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A-30 vol-

# **CURTAIN GOES DOWN** ON BIG AUTO SHOW

**Only Truly National Exhibit Closes** at Chicago After Very Successful Week.

HAPPY INDIANA DEALERS

All Report Exceptionally Good Business—Technical Committee Gives Out Statement.

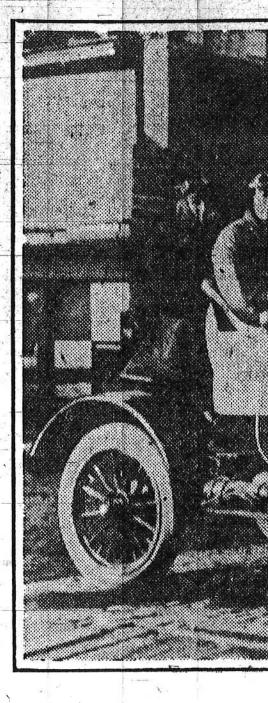
CHICAGO, Dec. 7.-When taps were sounded at the Auto Show tonight a person was reminded of two things—the breaking up of a large family and the pulling up of stakes just before the "after concert" at a circus. During the week, when the "Seldenites" and "Independents" forget their differences and show their wares side by side, friendship springs up that no amount of "knocking the other fellow" can down, and when the curtain was rung on the greatest auto show ever held most of the sales managers had a force of men ready to take the cars exhibited to railroad freight houses to be shipped to "the four winds."

As a stimulator to the auto game the show just closed was in a class by itself and that the interest created will be permanent is not questioned by even those who allow conservatism to guide every

action.
"A phase of the auto trade that must be taken into consideration and which was in evidence at the show here," said A. C. Newby of the National Motor Vehicle Company of Indianapolis last night, "is that the public is getting motor-wise and knows a good car from a poorly constructed one—an automobile in name only. Auto education has created a discriminating class of buyers and no longer criminating class of buyers and no longer can a silver-tongued salesman point to the beauty of lines in a car and feel sure he is on the right track. It is better for him to talk on the merits of construction, materials, the reliability or some specific part of the car." The argument of Newby is the opinion of everybody connected with the trade.

#### Indiana Autos Make Good.

and especially Indianapolis manufacturers have good reasons to be optimistic over the results of their efforts at the show. All of them did a good Only Car



Frank Nutt, the veteran driver in the 30-horse-power Haynes runabout, winner of the Chicago Motor Club Reliability Contest, Nov. 26, 27 and 28, in which the Haynes was the only car under

horse power; Frank Grogan, driver; Fire stone tires; class C, special; ignition trouble 54 points; ignition troubles, 16 points; run ning board, 4 points; mud apron, 2 points speedometer, horn and lamp loose and broken, 12 points; broken seals, 100 points; to tal, 188 prints; official weight, 3,705 pounds No. 5—Wayne roadster, 30 horse power Frank Gremel, driver; Morgan & Wrightires; class B; starting handle loose, etc., 20 points; broken spindie, 600 points; total, 620 points; official weight, 2,505 pounds. No. 25—Reo runabout, 18-20-horse power M. D. Vandecar, driver; Michelin tires; class

class A; Goodrich tires; grease cup loose, \$ points; official weight, 4.020 pounds. lobes and points; official weight, 4.020 pounds.
No. 30—Oldsmobile roadster, winner of New Southern cup: Ralph Owen, driver: Goodrich tiras; class B; emergency brake, medium, 2 points; driving shaft boot loose, 4 points; total, 6 points; official weight, 2,790 pounds.
No. 3—Rambler roadster, 32-horse power; Ted Collier, driver; Goodrich tires; class B; pedal brake, medium, 2 points; lamp damaged, 4 points; speedometer loose, 3 points; total, 8 points; official weight, 2,875 pounds.
No. 18—Aubūrn totiring car, 24-horse powers are. residence, dministraneer. confidentotal, 8 points; official weight, 2,875 pounds.

No. 18—Auburn touring car, 24-horse power; R. E. Parker, driver; Goodrich tires; class C; axles, wheels and spindles out, 10 points; total, 10 points.

No. 23.—White roadster, 30-horse power; William Leitch, driver; Goodrich tires; class A; running board loose, 6 points; apron loose, 6 points; total, 12 points; official weight. nonth will otel Bldg. 000 gallon diameter. sell cheap. 6 points; total, 12 points; official weight, 5,510 pounds.

No. 33—Locomobile touring car, 40-horse power; H. F. Mitchell, driver; Fisk tires; class A fan bolt off, 2 points; emergency byake, medium, 2 points; grease cup loose, 6 points; fender loose, 2 points; speedometer stle, Ind.: . springe. hing ma-o sell the o agents. loose, 2 points; total, 14 points; official weight, 3,710 pounds.

