

NAVAL POMP AT SHOW

Secretary Meyer to Open the Motor Boat Exhibition.

AN OFFICIAL CEREMONY

Government Officers to Inspect the Exhibit of Marine Engines.

George Von L. Meyer, Secretary of the Navy, will be received at the Madison Square Garden next Saturday in strict naval style. He, with several heads of bureau of the Navy Department and accompanied by many leading naval officers, commodores of leading yacht clubs and others interested in motor boats, will enter the Garden shortly after 3 o'clock to formally open the annual exhibition of motor boats, which is always one of the big attractions of the winter season.

Secretary Meyer will be received at the Garden with a salute of nineteen guns and by six side boys, two quarter-masters, three ruffs and a flourish. Those present will imagine that he is hearing some big battleship, and as the guns begin to boom the Secretary's flag will be run up at the masthead.

Secretary Meyer will make a short address in the concert hall, and at 3:30 o'clock will enter the amphitheatre, and from a platform at the Madison Avenue

end will declare the show open. At that moment the Stars and Stripes will be mastheaded, the band will play the "Star Spangled Banner" and everyone will salute.

So the annual exhibition will be opened with appropriate naval ceremonies and will receive the stamp of recognition from the government. The Navy Department just now is interested in the development of the marine engine, and the phenomenal speed made by some of the high speed boats has shown them the possibilities of using gasoline engines for torpedo boats.

Madison Square Garden again will be wonderfully transformed. The setting will be somewhat like that of last year, but with many improvements. The giant liners Olympic and Lusitania will be moored alongside a pier in the vicinity of West 23d street. The main floor of the Garden will be the pier on which will be displayed hundreds of boats of various sizes and types, the largest a 65-foot cruising yacht. Around the side of the main floor will be engines in sizes ranging from 1/2 to 100 horsepower, of almost every known make. They will be arranged so that visitors can see the good points and the improvements that have been made since last season. Gangways similar to those which lead to the ocean liners from docks will allow visitors to reach the promenade decks of the two big steamers, and on this deck, arranged in the cabins of the steamers, will be exhibits of all accessories for yachts and motor boats and the hundred and one things that a well equipped yacht carries.

The signs of the exhibitors this year will be nautical in design. Each will be a copy of a steering wheel, bearing the name of the exhibitor.

This year the show will be the largest in its history. So many exhibitors have applied for space that the basement has been used. This part of the Garden has received special attention to make it attractive, and the Curtiss flying boat which has been built for the government will be on exhibition there. The famous Viper boats from Canada, too, which have made great speed with comparatively little power, will also be seen with many other special attractions in the basement.

The concert hall will be used for moving pictures. The last races for the British international trophy, held at Huntington last year, will be thrown on the screen, and so will the races of the annual carnival, the contests for the gold cup, the Wrigley trophy and other big races.

The information bureau, which was such a feature of last year's show, will be better than ever. Any sort of conundrum that a yachtsman or a novice may ask will be answered.

A yachtsman may want to know how to get from here to the St. Lawrence River or to Lake George. He will be told the way to go and how to get through the canals. The workings of the gasoline motor and the uses of the nautical instruments will also be explained on request.

RHODE ISLAND ROAD PLANS

State Board Will Spend Half Million Dollars This Year.

The State Board of Public Roads for Rhode Island plans to spend over one-half million dollars in building new roads and on the repairs and maintenance of highways during 1913. Of this amount, \$250,000, the remaining portion of the bond issue of \$500,000 voted by the Legislature a year ago, will be used entirely for new construction.

The State Board will ask the General Assembly for a special appropriation of \$50,000 to construct seven sections of highway which have been approved, but which lack of funds prevented being built. The State Highway Board will also require an appropriation of \$200,000 for repairs and maintenance. This appropriation to be in addition to an estimated income of over \$100,000 from the automobile department.

GASOLINE AUTO HANDBOOK

Tenth Annual Volume Complete in Every Respect.

The "Handbook of Gasoline Automobiles for 1913" is just off the press. This publication is the tenth annual announcement of the Automobile Board of Trade, formerly the Association of Licensed Automobile Manufacturers. This book, which is probably the finest standard publication having to do with the American automobile industry, contains 173 illustrations of the leading models of manufacturers holding membership in the board of trade. With the illustrations are specifications clearly describing the various models.

One hundred and forty-six pages are given over to pleasure cars and twenty-seven pages to gasoline trucks. In order to render easy comparison between different makes there is used a uniform style of specification. Another feature is an item stating just what equipment is included in the list price of each car.

The handbook is printed on 132 pages of heavy white coated paper. Request blanks for further information as to models one may be particularly interested in are placed at the back of the book. The index is arranged so as to give both manufacturers' and trade names. The outside cover design of the book is in two colors, and it is altogether a very attractive volume either for office or library use.

