



CONTEST BOARD ACCEPTS PLANS Associations Agree to Rules Made for Benning Auto Meet.

PRIZES TO BE AWARDED Motorcycle Events for Novices and Professionals Are Arranged by Committee.

The final programme for the July 4 race meet to be held at Benning race track now is complete and has been accepted both by the committee of the club and the contest boards of the American Automobile Association and the Federation of American Motorcyclists.

The races will commence promptly at 2 p. m., and will be run off in the following order:

Motorcycle races, event No. 1, for novices, will run for three miles and will have as first prize a gold medal.

Event No. 2 will be a professional race for the championship of the South, and will run for five miles, the machines used being stripped stock machines.

Event No. 3, professional, distance five miles, first prize, \$5 in cash; second prize, \$3 in cash.

Event No. 4, professional, distance seven miles, prizes, \$5 and \$3 in cash.

Automobile races, event No. 1, for cars having a piston displacement of less than 30 cubic inches. Prizes will be: first prize, \$25 in cash, or trophy valued at that amount, at the option of the winner; second prize, a trophy valued at \$15.

Smaller Cars to Enter. In these races will be entered the smaller cars, such as the Ford, Hupmobile, Maxwell, and Studebaker.

Event No. 2 is for cars having a piston displacement of less than 40 cubic inches. In this event will be entered the Buick, Cole, Newark, Kline-Kar, Studebaker, Buick, Mercer, and several special racing cars which have been secured by local owners.

The prizes will be \$25 in cash, or trophy valued at that amount, at the option of the winner; second prize, a trophy valued at \$15.

Event No. 3 will be a free-for-all. In this event will be entered some of the stars in the former races and a number of larger cars whose size makes them ineligible to compete in the first two races.

Among these latter will be included the Buick, Cole, Newark, Kline-Kar, Studebaker, Buick, Mercer, and several special racing cars which have been secured by local owners.

The prizes will be \$25 in cash, or trophy valued at that amount, at the option of the winner; second prize, a trophy valued at \$15.

Event No. 4 will be for cars having a piston displacement of less than 50 cubic inches. In this event will be entered the Buick, Cole, Newark, Kline-Kar, Studebaker, Buick, Mercer, and several special racing cars which have been secured by local owners.

The prizes will be \$25 in cash, or trophy valued at that amount, at the option of the winner; second prize, a trophy valued at \$15.

Event No. 5 will be for cars having a piston displacement of less than 60 cubic inches. In this event will be entered the Buick, Cole, Newark, Kline-Kar, Studebaker, Buick, Mercer, and several special racing cars which have been secured by local owners.

The prizes will be \$25 in cash, or trophy valued at that amount, at the option of the winner; second prize, a trophy valued at \$15.

Event No. 6 will be for cars having a piston displacement of less than 70 cubic inches. In this event will be entered the Buick, Cole, Newark, Kline-Kar, Studebaker, Buick, Mercer, and several special racing cars which have been secured by local owners.

The prizes will be \$25 in cash, or trophy valued at that amount, at the option of the winner; second prize, a trophy valued at \$15.

Event No. 7 will be for cars having a piston displacement of less than 80 cubic inches. In this event will be entered the Buick, Cole, Newark, Kline-Kar, Studebaker, Buick, Mercer, and several special racing cars which have been secured by local owners.

SOME FORD FIGURES.

Plant at Detroit is a Mechanical Marvel.

"More figures fail to carry any significance when the Ford plant at Detroit is under consideration," said Claude E. Miller, local agent for the Ford car.

"The fact that 300,000 motor cars will be produced this year means but little until a basis of comparison is arrived at."

"Another example worked out has to do with the copper wire in the magnets of the Ford cars. There are sixteen spools, each wound with twelve feet of wire used in the 200,000 Fords made this year were straightened out into one wire, it would give a strand 2,000,000 feet long.

INDIANS NOW OWN AND DRIVE MOTORS

Chief Iron Tail, Once Head of Powerful Western Tribe, is an Example.

