men are worth individually.

Al Muirford, chairman of the advisory board of coaches, is seeking the best man for the quarterback position to succeed Keinath. He has under him Captain Miller and "Danny" Hutchinson at present and as soon as the intercollegiate tennis is over the Thayer brothers and Wallace Johnson will be added to this number. Miller seems to have the call for the position because of his experience and undoubted steadiness. It is generally believed that he played far beyond his ordinary speed in the Cornell game last year, but even without that flash in the pan he was a good, steady man, valuable on any team.

The Apawamus Club's annual seniors' tournament will be held on September 2 and 3, two days being devoted to this popular event this year. The play each day will be eighteen holes, medal play, with prizes in each case for the first and second best net scores. A special prize is also offered for the lowest 36-hole gross score. Horace L. Hotchkiss and Edward C. Converse compose the committee in charge of the event.



WASHINGTON TOY TONNEAU CAR.

## COUNTRY CLUB PLAN PROGRESSES NICELY

The organization committee of the Columbia Country Club, which will be located just beyond Chevy Chase, Md., report excellent progress at this time.

The purchase of 125 acres fronting on Connecticut avenue has been confirmed and the ground has already been prepared for seeding and a golf course laid out to a length of more than 6,000 yards. Plans for a club house to cost not less than \$50,000 are being prepared and it will be ready for acceptance within two weeks.

Miss Dorothy Campbell, the British woman golf champion, sailed for this country last week to compete in the United States Women's Championship at the Merion Cricket Club, near Philadelphia, beginning October 1. Miss Campbell is accompanied by three other prominent women golfers. They will land at Quebec, and after spending a few days in Canada will arrive in Philadelphia in the first week of October.

## URSINUS SCHEDULE HAS G. W. U. DATE

Teams Will Meet in Capital October 30—Penn on Same List.

COLLEGEVILLE, Sept. 12.—Coach Price and Manager Brehm have arranged the following schedule for the Ursinus College football team:

September 25, Williamstown, at Collegeville; September 30, University of Pennsylvania, at Philadelphia; October 9, Lehigh, at South Bethlehem; October 15, Medico-Chi., at Collegeville; October 23, Dickinson, at Collegeville; October 30, George Washington, at Washington, D. C.; November 4, Stevens, at Hoboken; November 15, Swarthmore, at Collegeville; November 20, Lebanon Valley, at Collegeville.

## VETERAN BECKLEY TO QUIT BASEBALL

TOLEDO, Ohio, Sept. 12.—When the veteran first baseman, Jake Beckley, takes off his uniform at the close of the American Association season, on September 25, the chances are that it will mark his disappearance from the diamond as an active player.

George Tebeau, manager of the Kansas City team, where Jake has played for three years, desired to send Beckley to the Topeka, Kan., team of the Western League, in which Tebeau has an interest, but Beckley demurred and said he would give up baseball for good at the end of the season.

## 50th Fall Anniversary Sale

See today's Post and tomorrow's Times. Sensational Reductions on Groceries, Teas, and Coffees. Don't Miss It. THE GREAT A. & P. TEA CO.

## MOTORCYCLE CARD FOR HIBERNIANS

Committee Braces Up Program for First Day of Benning Show.

There will not be a dull moment, according to the committee, at the 14th Fair and Field Day, to be held at Benning Race Track Wednesday and Thursday, September 22 and 23.

It was noted that for September 22 the program was not quite as complete as those in charge of the affair would like. There will, therefore, be three motorcycle races, starting at 1 o'clock. The races will be run under a sanction from the Federation of Motorcycle Clubs, and will be as follows:

First race—Five-mile scratch; open to road machines.  
Second race—Ten-mile scratch; open to all machines.  
Third race—Fifteen-mile handicap; open to all machines.

The Washington Post has given a handsome trophy for one of the events, which will be given as a first prize, while cups will be presented to the winners in the other events.

Chairman T. L. Fortune, of the athletic committee, has announced an invitation to all interested in motor cycling to participate. Entry blanks may be had at Berryman & Throop's, 912 Ninth street northwest, or at committee headquarters, 921 Pennsylvania avenue. Entries for this and all other athletic events for the field day will close September 16 at 901 Pennsylvania avenue.

## YALE LOSES STAR ON FIRING LINE

NEW HAVEN, Conn., Sept. 12.—Arthur Merritt, Yale's best pitcher in the baseball season which gave Yale the championship, has decided to leave college and go into business in Arizona. He came here yesterday, removed his goods, and resigned from the university. His absence will be a severe blow to the blue's chances next year.