FOREIGN AUTO FIGURES

England Far Ahead of France and Germany in Number Used.

Official returns for 1912 show that there are 90,563 privately owned automobiles in Great Britain, 76,771 privately owned in France and 44,667 in Germany. Commercial vehicles, motorcycles or the various types of three-wheel vehicles are not included in these figures. The figures for France also exclude all cars owned by manufacturers or agents and operating under trade numbers.

The returns show England to be far in advance of other European countries in the number of cars privately owned, leading France by 14,182 cars and Germany by 45,498.

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BROOKLYN SHOW AT HAND

Every Foot of Space Is Taken in Huge Armory.

70 EXHIBITORS ENTER

Display Expected to Give Stimulus to Selling for Some Months to Come.

Arrangements are practically complete for the exhibition which the Brooklyn Motor Vehicle Dealers' Association is to hold in the 23d Regiment Armory for a period of one week, beginning Saturday evening, February 22. So far arrangements have been made to house nearly three hundred vehicles, comprising the different styles of the seventy exhibitors. A number of racing cars, racing trophies, motorcycles and accessories also will be on exhibition in the various booths.

Every inch of space has already been allotted for exhibition purposes, and the show management is now engaged on the decorative scheme which is to form the setting for the exhibits. A number of splendid designs have been submitted, and at a special meeting of the show committee, to be held within a few days, the award of the contract for decorating the big armory will be made.

There will be more makes of cars exhibited in the armory than were seen at the Madison Square Garden and Grand Central Palace show, taking the exhibitions separately. Many of the cars shown at the Garden, Grand Central Palace, Importers' Salon and the Coliseum, in Chicago, will be shown together for the first time this year under one roof, and this will make the Brooklyn show comprehensive in every way.

"The demand for space has been greater than ever before," says Herbert L. Carpenter, president of the association and chairman of the show committee. "It is sufficient evidence that the dealers of Brooklyn realize the importance of automobile exhibitions. At the show last year considerable business was done, and it acted as a great stimulus for the automobile selling season. It is hard for me to understand just why there should be any talk of abolishing shows, because the public and dealers want them."

"The proof of this has been demonstrated at the last two Brooklyn exhibitions, and is again being demonstrated by the keen interest which is being shown in our forthcoming exhibition. Brooklyn is regarded by motor car manufacturers as an important selling point, and they have always given the local exhibition hearty support. While the show is known as a Brooklyn exhibition, it is really more than that. In reality it is a Long Island show, for probably 50 per cent of the visitors will be from sections of the island other than Brooklyn."

"The local exhibition also attracts many from Manhattan, who, owing to their absence from the city in January, were unable to see the 1912 models. A great many persons were not able to inspect the cars on exhibition in the Grand Central Palace and Madison Square Garden as carefully as they would have desired, and the Brooklyn exhibition affords them a splendid opportunity to make further study and comparison."

Harry A. Cochrane, manager of the show, together with the show committee, is making plans to set aside special nights during the week for various associations, clubs and societies to meet at the armory. A special name will be given to each night, something similar to the society days which have become popular with the Manhattan show.

LIMOUSINE GAINS FAVOR

C. T. Silver Finds Popular Priced Overland in Big Demand.

The limousine or town car has taken a strong hold on the motoring public during the past season, so much so that during December there was an actual shortage. One concern on Broadway, handling a well known car, did an immense business in closed bodies alone, contracting for everything in sight and selling to other dealers.

The closed car is a natural development of the many adaptations of the automobile. It answers the logical demand for a machine that can be used in all kinds of weather throughout the entire year. Up to the present the man of moderate means has had very little to choose from in the way of a closed car, as the makers of the popular priced machines have been too busy building and delivering open touring car and runabout types. In fact, the limousine has only been within the reach of the wealthy man.

Anticipating the trend of popular demand, the C. T. Silver Company took time by the forelock early last fall, and placed an order with a prominent body builder for a big batch of limousines, knowing that the Toledo factory would not be able to help in filling the demand. These were fitted to the model 60 Overland chassis, and are being sold at a price ordinarily asked for a limousine body alone. They are of the five passenger type—carrying three inside and two in front. All the fittings are of the highest order.

They are electrically lighted inside, and are furnished with all the little vanities dear to the female mind. The last of these bodies came through from the maker during the week, three in all. Two are finished in maroon, with maroon broadcloth, and one in blue with maroon broadcloth.

LONG BASEBALL SCHEDULE

Lafayette to Play Forty Games and Have Trip South.

