

Then, before the rubber has fully set, while it is still plastic, it is removed from the vulcanizer and carefully inspected. The tread applied, the iron core is released by the air bag, the iron mold by winding of heavy tape, it is inflated a rim, put back into a vulcanizer and until the curing process is complete. The iron core and the squeeze weld the into an inseparable whole. The air then smooths out any wrinkles, furrows or irregularities which may have been hidden from the inspector's eye. The result is said to be that the tire is as only unit together in all its parts as the "molded" tire and as free from hidden defects as the best "wrapped and" tire.

STARTS AUTOMOBILE SCHOOL.

Franklin Company Installs Competent Instructor for Workmen.

A school for the instruction of automobile repair men so that it will be possible at any time for the company to furnish any of its dealers throughout the country with trained and competent help is being started at the H. H. Franklin Manufacturing Company at its factory in Syracuse. The work is being inaugurated under the direction of I. O. Hoffman, formerly an instructor in the College of Applied Science at Syracuse University, and the school will be housed in a building now approaching completion. The recitation hours will be from eight to ten at night, and the course can be completed from twenty-eight to thirty-five weeks.

The prize for the contest will be a magnificent trophy which has been donated by M. R. Guggenheim and which will cost \$2,000. This trophy has no strings attached to it and will be given outright to the winner and from present plans the winner will be the car that reaches Seattle first, having traveled over the road on its own wheels without any other rules or "conditions" being imposed. Besides the trophy cash prizes will be given. These amount to more than \$5,000, with the prospect that they will be materially increased in the near future.

NATIONAL STOCK CHASSIS RACE TO BE HELD IN JUNE

Course of Event Under Chicago Club Will Extend Through Northern Indiana.

NEW YORK, Feb. 20.—Although the official sanction of the American Automobile Association has not as yet been granted to the Chicago Automobile Club for the national stock chassis race, the course of which will be through northern Indiana, the club is taking it for granted that such a contest can be held in June. The preliminary work is rapidly nearing completion and the contest committee of the club hopes soon to be in a position to officially announce the event. The recent donation of a perpetual trophy for the race by President Ira M. Cobe of the club has greatly augmented interest in the proposed race, and as a matter of fact three entries have already been received.

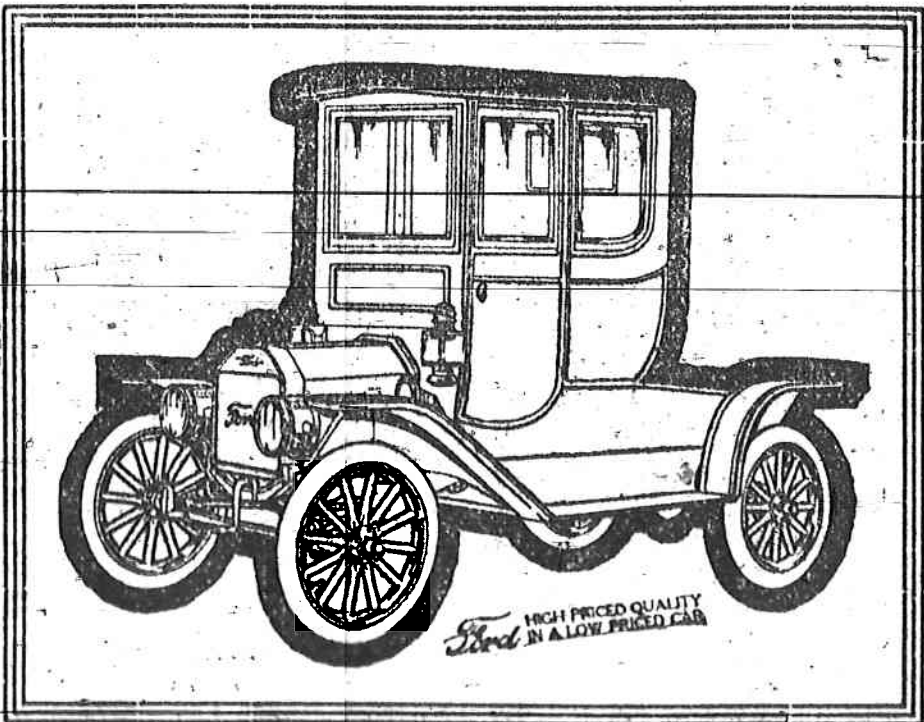
street and the casting up to its was all done in a jiffy, and the not advanced any moment in speed. The scene was witnessed by a number of spectators, all of whom de convinced proof of the superior tric power to horse power for safes, castings and machinery to ings.

HARVARD STUDENTS DISCUSS RELATIVE MERITS OF

American Cars Declared Better Than Those of Foreign Make on American Roads.

That debates, oral or written, are confined to questions of ethics, or has just been shown by the result of a discussion at Harvard on the question of the relative superiority of American and European cars for American roads. The debate came up through a discussion among the students in one of the classes. It was decided that one car to represent Europe and another to represent America should be chosen. The Pierce Arrow was chosen as the best on the American side, and the Fiat on the European side. Franklin T. Clark of Philadelphia took the side of American cars, and the Pierce Arrow Motor Car Company received this letter from him, dated Cambridge, Mass.:

"I am glad to tell you that the result of my English instructor on my Fiat versus Fiat argument was in my favor. That the outcome is that the Pierce Arrow (American) is better for touring on American roads than is the Fiat (European).



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