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There was something refreshing and breezy about the indifferent way some men talked about money at the auto show last night. It reminded one of the famous World's Fair speech of D. R. Franc in which he spoke of the exposition having cost "only a few paltry millions."

"Only eighteen-fifty," said a dapper salesman, and the visitor looked approvingly at the touring car, meanwhile thinking of the yellow-backed \$20 bill which he drew in his pay envelope a few nights previous. It is a great accomplishment to be able to speak of sums of money in that familiar off-hand manner. It ought to get the dealers money and reports show that it does. The dealers say prosperity hit them the first day and seems to be camping right on their trail.

A large National racer is being exhibited at the Fisher garage. It will be used today to take visitors for speed trips. Many calls are received for rides at "sixty miles an hour." The dealers say that the average person gets enough when he goes fifty.

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A new Chalmers speed roadster is being exhibited at the Chalmers-Detroit garage. This is a sixty-mile-an-hour car and is credited with being one of the leaders of the season.

Frank Westcott, publicity man for the Motor Speedway Company, is kept busy telling visitors concerning the proposed track. Many visitors are taking trips to the track. Work is progressing as anticipated. It will be done on schedule time.

Frank Willis, B. W. Twyman and D. D. Aldrick will be in the Glidden tour. They will drive E-M-F cars.

A. P. Warner is visiting the show. He is here in the interests of his speed indicator. A large sample has been seen on the streets for several days. This sample is 9 feet high and pedestrians on the sidewalk can read the rate of the speed the machine is traveling.

J. O. Addison, Knightstown representative of the Moline car and rapid truck, drove one of the latter from his home to Indianapolis yesterday and will remain during the show. Mr. Addison says: "The interest, the enthusiasm that the farmers are manifesting this year in automobiling is surprising."

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W. D. Ryan, Western agent for the Thomas cars, visited all of the garages yesterday. He said that he thought the show is fine, but that he saw no reason why Indianapolis next year could not give as good a one "as the world ever saw." He thinks well of this city as an auto center.

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going 10,000 miles; has so far traveled a total distance of 1,750 miles. The motor of the car is still running smoothly, and, barring accidents, the drivers expect no trouble in setting a new world's mark for continuous running.

W. E. Metzger of the E. M. F. Company of Detroit is a visitor at the Willis-Holcomb garage.

A vacuum housecleaner mounted on a one-ton rapid truck is attracting considerable attention from show visitors. J. O. Addison of Knightstown is the inventor.

H. E. Elmer of Kokomo is a visitor at the Haynes-Freeman garage.

Mr. Charles Elyea of Atlanta, Ga., was a visitor at the Hearsey-Willis garage yesterday as a guest of Mr. Willis. Mr. Elyea made a special trip to Indianapolis to investigate the idea of local openings for the automobile dealers in Atlanta, the dealers at that point recognizing the value of such openings, as it shows the enthusiasm that the country is giving to the automobile, and he favored such an opening in preference to the local shows.

Among the local buyers of automobiles during the show are Fred B. Smith and George Mull. Mr. Smith purchased a Marmon "Thirty-two" Suburban; Mr. Mull a Marmon "Thirty-two" roadster.

Probably very few of the many people who have seen the Marmon oiling system, so plainly demonstrated at the new Marmon salesroom this week, realize how difficult it is to illustrate such a subject, and that the Marmon exhibit, in this feature, is decidedly unique.

The Marmon people have taken the crank case of their engine, removed the pistons and cylinders and fitted panes of glass in the top where the cylinders should be. Inside, the crank shaft is seen revolving, with oil spurting out of drilled holes at every point where a bearing belongs. Separate piston parts are also exhibited, showing oil arteries running through them to lubricate the piston-pin bearings, one of the many distinctive features of the Marmon system. The oiling exhibit is equipped with hand cranks which turn the crank shaft and work the small oil pump, precisely as the engine would when running. The device shows very clearly that every engine bearing is constantly immersed in oil, flowing under uniform pressure. It is not unusual for a Marmon to travel 800 miles on one gallon of lubricating oil.

Another attractive feature of this oiling system is that it prevents what is commonly called "the smoke nuisance," against which many foreign and American cities have passed laws. It is impossible for a Marmon to leave a trail of smoke behind it when once its oiling system is properly adjusted. It is perhaps not generally known in Indianapolis that this Marmon oiling system has been the inspiration of most of the recent pressure systems in the foreign cars. The system has been in use on Marmon cars for six years, and has been adopted by

March 31 to April 1—Boat meeting.  
April 5 to 11—Seaside carnival in New York.  
April 11 to 18—A. Prague. Hill club mobile Club of Te.  
April 10—Hill club George Hill, under New York Automobile.  
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April 22 to 30—Commercial vehicles France.  
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April 29—Voiturette May.—Endurance pieces of the Autom.  
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May 20—International from Berlin, under German Aero Club.  
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May 26 to June 1—of the Irish Auto.  
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June 11 to 12—Two reliability contest return, under the York Automobile.  
June 14 to 19—An trials.  
June 20—French vol logne-sur-Mer cours L'Auto, Paris.  
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The Nordyke & Marmon Company is now making deliveries of its 1909 models. Marmon "Thirty-twos" were delivered this week to the following Indianapolis people: J. R. Barrett, touring car; George Van Camp, suburban; William Hauelsen, touring car; Dr. H. R. Allen, coupe.

The Premier Motor Manufacturing Company recently entered into a contract with the Herreshoff Manufacturing Company for a number of Premier motors for marine purposes, to be installed in the high-class pleasure and speed crafts. These motors embody the characteristic features of the motor regularly installed in Premier six-cylinder cars. The Herreshoff Manufacturing Company has been great advocates of steam engines in connection with these crafts until up to a year ago, when Mr. Herreshoff purchased a six-cylinder Premier fitted with the Premier make-and-break ignition with its cushioning device, such as characterizes all Premier motors. This company has done a great deal of experimenting with gas motors in connection with this work, but until the Premier motor, with its low-tension ignition, was tried out in marine service, steam was given the preference. The Premier Company has been advised that included in their orders are a number of boats which have formerly been fitted with motors which rank first among European manufacture.

The Herreshoff brothers, John B. and Nathan, represent that branch of the family which have won world wide fame as designers and builders of international cup boats, having in each instance won the international cup against the best of the world. They are regarded as the best designers of cup boats in the world. The Premier Company has been awarded a second order for a six-cylinder touring car for John B. Herreshoff's personal use.

TO DEBATE "PROHIBITION."

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