

of these perils and the probability of the all around danger being heightened by largely increased list of competitors it is more than likely that the climb next July will be up Mount Willard at Crawford's Notch. The distance is 2 miles and in parts the grade is steeper than the Mount Washington course. It will furnish a difficult and sufficient test with the dangers eliminated. A committee, however, will shortly inspect various sites and report at an early date.

The Senator is now endeavoring to induce the Glidden cup commission to make the climb to the clouds and White Mountain endurance run a part of the tour. It has already been decided that the Glidden tour shall take in the White Mountains. Morgan also has an idea of a run from Britton Woods to Montreal and back in which Canadian automobilists shall participate. A tour through the mountains will be made a part of White Mountain week as it was last year.

#### GAVE POPE PEOPLE HA HA

Buffalo, N. Y., April 29—Another chapter was added to the hill-climbing competition between Buffalo automobile agents this week. After J. A. Cramer claimed to have climbed the Lewiston hill with a Premier car, using only the high speed gear a party of Pope-Toledo enthusiasts announced that Mr. Cramer's stunt had been performed on the lower of two Lewiston hills but that the Pope-Toledo was the only car which had ascended the higher hill on the high gear.

That aroused Mr. Cramer. He offered a wager. The Pope-Toledo people thought the money easy and raised \$200 which former Mayor F. I. Alliger of Tonawanda, driver of a Pope-Toledo car flashed before Mr. Cramer's eyes. The bet was made on Tuesday with the agreement that on Wednesday Cramer was to try the hill.

E. C. Bull, city sales agent for Pierce cars, held the money. He and several other prominent motorists witnessed the climbing of the hill on the high gear by the Premier. The road was very rough but the car went up without mishap.

Cramer pocketed the money with some glee and since that day the air is filled with rumors that other dealers, especially W. C. Jaynes and the Pope-Toledo crowd, intend to go after Mr. Cramer's hill-climbing scalp.

#### BOATS RIVAL MOTOR CARS

Stockholm, Sweden, April 20—Royalty presided at the opening of the first automobile and motor boat show held in this country. It snowed, hailed and rained yesterday, but notwithstanding the bad weather, the prince regent of Sweden and his two sons, together with several hundred prominent people of this city, were present when the doors of the show were opened to the public. The attendance as a whole was excellent.

There are about 100 exhibitors, among them being the local agents for some of the best known cars of Europe. The most interesting part of the exposition is the motor boat section, which is held in the bay, and thus prospective buyers can enjoy boat rides without delay. The outlook for the motor boat trade is good—better, in fact, than that for automobiles—the entire coast of Sweden being indented with innumerable small bays that afford excellent boating. This phase of motoring should make rapid headway in all coast centers.

## RACERS NOT ON DECK

### Bennett Cup Candidates Ready but Fail To Report per Schedule—Opening of Eastern Season

New York, N. Y., May 2—Under the conditions framed by the racing committee of the Automobile Club of America yesterday was the day set for the candidates for the American team in the Bennett race to present themselves for approval and test. Up to noon today Secretary Butler had not received affidavits of the conditions as regards completion and the road performances of the candidates. Notification, however, was received last week that the two Pope-Toledos of Colonel Pope and W. T. Muir were ready and awaited the instructions of the committee. Dr. Harold E. Thomas' Locomobile, it is understood, is having some trifling alterations made at the Bridgeport factory, which will be completed in a day or two.

With but three candidates the committee has evidently not thought it necessary to enforce its rules to the extent that would have been the case had there been more candidates than places on the team. It is expected that within a few days members of the committee will visit Toledo and Bridgeport to examine and test the cars.

Sixty-five men are at work at Morris Park altering the course into an exclusive track for automobile racing. The turns are being banked to a height of 7 feet, 12,000 yards of clay and loam being required for the purpose. The straights in the home and back stretches are nearly a half a mile long. Experiments are to be made with crude oil for sprinkling the course though it may not be found necessary in view of the surface becoming by constant rolling as hard as asphalt.

