

ignited, as early as 1886, but built nothing complete until 1891.

He had entered his No. 3 at the Chicago Fair in 1893, but having nothing to market, did not exhibit. His No. 5, winner of the Chicago publisher's race, was the first real automobile in America. It had multiple cylinders, pneumatic tires, electric ignition, spray carburetor, throttle control and many such modern features, and thus was plainly ahead of the single cylindered, solid tired, belt driven, heavy constructions that took second and third positions.

The contest itself was one of the most severe ever run in this country. Three days before a heavy blizzard had swept Chicago and its environs, and the streets were clogged with snow, while the parks and country highways were able to carry sleighs and pedestrians on the frozen crust a foot or more above the usual road surface. Some of the contestants came up to the starting line with their cars drawn by horses. A bare spot had been cleared for starting purposes, but all except the leader were stuck and had to be pushed within 500 feet of the tape. Time and again this was repeated, the Duryea being the only vehicle to get through without help and the only one to cover the fifty-four mile course, as well as come and go from its garage eight miles away, unaided.

Slow as was the time on account of the difficult traveling the new vehicle far outclassed the horse. Light sleighs, drawn by four horses, were simply unable to follow. Then and there, the question, "What will they do in winter?" was settled once and forever. The auto had arrived!

Another philanthropist sprang into view. J. B. Walker of the Cosmopolitan Magazine, saw that the

ninety days or so offered to prepare for the Chicago contest had not been sufficient time to develop a new industry, so he announced a contest for Decoration Day, 1896, with \$3,000 in prizes.

Good, although hilly roads, balmy skies and six months' time seemed to offer all that was necessary to properly usher in the motor car industry. But being less well advertised and with some inventors still holding the memory of the previous experience, there were fewer entries and about the same number of starters, the best foreign rigs again being represented.

From City Hall, New York, to Irvington, on the Hudson, and return was the route. Think of it! An auto race in New York City!

Badly managed, route not marked, hilly roads covered with broken stone, and evolutions on a plowed lawn for the amusement of the assembled guests and judges! No wonder the wayside held the competitors while "bad gasoline" drew the blame! No wonder the best foreign representatives did not get back until the next day, and then by horse-power!

Three of the four Duryeas were the only ones to return to the city the same day, winning all the prizes, \$3,000.

Nor did this end the year's triumphs. On November 4, 1896, England celebrated the legal enactment that permitted power vehicles to use the roads without first sending a man ahead with a red flag. A run from London to Brighton was the event, the distance fifty-two miles. The winners of the celebrated French race of that year, with their drivers, had been imported to show the Britons how the thing was done, and were put ahead, one, two, three. The Duryea was near the rear, with half a hundred other and slower rigs in front that