

MOTOR AGE

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TRACK RACING CONDEMNED TO DIE

New York, Aug. 22—The sentiment of the press, trade and automobilism in this city is practically unanimous that the track racing game is not worth the sacrifice of life and limb its promotion during the past 2 years has occasioned. Some extremists in the present state of excited feeling caused by the recent accidents to Jay, Kiser and Oldfield, insist that the A. A. A. should sanction no more track racing of any kind. Others, who view the situation more calmly, suggest that there is no necessity of placing an embargo, except when the racing of the dangerous high speed machines, which the game has created, and that contests of touring and stock cars, capable only of speed within reason, present practically no danger, furnish good sport and a useful test and need not be prohibited. Just how the line is to be drawn they do not at present attempt to suggest, except that cars be limited to those possessing a safe speed limit.

With Ormond available for record breaking, Cape May and perhaps other beaches for straightaway racing, and the annual Vanderbilt contest for a supreme test of cars, it is argued that the A. A. A. can furnish sufficient opportunity of satisfying speed ambitions and tests without resorting to the weekly use of oval tracks throughout the land.

Walter Christie was not inclined to think track racing, should the races of high speed machines be limited to two cars, was too dangerous to continue. "The dust, to my mind, alone makes the racing dangerous," said he. "In a track race the danger lasts but a couple of minutes, which, in the Vanderbilt races, it is present for 6 hours."

Chairman Morrell said he did not care to be interviewed on the subject at this time as track racing was, to a certain extent, an A.

PROMINENT MOTORISTS FROM ALL PARTS OF THE COUNTRY PASS SENTENCE ON A MAN-KILLING PASTIME

A. A. department, whose head he happened to be, and that he thought it would be better taste for him to withhold comment on the subject for the present. It was evident he thought it best to discuss the matter first with his associates on the board, who would have to take action in the matter, if executive steps were to be taken.

A. G. Batchelder, who besides his duties as general secretary of the A. A. A., serves as secretary of the racing board, said: "The dangers of track racing always have been very apparent to me. I do not think the game is worth the candle; in fact, one hesitates even indirectly to encourage drivers to take the chances that are involved in the swirl of dust. The winner is the man who takes the turns without shutting off the power of his monster, and the multi-cylindrical flyers cannot go much under the minute without endangering the limb and perhaps the life of the operator. Track racing has become a 'gate' proposition pure and simple, as at present conducted and, though it is dying a natural death, perhaps its demise should be hurried by the governing body declining to sanction any more contests around dusty mile courses."

Alfred Reeves, secretary of the Morris Park Motor Club, a veteran in track racing promotion, said. "The lamentable accidents in which Barney Oldfield, Earl Kiser and Webb Jay figured indicate very clearly that racing high powered cars on circular tracks has reached the limit. It was to be expected that sooner or later cars would be constructed too powerful for whirling around corners and that time is evidently here. It seems to me that future racing on tracks must be confined to touring cars that travel not faster than a 1:10 pace, while the big racing machines must make their efforts on the straight roads and beaches. Men of daring, like Oldfield, Kiser and Jay, are too scarce to be allowed to travel at 70 miles an hour on a circular course, and every motorist and good sportsman will hope that no more such accidents will take place. Track racing came into vogue because people wished to see machines go fast and there was no other place where

they could be speeded. It has had its inning and it is evident that only low powered cars can be used on circular tracks with safety."

The undercurrent of opinion and probability is decidedly against further track racing in the metropolitan courses. The present season, expected to be the greatest in the history of the sport, has proved a veritable frost. Gate receipts fell far below expectations and the sport was generally spasmodic and inferior.

Cleveland, O., Aug. 21—Seldom has there and the attendance gradually diminished. been a greater wave of public indignation at anything pertaining to the sporting side of life than arose in this city after the accident to Earl Kiser at Glenville track a week ago, and it has multiplied until it has become apparent that automobile track racing with special racing cars will no longer be tolerated, as a result of the accident to Webb Jay that followed so close on the trail of the wreck here. If the daily newspapers are mirrors of public opinion, then truly the Cleveland public has had enough, for the editorials and still more telling cartoons of the past few days tell a story of disgust that can not be misunderstood. Except among those who have had a mercenary interest in the sport, it is hard to find any one who has a good word for the game in any form. All of the most prominent enthusiasts of the past admit that it can not go on in its present form, and a number of them suggest changes and regulations that might be instituted to take some of the curse off from the game. But as a rule the changes are impractical because of the expense involved in making them, and even if they were not they would fail because the lawmakers of both city and state are preparing to legislate against racing on circular tracks, while the manufacturers who have supported the game are declaring that they will no longer enter or build cars for track races.

