

WILL DISCUSS PLANS FOR ROADS MEETING

Chamber Committees Will Be in Session To-Day. Pathfinders Return to Washington—Report of Journey Made to Vice-President Sherman.

For the purpose of discussing details for the annual convention of the American Association for Highway Improvement, which may meet in Richmond October 31 and November 1, a meeting of the committee of the Chamber of Commerce, named for this purpose, will be held to-day at noon. J. E. Pennypacker, secretary of the association, who arrived here Tuesday night with the pathfinder party from Washington, will be present at this time, having remained for the purpose.

The three scout cars, which ended a two days' journey from Washington Tuesday night, returned yesterday morning to the national capital.

Occupants of Cars.
The party returning to Washington included Charles E. Miller, driving a Yale '49, which acted as pilot on the trip to Richmond, and in this car were H. E. Duckstein, of the Washington Post, and Howard Flak, of the Washington Star.

The second car, a Packard '30," carried the following party: Lee A. Folger, W. J. Miller, both of the Gordon Motor Company, of Richmond; Colonel Henry McNair, editor of the Automobile Blue Book, and Paul D. Sargent, assistant director of good roads for the Department of Agriculture.

The third car, a Studebaker '40," driven by Joseph Donovan, "40," of H. Elliott, secretary of the Touring Club of America, S. S. Grogan, of the Washington Herald, and Harry Ward, of the Washington Times.

On the trip to this city the roads were found to be in bad shape, due to some extent to recent rains. Notes for the use and benefit of motorists who make the trip in the future were taken of all bad points on the road between Winchester and Richmond.

Report to Sherman.
The following telegram was sent yesterday to Vice-President James Schoolcraft Sherman:

"Richmond, Va., July 26, 1911.
Hon. James S. Sherman,
Vice-President's Chamber,
Washington, D. C.
The pathfinders of the Touring Club of America arrived here safely last night, after completing a most interesting journey in laying out a route between the national capital and the capital of Virginia.

Stops were made at various points to discuss with the authorities and supervisors the most practical method of improving the roads, the route being enthusiastically welcomed all along the route.

"Your interest in the cause of highway improvement, having started the party on its way, was indeed most encouraging, and has been a decided impetus to the grand nation-wide movement for good roads."

"FRANK H. ELLIOTT,
Secretary Touring Club of America."
Pinn Large Convention.

Plans for the largest convention in the interests of road improvement ever held in this country are to be discussed at the meeting to-day. Mr. Pennypacker spent yesterday in looking over the details and arrangements, and will meet the convention and good roads committees of the chamber to-day, a number of others including the Mayor of this city, the president of the Automobile Association and others interested in good roads having been invited to attend. A large number of tours from all parts of this country are being arranged by the Touring Club of America, centering in Richmond at the Good Roads Congress.

Large exhibits of road-making machinery will be displayed, including the latest apparatus. The Southern Railway will have its good roads train in full operation as a feature exhibit. Conferences will be held of engineers in charge of highway construction, members of touring organizations and promoters of various through highways from different sections.

Atlanta Still Fighting.
While the board of directors of the association has tentatively selected Richmond the action is not yet final, and Atlanta which has been working hard to secure the meeting, has not yet abandoned hope.

Mr. Pennypacker said last night in regard to the congress:
"The first American Road Congress under the auspices of the American Association for Highway Improvement, the Touring Club of America, and about twenty-five other good roads associations, may be held in Richmond, but I have unofficial information from Atlanta that if it is very possible to secure the congress \$5,000 will be pledged and a delegation of citizens sent on to the meeting of the executive committee."

"Richmond has been selected by the board of directors of the American Association for Highway Improvement for the convention city for 1911, but this action is not yet final."

What Is Proposed.
"Three thousand delegates, including distinguished statesmen, engineers, manufacturers and automobilists, will attend the congress. Five hundred automobiles are expected to come from the principal cities of the country. There will be an exposition of road machinery, equipment and materials, exhibits by the United States government and by some of the State Highway Departments. Good roads week

will be observed in many States. A good roads train will be sent to the congress by the Southern Railway Company; the congress will be an epoch-making event in the history of the road movement, and will aid powerfully in bringing about the completion of the Quebec-Miami road and in the progress of the road-building movement throughout the South."