PREFERS AUTOMOBILE TO PONY

Lo, the poor Indian.

The irresistible march of civilization and progress has marked great changes in his life. It has taken from him the bow and arrow, the tomahawk and the rifle of his belated days and has replaced them with the hoe, and the scythe, badges of the once-hated humdrum existence of the agriculturist.

EXPERT DISCUSSES WARNING SIGNALS

F. R. Hutton Defines Necessary Characteristics of Auto Horns and Their Regulation by Law.

In an article in the Scientific American supplement Frederic Remson Hutton, M. E., S. D., vice president of the American Museum of Safety, of New York, discussed the so-called automobile warning signal problem and its proper regulation by law.

Dr. Hutton, who also is vice president of the American Society of Mechanical Engineers and consulting engineer and chairman of the technical committee of the Automobile Club of America, has made an extensive study of this problem and deals with it from the standpoint of wide experience.

He urges the adoption of a standard quality of warning signal and the prohibition of its unnecessary use.

"The warning signal," says Dr. Hutton, "should be of the quality not attaching to any other street noise, and it should be audible from such a distance that the person warned should not jump with a nervous movement to avoid something that seems at his side before he knew it was anywhere near him."

CAR SQUEAKS MAY COME FROM SPRINGS

Oil or Thin Grease Between Leaves Removes Noise, Says Jackson Man.

"We have all heard annoying little squeaks from an automobile as it goes over a bump in the road or over a crosswalk," says a local motorist, "and more often than not these noises are due to unlubricated springs. As the springs act under the impact of a bump, the leaves naturally rub against each other, and just as naturally they squeak if there is no lubricant between the leaves."

To oil the springs requires a little work, but the elimination of squeaking noises is worth the work. The car must be jacked up to take the weight of the body off the springs. Not more than one spring should be jacked up at the same time. If there is a little clip to hold the leaves together remove it. Then the leaves can be pried apart with a screwdriver or a small tool made especially for this purpose. They can be oiled, one by one, with an ordinary oil can, but a better plan is to work graphite or grease between the leaves with a knife blade.

Miller Brothers, local agents for the Ford, announce the following sales for the past week: Touring cars—R. C. McDowell, C. E. Speaks, Dr. R. W. Hick-

WHY THE BACHELOR WINS.

Of all life's disappointments.

Some holds such keen regret.

As when, in reaching for a peach.

A lemon's what you get!

Y. M. C. A. TO TEACH MOTOR CAR DRIVING

Many Branches to Establish Motor Schools for Instructing Members.

MEANS COMPETENT MEN

The merchant or manufacturer who owns and operates motor trucks is to have another of his problems solved for him and in a way that will prove extremely welcome. If the plans of Y. M. C. A. officials in several large cities of the country carry, there is soon to be a goodly supply of competent, reliable motor truck drivers ready for any call for help made by commercial-vehicle owners.

The proposal is one sure to be hailed with joy by motor truck owners. With the rapidly increasing number of commercial vehicles in operation in nearly every line of business, the question of help has become a serious one. While hundreds of men who formerly drove horse trucks have been transformed into motor truck chauffeurs with comparatively little trouble, the pace set by the new vehicles has been somewhat rapid and in several cities there have been complaints that competent, reliable drivers could not be secured when needed.

The plan of the Y. M. C. A. officials is an especially good one. A local dealer said last night: "With these motor schools in operation throughout the country, it will soon be a simple matter to secure the services of a commercial vehicle driver on short notice. And, generally speaking, there will be a better quality of labor ready for employers, though drivers of horse trucks have fitted into the breach very well thus far."

"With Y. M. C. A. schools turning out competent drivers, men and boys who know the general construction of a truck so well that they will be highly valuable as repair men as well as operators, there should be a plentiful supply of such men in every city. And, since these schools the men are sure to be intelligent, competent and thoroughly reliable, extremely valuable assets in any business. Like in many of its other activities, the Y. M. C. A. is thus proving itself a progressive and welcome aid to the modern business world."

LOCAL AUTO NOTES.

