

and after going through the primary course with a small almost invariably go the next purchase.

strongest evidences of the automobile industry in the world is the great enlargement of their plant. The company of Flint, Mich., has contracted with a Chicago company for the erection of a new factory building, and completed the Buick plant will be the largest in the world. The present Buick plant is about 1,000,000 square feet. When the real ship-pens, which will be about 1,000,000 square feet, and then the plant will be completed. This increase in output will be increased to 1,000,000 square feet. This increase in output will necessitate the employment of additional men.

Beginning of the year there has been a steady increase in the pay-roll of the company, until now it is \$1,000,000 a week. It is the largest plant in the world is verified by the fact that the Buick Motor Company, in regard to output, volume of floor space, and it only recorded that in floor area buildings comprising its plant total of over 600,000 square feet and one-half acres.

A pernicious agent of trouble in the world is the repair man, or the amateur person of skill with a propensity for meddling with designers who have superior knowledge by their own people cause endless expense to carowners. "The law more than the maker" is the motto of the repair man, and is constantly improving on motor cars of the world.

In a story told by Cecil Gibson, Automobile Commissioner, he recently made a visit with Henry Ford, the inventor of the Ford automobile, visiting the garage of a lord and returning back into the repair man's hands. Seeing the repair man, Ford, he ventured to suggest changes in the method of repairing the mechanic was insulted that "he knew his business" and care for any instructions. When he learned from Gibson that he was being directed he lost a assurance.

and dyed-in-the-wool motorists thronged that section of the city between Thirtieth and Thirty-fifth streets in Chicago last week. The two powerfully constructed wagons waged a merry tug-of-war, and proved an easy winner for the Meiselbach.

The Meiselbach was virtually a walkaway. The four-horse power Rapid proved its strength and plane-ness with the bigger cylinder of the Meiselbach, which

ing a familiar sight on 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 Big 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 2,644.8 pounds. This change will render eligible 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 Fraschini, one Darracq and one Renault.

Following are the conditions that will govern 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 represents.

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 governing the competition, the entry blanks, the form of declaration and route will be announced 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. 1, 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 cigar. 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 thoroughfares 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. The 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 road improvement is an educational task of no

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