In explaining the progress of the Quebec-Miami highway project, Mr. Pennypacker said that the most serious obstacle was now the link between Washington and Richmond. New York State has recently appropriated \$1,500,000 for an oil-macadam road from New York City to the Canadian line. The Canadian provincial government will continue the road to Montreal, and the cities of Montreal and Quebec are raising funds to extend to Quebec.

Maryland Legislature has provided \$100,000 for the link from Washington to Baltimore, and much has been done in the States south of Virginia.

Purposes of Congress.
The Association for Highway Improvement was organized at Washington November 22, 1910. Its purposes are stated to be to correlate and harmonize the efforts of all existing organizations working for road improvement; to arouse and stimulate good roads sentiment; to strive for wise, equitable and uniform road legislation in every State; to aid in bringing about efficient road administration in the States and their subdivisions, involving the introduction of skilled supervision and the elimination of politics from the management of the public roads; to seek continuous and systematic maintenance of all roads; the classification of roads according to traffic requirements; payment of road taxes in cash; adoption of State aid and State supervision, and to advocate the correlation of all road construction in each county, and to connect with those of the adjoining counties and the important roads of each State shall connect with those of adjoining States.

Distinguished Officers.
Officers of the association are: Logan Walker, president, formerly of Richmond, now director of the United States Office of Public Roads, president; W. C. Brown, president the New York Central Lines, vice-president; Lee McClung, treasurer; Louis Hill, president Great Northern Railway Company, chairman board of directors. These four compose the executive committee, which will determine the question of the next place of meeting.

The following compose the board of directors of the association: Louis Hill, president, Great Northern Railroad; L. W. Page, director, United States Office of Public Roads; B. F. Youkum, chairman, Frisco Lines; Dr. E. J. James, president University of Illinois; James McCrea, president Pennsylvania Railroad Company; Bryan Lathrop, Lincoln Park Commission, Chicago, Ill.; John Goddell, editor Engineering Record; Walter Page, editor World's Work; Leonard Tufts, president Capital Highway Association; Lafayette Young, United States Senator from Iowa, and editor Des Moines Capital; W. C. Brown, president New York Central Lines; John A. Stewart, president International League for Highway Improvement; W. W. Finley, president Southern Railway Company; Joseph W. Jones, president Touring Club of America; James S. Harnett, Interstate Commerce Commissioner; Lee McClung, Treasurer of the United States; A. G. Spalding, member San Diego Highway Commission; Clarence Wilson, United States District Attorney, Washington, D. C.; Alfred Noble, past president American Society of Civil Engineers; George C. Diehl, chairman good roads board, American Automobile Association.

It looked as though the favorite would be beaten. Ben Lala's rider, however, receded in the lead, and the winner took by several lengths. Summaries:

Class 3, hunter-bred colts—First: Melvin C. Hazen, Washington, D. C.; second, blank; third, H. W. Herring, Nokesville; fourth, Fancy Boy, T. O. Latham, Hickory Grove.

Class 4, thoroughbred colts—First: St. George, Miss Lucie C. Buckner, Gainesville; second, J. T. Hayden, Gainesville; third, Irish Girl, R. C. Hayden, Gainesville; fourth, High Ball, M. M. Washington, Greenwick.

Class 5, hunter-bred colts—First: Golden Taft, H. W. Herring, Nokesville; second, Sistine, M. M. Washington, Greenwick; third, Monitor, M. M. Washington, Greenwick; fourth, Claudine, George W. Rosenberger, Bristow.

Class 6, heavy draft stallions—First: Angry, W. B. Bullock, Manassas; second, Wenona King, C. H. Keyser, manager, Thoroughfare; third, Wenona Loyalty, W. B. Bullock, Manassas; fourth, Vidoca, W. B. Bullock, Manassas.

Class 7, heavy draft colts—First: Glenosa Stock Farm, D. F. Debutts, manager, Marshall; second, Jim, T. R. Galleher, Hickory Grove.

Special class—First: Ray Belle, T. O. Latham, Hickory Grove; second, Evening Breeze, T. H. Marks, Manassas; third, May, M. M. Washington, Nokesville; fourth, Vickory, W. A. Buckley, Gainesville.

