

TOURING GETS UNDER WAY THIS WEEK

Memorial Day Marks Opening of Long Distance Run Season.

A WEEK-END ROUTE

Auto Club Maps Outline Ideal Spin of 420 Miles to the Catskills.

Memorial day brings the un-announced opening to the touring season. Touring is undertaken by motorists scattered throughout the country earlier than the end of May but the real volume of traffic always sets in with Memorial day.

Week-End Tour to Catskills.

Appreciating this fact, the Automobile Club of Syracuse has laid out a week-end tour to the Catskill mountains for Syracuse motorists that should prove highly enjoyable. Good roads will be found all the way. There are plenty of good hotels and other features connected with touring are provided along this route so as to make it one of the most delightful that Syracuse motorists could map out.

This route includes the beautiful Cooperstown, Otsego lake section, the rugged Catskill scenery and for good measure adds the Ashokan reservoir and the Hudson river.

The total distance in miles is 420, of which not more than twenty is unimproved road.

The Route in Detail.

Leaving the office of the Automobile Club of Syracuse, go north on Warren street, past new Herald building on left, cross canal and turn to right on James street. Follow James street and Auto club signs. Turn right over railroad bridge in East Syracuse and follow the main highway through Manlius Center, Wampsville, Chittenango, Sullivan, Wampsville, outlets of Canastota, Onondaga Castle, Vernon, Kirkland and New Hartford into Utica.

Entering Utica, go down Genesee street to Bleeker, where turn right and follow Bleeker street to Turner street. Turn left and at the end of street turn right on State road and follow it through Frankfort and Ikon to Mohawk. (Caution—Do not drive more than fifteen miles through these three villages. Speed traps are in operation.)

Turn right in Mohawk and follow State road to Denison's Corner, then bear left and follow dirt road for about three miles to Jordanville, where turn right on State road to Richfield Springs. Turn left in Richfield Springs and follow State road. About four miles out turn right at four corners, going through Springfield Center and down west side of Otsego Lake to Cooperstown. 100 miles. Continue straight ahead on Chestnut street and follow State road through Milford, Fortville, Colliersville to Oneonta. 120 miles.

Through the Catskills.
Leaving Oneonta for Kingston, go west on Main street and follow State road through Davenport Center, Davenport, Harpersfield, Stamford to Grand George. There turn right and follow State road south through Roxbury and Halcottsville to Margaretville. There turn left and follow State road through Arkville, Fleischmanns, Highmount, Pine Hill, Shandaken, Alabam, Phoenicia, Mt. Pleasant, Shokan, going along the reservoir, Ashokan to Kingston. 220 miles from Syracuse.

Up the Hudson to Albany.
Leaving Kingston for the return trip, follow Albany avenue and State road through Glen Eyrie, Saugerties, Malden, Evesport, Comencon, Catskill, Athens, Coxsack, West Coxsack, Ravena and Cedar Hill to Albany. Fifty-seven miles.

Leaving Albany for Syracuse, entering on Pearl street, turn left on State street; turn right at Capitol and take dirt left on Washington avenue. Follow State road through Schoharie, Scotia, Amsterdam, Tribes Hill, Fondra, Palatine Bridge, St. Johnsville (speed trap), Little Falls, Herkimer, continuing up porch side of river to Deerfield. There turn left and go into Utica, ninety-five miles from Albany.

Leaving Utica follow the regular route back to Syracuse, fifty miles.

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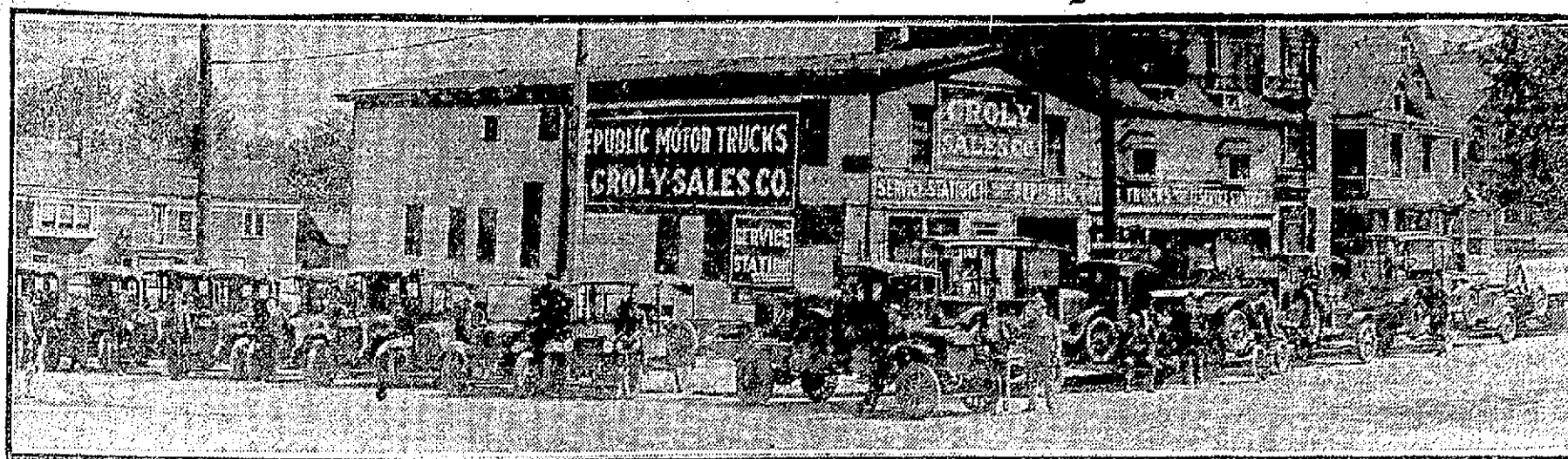
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Biggest Truck Drive-Away Arriving Here Last Week