"You can say we are out of track racing for good. I do not say that we shall withdraw from road racing because we have not had time to confer in this matter. Road racing does not seem to be as dangerous as the other game, but I think it will only be a matter of a short time before this sport will be given up, because there is no denying that it is hazardous to both drivers and spectators."—Windsor T. White, White Sewing Machine Co.

"I don't believe in the racing game anyway. I can see no utility in it. It does not demonstrate anything of value to the true automobile sport or to the industry. The mere matter of speed does not need demonstration in that way. Every one knows that automobiles can be built to run faster than they can be driven with safety, so what is the use of such contests."—W. C. Temple, ex-chairman A. A. racing board.

"I have promised my mother that I will never race again, although I had planned at first to be the only one-legged driver in the business. I am out of it for good and I shall keep this vow. There is nothing in the game for drivers—not a thing. It's a little advertising for the car that some foolhardy fellow drives. If a man reels off a mile in less than a minute he is praised from coast to coast, but that is all it amounts to."—Earl H. Kiser, automobile racing man.

Windsor T. White, general manager of the White Sewing Machine Co., and chairman of the Cleveland Automobile Club race meet committee, returned to Cleveland this morning after spending the previous evening at the bedside of the battered and almost lifeless form that was formerly one of America's champions. He says Webb Jay's condition is still critical, but the physicians have hopes for his recovery. It goes without saying that Jay will never race again—a broken-hearted wife who, hoping against hope, left here late Saturday night on the limited for Buffalo will vouch for that—and if the man recovers at all it will be one of the miracles of modern surgery.

Mr. White said to a MOTOR AGE representative: "You can say we are out of track racing for good. The Whistler was not injured in the least, but it will never again be entered in a track event. I do not say that we shall withdraw from road racing because we have not had time to confer in this matter. We have entered a car and have a new machine which we believe can win; at the same time I do not say it will compete. Road racing does not seem to be as dangerous as the other game, but I think it will only be a matter of a short time before this sport will be given up, because there is no denying that it is hazardous to both drivers and spectators."

Out at St. Clair hospital, swathed in bandages from head to foot and scarcely able to lift his head lies what remains of another erstwhile champion—Earl Kiser. His sturdy left leg lies buried in a Dayton cemetery. Earl saw some newspaper friends for the first time yesterday. He had just been informed of the accident to his trackmate and he was horror-stricken. Bursting into tears he said, after he could recover himself: "Boys, I am out of the game for good. I have promised my mother that I will never race again, although I had planned at first to be the only one-legged driver in the business. I am out of it for good and I shall keep this vow. There is nothing in the game for drivers—not a thing. It's a little advertising for the car that some foolhardy fellow drives. If a man reels off a mile in less than a minute he is praised from coast to coast, but that is all it amounts to in the long run."

L. H. Kittredge, general manager of the Peerless Motor Car Co., said he was not an enthusiast of the racing game and that his concern would never have started in the game if they had not been hounded by race promoters who were anxious to have the public satisfied with racing. "I think that the promoters and the public are to blame for the disastrous results," he said. "I believe there is equally as much danger in straightaway racing as in the other. You never hear of a straightaway race but what some one is injured, and if there were as many of these races as there are track events there would be even more bad accidents."

Asked if his company would discontinue the manufacture of racing cars he said: "I can not say that we will. If the public demands fast racing; if the promoters continue to give meets and if other manufacturers continue to build speed killers, we may have to follow suit, but you can say the Peerless company does not favor the game."

From the state legislature as well as from the city councilmen come reports of legislation to prohibit track racing. Representatives Sawyer and Eubanks have both announced that they will endeavor to get such bills through the next legislature. Mr. Eubanks thinks possibly it might be unconstitutional to try to prevent a man from putting his own life in jeopardy, but he does not think this is the case; there are stringent laws against suicide, which he thinks is in the same class. He believes that at track races the spectators as well as the drivers are in jeopardy and that a law would hold.

