

MANY HIGHWAY BILLS WORK ONLY GOVERNOR'S MANY ROADS

Acheson Gives Out First Re- State Motor Federation Giv- mobile Club Bulletin. Action

of the State condition but are soon to be repaired are in the reports is- William H. Acheson, When the Legislature, for the State High- each year, the automot and the Automobile the watch for message. Both reports take detrimental to the thoroughfare in Cayuga, members, and the Onondaga, Oswego, Seneca no exception. So counties, Oswego, Seneca as the Achaer, letia of the Automobile club not considerable covers a wider range this killed by ththan was covered last week. The orgaizatic improvement is found in the The Rt that the dirt roads are drying up all mofufully. A warning is given to motor- operators to watch out for traps set at Ruldwinsville for motorists entering that village from all directions. The report of Engineer Acheson, in- cluding road conditions up to May 5th, follows:

Cayuga County.
Niles-Moravia road—Will begin work this week. There will be a detour be- tween Globe hotel and Moravia.
Grotton-Locke-Moravia road — Un- dergoing repairs, traffic can pass along the side.

Popular Ridge-Kings Ferry road— Will soon be closed for one or two miles around Ledyard. Detour posted.
Auburn-Weedsport road— Passable except short detour around village of Weedsport.

Cortland County.
Truxton-DeWittville road— Open to traffic but very bad.
Cortland city-Oswego street— Work begins in about five days. There is only a detour of a block around the work. Detour signs posted.
Marathon village road— Closed from Marathon south. Detour signs posted. This road will be closed from Mar- thon north in about a week.

Onondaga County.
Court street road, Syracuse— Closed for two or three weeks. Detour signs posted. Detour by Third North to Center street, thence on to Seventh North street and back on to Court street near city line. The best route going out of city is up Butternut street to Ross avenue and then on to Court street.
Minna-Manlius road— Closed be- tween Fayetteville and Manlius. De- tour signs posted. Will be closed be- tween Fayetteville and Manlius Cen- ter in a week or ten days.
Burnet avenue— Completed and open to traffic to the Pierce plant. Balance

open to the Thompson road, but will be closed soon.
Three 100-foot bridge. An approach is being completed necessitating a short detour of 200 or 300 feet. Detour signs posted.
Syracuse-Bridgeport road, Passable but very bad in wet weather. Traffic allowed over road for possibly two months. Detour signs posted.
Lafayette-Tully road. About four miles of road from Cortland county line northerly through Tully and Tully Center is completed and open to traf- fic. Balance of road to Lafayette open to traffic, but very bad and dangerous. This will soon be closed.

Oswego County.
Central Square-Constantia. Now under construction. Open to traffic for the present, but very bad.
Pulaski-Salmon River. Under con- struction, but passable.
Salmon river to west town line of Williamstown open to traffic.
West town line to Williamstown un- der construction but passable for two weeks.
Phonix-Mexico road (through Pen- nelville). Completed except one and one-fourth miles on south end on which work is started. The road is passable. No detour posted.
Justines-Union Square. Work will probably be started on bridge ap- proaches this week. An endeavor will be made to keep road passable during the construction.

Seneca County.
Lodi-Interlaken. Work will start soon. The road will be passable for perhaps two weeks. Through traffic from Seneca Falls to Interlaken will go to Ovid, thence southeast to Interlaken.

Wayne County.
No work on roads being done. Roads generally in good condition.
The bulletin of the Automobile club of Syracuse follows:
Main trunk lines throughout the State are in good condition while the dirt roads are fast drying out, accord- ing to the weekly bulletin issued by the Automobile Club of Syracuse. A wider range is covered in the bulletin this week than was obtained last week. A warning is given motorists to watch out for a speed trap set at Bal- dwinsville for tourists coming from all directions.
The bulletin follows:
Syracuse-North.
Road conditions to Watertown, Gouverneur, Canton, Potsdam and Ma- lone are reported favorable.
From Watertown to Wanakena, (Cranberry Lake) via Carthage, there is State road to a point about four miles from Carthage and the balance is sand and black dirt which is said to be in very good condition.
Syracuse to Oswego-Liverpool-Bald- winsville. in good condition.
Lookout for speed trap entering Baldwinsville from all points. Signs have been erected at these approaches.
Syracuse-East.
The roads east to Utica and Albany are very good.
Except for slight detour north of Hudson, the roads from Albany to New York are fine.
We have received favorable reports on New England roads.
Utica to Watertown via Stillville and Holland Patent in good condition.
Utica to Old Forge reported in good condition.
In going to Cazenovia it is still best to follow State road to Chittenango, then make sharp back turn on State road through Eagle village taking first left-hand road south to Edwards Falls, or continuing on to Manlius, thence via Oran to Cazenovia.
Best way to Hamilton is on State road to Vernon, then south through Vernon Center, Oriskany Falls, Madis- son and Bouckville.
Syracuse-South.
The best way to Tully at present is via the Indian reservation. This road is dry but rough in places. It has recently been scraped.
Perry-Pekin dirt road is in bad condition. Several mud holes.
Niles-Moravia road being resurfaced. A dirt detour will probably have to be made at the present time.
Syracuse-West.
Road conditions from Syracuse to Rochester are reported favorable. The best way is via Auburn, Geneva, West Junius, Phelps, Clifton Springs, Man- chester, Victor, Mendon and Pittsford.
Except for bad spot west of Cazen- ova to Batavia and Buffalo, is reported in good condition.
The Seneca-Madana road is in bad condition.
Every time a valn girl shakes hands with a man it gives her hands a jolt it doesn't squeeze her fingers.

