AUTO OFFICIAL PAYS INDIANAPOLIS VISIT

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INSPECTS MOTOR SPEEDWAY

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Dates Are Arranged.

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ONE CUB HOLDOUT.

BIG PRICE FOR [illegible]

SPEARE DECLARES WEST IS REAL MOTOR CENTER

A. A. A. PRESIDENT TALKS OF UNDEVELOPED POSSIBILITIES.

MACHINE FOR EVERY MAN

CHICAGO, February 12.—In his address to the board of directors of the American Automobile Association at the quarterly meeting this week at the First regiment armory, President L. R. Speare told why the first session of the year was held in a midwest city. In the course of his remarks he said:

"While it is true that eastern states first took to automobiling, due to the fact that nearly all of the early cars were European importations, the real strength of this great industry has moved westward, not only in the making of the vehicles themselves, but also in their widespread use and the yet undeveloped possibilities of the immediate future.

Car for Every Man.

"Perhaps I am an exceptional optimist on the subject of the automobile, having been one of its pioneer users, but I look forward to the day when every man will have his own car, suited to his particular needs, and within the limits of his financial ability. This would call for an economical car for the man of moderate means, and, of course, larger cars for the well-to-do class, which first came to regard the motor-driven vehicle as a pleasurable necessity.

"It is a natural sequence that when the farmer buys an automobile, he becomes a persistent advocate of good roads, and it is equally true that good roads increase the number of automobile users. This highway improvement work is scarcely under full headway, and it is no longer a question of the general recognition of the value of improved highways. Now, it is a problem of where to obtain the money with which to build, and, after the funds are obtained, to know what kind of road to supply for the modern method of individual transportation. The road experts are studying the situation in every detail, and the up-to-date construction indicates that the final solution is not far distant.

As An Education.

"To my way of thinking, the automobile has done more to make people acquainted with their own country and to broaden their minds than any other blessing which has come to mankind since the establishment of these United States."

President Spears, of Massachusetts, presided at the session, and the others present included:

Ralph W. Smith, president Colorado State Automobile Association.

M. C. Moore, president Wisconsin State Automobile Association.

James T. Drought, secretary Wisconsin State Automobile Association.

E. J. Bochannon, Kentucky State Automobile Association.

Charles P. Root, president Illinois State Association.

John Wilson, Pennsylvania Motor Federation.

S. M. Butler, New York, chairman contest board.

A. G. Batchelder, New Jersey, chairman executive committee.

S. A. Miles, North American Automobile Manufacturers.

Alfred Reeves, American League of Automobile Manufacturers.

Expect Bill to Pass.

Discussion of the federal registration bill brought forth the expression of opinion that the measure stands an excellent chance of passage at the present session of congress, providing the various state associations and 240 clubs scattered throughout the country exert all their efforts at the time of the national legislative convention of the American Automobile Association, to be held at Washington, D. C., February 15, 16 and 17.

Secretary Elliott's report indicated that the thirty-three state associations of the national organization would soon be increased by additions from Florida, Oregon, Tennessee and North Carolina.

Chairman Butler, of the contest board, reported that the rules for 1910 had been completed and were subject to the action of the board of directors. Upon motion the revised rules were referred to a subcommittee of the board empowered to act for the entire board.