C. W. Mears, of the Winton company, says that there is little chance that the old Bullet will ever again appear on the track. No steps will be taken to repair it unless Earl Kiser expresses a wish to have it done, and as Kiser says he is through, it will probably not be put into commission again as a racing tool.

TOLEDOANS AGAINST RACING

Toledo, O., Aug. 22—Since Oldfield met with an accident at the Detroit races, Kiser at the Cleveland meet and Jay at Buffalo, Toledoans have been outspoken against the further continuance of the sport.

"Automobile racing is worse than bull fighting," said A. E. Schaff, of the Pope Motor Car Co. "The racing game is a fake, pure and simple, a sort of a hippodrome, and I cannot see where the sport comes in for giving any marked benefit to the companies manufacturing this class of cars. One thing is sure, and that is that the durability of a racing machine does not always demonstrate what is to be found in automobiles put out by the same concern that manufactures the racer. This is not the opinion of one man, but it is the opinion of nearly all those engaged in the manufacture of automobiles today. You see a manufacturer of cars is forced into the game by fellows who carry no interests in any of the automobile plants of the country. Their's is a selfish interest, for they are not so much interested in the industry as they are in the gate receipts. I do not believe automobile races, as they are being carried on at the various points, should be classed as legitimate sport. Neither do I believe it of any benefit for the manufacturers of automobiles to divert any of their time to the manufacturing of racing machines. When we turn out a new racing machine at the Pope-Toledo plant Tom, Dick and Harry of all the floors leave their machines to view the antics of the new speeder. This means considerable loss of time on many occasions. Do you think for one moment

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that the large buggy and sulky concerns of the country would invite the drivers of race horses to bring their steeds to the plants, hitch up to the sulkies which may have been manufactured that a demonstration of the horse and the vehicle might be made in full view of the employes of the plant? It would not be profitable. Neither is it profitable for automobile plants to turn out racing machines and continue their demonstration in and about the plant. I do not believe that any concern gets back in trade and profit the money expended on racing machines and race meets. Today's racing is a deplorable and certainly hazardous sport and it should be abandoned at once. And I believe it will be in a short time."

Ezra Kirk, of the Kirk-Hall Co.: "I have always said they shouldn't do it. What's the use? What good comes of it?"

"I think the same today about automobile races as I have been thinking for the past 2 or 3 years," said Burton O. Gamble, general manager of the Toledo Motor Car Co. "It is a mighty dangerous sport for both drivers and people, and I don't see where it helps the business of the manufacturer or the dealer. When a racing machine is chased over a track at the rate of a mile in less than a minute, it is rank foolishness. Drivers foolish enough to drive a machine at such high rates of speed may be secured, but I look at the whole thing as being very foolish. I think the craze will soon die and then it will be out of the way."

CHICAGO MEET ABANDONED

Chicago, Aug. 22—The Chicago Automobile Club this afternoon decided to abandon its plan of running a fall meet, sanction for which had been granted and which had been approved by the board of directors only last week. The accidents to Oldfield, Kiser and Jay and the consequent agitation all over the country against racing on circular tracks led to this step being taken. L. E. Meyers, chairman of the club's racing board, was the one responsible for the action. He took up the matter on his own accord, calling up the directors of the club by telephone and securing their consent to calling off the meet.

"Personally I am opposed to track racing and am glad the meet has been abandoned," said Chairman Meyers. "We have decided to give up all idea of running a meet such as we scheduled. Instead we will have a matinee for members only some time next month out at Harlem. None of the stars will be there and we will have a set of scrub races for our own amusement. We will all carry our lunches and have one big picnic and a dance to wind up the day. The racing board will not be discharged, for we are considering the advisability of going out into the country somewhere and finding ground big enough for us to build a track to be used ex-

clusively for automobile racing. It will be at least a 2-mile circuit, with great wide turns, well banked and with no fences to act as death traps. By the liberal use of oil we can do away with the dust evil. But for this other kind of racing on the present tracks, I am glad to say we are through with it."

Before the club decided to give up the meet idea several of its members expressed their views on the racing subject.

