

big dings here in Indiana look like. Dinn' er Max-Mopra Denny look by definition last year, and him and Denny and him ending up at the president did it in a way showed in follows he is no like yad, and mil der grace of drus elteens affe le, Denny two apes to took home at him. Vat les der ason vat ve shoot uk for such a ip-ratitess much las id, en you bin in a Gess ver der pes, les made you, do of dank id all be-ongs to you. Let er public enjoy ome for der goot dings and in such vay made confidences. Vat ve needs ere las more public exhibitionings about der goot dings vat ve got and not such much kickings about der dings vat ve

Jamaica Speed Trials, Carl Fisher, Fisher Automobile Company, National Automobile.

Almost any spectator at a major league ball game will tell you: "Oh, I understand baseball"; yet in every game hundreds of novices are made and orders issued and obeyed, all with exact purpose and scientific intent that not one in a thousand sees or realizes. The game has made such wonderful advances scientifically and the membership and team work have become so involved and complicated that the lover of the game, even one who attends scores of games each season, rarely sees or understands the fine points of the game, or knows how or why a play is made even after it is successfully completed.

Every catcher and pitcher in the "Big League" knows to an inch how far the base runner may leave any base and get back safely. A catcher will throw to catch Miller Huggins of Cincinnati, for example, when he leaves first base after twelve feet, while he will let Fred Clarke of Pittsburgh take station, even thirteen feet, without making a throw, which is intent to catch him. If he throws, it is to drive Clarke back and keep him from getting too great a start. Every pitcher, or at least knows just how certain men will make a play and turn their play accordingly. For example, with Wagner on first and Tommy Leach on third, every catcher in the National League throws to third if Pittsburgh attempts a "double steal," because it is a well-known fact that Leach, in other respects a good base runner, will "come through with the play," that is, if the catcher makes a mistake as if throw to second base and then "whips it to third," Leach will make a tube start for the plate and be caught. In the last season Chicago defeated Pittsburgh three times because, with either Wagner or Clarke on first, Leach was caught on third on exactly the same play. Each man must know whether Mike "Two-point" is fast ball or not, whether or not he hits a curve to left. He must know that Fred Clarke is the only left-handed batter in the game who can hit the left handed pitcher's curve ball hard—and a thousand other points of similar nature.

To know knowing these things the team must play as a whole, or rather cover every inch of ground possible and, by moving away and waiting parts of the field where a batter is unlikely to hit, they can defend the remainder with much greater ease. A "right handed" batter who swings late at the ball or pulls his body away from the plate seldom is a good batter. He may hit the ball just as squarely and just as hard as a "free batter," but the ball into which he hits the ball is much better covered and the likelihood of the ball falling safe much lessened.

**ONE ROYALTY CHARM.**  
 Cleveland Leader.  
 The man who left the White House a month ago had two or three busy and happy hours at Gibraltar. He was "delighted." On Gibraltar he found life "lively." The Azores interested him highly.

So it goes with a man of 50 who is ever young in spirit, always alive to the interests which surround him, catholic in tastes, busy aided in his knowledge of the world. He finds the vast human drama intensely absorbing. It is constant, so-called world wide. There isn't a trace in Theodore Roosevelt of the bored and wealthy man of large opportunities, and who's performance of life, who said that would stuff with sadness at last.

There never will be any such dull and dreary fate for the African jungle. It isn't his nature. He is too sane and strong and rich in the hearty enthusiasm which defies time and mocks the years.

**NOT QUITE CONSISTENT.**  
 New York Evening Sun.  
 Women can never be true republicans, and as not they have equal rights. Few women would ever desire to legislate, and those who did would only be classed as eccentric. The Pope to the dejection of Italian women.

Of course the holdovers did not speak ex cathedra, and therefore his opinion is not binding on churchmen, lay or clerical. However, suffragists will point out the "catholic" contradiction—that is, the fact that women are forbidden within a week or so from applying for the franchise, and the paradox of a "womanly" woman call it by being an eccentric.