Barney Oldfield and Harry W. Fletcher have been matched to race at the Morris Park opening on May 20. The first heat will be 5 miles, flying start; the second heat, 10 miles, pursuit, and the final, either of these two styles, the choice to be determined by a toss-up. Fletcher will drive O. F. Thomas' 80-horsepower de Dietrich, in which he won the Vanderbilt 100-mile race at Ormond, and scored the world's straightaway records for 5, 10, 15 and 20 miles, and a mile in 45 seconds in the Cuban tournament. The car is the one Gabriel drove in the Vanderbilt cup race. It should give the Green Dragon a close run.

Secretary Reeves has determined on his programme for the opening meet. His theory is that the public best like short, snappy races as distinguished from the clothes line processions, which too often are the outcome of races of 5 miles and over. Accordingly the longest run will be one at 5 miles and that a handicap. Provision is made for an amateur contest under the new A. A. A. definition. In view of the silence of the rule on the subject the conditions of the race limit contestants to those driving their own cars. The card of open events follows:

Corinthian mile—All classes; cars to be driven by owners who must be amateurs as defined by the A. A. A. racing rules; prize, trophy, value \$100.

The Flying Mile—Exhibition by Barney Oldfield to beat his own world's record of 53 seconds.

Two Miles—Middleweight class; for cars weighing between 881 and 1,432 pounds; first

prize, trophy, value \$100; second prize, trophy, value \$40.

Three Mile Free-For-All—First prize, trophy, value \$100; second prize, trophy, value \$50.

Three Miles—For touring cars of 30-horsepower and less, equipped per catalogue specifications; each car carrying three passengers in addition to the driver; cars to line up with dead engines, and with all passengers aboard; at starter's pistol, engines are to be started; at judges' stand passengers must be unloaded, and the cars must make a circuit of the track; at judges' stand cars must stop, passengers taken aboard, and the 3 miles completed; first prize, trophy, value \$100; second prize, trophy, value \$40.

Five Miles, Morris Park Handicap—All classes, Oldfield barred; first prize, trophy, value \$100; second prize, trophy, value \$40.

The prospects of a noteworthy opening of the metropolitan racing season at Brighton Beach next Saturday are excellent. Entries received in today's morning mail will be accepted. With them the entries made assure good fields and many brisk competitions. In the stock car class there are twenty-one entries, including the transcontinental Oldsmobiles. All of the heats, which are arranged according to horsepower from 9 to 40 will have at least three entries. Not an entry was received for the amateur race. In its place it is likely that Walter Christie will make an attempt to lower the amateur records up to 10 miles made by the late Frank Croker at the Empire City track. In the free-for-all the competitors will be W. F. Winchester in Colonel Green's 850-pound racer. Webb Jay in the new White steam flyer. Paul Sartori in a 90-horsepower Fiat. J. S. Heller in a stripped 40-horsepower Pipe touring car and Guy Vaughan in a 40-horsepower Decauville. There are thirteen entries for the open Brighton Beach handicap. Webb Jay, W. F. Winchester and Guy Vaughan compete in the middle-weight event.

Joe Nelson will try for world's track records from 1 to 3 miles in the Louis S. Ross Ormond steamer now known as the Lightning Bug. The day before the meet Charles G. Wridgway will start in a Peerless to beat the 1,000-mile record of the Packard, which is 29:53:37.

Wridgway's 1,000-mile has brought to light other aspirants for this long distance record. Guy Vaughan has announced that he will go after the 1,000-mile record with a Decauville car and has asked for the use of the Brighton Beach track early in June. The Packard people, who hold the present 1,000-mile record of 29 hours 53 minutes and 37 seconds, say that if Wridgway lowers their record they will attempt to regain it on the same track. It is quite likely that a match or open 1,000-mile race will be arranged and run off on the Brighton Beach track, as there are several other drivers who are anxious to attack the record.

#### DISAPPOINTING AFFAIR

Cincinnati, O., May 1—There were not many cars in line in the automobile parade which was held here Saturday under the auspices of the Cincinnati Automobile Club. The weather was threatening and kept many motorists at home. The score of cars which took the chances of being rain-washed paraded through the principal streets, after which a run was made to the Carthage fair grounds. The races which had been planned could not be run on account of the poor condition of the track.