Thirty Cars to Race for Prizes at Indianapolis

Indianapolis, May 6.—The official entry list for the sixth International Sweepstakes race on the Indian- apolis Motor Speedway has just been announced. The list follows:

DRIVER. CAR.

Oldfield Peugeot
Alken Peugeot
Merz Peugeot
Lindberg Delage
Le Cain Delage
Not named Delage
C. F. Du Chesneau Delage
Lewis Du Chesneau Special
Crawford Crawford
Johnson Crawford
Not named Duesenberg
Joseph Christians Duesenberg
Lindberg Duesenberg
A. Chevrolet Frontenac
G. Chevrolet Frontenac
E. Rickenbacher Maxwell
Henderson Maxwell
Rooney Premier
Bernie Erwin Special
Mystery car from Cleveland.

Dario Resta Peugeot
Gil Anderson Premier
Harry Stillman Premier
Louis Chevrolet Frontenac
Not named Sunbeam
S. Costweg Special
Tom Alley Ogren Special
Billy Chandler Crawford
Steecher Erwin Special
E. O'Donnell Duesenberg
L'Alens Duesenberg

DARIO RESTA AND OLDFIELD ENTER INDIANAPOLIS RACES

European Champion to Pilot Peugeot — Barney Will Have Delage—Speedway Notes.

Indianapolis, May 6.—Dario Resta has entered the sixth annual Interna- tional Sweepstakes race to be held in this city May 30th. He will drive a Peugeot car. Resta gave DePalma a hard fought battle last year at In- dianapolis but the latter won. Resta, however, cleaned up at Chicago. He is looked upon by many as the greatest speedway sprinter that ever guided a racing car.
The only entry that hails from west of the Mississippi is from Kansas City. C. F. DuChesneau has built a special race car and named it after himself. He is a prominent restaurant keeper in Kansas City and believes in sportsmen entering speedway races for the love of the game. Incidentally he is out to capture the fortune in prize money. He will drive his car, Ernest Schween will ride as mechan- ician. The car is a four-cylinder machine, 242 cubic inches piston dis- placement and weighs only 1,900 pounds.

Barney Oldfield Enters.
Barney Oldfield will drive a foreign car, a Delage, in the Indianapolis races. His mechanic, R. G. Dash- back, has already arrived and un- loaded the car. It was one of the French cars built for the Grand Prix in Europe in 1914. It has a block type motor, with valves in the head, a bore and stroke of 3.7x6.20, and a cubic inch piston displacement of 271.8. Lubrication is by force and splash. Barney finished third with this car at Elgin last year in the C. A. C. Cup race. He also entered this car at the Sheephead Bay speedway last year, but was forced out at the end of sixteen miles with a broken piston and connecting rod.
Many cities have followed the ex- ample set near the center of popula- tion. New York, Chicago and Minne- apolis are three conspicuous additions to the speedway sport. Nine tracks were in operation last year. Twelve different races were seen on these speedways, in which the monetary re- ward was \$281,000.
Instead of only one Premier car, there will be three in the Indianapolis speedway race May 30th. Tom Rooney it has already been announced, will pilot the first entry, the car that was built for the late Bob Burman. Now then comes the welcome news that Gil Anderson will drive the second Premier. The third Premier is to be pil- oted by Harry Stillman.
S. Ostweg, of Lea, Ill., has sent in his entry and necessary check to the speedway management for an Ostweg Special, manufactured by Apperson & Ostweg. Little is known of this car, except that it weighs about 2,400 pounds, has four cylinders, 4-1/2 inch bore and stroke, and a piston displacement of 295 4-16 cubic inches. It is regis-