## The Fall Showing of HESS SHOES

THOUSANDS of Men look to "HESS" to SET THE FASHION in MEN'S FOOTWEAR.

This season's superb assembly will add to the fame and reputation gained by half a century of making "QUALITY" footwear.

All that's new and pleasing in design, not only of the world's best shoemakers, but of our own craftsmen, has been combined in this incomparable exhibit of NEW FALL AND WINTER FOOTWEAR. The snappy, trim looking shapes, the beautiful finish, the look of dignity and refinement in the new models will win the approval of every man who appreciates BEST in the SHOE WORLD.

We cordially invite our patrons and all men to call and study the shoe designs which will be in favor this coming season.

"A Fit for Every Foot"

N. HESS SONS 931 Pa. Avenue

## Entries in the Munsey Tour

### By the Factories.

- Chalmers—Detroit—Chalmers-Detroit Motor Co., Detroit, Mich.
- Hudson—Hudson Motor Car Co., Detroit, Mich.
- Three Washingtons—Carter Motor Car Corporation, Washington, D. C.
- Jackson—Jackson Automobile Co., New York, N. Y.
- Oldsmobile—Olds Motor Works, Baltimore Branch.
- Maryland—Sinclair-Scott Co., Baltimore, Md.
- Two Pullmans—York Motor Car Co., York, Pa.
- Spoerer—Carl Spoerer's Sons Co., Baltimore, Md.
- Two Croxton-Keetons—Croxton-Keeton Motor Car Co., Massillon, Ohio.
- Corbin—Corbin Motor Vehicle Co., New Britain, Conn.
- American-Simplex—Simplex Motor Car Co., Mishawaka, Ind.
- Cameron—Cameron Car Co., Beverly, Mass.
- Atlas—Atlas Motor Car Co., Springfield, Mass.
- Matheson—Matheson Automobile Co., New York, N. Y.
- Hupmobile—Hupp Motor Car Co., Detroit, Mich.
- Marmion—Nurdyke & Marmon, Indianapolis, Ind.
- Michigan—Michigan Motor Car Mfg. Co., Detroit, Mich.

### By the Dealers.

- Mitchell—W. M. Cram, Philadelphia, Pa.
- Premier—The Motor Co., Philadelphia, Pa.
- Stevens-Duryea—F. W. Eveland, Philadelphia, Pa.
- Ford—Charles E. Miller & Bro., Washington, D. C.
- Maxwell—Lambert Automobile Co., Baltimore, Md.
- Hupmobile—Joseph Wiesenfeld, Baltimore, Md.
- Crawford—C. E. Eckenrode, Baltimore, Md.
- Acme—N. S. H. Sanders, Boston, Mass.
- Renault—L. H. Shaab, Baltimore, Md.
- Franklin—Franklin Automobile Co., New York, N. Y.

### By Private Owners.

- Columbia—Frank P. Hall, Washington, D. C.
- Winton—George F. Whiting, Baltimore, Md.
- Reo—John J. Loughran, Philadelphia, Pa.
- Selden—T. S. Patterson, Rosemont, Pa.
- Elmore—Frank Hardart, Philadelphia, Pa.
- Pullman—H. Clay Waldman, Jr., Baltimore, Md.

### Summary

Entered By 17 Factories.....	21
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### Official Cars

- National—Chairman's Car.
- E-M-F—Pilot Car.
- Midland—Pilot Confetti Car.
- Maxwell—Starter's Car.
- Chalmers-Detroit—Press Car.
- Premier—Press Car.
- Studebaker-Garford—Press Car.



A Wonderfully Low Price for a Touring Car—But Look at the Car Behind the Price

# THE CRAWFORD

Model "H," 4 Cylinder, 20 to 25 H. P. Touring Car

Thirteen hundred dollars is the lowest price ever asked for a really "big" touring car. And THE CRAWFORD is the only \$1,300 "big" car made. Several manufacturers are building "small cars" and marketing them at as low a price—in some cases a trifle lower. But they do not begin to compare with the CRAWFORD in size, in speed, or in stability.

A "Big" Car in the Fullest Sense of the Word at a "Little" Price—\$1,300

We ask that you inspect THE CRAWFORD and see if it does not measure up to your ideas as to what an automobile really should be in every respect.

Demonstrations Arranged to Suit Your Convenience.

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