Croly Sales Company Gets Twenty-five Republics Driven Here Under Own Power From Alma, Mich. The Trucks Are All for Central New York Territory.



AUTO CLUB NEWS

Some important changes are made in the report on the road conditions in the State, given out yesterday by the Automobile Club of Syracuse. Tourists going to Utica or down the Hudson to New York will do well to bear in mind the advice given below as to routing.

Speed traps have been established at Ikon, Mohawk, St. Johnsville and Herkimer. Automobileists are warned to keep down to within fifteen miles an hour in these cities and villages.

The following road bulletin for Central New York was issued by the Auto club yesterday:

Syracuse—North.
Syracuse-Watertown—Main line route open and in good condition.
Syracuse-Oswego—Open and in good condition.
Syracuse-Litwopool—Baldwinsville, via Cold Springs—Open and in good condition.
Central Square-Constantia—Open and in good condition.
Palmyra-Hanibal-Volcott—In good condition.
Watertown-Clayton—Alexandria Bay—Open and in good condition.
Watertown-Malone route in good condition except for bad spot between Canton and Potsdam. The road is being repaired and is passable with careful driving.
In the village of Gouverneur a bridge is down necessitating a short detour in the village.
Watertown-Ogdensburg, via Redwood, open and in good condition except for a mile which is not yet completed, between Redwood and the St. Lawrence county line.
Malone-Saranac Lake—Open to traffic.

Syracuse—West.
Syracuse-Rochester—Best route to Rochester at present is via Geneva, Junius, Phelps, Clifton Springs, Monticello, Victor, Mendon, Mendon Center to the Onondaga Falls road, where turn right to Rochester.
Rochester-Buffalo—Ridge road should be followed to Lockport, then south to main line at Williamsville.
Geneva-Candiotique—In poor condition from frost and heavy traffic. This section is now being repaired.
Avon-Mt. Morris-Dansville-Hornell—Open and reported in good condition.
Skanateles-Madana—Owasco-Auburn—Open and in good condition.
Skanateles-Madana-Niles-Moravia-Locke-Groton-Preville-Ithaca—Open and in good condition.
Canastota-Marcellus-Bonding-Skanateles—Route is open to traffic. This is another ideal Sunday afternoon drive for either the new or the old motorist.

Syracuse—South.
Syracuse-Tully-Cortland—Open and in good condition.
Cortland-Ithaca—Open and in good condition.
Ithaca-Newfield-Pony Hollow-Alpine-Odessa-Montour-Falls-Watkins—Reported in good condition.
Watkins-Elmira—Reported in good condition.
Cortland-Binghamton—Direct route is not advisable at present.
Ithaca-Oswego, via Danby—Seven miles of dirt road in fair condition remainder of route good, fair condition.
Owego-Binghamton—Open and reported in good condition.
Binghamton-Whisper-Liberty-Monticello-Middletown-Goshen—in good condition.
Binghamton-Seranton—Reported in fair condition, half of route is dirt road.

Syracuse—East.
Syracuse-Utica-Albany—Main route in good condition.
Albany-Pittsfield—Open and in good condition.
Pittsfield-Springfield-Worcester—Open and in good condition.
Albany-New York—East side route reported in good condition. West side route reported in best condition of years, with but one poor spot near Ravena.
Albany-Saratoga-Lake George—Reported in good condition.
Syracuse-Fayetteville-Manlius-Cazenovia—Open and in good condition.
Cazenovia-Nelson-Morrisville-Bouckville-Ciskany Falls-Deansboro-Utica—Open and in good condition.
Bouckville-Hamilton-Earlville-Sherburne-Norwich—Except for six miles dirt road between Earlville and Hamilton, this route is open and in good condition.
The best route to Oneonta at present is via Palatine Bridge, Canajoharie, Sharon Springs and Cobleskill.
Oneonta-Binghamton route is open and reported in good condition.
The best route east from Utica at present is to continue straight through the city to Deerfield, where turn right and follow State road to Herkimer.
A short detour is necessary half a mile from Schurter where bridge is being repaired.
By following this route speed traps are avoided at Ikon and Mohawk.
In order to take advantage of the best route down the Hudson from Albany to New York it is recommended by those who have recently

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CHICAGO DERBY TO BE JUNE 22D

Chicago, May 25.—Definite plans for Chicago's fourth annual auto derby were announced last week after hanging fire for one reason or another for several months. The contest will be staged on Saturday, June 22d, under a sanction issued by the American Automobile association early in the season, while the arrangements were still in a nebulous state.
The derby this year will be run as a 100-mile handicap race, and there will be several other contests on the program. Invitations to participate have been sent to Darío Resta, Ralph De Palma, Barney Oldfield, Louis Chevrolet, Johnny Aitken and many others. Resta, De Palma, Oldfield and Chevrolet are listed definitely as among the starters in the Memorial day race at the New York speedway, so their entries here are regarded as virtually certain. Aitken, the 1916 speedway champion, did not race last year, but has signified his intention of "coming back."