The motor buggies are shown in detail by fitting systems. What there is a tendency in favor of the motor is that of the motor, but it is excellent ability to keep it alive and make it a factor to be reckoned with in the future. Cooling systems have not shown much change. Water cooling predominates, but

meeting the popular opinion in favor of the pump by fitting systems. What there is a tendency in favor of the motor is that of the motor, but it is excellent ability to keep it alive and make it a factor to be reckoned with in the future. Cooling systems have not shown much change. Water cooling predominates, but

**FACTS ABOUT RACER.**

Date of Cuba race	.....
Date of small car race	.....
Length of Cuba race	.....
Length of small car race	.....
Number of laps	.....
Hour of start	.....
Estimated average speed	.....
Length of small car race	.....
Number of laps	.....
Hour of start	.....
Estimated average speed	.....



# National

At the Jamaica "Speed" Trials  
 Jamaica, Long Island

One Mile Six Cylinder Event  
 National 60 H. P. First, Time 48 3-5 Sec.

Two Mile Six-Cylinder Event  
 National 60 H. P. First  
 Time, 1 minute and 42 Seconds

Also in the Free-For-All the National 60 H. P.  
 Made Two Miles in 1 Minute and 35 2-5 Seconds

AND

## ONE MILE IN 44 SECONDS

The National is seldom entered in racing or hill-climbing events, but when it is it invariably demonstrates its speed and hill climbing qualities in a forcible and satisfactory manner. For a demonstration phone or visit

# Fisher Automobile Co.

400-424 Capitol Boulevard.  
 Or National Motor Vehicle Co., East 22nd and Monon R. R.

little the great pump, quite largely used, and some other forms of pumps are to be seen, the centrifugal is the leading form. The type of fuel used is well defined. The cellular and tubular divide honors pretty evenly, with apparently a slight tendency toward the latter.

Magneto ignition has made long strides forward, being shown on practically all the high priced vehicles and on many of the more popular types. The use of electric current are used almost unanimously, some giving preference to dry cells, others to storage batteries.

The motor drives the timing, wiring, coils, brakes, switches and similar fittings, show much thought, superior material and workmanship are used throughout. It is evident with the finished product, showing plainly that the automobile no longer is a crudity, but has proven its place in the world's work.

Tires are larger this year, and with demountable rims, have almost ceased to trouble. Bodies are built to suit individual tastes and every detail of construction indicates that the most fastidious buyers can find exactly what is desired.

### PATHFINDER SHOWS WORTH OF LIGHT AUTOMOBILES

Helps Bigger Machines That Come to Rescues It From Mud.

That sound logic and experience account for the preference of the West for light weight cars seems to have been demonstrated by the performance of the E. M. F. "30" pathfinder, which is laying out the route for the 1909 Olden tour.

Dean Lewis, the driver in charge, says unequivocally, "no heavy car could possibly get through what this trip entails, no matter if it had 100-horse power. In fact, every time a high-powered car has come to a halt in mud, it has been rescued by our little car." The car has gotten out and we found ourselves compelled to help them out of places that the heavy car could not have negotiated.

It is a simple matter when you consider it. A single car, setting on four points, will sink much deeper than half that weight resting on the same supports. A difference of an inch in the width of tires can not make up for the extra weight. In the soft clay of Wisconsin, or the sandy mud of Utah, saturated with the heavy spring rains, the heavier car is absolutely hopeless. At times the light one is used, but the chances are all in favor of the lighter vehicle, as has been repeatedly shown in the pathfinder's experience.

In the great middle Western market cars selling for less than \$2,500 have the call, and our car is one of the best in the class. These cars about the \$1,250 figure. There's a reason and it isn't lack of ability to buy or sell. It is the fact that the buyers in that section. No more liberal spenders are to be found anywhere.

Those who enjoy every luxury known to their city cousins. They know their road conditions. In the proper sense of the term these are not "country" cars, but they are in the wet season no one thinks of hauling a load. Light buggies have been used to get about on such trips. New light cars and motor are taking their place and the Westerner has found they stand up better on his roads and have greater efficiency there than cars of higher price, though equipped with monster motors.

