

to chop their stock cars to of power and efficiency. have enlarged the bore until there are stock with bores as large and limit fixed by the new e. about five and one-

### to Please All.

Manufacturers still depend upon their stock productions. Limit which shall be satisfactory body concerned is now of the committee.

ate, it has been established that the race will be run. The held has not yet been decided and the committee is to be described as a receptive subject of possible

adjustments may be pre-emptive for holding the said, however, that the race will run off far from the doubtful, now, however, again this year at Briarcliff will probably be about one.

## CHINA BUYS CADIILLAC-THIRTY CAR

### Acquaint Himself With Sam's Leading Makes "Devil Wagons."

Viceroy Wu Chang, of China, is acquaint himself with one of the remotest "devil wagons," a Cadillac.

The Olivier Import and Sales, an American corporation, has opened its foreign office at Shanghai and has the agency for Nanjing, the first Chinese agency for an American car.

The company is going in the business in the traditional style, having ordered the machinery for their garage, as well as all parts, thereby avoiding delay in ordering repairs from

Within months the Cadillac has been sold in China seven cars have been sold. The fierce competition of the American own European makes.

## WILLIS FIRM MODELING ITS PLACE

Being Overhauled for  
Day of Gasoline, Electric,  
Steam Automobiles.

Willis Company turned its attention over to the contractors and the last week in order that

ent makes, 20 per cent were Packards, or 231 in all. The next greatest number of cars of any one make was 126. Both in the East and West the Packard heads the list of registration of cars selling over \$3,000 by a wide margin.

## NEW YORK HAS NO MONOPOLY ON PRINCIPAL AUTO EVENTS

### Many Cities Are Anxious to Land Speed Classics During Coming Year and Gotham Must Make Effort.

NEW YORK, Dec. 19.—Judging from reports from various sections of the country, New York and vicinity will have worthy competitors in the scramble for the principal automobile road races of 1909. Despite the nine miles of Motor Parkway already built and the additions contemplated for the coming year, it is certain that Long Island will have no monopoly of mile-a-minute contests during the next twelve months.

With Savannah in the field for the renewal of the Grand Prize race, Cuba yearning for the right of a similar event, Chicago after the initial running of the Thompson stock car race and several cities as applicants for the Briarcliffe Trophy event, it appears as though New York is positively assured of nothing in the way of a big event aside from the Vanderbilt Cup contest.

While it does not follow that the application for the holding of any one of these races is equivalent to the securing of the same, it indicates clearly that there is a widespread desire on the part of other localities aside from this section to participate in the holding of auto races.

There are at present fully a half-dozen cities of importance which stand ready to do all that Savannah did if granted the privilege of standing sponsor for one of the big auto events of 1909. It is certain that foreign race drivers will demand some assurance of a free course in this country hereafter, now that it has been demonstrated to them that such a condition of affairs is possible.

## AUTOS BEFORE LAW MAKERS.

### Legislatures in Many States Will Deal With Question This Winter.

Great activity will be seen this winter in the majority of state Legislatures, soon to convene, in the making and unmaking of automobile laws. The liberal restrictions now in force and the new ones that are sure to come up will be assailed by a certain few who are inconsiderate enough to believe that the highway belongs to them, and the representatives will have a hard time to satisfy the great majority at large that they were at all active in the matter.

That every driver of an automobile should pass some kind of an examination is grow-

action by certain conditions recently come into being in the dormitories and fraternities of the University of Pennsylvania. Students have organized for the defense and the oath which is tendered to new members of the "Abolition of Cats" is binding as is that of the organization in the country.

The new organization is one whose sole aim is to exclude less members of the entire but to investigate from within the cats which now make their buildings.

At first—that is when it opened at the university—was held as much respect in the city as they generally do at that time they were venerated cats and, too, they were cats and never prowled about at nights.

Now all that has changed is the first change has been a radical change in the general attitude against the cat far from the officers and members of the organized society are no longer students will say, but it is the young men have good professors are said to be in with the younger element gone so far as to suggest to get the felines out of the hood.

## MASTER OF LANGUAGE IS DEAD IN

### Man Who Spoke Thirteen as Many More Dialects In Flatbush

NEW YORK, Dec. 19.—A man who, for the last thirty years, has been a familiar figure in the General Sessions of Manhattan was chief interpreter, died at 35 Rugby road, Flatbush. He was a Hungarian seventy-eight years of age and forty years was a resident in New York.

Mr. Dollin spoke thirteen as many more dialects. He was of English, French, German, Spanish, Turkish, modern Polish, Bohemian, Hungarian and Serbian. A boy in New York out foreigners and tried to speak native tongues. When he went to Marseilles, France, he came a wholesale commission agent. His work took him to every part of the globe except Australia. After ten years of business