With the coming of extreme warm weather, the one period of the year when the man who can afford to go auto-motoring gives up all thoughts of business and seeks the high way for enjoyment, where cool spots are found and peaceful scenes greet the vision, Washington motorists are thronging the offices of the Mutual Touring Bureau, in the hope of being able to make other arrangements, like to gather a crowd of his redskins and take them for long rides through the Oklahoma prairie country.

Chief Iron Tail is a very successful farmer and the proud possessor of an Overland automobile, several of which cars are in use in carrying on the business of the great ranch on which he lives. His greatest delight, between intervals of looking after his various business interests, is to gather a crowd of his redskins and take them for long rides through the Oklahoma prairie country. He is an expert driver and is never so happy as when sitting at the wheel of his Overland, speeding here and there over the territory he formerly traversed at the head of a war or hunting party of his tribe.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

WASHINGTON BRANCH:

1016 14th St. N. W. Phone 1595-1596

STURDY STUTZ

The Miller Co. (Inc.), 1026 Conn. Ave.

WATCH FOR THE AUTO NEWS IN THE HERALD

RAUCH & LANG

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COOL BREEZES

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First-class, Statley Pipefit Building, Capacity, 20 cars. Storage, Repair, Oil, and Accessories. South Capitol and One square south of U. S. Capitol, Phone Lincoln 24. J. Joseph Kinnally.

NATIONAL RACYCLE

AND 14 OTHER MAKES OF HIGH-CLASS BICYCLES, SUNDRIES AND REPAIRING

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Storage Batteries repaired and re-charged. Ignition and Lighting Batteries Charged and Rebuilt.

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Order will establish a public school, as student public schools.

HOW TO SAVE TIRES DURING HOT DAYS

It is Advisable to Keep Down the Air Pressure in the Tubes.

"Almost everyone is aware of the fact that heat causes air to expand," remarked a Washington motor dealer yesterday, "but there are many owners of automobiles driving their first cars who have not realized the effect this commonplace natural law has on tires. A thorough appreciation of the relation between the maximum of pressure, while it is to drive a car with the greatest economy and even with the greatest safety."

"Tires of certain diameters take certain pressures if they are properly inflated. The temperature rises so high these hot summer days that the air in the tires expands and inflates the tires beyond the maximum of pressure. While the tires may not always, as a result of this high pressure, blow through the casing, they may blow the casing off the rim. It is therefore advisable during the hot period to keep the air pressure down and, generally speaking, five pounds less than normal would be sufficient for economy and safety."

"There is so much more friction when a car is run at high speed that it is advisable also to avoid excessively fast driving during real hot weather if you wish to be careful of your tires. Sometimes it is well to examine the tires to see whether or not they feel unusually hot. If they do they should be treated to a pall of water to cool them off."

GIRLS IN "BILLIE BURKES"

Friends of Actress Surprise Her with Their Riding Costumes.

From the New York Herald. Since Miss Billie Burke returned from her tour to appear as Tommy, "the girl who grew up like a boy," in "The Amazons," she has been enjoying the morning air of Westchester County, her home being at Hastings. She is a familiar figure on the bridge paths of Westchester County. Usually she rides with several young women of the neighborhood. The rendezvous last Sunday morning was Miss Burke's home, and at the appointed hour four young women appeared on their mounts.

THE UTMOST

Bear in mind that, for years and years, No-Rim-Cut tires have been the high-priced tires. Nobody claimed to make tires that were better. But other standard tires cost less.

Yet No-Rim-Cut tires came to outsell all others, because of their proved economies. They saved their extra cost to users, two or three times over.

THE DEMAND FOR THESE TIRES

doubled over and over, until last year's sales by far exceeded our previous 12 years put together. With this multiplied output the cost came

down, and the saving was deducted from our price. Now no standard tire of any type costs less than No-Rim-Cut tires. And lesser tires, with a limited output, cost more than these famous tires.

