

originally named in the deed of gift, was March 15. By consent of the donor of the cup, this was extended to April 15. Even this date is considered too early to get results in the way of entries, and the sentiment is for extending it to June 15, when the racing cars will have been revealed through trials. Mr. Vanderbilt is now in Europe, but it is understood that he is agreeable to the latter date.

BUFFALO SCHOOL OPENED

Buffalo, N. Y., Feb. 20—The opening of the automobile school conducted by the Buffalo Central Y. M. C. A. last Thursday night was made the occasion of a number of addresses on motoring. Dr. P. E. Doolittle, president of the Toronto Automobile Club, was the chief speaker. He advised the young men who are to take the practical work of the course to study the automobile, particularly with reference to commercial use, as that is the coming field for motor cars. He spoke of the great demand for competent men to drive cars and said the business was one in which the young man could start very well, as it was not necessary to wait for others to die off.

George N. Pierce, president of the George N. Pierce Co., also emphasized the need of trained men in the automobile world, both to build and to drive cars. President W. H. Hotchkiss, of the New York State Automobile Association, speaking on legislation as affecting the interests of motorists, said there would be opposition to motoring until the time when cars became so low in price as to be purchasable by the masses.

The school starts off with an excellent registration. The course has been enlarged over that of last year. Lectures will be given by James Hughes Massie, Cornell '01, and the technical courses will be conducted by Charles L. Sheppy of the Pierce company.

The local automobile manufacturers have taken great interest in the school this year and have arranged to give to those who pass a satisfactory examination at the conclusion of the course the opportunity to get practical training at the factories. After that the young men will receive certificates showing that they are competent chauffeurs. This is the first year that such an arrangement has been in force here and the plan has resulted in greatly added interest in the course.

WASHINGTON IS READY

Washington, D. C., Feb. 18—Unless all signs of the fifth annual automobile show of the Washington Automobile Dealers' Association will be the largest and most successful in the history of the local trade. Every inch of space in the Washington light infantry armory has been disposed of and efforts are now being made to secure a number of adjoining rooms to be used by officers of the infantry. Manager of the show has a number of applications from necessary manufacturers and he is trying to accommodate them with space. The following will be exhibited at the show: Pope-Toledo, Pope-Hartford, Pope-Waverley, Pope-Tribune, Packard, Oldsmobile, Winton, White, Oldsmobile, Baker, Cadillac, Buckmobile, Ford, Franklin, Columbia gasoline and Columbia electric, Crawford, Wayne, Haynes-Person, Twyford and Knox. With one or two exceptions all these cars are represented. Fisk, Diamond, Hartford and Goodrich will also be represented, together with a large array of sundries and accessories.

FATALITY JUST AVERTED

Bad Track at New Orleans Nearly Causes Death of Oldfield's Mechanic, A. Bechhold

New Orleans, La., Feb. 19—There was much excitement at the fair grounds track this afternoon, where an automobile race meet with Barney Oldfield as the star performer had attracted several thousand spectators. The principal event was to be a special match between Oldfield, driving the 60-horsepower Peerless Green Dragon, and Otto Maya, driving a 24-horsepower stripped Peerless. Maya did not care to take chances on driving on the track, which was slippery owing to rain. Barney did not want to disappoint the crowd and asked his mechanic, Albert Bechhold, to take Maya's place. This was agreed to and Bechhold went out for a preliminary spin. Soon after having started the stripped car was going at fast speed. When near the three-quarter post the machine almost stopped, then shot into the air and turned a summersault. After the few moments of uproar there was a rush to the scene of the accident, but before the first of the crowd reached the wrecked machine, the driver was on his feet. But for the fact that Bechhold was thrown from the car to a safe distance, he would probably have been pinned beneath the machine.