No. 20—Studebaker touring car, 30-horse power; William Smith, driver; Diamond ERS-No. Secondorice from, points; class B; exhaust cut-out repaired, points; oil cup lost, 4 points; wheel being broken, 8 points; total, 16 points; official weight, 2,905 pounds. WRITER o, new or No. 28—Kisselkar touring car, 80-35-horse power; Webb Jay, driver; Goodrich tires; class B; frame and engine bolt loose, 2 points; emergency brake not adjusted, 4 points; shield fastening bolt broken, 4 points; otel Bldg. l of Globe asis. For bonnet clip broken, 4 points; total, 18 points; official weight, 2,965 pounds.
No. 86—National roadster, 50 horse power; n street, John Aitken, driver; Diamond tires; class A; headlight screw loose, 4 points; muffler separated and hanging, 14 points; crank bracket loose, 2 points; gasoline tip loose and er pound; separated and hanging, 14 points; crank bracket loose, 2 points; gasoline tip loose and leaking, 2 points; loose lamps, 4 points; total, 26 points; official weight, 3,100 pounds.

No. 32—Silent Knight touring car, 35-40-horse power; Don Kilbourne, driver; Firestone-tires; class A; lamps loose, 8 points; cill pipe off, 8 points; drag link replacement on drive shaft, 20 points; loint cover-loose, 8 points; work on lamps, etc., 10 points; total, 54 points; official weight, 3,325 pounds.

No. 2—Pierce-Arrow touring car, six-cylinder, 40-horse power; Paul Hoffman, driver; Goodrich tires; class A; brakes, 26 points; emergency brake, medium, 2 points; lamp loose, 2 points; seal broken, 25 points; total, 55 points; official weight, 3,940 pounds.

No. 11—Jackson touring car, 20,24-horse power; F. L. Holmes, driver; Healy tires; class C; battery wire repaired, 25 points; battery dead, 4 points; steering gear loose, 8 points; strut rod work, 4 points; seal broken, 26 points; total, 66 points; official weight, 2,700 pounds.

No. 34—Locomobile touring car, 40-horse power; Fred Leiser, driver; Fisk tires; class A; brake repair, 10 points; spring shackle work, 16 points; battery dead, 2 points; grease cup loose on jackshaft, 6 points; horn out of commission, 8 points; seal broken, 25 ound; call ultry sup-ROS., 409 coal your easure in troubles. . Phones. auctions N. East THE R. Autoline was. Edison ; 275 rec-riter; all vill trade. TRIPP. ALL, 232 tion now recovered , rods and grease cup loose on jackshaft, 6 points; horn out of commission, 8 points; seal broken, 25 ond-hand; points; total, 67 points; official weight, 3,690 ll makes, 3 up per No. 12-Autocar roadster, 30-horse power No. 12—Autocar roadster, 30-horse power; Barney Oldfield, driver; Fisk tires; class B; work on spark plugs, 8 points; muffler, 4 points; emergency brake, 4 points; lamp, speedometer and horn loose, 2, 4 and 2 points respectively; seals broken, 50 points; total, 74 points; official weight, 2,600 pounds. No. 35—Premier roadster, 24-horse power; Ray McNamara, driver; Michelin tires; class B; fenders repaired, 18 points; grease cup repairing. ANGE, 83 slightly at a bar-

Report of Run is Out

Considerable interest has been displayed in the report of the technical committee of the Chicago Motor Club which had charge of the reliability run and the re-

sult of its investigation, which follows, speaks for itself:

No. 14—Haynes roadster, 30-horse power; winner of the Miles trophy; Frank Nutt, driver; class B; Diamond tires; official weight, 2,690 pounds; perfect score.

No. 29—Plerce-Arrow touring car, six-cylin-

der, 40-horse power; Arthur Kumpf, driver;

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No. 19—Marion roadster, 24-horse power; C. W. Price, driver; Michelin tires; class B; withdrawn first day.
No. 21—Thomas roadster, 60-horse power; C. A. Cooy, driver) Goodrich tires; class A; withdrawn first day.
No. 27—Stoddard-Dayton touring car, six cylinder, 50-horse power; Fort Payre, driver. No. 27—Stoddard-Dayton touring car, six cylinder, 50 horse power; Bert Payne, driver; Goodrich tires; class A; withdrawn first day.

No. 31—Pierce Racina touring car, 40-horse power; J. Hanson, driver; class B; withdrawn third day.

No. 4—Peerless touring car, 30-horse power; C. Burman, driver; Diamond tires; class A; scratched.