Class 10, general utility colts—First: T. R. Galleher, Hickory Grove; second, Wanda, M. M. Washington, Nokesville; third, Top Notch, M. M. Washington, Nokesville.

Class 11: General utility colts—First: Hilda, Hilda Bros., Nokesville; second, Pretty Boy, James Birkett, Alexandria; third, Maximum, Mrs. Allen Potts, Gordonsville; fourth, Golden Taft, H. W. Herring, Nokesville.

Class 12: Hackney-bred colts—First: Pretty Boy, Mrs. James Birkett, Alexandria; second, Lord Lott, Miss H. A. Birkett, Alexandria; third, Major R. C. Rodas, Nokesville; fourth, King Edward, Marlon Hutchison, Haymarket.

Class 15: Roadsters—First: Great Eagle, Hale Brothers, Nokesville; second, Lord Charming, M. C. Hazen, Washington, D. C.

Class 17: Heavy draft—First: Ergy, W. B. Bullock, Manassas; second, Wenona King, Bull Run, Percheron Horse Company, Thoroughfare; third, Wenona Loyalty, W. B. Bullock, Manassas; fourth, Fernando Carrocoff, Manager, Nokesville.

Class 19: Prince William harness horses—First: Rastus, William W. H'negardner, Manassas; second, Plute, B. N. Merchant, agent, Manassas; third, Billy, E. R. Connor, Manassas; fourth, Calla, W. N. Lippcomb, Manassas.

Class 20: Horses—First: Alexandria, Miss Amy Dupont, Wilmington, Del.; second, Maud Muller, Lee Hechinger, Washington, D. C.; third, Miss Brighton, Lee Hechinger, Washington, D. C.; fourth, Dr. E. Lester Jones, Culpeper.

Class 22: Horses—First: Alexandria and mate, Miss Amy Dupont, Wilmington, Del.; second, Miss Brighton and Miller, Lee Hechinger, Washington, D. C.

Class 27: Tandems—First: Alexandria and mate, Miss Amy Dupont, Wilmington, Del.; second team, Lee Hechinger, Washington, D. C.; third, John Mosley and mate, Hale Brothers, Nokesville.

Class 28: Ladies' harness—First: First, Alexandria, Miss Amy Dupont, Wilmington, Del.; second, Maud Muller, Lee Hechinger, Washington, D. C.; third, Miss Brighton, Lee Hechinger, Washington, D. C.; fourth, Dr. E. Lester Jones, Culpeper.

Class 33: Green harness—First: Lady Climb, Miss Amy Dupont, Wilmington,

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Del.; second, Miss Brighton, Lee Hechinger, Washington, D. C.; third, Dr. E. Lester Jones, Culpeper; fourth, Beacham Goldfinger, W. B. Bullock, Manassas.

Class 31: Heavy draft teams—Pot and Floss, A. W. Sinclair, Manassas. Only one entry.

Class 33: Draft brood mare—First: Sadie, Clydesdale, Glenosa Stock Farm, Marshall; second, Pet, A. W. Sinclair, Manassas; third, Fannie, C. H. Keyser, Thoroughfare; fourth, Floss, A. W. Sinclair, Manassas.

Class 34, saddle horses—First: The Rebel, Melvin C. Hazen, Washington, D. C.; second, Silver Pattie, H. W. Herring, Nokesville; third, Juvenile, Bowles Brothers, Millwood; fourth, Golden Buttery, Mrs. Allen Potts, Gordonsville.

Class 37, ladies' hunters—First: Willow King, Mrs. Allen Potts, Gordonsville; second, Head Light, Glenosa Stock Farm, Marshall; third, Virginia, Mrs. C. Hazen, Washington, D. C.; fourth, The Rebel, Melvin C. Hazen, Washington, D. C.

Class 38, Prince William hunters—First: J. T. Spencer, Catharpin; second, Harkaway, Waverly Farm, Haymarket; third, Sunlight, E. H. Goodwin, Manassas; fourth, The Rebel, Melvin C. Hazen, Washington, D. C.