"I don't think these accidents will make the slightest difference in the racing game," said John Farson. "The people that want to see the races will go just the same, and the people that don't like them will stay away. There are too many men anxious to try their skill and nerve on the track in competition with other drivers for the sport to be abandoned for a long time at least. Of course, a straightaway track is preferable to a circular one, as far as safety for the racers and onlookers is concerned, but there are only a few places where a straightaway can be had, and the circular track will continue to be used, in my opinion, in spite of accidents. In view of the fact that our club has voted to hold a race meet in the near future, I don't care to express my personal opinion as to whether the sport should be abandoned or not."

"This accident won't make a bit of difference," said Jerry Ellis, a member of the racing board. "We are going to hold our October meet, and hold it on a circular track. But we are going to have the track properly oiled, so that the racers won't be blinded by the dust from the cars, as was the case with Webb Jay. If the track at Buffalo had been well oiled that accident would not have happened. There will, of course, be the usual amount of panicky talk and excitement, and a few people who are not interested in the racing game may cut up a bit about the dangers of track racing, and so on, but it is too good a sport to be abandoned on account of a few accidents. I am sure there will be no change of program as far as our intentions are concerned."

VIEWS EXPRESSED IN BUFFALO

Buffalo, N. Y., Aug. 20—Immediately after the accident to Webb Jay on Friday afternoon a storm of protest against automobile track racing as it has been conducted in this country arose among the automobile men who had been attracted to Buffalo for the races.

One of the strongest statements on the subject was made by William C. Temple, of Pittsburg, former chairman of the racing board of the A. A. A. and referee of the races here. To a MOTOR AGE man Mr. Temple said: "Automobile races never should be run on circular tracks which are dusty or bounded by fences. Never again will I officiate at any races run under the conditions which have prevailed up to the present time.

"It seems to me that future racing on tracks must be confined to touring cars that travel not faster than a 1:10 pace, while the big racing machines must make their efforts on the straight roads and beaches. It has had its inning and it is evident that only low powered cars can be used on tracks in safety."—Alfred Reeves, secretary Morris Park Motor Club.

"Reports of accidents tend to intimidate possible buyers rather than to encourage them. The man who might buy an automobile reads that some expert has failed to guide his car aright and he considers that he himself might be tempted to speed the machine in the same way, thus running too great a risk of death. He is afraid to take the chance. The emphasizing of the speed of cars hurts the automobile business."—W. C. Jaynes, president National Association Automobile Dealers.

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"In the second place the track racing game does not assist in the development of the automobile along the line of utility for touring purposes, which I believe to be the true line of development for the automobile.

"In the third place I am opposed to track racing for automobiles because it jeopardizes the lives, not only of the fellows who drive the cars, but of spectators. Track racing of this dangerous character should be prohibited by law immediately except in cases where the tracks have been rendered practically dustless by the application of oil or some other dressing."

Charles Clifton, president of the Association of Licensed Automobile Manufacturers, said: "I am and have always been unqualifiedly against track racing. I do not believe there is enough interest in the game to make it a lasting sport. This seems to me the logical time to quit it. Why not stop it before it dies. If it is continued it will sooner or later get its death blow from the public because of its great and unwarranted risks. When the patronage of the public fails, the promoters' revenue will disappear and the thing will stop, but it seems to me better to stop before that point is reached. I am willing to suspend an expression of opinion about long distance racing but I believe the track racing game is manifestly the more dangerous and should not be continued."

William E. Metzger, of Detroit, a judge at the races here, said: "I do not intend to officiate again at a race meet run under the conditions that generally prevail nowadays. The game is too dangerous. It is very expensive for the manufacturers, some of whom have patronized it and I have been given to understand that some of the companies whose cars are entered in these races in Buffalo intend to abandon the game at once. I think the game near its end."

The view of the automobile dealer was stated by W. C. Jaynes, president of the new National Association of Automobile Dealers. He said: "Track racing by motors does no good to the automobile business. Frequent reports of accidents tend to intimidate possible buyers rather than to encourage them. The man who might buy an automobile reads that some expert has failed to guide his car aright and he considers that he himself might be tempted to speed the machine in the same way, thus running too great a risk of death. He is afraid to take the chance. To my mind,

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Augustus H. Knoll, president of the Automobile Club of Buffalo and of the racing association which conducted the meeting here this year and last, said: "I think it doubtful that any more races will be held in this city. The risk of financial loss to the promoters is great, while the risk taken by the drivers makes any profit that may accrue look very much like blood money."

Dai H. Lewis, manager of the Buffalo races, expressed the opinion that no more races would be held in Buffalo.