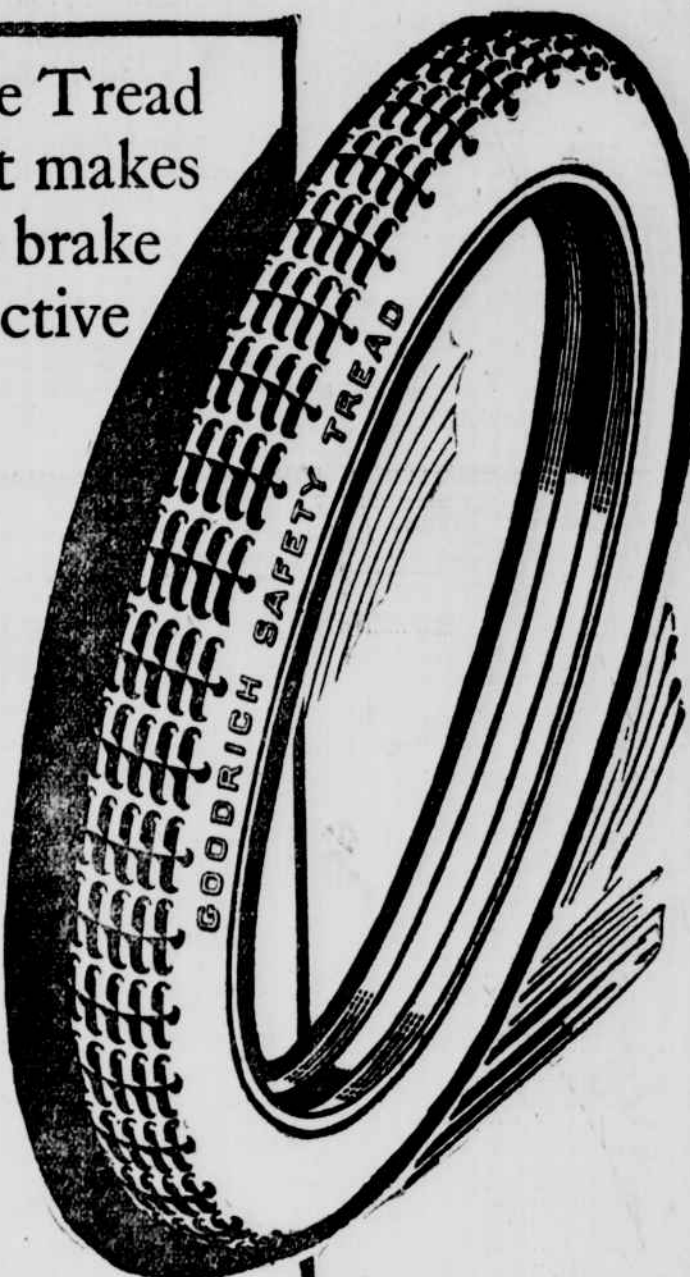
(By Telegraph to The Tribune.)
Easton, Penn., Feb. 8.—Forty games are on the baseball schedule of the Lafayette College baseball team, which has just been announced by Mr. Pearson, the manager of the team.

Fourteen of these games will be played on the Southern trip, which the students have succeeded in prevailing on the faculty to allow, after it had decided otherwise.

The schedule follows:

March 19, Georgetown University at Washington, D. C.; March 20, University of South Carolina at Columbia, S. C.; March 21, University of South Carolina at Columbia, S. C.; March 22, University of South Carolina at Columbia, S. C.; March 23, Trinity College at Greensboro, N. C.; March 24, Trinity College at Durham, N. C.; March 25, Trinity College at Durham, N. C.; March 26, Trinity College at Raleigh, N. C.; March 27, Trinity College at Chapel Hill, N. C.; March 28, University of North Carolina at Chapel Hill, N. C.; March 29, Washington and Lee University at Lexington, Va.; April 1, Washington and Lee University at Lexington, Va.; April 2, University of Virginia at Charlottesville, Va.; April 3, Catholic University at Washington, D. C.; April 4, United States Military Academy at West Point, N. Y.; April 12, University of Pennsylvania at Philadelphia; April 16, Manhattan College at New York City; April 19, Stevens Institute of Technology at Easton; April 23, New York University at Easton; April 26, Swarthmore College at Easton; April 30, Cornell University at Ithaca, N. Y.; May 1, Colgate at Hamilton, N. Y.; May 2, Rutgers College at Easton; May 6, Harvard University at Cambridge, Mass.; May 7, Dartmouth College at Hanover, N. H.; May 8, Wesleyan University at Middletown, Conn.; May 10, Fordham University at Easton, Penn.; May 14, University of Pennsylvania at Easton; May 17, Lehigh University at Easton; May 19, Dickinson College at Easton; May 21, Albright College at Easton; May 24, Lehigh University at Easton; May 28, Princeton University at Princeton, N. J.; May 29, Ursinus College at Easton; May 31, Franklin and Marshall College at Easton.

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