

Electric Vehicle Co. will look after their pleasures and wants at Hartford; the Massachusetts Automobile Club will keep open house in Boston; the New Hampshire Automobile Club will entertain at its summer club house at Rye Beach. On Sunday or Monday night Mr. Glidden will lecture on his recent travels and show 175 new views. On the way home the tourists will be tendered a reception by the Worcester Automobile club. The itinerary of the tour will be:

Tuesday, July 11—New York to Hartford, Conn., 121 miles, via New Rochelle, Larchmont, Mamaroneck, Rye, Port Chester, Greenwich, Conn.; Stamford, Darien, Norwalk, Bridgeport, Stratford, Milford, New Haven, Wallingford, Meriden and New Britain.

Wednesday, July 12—Hartford to Boston, 122 miles, via Windsor, Thompsonville, Springfield, Palmer, Warren, Spencer, Worcester, Shrewsbury, Marlborough, Wayland and Waltham.

Thursday, July 13—Boston to Portsmouth, N. H., 63 miles, via Chelsea, Lynn, Salem, Ipswich, Newburyport, Seabrook, Hampton and Rye Beach.

Friday, July 14—Portsmouth to Bretton Woods, 108 miles, via Dover, Rochester, Milton, Wakefield, Ossipee, Conway and Intervale.

Saturday, Sunday, Monday and Tuesday, July 15, 16, 17 and 18—Short tours and climb to the clouds.

Wednesday, July 19—Bretton Woods to Concord, 103 miles, via Bethlehem, Franconia, Flume House, North Woodstock, Plymouth, Bristol, Franklyn Falls and Penacook.

Thursday, July 20—Concord to Worcester, Mass., 99 miles, via Pembroke, West Manchester, Merrimac, Nashua, Tyngsboro, Lowell, Chelmsford, Harvard and Clinton.

Friday, July 21—Worcester to Pittsfield, 105 miles, via Leicester, Warren, Palmer, Springfield, Westfield, Russell, Huntington, Chester, Lee and Lenox.

Saturday, July 22—Pittsfield to New York, 149 miles, via Lenox, Glendale, Great Barrington, Sheffield, Lakeville, Conn.; Sharon, Amenia, N. Y.; Pleasant Valley, Poughkeepsie, Fishkill, Garrisons, Peekskill, Ossining, Tarrytown, Hastings and Yonkers.

### RACES AT BELOIT

Beloit, Wis., July 4—Special telegram—The races run here today under the auspices of the Rockford automobilists were attended by 2,000 people. A challenge race for two-cylinder cars between J. F. Dench and D. P. Cutler was won by the former in a Winton, taking the first and third heats in 6:31½ and 6:16. Cutler, in a Knox, won the second heat in 6:20. Duncan Rogers, in a Rambler, won the mile for single cylinder cars in 2:34½. A Rambler, Harry Vale, also won the 3-mile race for cars unloading at the first and second miles, his time being 7:29. The same car won the 10-mile handicap with 1½-mile start. Scott won a 3-mile motor cycle race in 6:01½. E. K. Barnes, in a Pope-Toledo, won the big event of the day, getting the second heat at 2 miles and the third heat at 5 miles in 8:52½. The first heat at 3 miles went to William Davis, in a Rambler.

### DENVER'S HILL CLIMB

Denver, Colo., July 1—A large crowd attended the hill-climbing contest of the Colorado Automobile Club on Sacred Heart College hill. The course was 7-10 mile and rough, the grade being an average of 10 per cent. The entries were divided as to price and weight and one big free-for-all, carrying chauffeur only. B. B. Brown's 28-horsepower Pierce Arrow made the fastest time, 1:06½, Thomas Daly's Stevens-Duryea finishing in 1:06¼. E. L. Mathewson, with a 16-horsepower Reo, in competition with such cars as the Pierce Arrow and Stevens-Duryea, did 1:19½, best time of the day for the class.

## KISER DEFEATS BARNEY

### Columbus Derby, Worth \$2,000, Goes to Driver of Winton Bullet II in the Third Heat

Columbus, O., July 4—Special telegram—Barney Oldfield fell before Earl Kiser today in the \$2,000 Columbus Motor Derby, the final of which was run today and the two heats Monday. The first heat Monday was between Oldfield, in the Green Dragon, and Dan Canary, in the Thomas Tornado. Oldfield won in 5:16. In the second heat Kiser, in the Winton Bullet II, defeated Canary in 5:20, Kiser's first mile being in 55 seconds.

