

APRIL RAINS DO NOT HURT AUTO BUSINESS

No Lull in Local Trade, Although
Showers Interfere With Dem-
onstrations.

DANGER OF SHORTAGE OF CARS

Cut in Production Has Created
Healthy Condition—Provident
Ordering Early.

April is holding up her reputation for rainy days and incidentally interfering somewhat with the demonstration of automobiles by local dealers. However, there has been no lull in the business since show week and there is every prospect for an unusually good season.

Instead of demoralizing the automobile trade the late financial stringency has brought about a healthier condition of affairs than has obtained in many years. Many of the factories were compelled to cut down their force of operatives and hence the output was materially decreased, thereby preventing the threatened overproduction of cars.

Indeed, there is some danger of a shortage or at least a delay in delivery on many makes this season, and provident persons are putting in their orders earlier than usual on that account.

S. W. Elston, manager of the Indiana Automobile Company, reports that the big list of show week prospects is being rounded up in splendid shape. He says that the demand for higher priced cars grows stronger with every season. In fact, people are being educated up to a greater appreciation of the sport at a remarkably rapid rate and after going through a sort of preliminary course with a small machine they almost invariably go the limit on their next purchase.

One of the strongest evidences of the growth of the automobile industry in the United States is the great enlargement of the plants used in their manufacture. The Buick Company of Flint, Mich., has just closed a contract with a Chicago construction company for the erection of another enormous factory building, and when it is completed the Buick plant will be the largest in the world. The present output of the Buick plant is about

Water No Barrier for



is a twenty-eight horse power friction-driven monster.

Only three tests were needed for the Rapid, with William Duffy at the wheel, to put the other machine out of the running. The "tug" was made with a thirty-foot hawser, the game being for one truck to pull the other across a dead line three times out of five. A pull of fifteen feet was needed to decide the supremacy, and, try as he might, Driver Harry Endicott of the Meisselbach was unable to check the flight of the lighter craft. The Rapid is handled in Indianapolis by the Indianapolis Motor Car Company.

Another week of exceptional activity is reported by the Cadillac Automobile Company. The full line of Cadillac models on display is attracting a great deal of attention and many sales are being consummated.

The Auburn roadster is rapidly becoming a familiar sight on the streets of this city. Finch & Freeman, who handle the Auburn in this territory, report many sales during the last week.

ANNOUNCE CONDITIONS WHICH GOVERN VANDERBILT EVENT

Cars Competing in Annual Big Race Must
Weigh Between 1,983.6 and 2,644.8
Pounds—Ten Entries Assured.

NEW YORK, April 11.—Conditions for the Vanderbilt Cup race to be held in the fall



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Since the beginning of the year there has been a steady increase in the pay roll of the Buick Company, until now it amounts to \$30,000 a week.

The statement that it is the largest automobile plant in the world is verified by the showing made by the Buick Motor Company in regard to output, volume of business and floor space, and it only remains to be recorded that in floor area the several buildings comprising its plant represent a total of over 600,000 square feet, or fourteen and one-half acres.

The most pernicious agent of trouble in the automobile world is the repair man, the electrician or the amateur person of mechanical bent with a propensity for disagreeing with designers who have proven their superior knowledge by their success. These people cause endless trouble and expense to carowners. "The man who knows more than the maker" resides in every town, and is constantly attempting to improve on motor cars of standard design.

As an instance, a story told by Cecil Gibson of the Gibson Automobile Company, is of interest. He recently made a trip up state with Henry Ford, the inventor and builder of the Ford automobiles. While visiting the garage of a local agent, Ford strolled back into the repair shop and seeing the repair man working on a Ford, he ventured to suggest certain changes in the method of repairing. The mechanic was insulted and remarked that "he knew his business and did not care for any instructions." However, when he learned from Gibson by whom he was being directed he lost a little of his assurance.

Three thousand dyed-in-the-wool motoring enthusiasts thronged that section of Michigan avenue between Thirteenth and Fourteenth streets in Chicago last week while two powerfully constructed motor trucks waged a merry tug-of-war, which the Rapid proved an easy winner over the Melselbach.