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Mr. Hotchkiss said for MOTOR AGE: "This motor track racing is too dangerous to be a sport. It is little short of suicide for men to drive fast cars on circular tracks in clouds of dust and it is wrong to send men into such contests.

"The events of the last two or three weeks have convinced me that the game must be stopped, partly because the more accidents there are the more prejudice will be aroused in the public mind against automobiles and the more restrictive legislation we shall encounter."

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The Packard Motor Car Co., which built the Gray Wolf and whose big car established a 1,000-mile non-stop record, makes only a brief statement at this time. Inquiry at the factory today produced the following from the company: "We are opposed to track racing, but prefer to make no brief statement."

Henry W. Ford talked a little more freely: "I am of the opinion that if the inside fences were removed and lighter cars used, racing on circular tracks would be reasonably safe," he said.

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THE DOOM OF TRACK RACING

WITH Webb Jay horribly smashed, and even now not out of danger; with Earl Kiser in a hospital minus a leg; with Barney Oldfield swathed in bandages after miraculously escaping death, humanity calls for the immediate suppression of automobile track racing.

MOTOR AGE makes no attempt to hide its disapproval of this branch of motoring, and, disregarding the opinions of others, it feels compelled to vent its views, which have ere this become too well known to need being repeated. MOTOR AGE for several weeks has predicted just what has happened and a little more, that which will happen if the game is continued any length of time. Without any attempt to howl "I told you so," let MOTOR AGE repeat some of its warnings, simply to show that it was not by any means a difficult task for an observing person to foresee the result:

* * * The contests which have been seen on the tracks so far this season, with a few exceptions, have been one-sided affairs of a pronounced nature, with many of the entrants as non-starters or with their having failed to finish at all after one or two fast cars have left them hopelessly in the background. * * *—MOTOR AGE, July 6.

* * * The day will come, and it is approaching with rapidity, when big road races and big track events of all sorts will give way entirely to reliability trials, endurance contests, consumption tests, and the like, for it has been shown that, where the race is on either track or road it is of no great and lasting benefit as showing practicality, the tests referred to are of so much practical value as to place them first in the line of demonstrations to the buying public. * * *—MOTOR AGE, July 13.

* * * It can be only a question of time, when, to keep up such a game, it must end with a fatality. It can be no other way when a man goes around a track at speed far faster than the locomotive. * * * Race meet promoters will realize, after a few deaths on the track, that mile ovals are too dangerous and that larger courses are out of the question as a means of pleasing the public which pays to see the races. These facts alone will go a long way toward tolling the death knell of track racing.—MOTOR AGE, Aug. 13.

The warning of last week had not even reached the readers of MOTOR AGE ere Webb Jay's machine carried him through a fence and into a ravine, bringing him as near death as he could well be and still keep a spark of life. The warning of MOTOR AGE was too late in this particular case and it probably would have had little effect even had it reached Jay and the others. The accidents to Kiser and Oldfield did not seem to make any decided impression; promoters went on with their meets and drivers went on tempting Death.

It would seem that the only thing necessary to teach a lesson is some frightful catastrophe. One or two accidents or deaths will not do it; if this is the case, and a lesson appears necessary, then let us have the catastrophe for the

sake of the lesson it may teach the public.

In every manner and form, for every purpose save as a money-making affair, the track racing game has been a woeful failure. If it ever had one whit of usefulness it has lost that minute particle. There has been little real racing and when there has been any it has been so dangerous as to cause the feeling person to at times turn his head from what would appear to be an inevitable catastrophe.

Who has gained by track racing? Taking big chances, a few clubs have managed to squeeze out a pittance as a result of weeks of work and worry. Very few racing men have anything to show for their successes. Barney Oldfield, tempting Death and successfully and luckily warding off his blows, has a little of the world's goods laid up; Earl Kiser, younger in the game, with nothing on the profit side of his book, is a cripple for life; Webb Jay, while he may have a nest egg, is by no means sure of his battle with life at this writing. None of the other drivers has profited by the game even to the extent of any amount of advertising.

Have not these men the sense to ask themselves: "Does this all pay?"

Do the clubs and other promoters of automobile track racing believe in the position they take?