## Echoes From Chicago Show.

W. T. Miller and E. Guy Robbins looked after the interests of the Robbins Carriage Company of Indianapolis during the show. H. O. Smith of the Premier Company and A. C. Newby of the National Company were on hand to help their representatives along.

Mesars. Gibson, Twyman, Meyers and Minthorns of the Gibson Auto Company divided their time between the Premier and Ford exhibits.

Messrs. Elston, Vawter and Wheeler of the Indiana Auto Company assisted the sales managers of the Peerless, Franklin and Winton Companies.

The Prest-O-Lite Company of Indianapolis was well represented at the show by Carl G. Fisher, James A. Allison and Matt "Adonis" Paxton—

Herbert Rice of the Nordyke & Marmon Company worked his voice into a state of hoarseness explaining the good qualities of the Marmon cars. The Pope-Waverley Company's exhibit of electrics was the most complete of cars of that kind at the show. Manager Rice reports a good business.

George Whittier, formerly of the Fisher Auto Company of Indianapolis, but now with Reeves & Co. of Columbus, Ind., looked after his company's interest during the week.

Harry Hearsey of the Hearsey Vehicle Company of Indianapolis spent the closing days at the Rambler and Marmon exhibits, he having sent Frank Staley home to tend W. R. Ray, the Indianapolis representative of the W. C. Robinson & Son Company of Baltimore, devoted his efforts during the week telling visitors how good his company's Autoline was.

Ray Smith of the Indianapolis Motor Car Company stuck with the Rapid truck exhibit all week, despite the fact that the atmos-phere was very chilly at the Seventh Regi-ment Armory after the fire.

Tom Hay, well known in Indianapolis in the old bicycle days and as afterward being with the National Company, is manager of the Ford branch at Chicago. He reports a land-office business during the week.

In the exhibit of the Indestructible Wheel Company of Lebanon, Ind., was the somersault automobile used by the Ringling Circus people. It is equipped with wheels made by the Lebanon company.

R. H. Hassler, formerly of the Marion Motor Company but now with McCord & Co. of Chicago, showed a new popular-priced magnet invented by himself. He is meeting with a great deal of success in the sale of it.

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No 15-Dragon roadster, 24 horse power, J. W. Haynes driver, Damond tires, class B, one cylinder missing, 50 points, emerg ency brake, medium 2 points; steering gear. 6 points, mud apren down, 26 points, shock absorbers, 6 points; total, 90 points, official Weight, 2 440 pounds

Wight, 2.449 pounds
No. 8—Stoddard Dayton roadster, 56 horse
power; C. A. Englebeck, driver, Goodrich
tires; class B; replacing valve springs, 82
points; broken seal, 25 points; total, 107
points; official weight, 2.755 pounds.
No. 24—White touring car, 20-horse power;
C. E. Denzer, driver; Diamond tires; class
B: far blade broken numb broken pipe die

C. E. Denzer, driver; Diamond tires; class B; fan blade broken, pump broken, pipe disconnected, 110 points; total, 110 points; official weight, 3.065 pounds.

No. 22—White touring car, 30-horse power; H. K. Sheridan, driver; Diamond tires; class A; steering gear defective, 135 points; lamp loose, 2 points; total, 137 points; official weight, 3.735 pounds.

No. 3—Srevens-Duryea touring car, six-cylinder, 50-horse power; Clifford Clark, driver; Fisk tires; class A; bent front axle, 174 points; horn loose, 8 points; lamp loose, 4 points; total, 186 points; official weight, 4,113 pounds. No. 16-Rapid twelve-passenger bus, 25-

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### Facts About Chicago Sh

190	Fprg.	Fall,
Total number of vehicles	1901	1907
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exhibited of all kinds 36	400	410
Gasoline cars 23		262
	7 67	5.5
Foreign pleasure cars 1	1 10	1
Domestic pleasure cars., 21	1 280	227
	0 9	33
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Choff July	6 23	13
Shaft drive	1 219	224
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Rope drive.	2 2	ā
	7 66	84
Touring cars 14		118
	4 42	
Landaulets		38
manuaurers	4 6	5

A. M. C. M. A. show, New York, 170 car Qlympia show, London, 550 cars.

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#### Indiana Autos Make Good.

Indiana and especially Indianapolis manufacturers have good reasons to be optimistic over the results of their efforts at the show. All of them did a good business and and as one said "the automobile situation is no different from any other except in the fact that depression in the business is only momentary" in answer to the comment that gained cur-rency as to the future of the automobile. An incident bearing out his assertion is offered in the purchase of a large six-cylinder car by a prominent Indiana banker who two weeks ago told the salesman that for him to buy a car this winter would be entirely out of the question. The booths of the Indiana-made cars were not only crowded at all times, but

placards announcing the sale of this or that model gave evidence that Hoosier products are to be compared with those of products are to be compared with the old and larger manufacturers.

