





### BY A STAFF CORRESPONDENT.

CHICAGO, Feb. 2.—Beneath a shower of shimmering draperies, frescoed by brilliant lights and banked by classic designs in stucco, exhibits valued at \$2,500,000, the exhibits at the Sixth Annual National Automobile Exhibition were thrown open to the public at 2 o'clock this afternoon in the Coliseum and First Regiment Armory. It was the beginning of the greatest automobile show ever had in this country.

All during the afternoon and until 11 o'clock at night the promenades of the building were crowded with spectators anxious to get the first possible glance at the 1907 models. They saw them under the most favorable circumstances, for a more brilliant setting for an exhibition of this character was never before designed and placed. With elaborateness there was combined the nicest taste, and everything, from the pillars marking the boundary of the spaces, to the bunting and lights lining the girders was of the finest handwork.

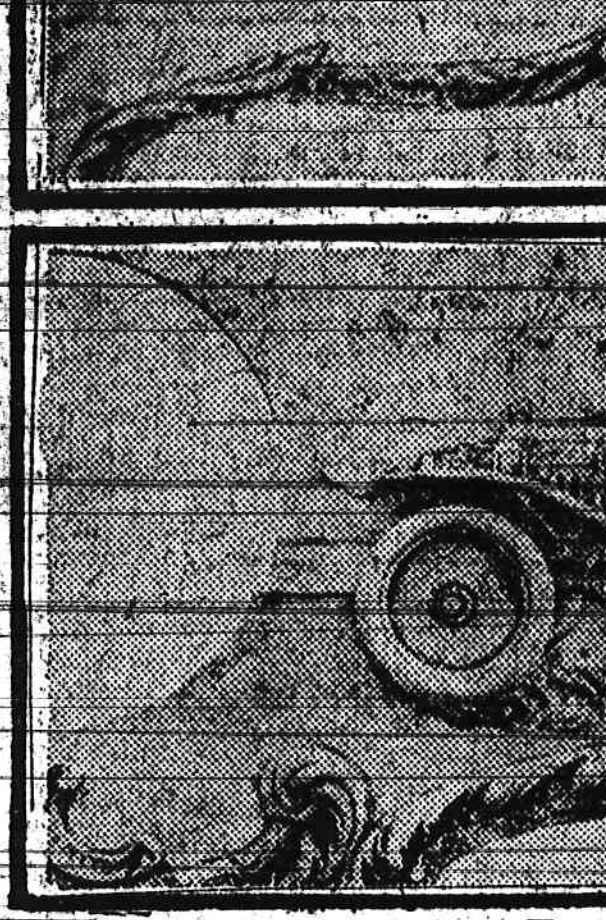
It required something of this nature to make a suitable setting to such an exhibit as is made at this show. Everything has been done in a stylish way, from the construction of the machines to the placing of the scenery. The effect produced is a soft and pretty one, rather than a glarish display, and the handwork of the real artist is readily seen. The exhibitors are pleased, the public is pleased, and the ensuing week, during which the exposition will be in progress at both of the great buildings, promises to attract the motor enthusiasts in greater numbers than they ever were attracted to one spot before.

In former years people came to the shows to see what new and radical changes had been made in the machines. They wanted to know what the inventors had been doing and whether their last year's car would be so antiquated as to make it necessary to discard it for a new one. They were not sure where the engine would be or what kind of power would be most popular.

#### No Radical Changes in Cars.

If they came for such a purpose this year they have been greatly disappointed. There are no radical changes in the construction of the cars from last year, and the several makes do not differ so widely as in former years. The exhibit, which represents all but two or three of the great and small manufacturers in this country, shows that the same ideas in the main are carried out by all of the manufacturers.

What is the difference between the new models and the old? The most pronounced difference is in style—finish, character of workmanship, material used and design. There has been a season spent in making a prettier and a more



## COLE TO ENTER RING

### WILL MEET GEORGE WILLIAMS

#### Morgan and Reed in Double Wind

up Feb. 20—Jimmy Cooley

Matched.