Let it be heralded that the Minneapolis club foresaw the result in time to warn away temptation and decided to abandon meet promoting in the future. Its course was wise; the wisest of all. It set a lead that others must and shall follow. The Chicago club followed this lead, after Jay's accident, and mo-

DON'T BLAME THE AUTOMOBILE

THE automobile is somewhat akin to a wife. When a husband can find nobody else to blame for anything he blames his wife; when an accident cannot be attributed to anything else, it is laid to the automobile. It is the automobile, seldom the operator.

Accidents are occurring almost daily; they will continue to occur just as long as drivers of automobiles continue to be reckless or careless. The number of accidents attributable to the automobile in itself is so few as to be counted on one's fingers.

A millionaire's son was killed a few days ago and this time the tire was blamed—because it came off and caused the machine to swerve just as it reached a bridge. Had the young man been running his machine at a reasonable speed the loss of the tire could not have been responsible for the accident, for the machine could easily have been stopped before any damage could have resulted. That same young man, by the way, had a reputation for being a

torists all over the country, including the racing men themselves, save Barney Oldfield, are expressing their disapproval of this form of sport—doubtful sport, at best.

MOTOR AGE has heretofore given its readers all the news of racing—track, beach and road. It has endeavored to cover the field thoroughly in order that its readers might have the news. It has now reached the end; it is through with automobile track racing where circular tracks are concerned; it frowns upon such events and will not aid in tempting Death on the part of promoters and drivers.

MOTOR AGE will not after this issue lend its aid to a track meet by printing the announcements of the affair and reports of races will receive only slight consideration, if any. MOTOR AGE feels that track racing should be abandoned and forgotten and cannot, therefore, give its aid to a branch of automobiling so dangerous and so universally condemned.

MOTOR AGE regrets that it feels compelled to take this stand for one reason. This may aid in being the means of sounding the knell of track racing, and thus it may do Barney Oldfield, Webb Jay, Earl Kiser and others an injury in taking away from them a source of livelihood. But it will be for their benefit more than for anybody's else.

It will make one exception. It will aid in the proposed benefit to Earl Kiser—and who would not? And right here let MOTOR AGE sing the praises of big-hearted Barney Oldfield, who, swathed in bandages, proposes to ride for Kiser's benefit and even to stand the expenses of the meet; who, after Jay's accident, with visions of disaster staring him in the face, gallantly mounted his machine and laughed at Death only to aid Jay, who then was hovering between life and death.

MOTOR AGE does not believe that beach racing is particularly dangerous; and an event such as the Bennett or Vanderbilt cup race has few elements of danger when carefully planned and cautiously conducted; but track racing, no matter with what safeguards are thrown out, has no part in automobiling; proves nothing and cannot endure. It may as well be ended now as at a future date, when some horrible catastrophe shall demand it and when the authorities shall feel compelled to step in and exercise that judgment which automobilists themselves ought to exercise.

Requiescat in pace!

daring driver and the able manipulator of a fast-going automobile of ponderous proportions. Let one draw his own conclusions.

The automobile in itself is as docile as any kitten that ever lived, but in the hands of a reckless man or youth it may show its power; a horse is harmless when under its master's command, but its power is terrific once it has its own mind; a lion may be tamed by a human being, but it can create havoc among a thousand once it is turned loose and given its own way.

Nobody would blame a horse or a lion were it to create some sort of havoc if its master had lost control of it—the master would be blamed. So it should be in the case of the automobile accident—blame the man, not the automobile.

Count all the accidents, delve into their causes, and it will be found it was the man's fault and that recklessness or carelessness was at the bottom of the whole matter. But forget that it was the fault of the automobile.

What an inglorious ending for the Bennett cup race to be hawked and kicked about in such orphan-like manner.

Next thing we know some enterprising beach meet promoter will get up a race between an automobile and a motor boat.

The racing game reminds one of a pugilist—it went on knocking out everybody it met, but finally received a pretty severe up-pugut itself.

Barney Oldfield and Earl Kiser ought to submit themselves to science to ascertain of what nerve is made. Their stock is in abundance evidently.

Oiling the roadway on the Midway in Chicago suggests that this is only another of John Rockefeller's schemes, inasmuch as the Midway runs right past his university buildings.

A round-up of royalty shows that almost every monarch and ruler now owns an automobile. Maybe President Roosevelt holds off from buying in order that he may be in a class by himself.

It may be said that if track racing is abandoned it will kill the drivers' goose that lays the golden eggs. But one's appetite for goose is not sharp since the recent track accidents.