The 24-hour race had three entries—Soules, in a Pope-Toledo; Oscar Lear, in a Frayer-Miller, and Ballinger and Feasel, in a Peerless. All had mishaps and tire troubles. The Peerless went through the fence and smashed its radiator, but a new one was procured. About 9 o'clock the Frayer-Miller was down with a broken pinion in the gear, but at 3 a. m. it was going again. At 8 a. m. the Peerless cracked the crank case. George Soules, driving the Pope-Toledo, on his 701st mile burst a tire and ran into the fence at the quarter pole, necessitating a new radiator and front wheel. Soules was injured slightly. After an hour's repairs it started again, but with poor success. At 11:40 a. m. the Peerless again took the track with repairs. The Pope-Toledo, with Soules up, won, covering 828½ miles. The Frayer-Miller, driven by Lear, did 728½ miles and was second. The summary:

Three miles, cars \$3,000 or under—Lee Frayer, Frayer-Miller, first; F. E. Avery, Franklin, second; time, 4:40 2-5.

Five-mile handicap—Louis Hoster, Franklin, first; Oscar Lear, Frayer-Miller, second; time, 7:55.

Five-mile \$2,000 Derby—Final heat—Earl Kiser, Winton Bullet II, first; Barney Oldfield, Peerless Green Dragon, second; time, 4:54 2-5. Won by 1-3 mile. Second mile in :54 2-5.

Five-mile exhibition—Earl Kiser, in Winton Bullet II; time, 4:48 4-5. Barney Oldfield, Peerless Green Dragon, 4:42 2-5.

### HOW THEY WON

Paris, France, June 18—Everybody wonders how it was possible for They to again win the eliminating race; all but the drivers of the competing cars look for excuses, whereas there are few to offer, as all cars had trouble. They won because he had a good car and was a good driver. He had no tire troubles during the first two laps, but plenty during the two succeeding laps; yet he managed to finish 9 minutes 38½ seconds ahead of the second man. He drove most consistently of all. His first lap was covered in 1 hour 42 minutes 52 seconds, or 1 minute 48 seconds faster than Wagner, who was second at the end of that lap. They's second lap was run in 1 hour 43 minutes 25 seconds, only 33 seconds slower than the first. He then was 12 minutes 50 seconds ahead of Wagner, still second, who went the first lap in 1 hour 44 minutes 40 seconds and the second lap in 1 hour 54 minutes 27 seconds.

During the third lap They began to have trouble and it took him 2 hours 10 minutes 42 seconds to complete the lap, while Duray, who had taken second place, completed the lap in 2 hours 23 seconds. The fourth and last lap was covered by They in 2 hours 45 minutes 49½ seconds, while Duray required 2 hours 10 minutes 47½ seconds. All these

are gross times. As already mentioned, not a single one of the twenty-four contestants escaped being laid up at some time, either on account of tire or car troubles. Neither They nor Caillois had any trouble of any kind with their cars; only with tires.

The result of the race on the tire point of view is even more satisfactory than most people expected. Some of the tires began to wear only after the second lap had been completed, considered good work when the condition of the course is taken into consideration. Tires are certainly made better now than previously or not one could have been used after the first lap. On the whole the racing cars of 1905 show great improvements in many respects over any built before.

### WANT NEW TRAFFIC RULES

Buffalo, July 1—The Automobile Club of Buffalo is firmly committed now to a campaign for the improvement of traffic conditions in the streets of this city. This attitude of the clubmen is the direct result of the agitation against reckless motorists earlier in the spring. There were a number of arrests in this city and in near-by towns. In all of this the club stood for suppression of recklessness and sane enforcement of the law. It did not take the clubmen long to discover that much of the trouble was due to the carelessness of drivers of horse-drawn vehicles and riders of bicycles.

At the last meeting of the governors of the club Superintendent Bull, of the Buffalo police force, was called in to consult with the motorists regarding the enforcement of regulations governing traffic not only upon motorists, but on all drivers of horses. The effort will be to make horse drivers keep to the proper side of the road, instead of driving in the middle. The governors passed a resolution favoring the passage of an ordinance prohibiting boys under 16 years from being employed as delivery wagon drivers and requiring all delivery wagon drivers to take out licenses. The governors are also in favor of prohibiting boys under 16 from driving motor cars. If these things can be accomplished, say the clubmen, a great step will have been taken toward the elimination of accidents on the streets.

