

TERANS



R. M'GLYNN.

Results

Association.

R.H.E.							
0	1	1	1	1	0	0	5 9 0
0	0	0	0	0	0	0	2 7 2

and Abbott; Hogg and  
rens.

R.H.E.							
0	1	0	0	0	0	0	1-2 5 3
2	0	0	0	0	0	2	4 7 3

and Hostetter; Kilroy  
Sullivan and Conahan

R.H.E.							
1	0	0	0	0	0	0	0-1 5 1

# IMPORTANT MOVEMENTS IN AUTOMOBILE TRADE

THREE TENDENCIES IN INDUSTRY OCCASIONED COMMENT.

## FIELD FOR ELECTRIC CARS

A well informed writer on the history of the American auto has recently pointed out three strongly marked new tendencies in the automobile world. One is the increasing growth of the buggy and small car business, the second is the growing field for commercial trucks, and the third is the greatly increased demand for electric carriages and delivery wagons.

A decade of experience with all forms of motorcar propulsion has made it clear that the field for electrics has as yet been barely scratched by the manufacturers now in the business. The steady growth of the electric vehicle business and the equally steady advance toward perfection of the electric vehicle itself have both failed to attract the public attention they deserve owing, no doubt, to the large amount of publicity given to racing and touring events in the automobile columns of the press and the much smaller space allotted to real improvements in motorcar building and real achievements in the science of transportation.

### Three Movements Important.

Take the three tendencies above mentioned, and consider how vastly important each of them is to the vehicle industry as a whole and to the use and convenience of the general public; yet when a really discerning writer points them out they come as a surprise to the average reader of automobile literature.

Touring

Note the wheel base-hood to acc the costliest Yet not sells for \$15

Last sea we ran 80 obliged to This year 1910 output extra cars our fixed ex

They wi machinery. For mecha perience ha Thus we savings ha

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0 0 1 1 1 1 0	6-3 9 0
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ns and Abbott; Hogg and Owens.

R.H.E.  
1-2 3 3  
\*4 7 3

0 0 1 0 0 0 0	1-2 3 3
0 2 0 0 0 0 2	*4 7 3

lynn and Hostetter; Kilroy  
mpires—Sullivan and Conahan.

R.H.E.  
6-1 5 1  
\*5 9 0

0 1 0 0 0 0 0	6-1 5 1
0 1 2 0 0 0 1	*5 9 0

ck and Ritter; Young and Hayer.

R.H.E.  
0-9 11 2  
0-5 10 4

**ational League.**

First game—

3 2 0 0 2 0 2	0-9 11 2
1 2 0 0 2 0 0	0-5 10 4

ox, Carnits and Gibson;  
dall, Ames and Schel. Um-  
l Emalie.

R.H.E.  
1-4 8 0  
0-2 11 3

1 0 1 0 0 0 1	1-4 8 0
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ippe and Gibson; Raymond.  
hleh. Umpires—Emalie and

R.H.E.  
1-1 8 3  
\*5 11 0

0 0 0 0 0 0 0	1-1 8 3
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ster, Higginbotham, Ragon  
port and Martell. Umpires—  
igler.

R.H.E.  
3-4 12 2  
0-3 6 2

0 0 0 1 1 0 1	0-3 7 1
0 0 0 0 0 0 3	0-3 6 2

an, Gaspar and McLean;  
gen. Umpire—Kiera.

R.H.E.  
0-3 7 1  
1-4 8 0

0 0 0 0 1 2 0	0-3 7 1
2 0 0 0 0 1 0	1-4 8 0

e and Phelps; Mattern and  
pire—Kaue.

R.H.E.  
0-2 4 2  
0-1 4 0

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0 0 0 0 2 0 0	0-2 4 2
1 0 0 0 0 0 0	0-1 4 0

anes and Donahue  
van. Umpire—O'Loughlin.

R.H.E.  
0-5 8 4  
1-2 7 1

0 1 0 0 0 1 1	0-5 8 4
0 1 0 0 0 0 0	1-2 7 1

and Kleinow; Waddell, Criss  
Umpires—Perrine and Evans.

R.H.E.  
0-4 11 1  
0-3 11 1

0 2 0 0 0 2 0	0-4 11 1
0 1 0 0 2 0 0	0-3 11 1

es and Street; Berger and  
Egan and Connolly.

R.H.E.  
0-2 8 2  
0-0 7 2

0 1 0 0 0 1 0	0-2 8 2
0 0 0 0 0 0 0	0-0 7 2

t and Thomas; Works and  
e—Sheridan and Kern.

R.H.E.

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R.H.E.

bile columns of the press and the much smaller space allotted to real improvements in motorcar building and real achievements in the science of transportation.

**Three Movements Important.**

Take the three tendencies above mentioned, and consider how vastly important each of them is to the vehicle industry as a whole and to the use and convenience of the general public; yet when a really discerning writer points them out they come as a surprise to the average reader of automobile news. He has found so much in print about the Crown Point races and the Glidden tour that he takes it for granted this is all the news there is, until he wakes up some day to find the entire transportation system of his town or neighborhood has undergone a change and wonders how it all came about.

The motor buggy, with its old-fashioned wheels and queer looking chain drive and the small runabout car have suddenly sprung into use all over the country; the light delivery wagon of the department store, the heavy truck of the down-town streets, the postoffice cart, the city ambulance and the police patrol wagon are all electric or gasoline driven; while the handsome array of carriages and coupes before the church, club or theater door is a procession of electrica.

**"Forty" Blue Bird Wins.**

S. W. Elston, of the Indiana Auto Company, has received the following telegram from Newark, N. J.: A "forty" Blue Bird, Rahkin driving, won the \$2,000 to \$3,000 class Plainfield hill climb at seven-tenths of a mile. It was second in the free-for-all race, first in the winners' class, beating P. and S., Simplex, National, Buick and Maxwell in 1:28, equaling the record for the course.

"Automobile owners generally are coming to a realization of the fact that a heavy motor car is not the profitable one for their use," is the statement made by H. H. Franklin, head of the company which makes the Franklin automobiles. "Such vehicles mean great waste of power. Their first work must always be the carrying of their own excess weight, an increased percentage of power being used in the moving of the car itself and a smaller relative amount in the actual transportation of passengers or other load. Therefore, it is the lightweight motorcar which to the greatest extent makes its power do the work for which it was intended."

**AUTO SUPPLANTS RUNNERS.**

Old Brighton Beach Track Converted

1910 output of "30 extra cars will be our fixed expense.

They will also machinery. We For mechanically perience has show

Thus we effect savings have gon slightly, more roo

**Nine**

Our profit this season—exactly n

Our customer calling for more save will be spec cars. That is our

Please note th showy car—note \$1500 now buys th

We will fit this a Prest-O-Lite g

**Indi**

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**PAPKE AND CONTEST**