**GUGGENHEIM TROPHY TO COST MORE THAN \$2,000**

San Francisco Firm Gets Job Out of One Hundred and Sixteen Applicants for Contract.

Out of 116 designs received from all parts of the country the Robert Guggenheim trophy for the New York Seattle automobile trial had been selected. A San Francisco firm is now putting 500 ounces of gold and silver into the making of the cup, which will be very unique.

The trophy stands 12 inches in height and will cost, it is stated, \$2,000. The gold on the outside of the trophy is in the shape of a globe, placed on a spring wheel, is a figure of a woman representing the Pacific coast, the words, "New York to Seattle."

Polar bears, muskoxen of Alaska, are shown on the base of the trophy. In the immediately underneath are four panels, an oval the cup. In the panels are views of Seattle and the exposition grounds. Separating the panels are bottom poles in colored enamel.

Below the name of the cup, and on the base, is a wreath of laurel and gold sprays, holding a large nugget of Alaska gold. The words, "Alaska Yukon Pacific Exposition," are done in Alaska gold nuggets. Curly redwood is used in making the pedestal on which the cup is mounted. At each corner of the base are four heads of Indian chiefs of the North, with the head of Chief Seattle showing prominently.

The automobiles are scheduled to leave New York June 1, when the Alaska Yukon Pacific Exposition will open its gates, and the trophy will be displayed in Seattle in several weeks to four big machines are expected in Seattle from their dash across the continent.

**MAXWELL USES CONTINENTAL RIMS.**

Entire satisfaction with the Continental rims used on the Maxwell car, which completed a 15,000 motor run, is expressed by the Maxwell car. The Maxwell car is of fair. It is a letter to the Continental "Auto Club" company by mail.

"We are most disappointed that our car in its recent 15,000 mile motor run. They proved of great value to us in saving us much valuable time in the rapid and easy change of tires.

**AVOIDING TROUBLES.**

As with most other auto which employ the motor, methods of prevention and of cure are both desirable of application. The avoidance of too much or imperfectly adjusted fuel mixture and the employment of a first class quality of grade of gasoline which is as free as possible from a tendency to produce acid residue are almost necessities.

**GAIN ENTER PRINCEIA RUN.**

Up to the present there 311 entries have been received for the Prince Henry of Prussia Run, which is to be held next June. Of the entries eighty are American, nine Italian, nine Italian, eight Austrian and five French.

Displaying all the preliminary of a big race—the biggest ever held—the first Western at race for the Cobs Trophy is approaching nearer and nearer to its twin event, the small car for the Indiana Trophy, for both the Chicago Automobile Club sponsor, promises to be an close second in interest.

A shade faster and some longer, the Cobs event, which June 19 a crimson day on the grand, will mark the dawn era in western motoring, and establish a few precedents on the calendar, if the predictions of the board of the club prove just. Small car race is slated for July.

Assisted by a corps of department executives under the marshaling of Executive Frank H. Tregg, tests committee, consisting of (Guthrie, chairman, A. J. Bent, Stambaugh, is well deep in it for the great contest. Many were the paths which the car had to traverse before it was reported, "We have met the best they are no more. Heavy of best surmounted."

Crowding all other achievements, was the feat of secure maintenance and operators essential to the success of military protection. It was to look. It meant conferences in repeated railway trips, intern-



**Jaco**

A regular four per cent running

North  
 The India  
 disintegrated  
 Dear Sir  
 the differs  
 strated to  
 Jackson  
 through it  
 any other  
 why we re  
 from Mad  
 turns and  
 It is a sp  
 "The  
 delivery, a  
 Wins-Cole  
 gear, one  
 and Stew  
 Included  
 as deposit

**Indian State**

# Marmon

"Thirty-Two" Touring Car  
 \$2400

A car of unexcelled mechanical excellence, careful construction and high-class equipment. Powerful, reliable and designed to endure under hard service. Manufactured entirely by this company.

**Nordyke & Marmon Co.**      East 22nd and Monon R. R.  
 Demonstrations on Request      Phone: Main 1524, New York

Options of Touring, Suburban or Roadster Bodies

The Fastest Riding Car in the World