

The Studebaker car will be the confetti and press car, and will get away in the lead bright and early.

Although the local autoists are longing for rain to lay the dust, they are very particular as to the time of the said down-pour, and want it to come early in the week, so that they will not have a sea of mud to plow through.

Wet or dry, the test will be a hard one, and the entries will have to stand some strenuous trials before they get back to their garages in Indianapolis. Thursday night will be spent at French Lick.

THE NEW-RICH MAN DISLIKES ANTIQUES

Tells His Friend That the Craze for Things That Are Old Is Carried to an Extreme.

"There," said a new-rich man to a man to whom he had been showing his house, according to the Providence Tribune, "you've seen about all there is to see. Everything is brand new and I'm glad of it. I've got where I can afford to be indifferent to public opinion or popular sentiment or whatever it is that compels us to make believe we think what we don't really think, and I've a notion that they carry the craze for the antique too far. Suppose I should take you out on the stoop and point to a horse and chaise and tell you that we'd had that horse going on thirty years and that that chaise had been used by my great-grandfather. You wouldn't trust yourself to the rig driving down the avenue, even if you didn't value your life. Or if I introduced you to my wife with the assurance that she'd been in the family ever since I could remember there would be trouble. It seems as if some wives had been in families an awful long time, and I reckon that some wives, looking at their husbands, feel as if those husbands had been hanging around forever, but that's no recommendation. What we want is progress. We ought to be able to make better carpets and pictures and furniture now than they did in 1776.

"What I've got is hand made—made to order, that is. It isn't turned out by machinery, so that it'll drop to pieces the day after tomorrow, but I've always been suspicious of those old-fashioned sideboards and lowboards and chairs and secretaries. Either they've had a sight of varnishing and polishing up or people didn't live a hundred years ago as they do now. If they'd moved with that old-fashioned furniture every spring or stored it every time they gave up housekeeping and went to boarding it wouldn't have a leg to stand on—it would look as if it had been thrown off the roof.

"But what I've got here is new, spick and span new—furnace, sinks, sofas, lights, rugs and the whole business—and, as I said, I'm glad of it."

FIERCE GALES BUFFET SKIFF FOR MANY DAYS

Landing on Washington Coast Impossible—Kitten Owner's Only Companion.

PORT TOWNSEND, Ore., Sept. 26.—A sea voyage of nearly 300 miles in an open twenty-four-foot Columbia River boat, during which the rudder was lost and the skiff was capsized, was the experience of James Milligan, a resident of Astoria, who reached this port from Astoria,

MUST CHANGE ROADS

DEMAND OF MODERN TRAFFIC

OLD SYSTEM CAN NOT STAND STRAIN IMPOSED BY MECHANICALLY DRIVEN VEHICLE, SAYS SPEAKER TO COUNTY COMMISSIONERS.

Automobiles, motorcycles and other mechanically driven vehicles, whether for pleasure or service, in the opinion of John G. Shanks, Washington, Ind., member of the Board of Commissioners of Daviess County, occasion more wear and tear on public highways than any form of vehicle in common use. In an address touching on the proper construction of highways by taxation in Indiana Mr. Shanks advocated a still more durable road to meet the demands of modern locomotion.

"We must get over the old and mistaken idea," said Mr. Shanks, "that we are living in the day of the saddle and pack horse. There was a time when the wear and tear on the roads was not great. But the time has now come when any road, built of anything but the best and most durable materials, is going to show signs of wear in a remarkably short time. This is true because of the increased use of automobiles and other similar vehicles, all of which ruin an ordinary road.

"It is either a question of eliminating the automobile or our present system of building roadways. It has been shown time and again that the ordinary road is unable to stand the strain of modern traffic. It has now become one of our greatest engineering studies to decide upon a material that will stand the strain. Before entering into a contract for the construction of public highways it is up to every commissioner to consider the nature of the traffic in the particular vicinity and to select the road-bed material accordingly."

Reports and Other Talks.

Several other addresses of interest were made by members of the association, among them being a talk on "Construction, Repair and Maintenance of Bridges," by A. S. Lineinger, Hendricks County, and "Examination, Systematizing and Auditing Books of County Officers," by Gates Sexton, Rushville, Ind. General discussions followed each of the addresses. Prior to adjournment the annual reports of the various officers of the association were made.

The following officers were elected for the ensuing year: President, William F. Killon, Daviess County; vice president, William H. Roberts, Marion County; secretary-treasurer, Col. Harry B. Smith, Marion County.

Shortly after convening yesterday morning, Emmett Huggins entered the meeting and resigned his office as secretary of the association. His resignation was asked for by President John McGregor Wednesday, but he refused, to accede to the request. Huggins turned over \$30 which had been in his keeping as secretary.

AFTER A LAUNDRY "TRUST"

Model Company Alleges Combination in Violation of Sherman Law.

William B. Cooley, Hugh Dougherty, Ham F. Kuhn, Carl Von Hake, Kothe Jr., John R. Love, Hugh Joseph C. Schaf, Herbert C. Rice and Wilbur C. Johnson.

After Judge Anderson had given the receiver the necessary permission to sell the plant to the Indianapolis Gate, the Waverley Company was Friday with these officers: W. Cooley, president; H. H. Rice, vice president; Carl von Hake, treasurer; Wilbur C. Johnson, secretary.

The new Waverley Company, ample capital, is now an Indianapolis factory, and will not be after be embarrassed by entanglements with other automobile concerns. The importance of the sale, as to the automobile industry of the state, can only be appreciated by a review of the present status of the vehicle. While its steam and rivals have, to a large extent, monopolized the public gaze, the electric has quietly, steadily increasing sales year after year.

There is no exaggeration in the statement that the present thriving of the entire electric vehicle industry is largely due to the ceaseless expansion and progressiveness of the Indianapolis factory. The Waverley's policy of manufacturing and of public education has been developed under the direction of Manager Rice and Assistant Manager Johnson, and since these gentlemen to the Waverley plant in 1904, business has tripled. The company, with Mr. Rice and Mr. Johnson in charge and with the accession of Cooley, Mr. Von Hake and the others, the Indianapolis factory will increase influence in popularizing the electric vehicle, both for commercial and domestic use.

The factory and sales organization of the Waverley remains unchanged.

FRENCH LAW FIXES NAMES OF DRINKS

Decree Indicates What Can Be Called Beer, Cider, Vinegar, Liqueur and Syrup.

A decree published in the Journal officiel indicates clearly what must forth be considered by French law as beer, cider, vinegar, liquors and syrups. The London Times, Beer in France, says the London Times, Beer in France must now contain no antiseptics and no sulphurous anhydrides, bisulphates and other substances as may later be authorized. As regards cider, it can be called "sparkling" unless its effervescence be due to alcoholic fermentation. As to the mixture with it of any effervescent substance or product, vinegar must be regarded as adulterated if any colored with caramel, cochineal or other substances declared lawful by the Ministry of Agriculture and of the Interior, authority of the State Board of Hygiene and of the Academy of Medicine, must be sold as "colored vinegar."

All "liquors" must be made out of natural alcohols, rendered such by maceration of those substances or by addition of the product of the distillation of these various methods. In all cases, they must be called "liquors" and "liqueurs." Likewise in the case of syrups which must be made by the distillation of the juice of fruits into solution in water, an exception is made in the case of lemon and orange syrups which can be composed of sugar syrup with addition of citric or tartaric acid, with their aromatic flavor given by natural substances, but not by chemical means.