and after going through ninary course with a small almost invariably go the iext purchase.

strongest evidences of the

automobile industry in the is the great enlargement used in their manufacture. npany of Flint, Mich., has contract with a Chicago ompany for the erection of ious factory building, and pleted the Buick plant will The pres-In the world. the Buick plant is about ay. When the real ship-

pens, which will be about utput will be increased to day, and then the plant g out a complete automo-This increase in minutes. ll necessitate the employiditional men. eginning of the year there teady increase in the payick Company, until now it

ent that it is the largest int in the world is verified g made by the Buick Motor egard to output, volume of floor space., and it only rerecorded that in floor area ildings comprising its plant otal of over 600,000 square

en and one-half acres.

rnicious agent of trouble in world is the repair man. or the amateur person of ent with a propensity for ith designers who have ith designers who have uperior knowledge by their people cause endless xpense to carowners. "The ws more than the maker' ry town, and is constantly improve on motor cars of

nce, a story told by Cecil Gibson Automobile Com erest. He recently made a with Henry Ford, the in-ilder of the Ford automovisiting the garage of a lo-d strolled back into the rel-seeing the repair man Ford, he ventured to sugrepair man changes in "the method of that "he knew his business care for any instructions."

vas being directed he lost a surance. and dyed-in-the-wool mo-

asts thronged that section ayenue between Thirtenth th streets in Chicago last wo powerfully constructed waged a merry tug-of-war, pid proved an easy winner elbach.

was virtually a walkaway y-four horse power Rapid, ed its strength and plane-ssion with the bigger cy-y of the Meiselbach, which

This is the Car that

ing a familiar sightion the streets of this city: Finch & Freeman, who handle the Auburn in this territory, report many sales during the last week.

## ANNOUNCE CONDITIONS WHICH **GOVERN VANDERBILT EVENT**

Cars Competing in Annual Blg Race Must Weigh Between 1,983.6 and 2,644.8

Pounds—Ten Entries Assured. NEW YORK, April 11:-Conditions for the

Vanderbilt Cup race to be held in the fall have been decided upon by the racing board of the American Automobile Association. Most important of the changes made is the one affecting the weight of eligible cars. The new rule requires a minimum weight of 1,983,6 pounds and a maximum weight of This change will render 2;644.8 pounds. cligible all the foreign cars now being built for the big races abroad. Assurances have been received of ten entries, including two locomobiles, two Thomas Flyers, two Appersons, two isotta Franchini, one Darracq and one Renault. Following are the conditions that will gov-

ern the competition: That competition for this cup is open only to clubs that are recognized by, or affiliated with, the American Automobile Association,

or to clubs recognized by, or affiliated with, the Automobile Club of France.
That the club winning the trophy is obligated to deposit with the American Automobile Association a bond of not less than

\$3,000 for the safety of the cup. That the car, in its entirety, must be manufactured in the country which it rep-

resents. That the name of the winner of each year is to be inscribed on the cup, together with

the location of the race, date, distance, etc. The minimum weight of any car competing for this cup shall not be less than 900 kilos, or 1.983.6 pounds, and the maximum

weight not greater than 1,200 kilos, or 2,644.8 pounds. That each car must carry Two persons

seated side by side, whose weight must not be less than 132 pounds each. That the race shall be for not less than

250 miles or over 300 miles, and can not be held on a horse or bicycle track. The date of competition, the rules gov-

erning the competition, the entry blanks, the form of declaration and route will be nnnounced by the William K. Vanderbilt Jr. Cup Commission by July 1, 1908. The entry fee for each car will be \$1,000,

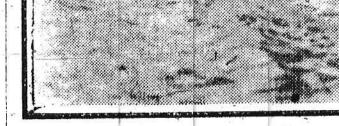
covering the elimination and final events. That the date of closing of entries will be

Sept. 1, 1908. That for any entries received after Sept. 1908, and before Oct. 1, 1908, the fee will be doubled, making the same \$2,000, and no entries will be received after Oct. 1, 1908.

## WHEN LOVE IS YOUNG.

Washington Herald. . "You haven't half smoked that clear. A newly married man should not be so wasteful.

"I leave the butts long to please my wife: She likes to loop 'em with ribbons and hang 'em about the flat."



While Indiana has for the most part excellent gravel roads extending almost over the entire state, the winter and early spring occasionally afford ample opportunity for a water carnival on a limited scale, even on some of the good roads, and the illustration here shown affords a view, within five miles of Indianapolis, of a swale on one of the principal thorough-fares where no drainage is provided.

Frequent rains during the early spring kept the water here to a depth of two and one-half to three feet, and many a motor car has come to grief because of ignition troubles in attempting to pass through this miniature lake.

On the day of the recent hill climb near Indianapolis a number of local cars took what was in point of distance the short way to the hill, which necessitated their

## AMERICAN ROADS BAD

TO IMPROVE OUR HIGHWAYS

Auto Association Says Country's Thoroughfares Are Disgrace— Hopes to Better Them.

Admittedly the public road system of the United States is the worst in any country professing to be highly civilized. In some of the states a part of the total road mileage is in good condition, but in general the roads are so badly constructed, the material being merely the soil over which the road passes, and the work of repairing them so poorly performed, that for a large part of the year they are simply muddy trails. The nature of the soil in certain sections of the country is largely responsible for the lack of good roads, but the chief reason for existing conditions lies in the indifference of the people and the lack of funds for road construction.

The economic loss and injury to the agricultural interests of the country resulting from our inferior road system are so apparent that it would seem that there should be no question as to the necessity for a radical reform in present methods of road construction and maintenance. farmers, who constitute the largest single element in our population, are, however, naturally conservative and have been slow to appreciate the direct benefits that would result from better roads.

To overcome this lack of interest in Toad

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