The contest was virtually a walkaway for the twenty-four horse power Rapid, which measured its strength and planetary transmission with the bigger cylinder capacity of the Melselbach, which

pany. The name of the machine shown on display is attracting a great deal of attention and many sales are being consummated.

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NEW YORK, April 11.—Conditions for the Vanderbilt Cup race to be held in the fall have been decided upon by the racing board of the American Automobile Association. Most important of the changes made is the one affecting the weight of eligible cars. The new rule requires a minimum weight of 1,983.6 pounds and a maximum weight of 2,644.8 pounds. This change will render eligible all the foreign cars now being built for the big races abroad. Assurances have been received of ten entries, including two locomobiles, two Thomas Flyers, two Appersons, two Isotta Fraschini, one Darracq and one Renault.

Following are the conditions that will govern the competition:

That competition for this cup is open only to clubs that are recognized by, or affiliated with, the American Automobile Association, or to clubs recognized by, or affiliated with, the Automobile Club of France.

That the club winning the trophy is obligated to deposit with the American Automobile Association a bond of not less than \$3,000 for the safety of the cup.

That the car, in its entirety, must be manufactured in the country which it represents.

That the name of the winner of each year is to be inscribed on the cup, together with the location of the race, date, distance, etc.

The minimum weight of any car competing for this cup shall not be less than 900 kilos, or 1,983.6 pounds, and the maximum weight not greater than 1,200 kilos, or 2,644.8 pounds.

That each car must carry two persons seated side by side, whose weight must not be less than 132 pounds each.

That the race shall be for not less than 250 miles or over 300 miles, and can not be held on a horse or bicycle track.

The date of competition, the rules governing the competition, the entry blanks, the form of declaration and route will be announced by the William K. Vanderbilt Jr. Cup Commission by July 1, 1908.

The entry fee for each car will be \$1,000, covering the elimination and final events.

That the date of closing of entries will be Sept. 1, 1908.

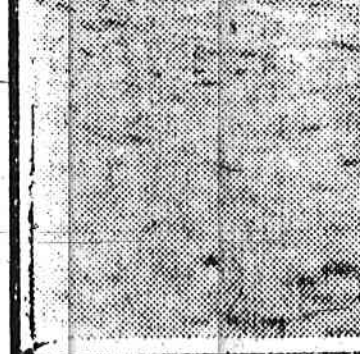
That for any entries received after Sept. 1, 1908, and before Oct. 1, 1908, the fee will be doubled, making the same \$2,000, and no entries will be received after Oct. 1, 1908.

WHEN LOVE IS YOUNG.

Washington Herald.

"You haven't half smoked that cigar. A newly married man should not be so wasteful."

"I leave the butts long to please my wife. She likes to loop 'em with ribbons and hang 'em about the flat."



While Indiana has for the excellent gravel roads extending the entire state, the winter spring occasionally affords opportunity for a water carnival scale, even on some of the good roads. The illustration here shown within five miles of Indianapolis swale on one of the principal roads where no drainage is provided. Frequent rains during the winter kept the water here to a depth of one-half to three feet, and car has come to grief because of troubles in attempting to cross this miniature lake.

On the day of the recent Indianapolis race a number of cars were stuck in what was in point of distance a very bad way to the hill, which necessitated the use of a horse and carriage to get them out.

AMERICAN ROAD

TO IMPROVE OUR

Auto Association Says

Thoroughfares Are Dying

Hopes to Better

Admittedly the public roads of the United States is the poorest in the country professing to be highways. In some of the states a passenger road mileage is in good condition, but in general the roads are so bad that the material being used is over which the road passes is of repairing them so poor that for a large part of the country the simply muddy trails. The soil in certain sections of the country is largely responsible for the conditions, but the chief reason for the conditions lies in the indifference of the people and the lack of funds for construction.

The economic loss and agricultural interests of the country resulting from our inferior roads is so apparent that it would seem there should be no question as to the need for a radical reform in present road construction and maintenance. The farmers, who constitute the