England has put herself on record as being opposed to the corpulent chauffeur. Here's a chance for American ex-jockeys, forced out of the horse racing game by too much weight, to turn an honest penny. Perhaps, too, the dime museums might provide a few living skeletons seeking work.

Even race promoters, who do not risk their own necks, have come to the conclusion that they have had enough of track racing and are crawling out slyly or boldly chucking the whole game. As a matter of fact, there are few disinterested persons who are in favor of track racing just now.

A Connecticut judge's summing up of the law relating to the speed of automobiles hits the nail on the head and is a step toward holding each individual for the damage that particular person does rather than to humiliate all automobilists and other users of roads by the enforcement of laws which may be all right at one time and all wrong at another. The court said: "The legislature has no authority to regulate the conduct of individuals except in the interests of preserving the peace, health, safety and good morals of the community and the right of life, liberty and property. Hence, the law does not concern itself with the rate of speed of vehicles in highways and other public places except some regulation be required to protect persons and property. Whether in a



JOYOUSLY TOYING WITH DEATH

given instance a vehicle is being run in violation of this principle may not be determined by the rate of speed alone."

Webb Jay probably did not know how near he hit the truth when he said he was about through with track racing.

At the rate the speed merchants have been bowled over it would not take long to make a champion out of this year's novice.

The curtain on racing on a circular track will probably go down with the testimonial meet to Earl Kiser at Dayton next week. Here's hoping there will be no encore.

If one desired to pun he might say something about the Darraeq people having a Hemeryghe in the Ardennes race and that the Panhard crowd had a Tart taste in their mouths.

Motorists fighting the dust evil with oil ought to make an extra large dividend for the Standard Oil Co., part of which might be diverted to the University of Chicago if Dr. Harper is around.

If the motorists of the country keep up this practice of giving free rides to the motherless and fatherless they will soon have a crowd of full grown orphans clamoring for recognition. But let the good work go on.

The Week

Sentiment in New York, Chicago, Buffalo, Cleveland, Detroit and Toledo, as expressed by leading men of the trade and sport, against continuance of racing on circular tracks.

Forty-nine out of fifty-seven vehicles successfully complete 12-day reliability test in France; all military vehicles come through with perfect records.

South park commissioners of Chicago experiment with Westrumite on Midway for purpose of laying dust; will extend tests to other boulevards.

Action of Automobile Club of Great Britain and Ireland in refusing to challenge for Bennett cup in 1906 meets with approval of Britons.

Prominent drivers agree to compete in Kiser testimonial at Dayton next week; demand for tickets promises overwhelming success.

Glidden trophy is formally awarded to Buffalo Automobile Club, speechmakers decrying against track racing evil.

Webb Jay receives almost fatal injuries in race at Buffalo; chances of recovery now believed to be good.

Buffalo holds its first parade, first prize for floral decorated car going to Albert Poppenburg. Philadelphia and Washington motorists take orphans out for rides in automobiles.

Hemery's victory in Ardennes circuit race confirmed; Panhard wins team trophy.

Earl Kiser on road to recovery; declares he is through with racing game.

Chicago Automobile Club abandons track meet scheduled for the fall.

Long Branch carnival starts with racing at Elkwood park.

That all the military vehicles in the 12-day reliability test in France should go through without a mishap leads one to suggest that Russia, unable to buy a navy, might invest in a few motor rigs. These, with a few 20-foot launches, would help out the Muscovites' fighting force about 50 per cent, as matters stand.

Mayor Dunne, of Chicago, had a touch of suburban justice when his chauffeur was arrested and taken to police headquarters, the mayor accompanying him. The chauffeur was fined \$10 and later the suburban authorities tendered the mayor the \$10 and an apology, even after the mayor admitted his car was going 16 miles an hour. According to this, the ordinary automobilist has a good many apologies coming to him. Yet, there is something in some good books about equal rights, etc.

Barney Oldfield proposes that, in order to eliminate the danger in track racing, only two cars compete at the same time and that they be started from opposite sides of the track. This might eliminate the danger to the contestants, but such a race would prove so uninteresting to the spectators that it would soon prove extremely dangerous to the size of the gate receipts and consequently somewhat dangerous to the game. All in all, track racing is a dangerous game from any standpoint one may look upon it. Now, Barney, it is time to give up the fight.