Oldfield gave several exhibitions, but broke neither American nor local records. He covered 4 miles in 4:15½, considered fair for a slippery track. In another exhibition he covered 3 miles in 3:30. The mile race for runabouts weighing less than 1,200 pounds was won by a 10-horsepower Pope-Hartford, a St. Louis being second, followed by an Oldsmobile. The time was 2:33. Only two cars started in the 2-mile race for White steamers, and the winner covered the distance in 7:34½. The next event was a 2-mile race for cars carrying three passengers and driver and with a limit of 20 horsepower. There were four starters and it was won by a 16-horsepower Rambler in 4:27, closely followed by a 20-horsepower Oldsmobile and another Rambler as third.

A 40-horsepower Thomas, a 30-horsepower Pope-Toledo and a 24-horsepower Locomobile started for the good roads cup race at 3 miles, which was the best event of the day. The Thomas and the Locomobile took the lead in turn and at almost every other half-mile post there was a change in the leadership. At the end of the second mile the machine from Buffalo gained the lead for rest of the journey, being about 200 yards to the good, but the Locomobile's driver managed it better and after the last mile had been begun the Thomas was gradually overtaken. The Locomobile won by a few yards in 5:58.

BIG PERUVIAN LINE

Washington, D. C., Feb. 20—An automobile line for the purpose of carrying freight between Lima and Callao, Peru, has just been inaugurated. It is incorporated as the Sociedad de Automobiles para Carga Limitada, its manager being Senor Francisco Dammert, and its directors a number of substantial business men of Lima. It is capitalized at \$214,280. At present there are 5 cars in use, each having a freight-carrying capacity of 5 metric tons. They carry cargo direct from the Callao docks to the consignee's warehouse or com-

mercial establishment in Lima, a convenience not offered by the railroad lines.

Although Callao has for centuries been so identified with Lima as to be virtually but a suburb of the larger city, and although this condition has of late years been accentuated by the successive establishment of steam railroads and a trolley line between the two places, facilities for transporting cargo have hardly been adequate to the needs of Lima merchants.

When it is considered that the business district of Callao consists almost exclusively of shipping agencies, branch banks, seaboard consulates, and that, except in ship chandlery, there is hardly a single important commercial establishment of any kind in Callao that is not a branch of some Lima firm, it will be seen that there was urgent need for some cheap and rapid means, such as the new automobile line affords, of transporting import cargoes to their real destination, which is usually Lima. In other words the automobile line fills a long-felt want and its successful operation will help the sale of commercial automobiles throughout South America.

ANTI-SKIDS TESTED

London, England, Feb. 10—The non-skidding trials which were held during the week of the Crystal palace show were really more interesting than that show. Six different devices were tried on the cemented grade leading from the terrace to the basin. After leaving bare 100 foot of starting space for the cars, about 40 square feet of cement was spread with a mixture of soft soap and Thames river mud about 1¼ inches thick. Then followed a dry surface and then the basin.

The skidding appliances had to undergo three trials, in each of which it was possible to score ten points. The first trial consisted in running the four wheels at a rate of speed of 12 miles an hour on the slippery surface and then locking the wheels and turning the car to the gravel surface at the side. In the second trial the car had to be driven at a speed of 15 miles an hour on the mud, then de-clutched and the foot brake applied. In the last trial it was necessary to drive the car to the center of the muddy surface, stop the machine and start anew.

The car fitted with the Samson device scored the maximum number of points in each trial, or thirty points altogether, the only full score among the six competitors. Twenty-six points were scored by the Grose device, which slipped on the second trial when the brakes were applied, and also lost a point in the re-starting trial. The car fitted with the Sawyer non-skidding appliance skidded a good deal when it came to turn in the mud, but lost no points in the brake test. In restarting much time was lost; all told nineteen points were scored. The Watkins came within two points of this score, losing all points in the turning test, scoring ten in the brake and seven in the re-starting test. The rear wheels only, however, were fitted with the anti-skid devices. The Parsons chains did not prevent the car from slipping in any of the three trials and scored only sixteen points, while the Empire made the lowest score, ten points. This device consisted of a armed fork attached to the rear axle of a motor bicycle, each arm carrying a 4-inch rubber tired wheel projecting at an angle about 1½ inches from the ground. In the turning and starting tests