RACE SCHEDULED FOR CINCINNATI JULY 4

H. S. Leyman of the Cincinnati Motor speedway, which is located at Sharonville, has announced that a race has been made of the speedway to William H. Wellman, who will promote two meets there this year, July 4th and October 6th, when both automobile and aero contests will form the program, with popular admission prices. Mr. Leyman said that on July 4th Louis Chevrolet and Darío Resta would compete in a three-beat match race at four, ten and twenty miles, and that a feature would be a 100-mile handicap, with twenty starters, guaranteed by Wellman, including Dury and Guyot, the French drivers.

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Guaranteed 6,000 Miles

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MOTOR EVENTS

May 28—Harkness handicap, Sheep-head Bay speedway, New York.
June 2—Joint meeting of the National Gas Engine association and Midwest section of the Society of Automotive Engineers, Chicago.
June 11—Chicago Automobile club orphan's day.
June 17—Society of Automotive Engineers war meeting, Dayton, O.
June 22—Derby, Chicago speedway.
July 4—Cincinnati speedway race.

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Size	Plain	Non-Skid	Tubes
28x3	\$ 9.60	\$10.60	\$2.25
30x3	9.85	10.90	2.30
30x3 1/2	12.50	13.50	2.70
31x3 1/2	12.50	13.75	2.60
32x3 1/2	14.25	15.50	3.00
31x4	17.75	19.00	3.50
32x4	18.25	20.00	3.85
33x4	18.90	20.80	3.85
34x4	19.45	21.45	4.05
35x4	20.35	22.40	4.15
36x4	20.25	22.25	4.45
34x3 1/2	15.75	17.35	3.15
34x4 1/2	26.50	29.15	4.65
35x4 1/2	28.25	31.00	4.75
36x4 1/2	28.95	31.85	4.80
37x4 1/2	29.50	32.45	5.05
35x5	30.45	33.50	5.85
36x5	35.00	38.75	5.85
37x5	31.50	34.65	5.85

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34x4	\$26.25	\$28.85
34x4 1/2	31.50	34.65
35x4 1/2	32.85	36.25
36x4 1/2	33.90	37.30
35x5	37.00	40.00
37x5	40.00	43.00

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100 PER CENT NAME CADILLAC CORRECTLY

People as a rule identify the various makes of motor cars by means of such distinguishing marks as radiator emblems, hub caps, etc. Because this is so, unusual interest attaches to the fact that 100 per cent of motor car dealers who recently took part in a car naming contest were able to recognize the Cadillac in photographs from which all common distinguishing marks had been removed.
Dealers in all makes of cars all over the country participated in the contest, which was conducted by Leslie's Motor Review. Four or five pages of half-tone reproductions of automobiles were printed, representing 47 different makes. The pictures showed only the front and rear views of the cars, no side views being printed. In getting up the results, only the names of dealers were included who guessed at least half of the car names correctly.

PIKE HEAD OF PAIGE TRUCK SALES

The Paige-Detroit Motor Car company announces the appointment of Charles S. Pike as sales manager of the new truck division which is rapidly being organized.
Mr. Pike was summoned to the Paige company from the sales department of the Burroughs Adding Machine company two years ago to make a general survey of sales promotion of passenger cars when a department for this work was organized. Previous to his connection with the Burroughs company he had acquired much selling and advertising experience with various organizations including the Outlook Magazine.

Haynes Shows Economy. Seventy miles of deep mud, mountain snowstorms, and other obstacles didn't prevent a Columbus, O., man recently from driving his Haynes from Columbus to Los Angeles on 200 gallons of gasoline—an average of seventeen miles to the gallon. He made it. It is reported, an average of 212 miles a day.

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You can tell Ajax Tires by their special features. They are plain to see and there for a reason. In a tire you want miles, you want comfort, too—and uniform service.

AJAX Shoulders of Strength

make this tire different from every other. See, in the picture, just how these supporting shoulders are built out to reinforce and cushion the tread. This means more rubber where it should be—extra strength where the road strain comes. No other tire has this excess mileage feature. Ajax controls the patents.

AJAX ROAD KING

is a different non-skid tire. It proves its worth in amazing mileage records. A monarch in quality, a democrat in service. Ajax Shoulders of Strength give it more tread on the road—more resilience—more fighting stuff for the road battle. See the big triangle bars, an added safety factor. Come in and let's talk Ajax Tires and Ajax Tubes.

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