

DECEMBER 4, 1907.

CTIM

AUTO SHOW ATTENDANCE BREAKING ALL RECORDS

CHICAGO SPECTACLE DRAWS
BETTER THAN EASTERN.

INDIANA SHOWS MOST CARS

[Special to The Indianapolis News.]

CHICAGO, December 4.—Bad weather last night seemed rather to increase the attendance at the auto show than to diminish it. A cold wind, with enough snow to form a veritable blizzard, blew hard all the afternoon and night. But the attendance was a record-breaker. It was by far the largest crowd that has yet attended the exposition, and Manager Miles' staff of ticket sellers and door men were kept on the jump throughout the twelve hours of "open house." Patronage of the show has been a revelation to the Eastern exhibitors, who were disappointed at the number of visitors to the Grand Central Palace and the Madison Square Garden displays recently held in Gotham.

Fire Threatens Show.

Fire nearly caused the destruction yesterday of the \$100,000 commercial vehicle and truck exhibit at the Seventh Regiment armory, which is one of the three-ringed displays given in connection with the automobile show. Shortly after the noon hour the west side of the building

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Thousands of yards of bunting which covered the ceiling, together with an extensive assortment of combustible decorations, were licked up by the flames before the firemen could get the blaze under control. It seemed for a few moments as though the entire building and its contents would surely go, but extra calls for apparatus were sent in and the danger point was soon passed.

Members of the fire insurance patrol fought the flames, while others rushed to protect the exhibits, covering the automobiles with tarpaulins. Fortunately there were not more than two hundred persons in the building at the time as it was long before the big crowd made its appearance.

City Electrician D. Battle conducted an examination and attributed the fire to an overheated stove which came in contact with the decorations.

Admission Fee Doubled.

For to-day and to-morrow the price of admission has been doubled. The representatives of the various lines are confident that the "dollar" days will be the banner occasions from the point of view of sales. On every hand is heard the gladsome song of prosperity and "good business." The establishment of agencies was the chief work of the branch managers yesterday, and the outlook for the sale of automobiles in the country districts is indeed rosy.

Few Freaks on View.

There is a marked elimination of the freakish vehicle at the show, the manufacturers showing an almost uniform style in the structural principles, design and construction for the coming year. The observer is first struck by the standard-

**PEKE OR
MEET HIM**

**HE HAS FIGHT
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4.—When Hugo finish their little December 30, the still has a little ore he can claim plionship of the n, who claims this property, demands th. Tommy says alm before he can hampionship, and o far that a San eed to stage the arch.

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.. 32	7	.821
.. 25	14	.641
.. 24	15	.615
.. 22	17	.564
.. 18	21	.461
.. 16	23	.410
.. 12	27	.308
.. 7	32	.175
.. 7	32	.175

he Liebers, while as taking three ls, the Fletchers n the water men. hree from the l Unions won a akers. The Ma-o from the Capi-gans rolled high average honors s, who averaged Kingans, posted 7, and his team with 231. Kirk-

Few Freaks on View.

There is a marked elimination of the freakish vehicle at the show, the manufacturers showing an almost uniform style in the structural principles, design and construction for the coming year. The observer is first struck by the standardization of bodies. Almost every car on exhibition at the show has the straight line effect. Universally this has been applied because it is possible with this design to give greater room and comfort in the tonneau. The seats are deeper and the upholstery thicker.

Changes are noted in the location of the front axles, which this season have been placed farther forward than the motor. The majority of radiators are directly over the front axle. This has in some cases necessitated the strengthening of the wheel base, but even those who consider this a drawback agree that the longer the wheel base the more comfort there is for the passengers.

Lavish use of the alloy steels is noted, this departure auguring well for the extension of life of the cars on which they are used. Cars are now built closer to the ground than has been the case before. More stability in both road and street work is given by this advance in constructional methods.

Limousines Are Liked.

Perhaps it is the stormy weather, or there may be some other reason for it, but it is certain the demand for closed cars is increasing, judging from the sales and the inquiries made.

Referring to the increasing demand for closed cars, W. J. Urquhart, of the White Company, said:

"We find each year a greater proportion of our output consists of limousines and landaulets, indicating clearly that public demand for closed cars is increasing. Another thing the public wants is absolute noiselessness of operation. The fact that the limousines and landaulets are used almost exclusively in and around the city makes it necessary there should be flexibility of control. By flexibility I mean the car should respond readily to the throttle."