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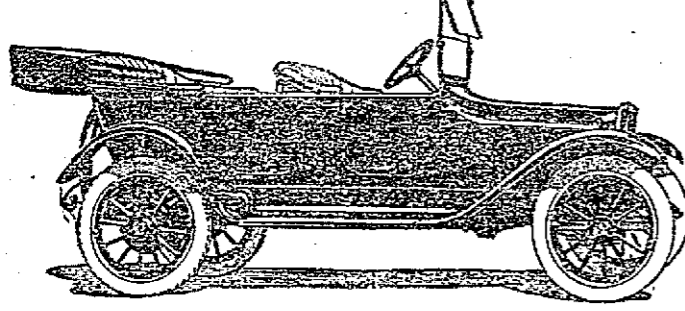
Concentrating on one car simplifies the problems of production and leaves the Dodge Brothers free to devote themselves to a continuous process of improvement.

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A. A. A. TO NAME CHAMPION RACE DRIVER THIS YEAR

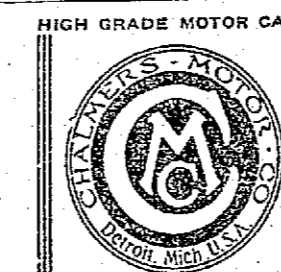
Devise System of Points to Cover Distance, Course Place and Event.

OFFER PRIZE OF \$2,000

Bosch Magneto Company to Put Up Trophy and Three Big Cash Awards—Chairman Kennerdell of A.A.A. to Pick Events to Count.

Automobile racing enthusiasts will know who is the champion driver this year, according to the announcement made last week of a prize contest for American pilots to be put on by the Bosch Magneto company. The an- nouncement follows:
"Arrangements have just been com- pleted between the A. A. A. and the Bosch Magneto company whereby the latter will offer one of the largest prizes ever donated in this country to an automobile driver. This prize will be known as the Bosch trophy and will carry the secondary title, "Champion Motor Car Driver Trophy." It is to be contested for by all drivers who enter into the A. A. A. sanctioned automobile contests to be held during the year.
The winner of the trophy will be designated by the contest board of the American Automobile association ac- cording to their point system, in con- nection with the championship award events. The events are to be picked by Richard Kennerdell, the chairman of the A. A. A., upon approval of the application blanks presented through- out the year.
A schedule of points for places in such events will be evolved and de- termined by the character of each in- dividual event. The course, distance and number of starters will have an influence on the number of points awarded to each place. The driver with the highest number of points will be awarded the Bosch trophy and \$2,000 in cash. The driver gaining the second best number of points will be given a cash prize of \$1,000, and the driver getting the third best num- ber of points will receive a prize of \$500.
First Official Designation.
"In the last six years the Bosch Magneto company has greatly helped the sport by donating over \$25,000 in cash prizes in various events, and all the money has been won by the in- dividual drivers who have received the cash direct.
"This is the first time in the history of American automobile racing that an American champion driver will officially be determined.
"The Bosch trophy is to be of solid silver, valued at more than \$1,000. It probably will be presented to the win- ning driver, together with his cash prize, in Chicago during the week of the 1917 automobile show. It is in- tended to have a large banquet especially for the presentation of the trophy and prizes.
"The Bosch championship driver trophy is the third of a series of trophies put up by that company. The motorcycle trophy for the amateur championship in that field has been put up yearly since 1911.
"Four years ago the Bosch company also put up a silver trophy for motor- boat competition. This trophy is known as the one-mile international record trophy and is offered motorboat en- thusiasts for international competition going to the owner of the boat making the fastest one mile under the admiralty rules."
The contest designated so far, which will come under the title of champion- ship events and will provide the drivers with points for the Bosch trophy, are as follows:
May 15th—100-mile race at Sheep- head Bay.
May 30th—400-mile race at Indian- apolis, Ind.
June 10th—200-mile race at Chicago.

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32x4	\$12.75
33x4	\$13.10
34x4	\$13.40
35x4 1/2	\$18.65
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RECORD SHIPMENTS

The biggest single day's shipment of Stutz motor cars in the history of the Stutz motor corporation was made on April 24th, the output being 400 auto- mobiles, representing a value of ap- proximately a half million dollars.

Refuse to Dissolve.

Motor dealers of New York, who some years ago formed the Motor Dealers' Contest association, to pro- mote contests of every character in the metropolitan district, refused at their annual meeting to dissolve the organization.