Still another point in the campaign is to induce the officials of the urban trolley roads to stop their cars on both sides of the street at several dangerous crossings. Superintendent Bull promises to aid the clubmen in their efforts and it is believed that the result will be a distinct improvement in conditions for the drivers of motor cars.

### CLEVELAND ORPHANS' DAY

Cleveland, O., July 2—On July 19 the members of the Cleveland Automobile Club will manage an outing for the thousands of poor children who are confined in orphan asylums and hospitals of the city. Plans for the outing are in charge of C. A. Marvin, secretary of the club, and he is soliciting aid from all owners of automobiles in the city. The success of the affair is already assured.

### MOTOR CYCLES IN CHICAGO

Chicago, July 4—The meet of the Chicago Motorcycle Club at Garfield park resulted disastrously for T. E. Mack, of Milwaukee, whose machine hit a dog, swerved and threw the rider, injuring him badly. H. A. Zerbel and Mack ran one-two in the 5-mile for 110-pound machines. Mack won the 10-mile handicap in 19:05½ and Merkel the 3-mile open in 6:51½.

the road when he himself has been with the machine so long that driving it has ceased to be a pleasure, for the time. The personal comfort of the occupants of the car depends very largely upon the way the car is driven. All this has a strong influence in protecting the car from rough handling, which would be destructive alike to the pleasure of the passengers and to the mechanism of the car.

When the car is used for actual work, however, these things are immediately lost sight of. The automobile is expected to do its work rapidly, and to do a great deal of it at a time. Therefore the car is loaded heavily and driven rapidly over the shortest routes. If the shortest road is a smooth road, all well and good; but if it is a bad road, it must be traversed, without regard to the comfort of the driver, if time is to be saved thereby. Work does not cease when the driver gets tired, but when the day's work is done, be it long or short. On a stormy day the driver cannot stay indoors and leave the car under cover, but must go out and cover his ground as thoroughly as if the sun was shining. The minute care usually accorded to a pleasure car is unknown to the working machine, which is shoved through the work and tinkered up, if necessary, after it gets back to the garage, and if it cannot be brought home under its own power, the automobile as an economic factor gets a black eye.

These are facts that are receiving more attention than formerly; but still not as much, perhaps, as they deserve. A racing sulky, though strong and substantial from the point of view of a racing man, is a flimsy thing in the eyes of a teamster; while the lightest dray ever built would present a ridiculous appearance on a race track. So an automobile, built for pleasure purposes, should not be expected to carry the burdens of a commercial wagon, any more than a beer truck would be used for pleasure touring.

It will be understood that these remarks apply to automobiles used for carrying heavy burdens, delivering merchandise and such service, commonly called commercial work. For business purposes where the load is a live one, however, such as carrying about the doctor, the traveling salesman, the agent and others whose work is facilitated by cutting down the time occupied in getting from place to place, the touring car and even the runabout are of the utmost use; for they are built for such work. The fact that many business men are using the automobile daily, and thoroughly believe in its utility and practical advantages, points out one of the important fields of usefulness which is rapidly opening up.

When a large gear wheel meshes with a small one the latter is called the "pinion." A "cog"-wheel, properly speaking, has separately inserted teeth, while in a gear the teeth are cut from a solid piece of metal.

The word "spindle" is used to designate a slender and comparatively long shaft.

## OLDS DETROIT PLANT TO GO TO LANSING.

**Several Buildings Already Completed and Others Planned—Will Provide Larger Capacity Than Present Plants Combined—Superior Shipping Facilities—No Delay in Filling Present Orders.**

*Special Correspondence.*

LANSING, MICH., July 10.—Coincident with the completion of the "Belt" railway comes the announcement of the next step in the plans of the Olds Motor Works—that of removing the Detroit factory to Lansing. To this end the company has, for the last eighteen months, been constructing new buildings and remodeling old ones to care for the machines and men coming from Detroit.

In the development of the plans for concentrating all the manufacturing of the company at Lansing, the need of shipping facilities equal to those of Detroit had to be met, and the Lansing Manufacturers' Railroad, which connects with all important trunk lines in Michigan, was constructed by the Olds Motor Works, the Olds Gasoline Engine Works and the American Suction Gas Producer Company.