Studebaker Shows Most Cars.

There has been a good deal of discus-

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EXPENSES

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208. The scores

LEYS.			
—Brown—			
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r.....	160	144	155
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auer..	161	180	137
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ht....	140	167	165
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—Capital—			
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lt....	137	130	167
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n.....	148	180	194
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ALLEYS.

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Studebaker Shows Most Cars.

There has been a good deal of discus-
sion as to which exhibitor has the larg-
est number of cars at the show, but in
an actual count of the machines in the
various spaces the honor goes to Stude-
baker, with four gasoline and three elec-
tric models in their space at the Coliseum
and seven commercial machines in their
space in the Seventh Regiment armory,
or a total of fourteen machines in all.

In taking up the manufacture of self-
propelled vehicles the house of Stude-
baker has not departed from its long-
established policy of building vehicles for
every requirement of business and pleas-
ure, and so at the Studebaker exhibit
may be found a motor vehicle for prac-
tically every use.

In addition to their large exhibit at the
Coliseum and Seventh Regiment armory,
the Studebakers are holding a show of
their own at their big showrooms in Wa-
bash avenue. With forty-one machines
on their floors—twenty-five gasoline and
sixteen electric models—the prospective
buyer should have no difficulty in finding
a machine exactly suited to his needs.

The Pope-Waverley exhibit from In-
dianapolis, is second largest, with eleven
models. With first and second places to
her credit, Indiana is indeed well repre-
sented.

Unique Exhibit by Marmons.

One of the most unique exhibits of the
show is in the Marmon space, and con-
sists of a crank case so arranged as to
give a plain view of the Marmon oiling
system in operation.

In the crank case, windows are fitted
instead of cylinders. When the mechan-
ism is placed in motion the flow of oil
under pressure may be readily observed.

The oil is fed under pressure by a gear-
driven gear pump, directly into the hol-
low crank shaft, into the three main
bearings and into the connecting rod and
piston pin bearings. The cylinder walls
are lubricated by a mist of oil, thrown
off the crank shaft. There is no splash
nor churning of oil. The oil is kept in
even, constant circulation and is used
over and over again.

Water-Cooled, Motors.

In view of the prominence attained by
the Marmon air-cooled motor in its class

EXPENSES OLYMPIC

SUM OF \$50,000
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Polo.

ember 4.—Frank
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n to Box.

ember 4.—Bill
weight boxer,
been matched
six-round con-
ustrial Boxing
riday evening,

system in operation.

In the crank case, windows are fitted instead of cylinders. When the mechanism is placed in motion the flow of oil under pressure may be readily observed:

The oil is fed under pressure by a gear-driven gear pump, directly into the hollow crank shaft, into the three main bearings and into the connecting rod and piston pin bearings. The cylinder walls are lubricated by a mist of oil, thrown off the crank shaft. There is no splash nor churning of oil. The oil is kept in even, constant circulation and is used over and over again.

Water-Cooled Motors.

In view of the prominence attained by the Marmon air-cooled motor in its class, considerable interest naturally attaches to the new motor recently put out by the Nordyke & Marmon Company—water-cooled, 40-45 H. P. The new water-cooled motor embodies the best foreign practice, and while there are no radical departures, there are a number of peculiar points of interest.

The connecting rods and pistons are unusually long (connecting rods, 18 1/2 inches centers, 7 1/2 inches working on 6-inch stroke). The long connecting rods and pistons obviate the excessive cylinder wall friction caused by the angularity of short connecting rods and pistons of small surface. This construction also adds considerably to the smoothness of operation. The liberal dimensions of bearings, and other vital parts insure unusual durability.

The Marmon air-cooled motor has been refined in many ways. A notable new feature is the detachable cylinder head, removed or replaced in a moment, dispensing with valve cages entirely, and contributing much to quiet running. This detachable cylinder head makes the valves and mechanism inside the cylinder instantly accessible.

Sutton Defeats Schaefer.

TOLEDO, O., December 4.—Playing consistent billiards, George Sutton, champion 18-2 billiard player, defeated Jake Schaefer, 18-1 champion, here last night by a score of 300 to 146. The game was for 300 points at 18-2 balk line.

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