You get, as always, in No-Rim-Cut the utmost in a tire. You get tires that can't rim-cut. You get 10 per cent overcapacity compared with clincher tires. You get the tires which, by sheer merit, have won the top-most place in Tiredom. It is folly to pay more.

Write for the Goodyear Tire Book—14th-year edition. It tells all known ways to economize on tires.

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YOUTHFUL SUCCESSOR OF THE SAVAGE

Rulers of Uganda.

London Correspondent New York Sun. J. Cathcart Watson, M. P., is probably the only member of the House of Commons who has had an opportunity of attending a meeting of the local Parliament of the young King of Uganda, who is now on his way to this country with one of his regents, Sir Apollo Kagwa, K. C. M. G. This was on 1905, when the King was but eight years old. Mr. Watson thus describes the scene:

"That morning we paid our respects to the King, a bright, intelligent-looking little chap of about seven years of age, and to the prime minister, and were invited to attend a meeting of the local Parliament the next morning at 9 a. m. Functionally we were there and were received handsomely by the King's hand. The present Parliament house, seems about fifty by forty feet. At the further end from the door the King was seated on his throne, which was placed on a magnificent leopard skin rug. In the days of his savage father and grandfather a cruel death awaited anyone who inadvertently trod on the tail or any portion of this skin. We sat to the right of the King, next to him were the chief regent and Prime Minister Apollo, with two other great chiefs. A large open space extended from the throne to the entrance.

"From time to time plaintiffs came forward, remaining at a very respectful distance from the King, and told their story. Defendants told theirs, the chiefs put searching questions, and cases after case was doubtless justly and fairly dealt with. In the afternoon the King and prime minister came to tea with us, and we presented to the King a small model of a man-of-war propelled by clockwork. Not far from his palace an artificial lake has been constructed, where crocodiles were at one time kept by Miss and Mr. Watson, the grandfather and father of the present King, and which was the scene of many a cruel death. From the scene of savage torture to a gentle child's playground is the marvelous transition of the last few years."

THE USUAL CLIMATE.

"Children, children, what in the world is the matter?"

"We is playin' comic supplement, and Joey won't stand up so 'at I kin hit him on the head with the cuspidor."

NO-RIM-CUT TIRES

10% Oversize

DON'T PAY A HIGHER PRICE

Since our 11 per cent reduction, numerous tires cost users more than Goodyears.

That's a unique condition.

No-Rim-Cut tires used to cost one-fifth more than others. Yet they never were made better than today.

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INCREASE IN ENGLISH AND GERMAN ARMAMENTS IN LAST 10 YEARS.

Paris Collier, in British Magazine.

In 1904 England had 25,000 tons of warships in the Mediterranean and none in the North Sea.

In 1907 England had 125,000 tons of warships in the Mediterranean and 100,000 tons in the North Sea.

In 1908 England had 122,000 tons of warships in the Mediterranean and 47,000 tons in the North Sea.

In 1912 England had 126,000 tons of warships in the Mediterranean and 61,000 tons in the North Sea.

At last accounts England had 50,000 tons of warships in the Mediterranean and 20,000 tons in the North Sea.

There has been a steady increase of the navy in Germany. In 1908 the tonnage of warships and large cruisers over 5,000 tons was 25,000. In 1911 it was 32,000. The number of heavy guns in 1900 was 21. In 1911 it was 300. The horsepower of engines in 1900 was 100,000; in 1911 it was 1,000,000.

The naval crew in 1900 numbered 25,232. In 1911 it was 123,000. The German naval personnel will consist of 3,000 officers and 69,600 men. Between 1900 and 1911 the tonnage of the British fleet increased from 225,000 to 1,750,000; of the German fleet from 225,000 to 2,500,000. In ten years British naval expenditure has increased from \$172,000,000 to \$222,500,000; in Germany the expenditure has jumped from \$7,500,000 to \$110,000,000. Out of these total sums Great Britain spends one-third, America one-fifth, and Germany one-half on new construction.

Germany has a navy league numbering over 1,000,000 active and honorary members. A periodical, Die Flotte, published by the league, with a circulation of over 600,000.

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