Freddie Cole will have an opportunity to prove to the doubting ones that the wonderful wallops he handed to George Williams in their last meeting were no "wild swings" nor "lucky punches." The little fellows were matched yesterday afternoon to meet in a ten-round contest at the Auditorium on Feb. 20. Ever since he bit the dust of defeat Williams, who was regarded as the logical candidate for featherweight honors, has been howling with all the vigor of the vanquished for a return match. It is the Chicago boy's only hope, for Freddie Cole truly stands between him and the championship of the world—and there are not a few of the

What is the difference between the new models and the old? The most pronounced difference is in style—finish, character of workmanship, material used and design. There has been a season spent in making a prettier and a more serviceable car upon general lines of construction laid down a year ago. There have been a few slight changes, but none of a revolutionary character.

The prophets who foretold a decrease in the price of cars have been proven false. There has been a decrease nowhere, and a few increases have been made. These latter have resulted from the improvement in the workmanship and finish, things which are apparent to the layman. For this reason the exhibit is the more interesting to the ordinary spectator. There are about 300 exhibitors, and they have sent cars which are perhaps the most beautiful ever built.

"We are showing conclusively that the American cars are the best for American use," said one of the exhibitors. "They are built for use on American roads and boulevards alone. For this reason they are much more valuable to American users. We are just now convincing our public of the fact that we have been trying to impress upon it for a long time, that our cars are built for their use and the foreign cars for foreign boulevards. Our cars will stand the racket on rough roads. The foreign cars will not."

#### Decorations Cost \$40,000.

Some idea of the size of the exhibit can be obtained from the statement that 80,200 square feet of space is occupied. The decorations cost \$40,000 and the cost of the management will be about \$30,000. By the time the show closes next Saturday night it is estimated that over \$6,000,000 worth of cars will have been sold. All of the exhibits were not in place today and all of the exhibitors will not be here until tomorrow.

The Indiana factories are almost all represented, but the failure of the railroads to deliver the cars resulted in some of them not being placed at the time the show opened. All afternoon the amusing spectacle of great cars, capable of going sixty or seventy miles an hour, being hauled to the show building on trucks, was presented to the public and it was not until late tonight, after the spectators had departed, in fact, that the last of the new creations was in place.

Indianapolis dealers and Indiana manufacturers were busy in the sections in which their cars were on display. Many of the spectators came to investigate and experts spent hours explaining the merits of the several makes.

This show has been described as the "happy family of motordom." The N. A. A. M. has the good fortune to be the mother of all the automobile manufacturers' organizations, so to speak.

With it are the "Independents," who flocked by themselves in the Grand Central Palace in New York and gave the "1907 show" during the concluding days of 1906, and the great Selden patent kings of the A. L. A. M. who followed with a dazzling exhibition in Madison Square

featherweight honors, has been howling with all the vigor of the vanquished for a return match. It is the Chicago boy's only hope, for Freddie Cole truly stands between him and the championship of the world—and there are not a few of the local boy's admirers who are firm in the belief that Freddie will continue to stand. Cole will go into the ring with the advantage of a decisive victory over his clever opponent, and, from all appearances, he has not gone back in the least since the last meeting with Williams.

However, Cole will not be the only attraction on the card. Jack Morgan, the undefeated welterweight, who has been regarded as a championship possibility from the time he first donned the mitts, will meet Jack Reed of Chicago in a ten-round bout in the double windup of the show at the Auditorium. Reed recently won over Otto Sieloff at Peoria, but Sieloff was in better condition then than he was when he met Jerry Murphy at this city, as Reed and Sieloff meet at 142 pounds, the weight which will rule when Reed and Morgan meet.

The fame of the local boxers is spreading abroad and six Indianapolis pugilists have been signed to take part in a boxing show at Lafayette on the evening of Feb. 14. Denny Sullivan of Chicago and Billy Mayfield of this city will meet in a ten round contest; Kid Ludd, a protege of Izzy Brill's and Nate Farbes, featherweights, of this city will go six rounds; Kid Rose and Kid Beppley are to meet in a five round bout and there will be another four round preliminary between two Lafayette boys. Walter Owen of this city will probably referee the bouts.

## SKATING RACES IN CANADA.

### Logan Defeats Lamy in the Final Trial of 888-Yard Event.

MONTREAL, Feb. 2.—The races of the Canadian Amateur Skating Association were held here this afternoon. Morris Wood did not compete, having been called home on account of the death of his father.