Class 40, hunters—First: Aviator, James A. Andrews, Somerset; second, Uncle Tom, E. C. Redmon, Middleburg; third, Royello, W. P. Williams, Warrenton; fourth, Prince Royal, Mrs. Allen Potts, Gordonsville.

Class 41, green hunters—First: Aviator, James A. Andrews, Somerset; second, The Rebel, M. C. Hazen, Washington, D. C.; third, Aquilla, W. F. Willour, Warrenton; fourth, Spencer Fell, Glenosa Stock Farm, Marshall.

Class 43, polo ponies—First: Miss Herndon, Johnson Russell, Middleburg; second, Walker & Sinclair, Marshall; third, Red Wing, Gustave Peters, Haymarket; fourth, Brownie, E. N. Marteller, Bristow.

Class 45, ponies—First: Doodle Dee, second, Point Pot; third, Twinkle, John U. Deitrick, Dumfries.

First race—five-eighths mile—First: Lucile R. Mr. Hutchison, Norfolk, Va.; second, Helen B. H. T. Palmer, Washington, D. C.; third, Allie Gibson, Stone Orison, Washington, D. C.

Second race—seven-eighths mile—First: Merry Bell, Stone Orison, Wash. United States Senator from Iowa, and editor Des Moines Capital; W. C. Brown, president New York Central Lines; John A. Stewart, president International League for Highway Improvement; W. W. Finley, president Southern Railway Company; Joseph W. Jones, president Touring Club of America; James S. Harnett, Interstate Commerce Commissioner; Lee McClung, Treasurer of the United States; A. G. Spalding, member San Diego Highway Commission; Clarence Wilson, United States District Attorney, Washington, D. C.; Alfred Noble, past president American Society of Civil Engineers; George C. Diehl, chairman good roads board, American Automobile Association.

Third race—steepchase, two miles—First: Ben Lala, George C. Breton, Manassas; second, Port Light, S. C. Glasscock, The Plains; third, Lady Melba, J. G. Everhart, Arcola.

Fourth race—two miles—First: J. Vedrine, reached the goal at 3:17. Both Frenchmen received an enthusiastic reception from a huge crowd. Beaumont's catching was seized by admirers and carried, shoulder high, to his tent.

Beaumont and Vedrine, who left Bristol at 5 o'clock this morning on the final stage of the race, arrived at Bristol at noon. Beaumont maintained the lead.

The final section of the race covered a total distance of 24 miles, the course being laid from Bristol to Exeter, sixty-five miles; to Salisbury, eighty-three miles; to Brighton, seventy-six miles; then to Brooklands, forty miles.

Brooklands, England, July 26.—A. Beaumont (Lieutenant De Conneau) won the \$50,000 prize offered by the London Daily Mail for the circuit of Great Britain aviation race of 1,010 miles. The Frenchman reached the finish here at 2:07 this afternoon, making a splendid "volplane" from a height of 1,000 feet.

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END OF CAMPAIGN IS NOW IN SIGHT

Canvass for Good Roads Fund Ends To-Day—Work of Yesterday.

The canvassing campaign for subscriptions for the Richmond-Newport News good roads fund will end to-day, for better highways in the vicinity of Richmond are busy impressing upon the public the necessity for liberal support if the object hoped for is to be attained.

The committee at work yesterday, composed of E. C. Pelous, of Richmond; J. A. Potts, of Barhamsville, and Mr. Boxton, of Newport News, secured \$4,881. It is believed that with the close of to-day more than \$5,000 will be available for furthering the work.

Yesterday was considered a fairly good day for the workers, but they hope to exceed the sum contributed yesterday in the closing day of the campaign.

The subscriptions secured yesterday were as follows:

- Previously reported \$4,691.00
- Levenson Cigar Co. 10.00
- The Newland Co. 10.00
- Straus Cigar Co. 5.00
- S. Galeski Optical Co. 5.00
- V. Lumber & Son, Inc. 5.00
- Nathan Simon 5.00
- Burk & Co. 5.00
- R. L. Christian 10.00
- Levenson Cigar Co. 10.00
- W. D. Crenshaw, Inc. 5.00
- J. A. Gathrop 5.00
- George H. Heister 5.00
- Levenson Cigar Co. 10.00
- King & Co. 10.00
- Thomas L. Moore