Of the new buildings involved in this move, the new forge shop and pattern storage buildings are completed, and work is well under way on the new foundry building of brick and steel construction. This foundry will have a daily capacity of forty tons of finished castings.

In addition, plans are completed for three more buildings, which ultimately will give a total capacity greater than the combined capacity of the Detroit and Lansing plants at present.

During the past winter and spring manufacturing has been vigorously pushed at both plants, and, as a result, there will be no serious delays, if any, in the delivery of machines. Removal of the Detroit plant to Lansing will be begun at once, but it will be several months before the work is completed. The erection of the three new buildings referred to probably will not be begun until next spring. When they are completed the present force at Lansing will be doubled. There are now about 700 employees of the company here.

## BUILDING AMERICAN MORS.

**St. Louis Car Co. Working on First Lot of Fifty Machines.**

*Special Correspondence.*

ST. LOUIS, July 10.—The St. Louis Car Co., of this city, whose determination to take up the manufacture of the Mors car in America, as has already been announced, has completed its arrangements for the re-production of the well-known French machine and has the preliminary work well under way. By the terms of the agreement the American concern is to be furnished with all information, blue-prints, patterns, specifications, and so on, necessary for the production of machines which shall be exact counterparts of the foreign-built cars. Some of the parts, including the cylinders, will be imported in the rough. The workmen in the factory of the St. Louis Car Co. are actually using parts of the French-built cars as models from which to work, in addition to the drawings. The metric system is used throughout the automobile plant.

Cars of 24, 40 and 60-horsepower will be turned out, and the first lot will consist of fifty machines. In addition to the Mors

cars, the factory will manufacture a light machine for use either as a runabout or a light delivery rig. This machine is being built from designs made by Theo. P. Meinhard, assistant superintendent of the St. Louis Car Co., who is in direct charge of the automobile work. The light car is to have a two-cylinder, vertical air-cooled motor mounted in front, driving through a belt transmission; the price is to be unusually low.

The St. Louis Car Co. is installing all kinds of labor-saving machinery, with the idea of bringing the cost of production to the lowest possible figure. At present a great deal of work is being done on jigs, templates, gauges and other apparatus necessary for rapid and accurate manufacturing on a large scale.

The concern referred in the foregoing should not be confused with the old established automobile concern, the St. Louis Motor Carriage Co. The newcomer in the automobile field has been long identified with the construction of trolley cars and railway coaches, for which it has an extensive plant.

## COLUMBUS TWO-DAY MEET.

**Rain Prevents Record Breaking; Time—Oldfield Sued for Divorce.**

*Special Correspondence.*

COLUMBUS, O., July 5.—Mishaps to the machines in the big 24-hour race in the tournament of the Columbus Automobile Club, held July 3 and 4, probably prevented the breaking of the record for this time. The winner was a Pope-Toledo, owned by C. Edward Born, of this city.

Just before the finish, when it was apparent that Born would take first place, Louis Ph. Hoster and Oscar Lear, of this city, other participants, filed a protest against Born, alleging that the car he used was not his own, but that it was one specially built for racing by the Pope Company, and had been substituted for the machine he had sent to the factory for repairs. The protest was not allowed, and Born was officially declared the winner. The final result of the race showed that Born's car, driven by George and Charles Soules, covered 828 1-2 miles, which would have been more but for the fact that the car burst a tire and had to stop for repairs.

Earl Kiser won the final heat of the Columbus Motor Derby, five miles, from Barney Oldfield. Oldfield, in this race, made the fastest mile of the meeting—54 2-5 seconds, two seconds below the former track record.

Both Kiser and Oldfield ran five-mile exhibitions, Oldfield having the best of the argument, covering the distance in 4:40 2-5. Kiser's time was 4:48 4-5. These runs were made over a track wet from a down-pour of rain.

In the three-mile open, Lee Frayer had a walkover, his time being 4:01 2-5. Herman Hoster, Franklin, won the five-mile handicap in 7:55 2-5. C. Edward Born's Franklin took the two-mile handicap of the Columbus Automobile Club in 2:52, and the five-mile motorcycle race was won by George T. Stream, Indian, in 7:08 2-5.

Just before he entered in the 24-hour endurance race, Barney Oldfield was served with notice by a deputy sheriff that his wife had brought action for divorce against him in the courts of Franklin county, of which Columbus is the county site, charging him with serious offenses.

The big meeting was a success, and it is probable that similar events will be held annually by the local club.