First heat, 720 yards (boys under 16)—First, F. Polan, Montreal; second, Adolph Anderson, Chicago; third, A. Aird, Montreal. Time, 1:16 1/4.

Second trial heat, 220 yards (boys under 16)—First, Woodward Sutpess, Verona Lake; second, F. Logan, Verona Lake; third, W. L. Smith, Montreal. Time, 21 1/5.

Half mile professional—First, Norval Baptie, Bathgate, N. D.; second, K. K. McCulloch, Winnipeg; third, Peter Simard, Norway. Time, 1:22 3/5. Wright and Sherbrooke fell at half the distance.

880 yards, first heat—First, F. Logan; second, Adolph Anderson; third, Hilton Belyea, Marathon A. C. Time, 1:33 1/5.

Second heat—First, W. G. Finlayson, Montreal; second, A. Lamy; third, L. Aird. Time, 1:28 1/5.

Third heat—Dead heat between Logan and Lamy. Time, 1:32 3/5.

Half mile—Dead heat skated off; won by Logan. Time, 1:38 1/4.

One mile, first heat—Adolf Anderson, Chicago, won. Time, 3:06 1/5.



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Standing aloof as peacemaker for the whole lot the National Association of Automobile Manufacturers threw open its space-allotment books and endeavored to be as liberal with the Independents as with the licensed men, and only fair with its own members.

The result is that 106 makers of cars will dwell in harmony for a week under the roofs of the show buildings, enter into keen competition to place orders, and, when the books of the association finally are balanced, the small army of makers will receive their pro rata of the profits, thereby reducing to a minimum the expense for space and decoration.

### PURDUE READY FOR CHICAGO.

Boiler Makers Hope to Win Basket Ball Contest With Maroons Friday Night.

LAFAYETTE, Ind., Feb. 2.—Purdue is getting ready for Chicago, and the game of basket ball to be played in that city next

The fame of the local boxers is spreading abroad and six Indianapolis pugilists have been signed to take part in a boxing show at Lafayette on the evening of Feb. 14. Denny Sullivan of Chicago, Billy Mayfield of this city will meet in ten round contest; Kid Ludd, a pupil of Izzy Brill's and Nate Farbes, featherweights, of this city will go six rounds. Kid Rose and Kid Beppley are to meet in a five round bout and there will be other four round preliminary between Lafayette boys. Walter Owen of this city will probably referee the bouts.

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First heat, 220 yards (boys under 16)—First, F. Polan, Montreal; second, A. Anderson, Chicago; third, A. Aird, Montreal. Time, :15½.

Second trial heat, 220 yards (boys 16)—First, Woodward Sutpfe, Verona; second, F. Logan, Verona Lake; third, Smith, Montreal. Time, :21 1-5.

Half mile professional—First, N. Baptie, Bathgate, N. D.; second, K. R. Culloch, Winnipeg; third, Peter Slin, Norway. Time, 1:22 2-5. Wright and Brooke fell at half the distance.

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Half mile—Dead heat skated off; won by Logan. Time, 1:38½.

One mile, first heat—Adolf Anderson, Chicago, won. Time, 3:06 1-5.

Second heat—Woodward Sutpfe, Verona Lake won. Time, 3:05 4-5.

880 yards backward—First, A. A. A. Montreal. Time, 1:37 4-5.

2:20 yard hurdles—First, W. F. M. Montreal. Time, 3.05.

Three miles, professional—First, E. H. Time, 9:45 1-5.

Three miles, amateur—First, F. I. Verona Lake. Time, 9:34 4-5.

Norval Baptie failed in attempt to break Johnson's half-mile record of 1:17 1-5. Time, 1:20 4-5.

### TURNER MAY COACH PURDUE.

Former Dartmouth Football Star to Hold Conference With Athletic Directors.

LAFAYETTE, Ind., Feb. 2.—Unless the negotiations fall through Leigh C. Turner, former Dartmouth College football star, will coach the Purdue football team next fall. Mr. Turner was in the city today and held a conference with the Board of Athletic Directors, who were favorably impressed by his appearance. When he left the city tonight it was practically assured that he will return in September as the coach of the Purdue football team.