An Indianapolis firm is sharing the makers of the Havnes, which won the reliability contest, it being no other company than the makers of the Schebler carbureter through which the gas was furnished to run the car that took first honors in the

most severe road race ever held.

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No. 29—Pierce-Arrow touring car, six-cylinder, 40-horse power; Arthur Kumpf, driver; class A; Goodrich tires; grease cup loose, 2 points; official weight, 4,020 pounds.
No. 30—Oldsmobile roadster, winner of New Southern cup; Ralph Owen, driver; Goodrich tires; class B; emergency brake, medium, 2 points; driving shaft boot-loose, 4 points; total, 6 points; official weight, 2,790 pounds.
No. 3—Rambler roadster, 32-horse power; Ted Collier, driver; Goodrich tires; class B; pedal brake, medium, 2 points; lamp\_damaged, 4 points; speedometer loose, 2 points;

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No. 18—Auburn touring car, 24-horse powers; R. E. Parker, driver; Goodrich tires;

on; R. E. Parker, driver; Goodrich thres; class C; axles, wheels and spindles out, 10 points; total, 10 points.

No. 23.—White roadster, 30-horse power; William Leitch, driver; Goodrich tires; class A; running board loose, 6 points; apron loose, 6 points; total, 12 points; official weight, 3,510 pounds.

3,510 pounds. No. 33-Locomobile touring car, 40-horse power; H. F. Mitchell, driver; Fisk tires; class A; fan bolt off, 2 points; emergency brake, medium, 2 points; grease cup foose, 6 points; fender loose, 2 points; speedameter HAYNES.

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the terribly severe condition absolutely perfect score. T started. As evidence of the the rules the second car lo for a loose grease cup whi ened in five seconds. On the

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No. 5—Wayne roadster, 30-horse power; Frank Gremel, driver; Morgan & Wright tires; class B; starting handle loose, etc., 20 points; broken spindle, 600 points; total, 620 points; official weight, 2,505 pounds.

No. 25—Reo runabout, 18-20-horse power; M. D. Vandecar, driver; Michelin tires; class C; radiator—trouble, 134 points; strut rod, 2 points; deck screws, 4 points; radiator, 900 points; total, 1,040 points; official weight, 1,900 pounds.

1,900 pounds.

1,900 pounds.

No. 13—Maxwell touring car, 20-horse power; O. W. Klose, driver; Goodrich—tires; class B; engine work and running gear repairs, 734 points; wheel replaced, 77 points; fan bracket and fan down, 12 points; strut rod, 10 points; broken seals, 275 points; total, 1,108 points; official weight, 2,122 pounds.

No. 1—Royal tourist, 45-horse power; R. W. Cook, driver; Diamond tires; class A:

W. Cook, driver; Diamond tires; class A; withdrawn first day.

No. 6—Matheson touring power; R. Smith, driver; D. class A; withdrawn third day. touring car, 50-horse iriver; Diamond tires;

class A; withdrawn third day.

No. 7—Matheson touring car, 50-horse power; D. Buck, driver; Diamond tires; class A; withdrawn second day.

No. 26—Matheson roadster, 25-horse power; J. Heineman, driver; Diamond tires; class A; withdrawn first day.

No. 10—Jackson touring car, 20-24-horse power; E. F. Scheifier, driver; Healy tires; class C; withdrawn second day.

No. 17—Frayer-Miller touring car, 50-horse power; J. Barnes, driver;—Diamond tires; class A; withdrawn-first day.

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## WILL CONTINU

### GLIDDEN READY T

Well-Known Autoist **Europe Shortly on I** Around the Wo

BOSTON, Mass., Dec. 7. Glidden has just completed ments for a continuation around the world. He le early in January and sails where his car is now await week he received the offici of the Sultan of Turkey to realm in his motor car. T written in the Turkish l gives the bearer the right he pleases and directs th see that he is cared for every courtesy.

It took a year to get the Mr. Glidden will tour Egyl Then he will start for Fratinue his ballooning lessons acquired a certificate. It is to then take a balloon with and make an ascension in on the globe. He made of Stevens a few days ago in and had Stevens as his gu for some days.

#### Will Return for A. A.

Mrs. Glidden will accomp band on the tours and the in time for the A. A. A. to Glidden thinks New Engli middle West should have t year, but knows nothing of

A. A. has in mind.

For the first time in the l American Automobile Ass treasurer, at the directors' cently reported a substantithe treasury. Last year the on the wrong side of the led sociation now has \$6,500 and is yet to be turned in from board, representing the precent Glidden cup tour. The the applied tour has a time the annual tour has e profit, last year's event cost A. over \$1,000.