Jump Sparks

All vehicles should carry lights; there should be no exception.

Senator Morgan is so good discovering racing beaches he ought to have gone with Peary to find the north pole.

One accident on the Vanderbilt cup race course will give the track racing enthusiasts something on which to form comparisons.

Some people are disloyal enough to believe that a foreign car will win the Vanderbilt cup race. Yet stranger things than that have happened.

If some of the automobile clubs and associations were to receive press notices in proportion to the amount of work they do for automobiling they would hardly be known.

Things are righting themselves. The Boston park authorities have raised the speed limit from 10 to 15 miles an hour. Now, will other authorities follow suit?

The result of the Tourists' trophy race on the Isle of Man, wherein a two-cylinder car was the winner, will be the means of upsetting a whole lot of calculations of motor car builders and designers.

Webb Jay says he had intended quitting track racing after one other appearance after Buffalo. Which brings to mind that old proverb which relates the experience of the pitcher which made too many trips to the well.

At last Webb Jay has been permitted to talk on racing—just a little, as the doctor in charge put it. That little was enough for Webb to say all he had to say, which was, in short, that he was through with track racing and that it is dead, anyway.

A race between a motor boat and a crack pacer is proposed in New York. Why not make it a mixed affair and let Mr. Knabenshue and his airship and the first car in the eliminating trials of the Vanderbilt compete, winner take all, weigh in at ringside?

The Chicago man who was fined by a New Jersey justice for speeding his car above the legal limit, and who took the affair so good naturedly, treating the court and officers to cigars, while his wife lavished candy upon the children who flocked around the car, would probably not feel so kindly toward suburban authorities at home who construct streets by means of bumps and the like. It is strange with what one will put up when away.

In Cleveland one of the city fathers is talking of an amendment to the ordinances forbidding an owner leaving his automobile along the curb more than an hour at a time. This oughtn't to be a hard nut to crack. The peanut vender knows the way to evade such a law. He stands in one spot for 5 minutes, then moves just far enough so that the old spot will have a chance to cool off. Perhaps it will come to be one of the duties of the Cleveland office boy to run out every hour and move his boss' auto-

The Week

Clans are slow gathering on Long Island for Vanderbilt cup trial; drivers fail to take advantage of opportunity to become familiar with course; gossip of big event.

Tourists' trophy race, England's big automobile contest, is won by Arrol-Johnston car, fitted with Continental tires.

General Manager Miles says Chicago show is only one to be promoted by N. A. A. M. and is the national show.

National Association of Automobile Manufacturers about ready to take up racing question.

Percy Megargel, in wilds of Nebraska, has snake experience on way to coast.

President Loubet airs his views on qualifications of model chauffeur.

New York Motor Club arranges 6-day reliability test for October 23-28.

Webb Jay, allowed to talk racing, declares game is dead.

Pike's Peak hill climb postponed for another year.

Just for the sake of showing the authorities of American cities how things ought to be done and to show certain motorphobia-stricken papers how they are done, a comparative statement of the accidents occurring in London for the past 8 years is reproduced from the Automobile Club Journal of London. MOTOR AGE reserves comment, but if the authorities and the newspapers, particularly the Chicago Tribune, can find any consolation in this report, they are welcome to it.

One national show, one licensed show and one independent show.

There is no telling what will come next, with Percy Megargel telling snake stories on his transcontinental trip.

"Pike's peak or bust" was the slogan of the Denverites promoting the hill climb. The latter part of said slogan is all one can hear now.

There is little danger of a cut in price in show space, notwithstanding the fact that there is considerable competition in the show line just now.

President Loubet's aversion to corpulent chauffeurs should stir the national pride of France, for be it remembered that They comes far from being in the paperweight class.

Colonel Pope, having already entered the 1906 Bennett cup race, evidently has something up his sleeve and proposes to show foreigners what American cars can do.

It is impossible to now hold a track race meet without some driver going through the fence. Syracuse had its scare the other day, just to keep up its reputation or for advertising purposes.

Percy Megargel tells some pretty tall stories about snakes puncturing the tires of his transcontinental touring car, but then some allowance must be made, for he himself confesses he smashed his goggles. His typewriter still works, though.

Cleveland's legal adviser holds that the city council cannot pass an ordinance prohibiting automobile track racing. The city fathers need not worry. There's no need of a law—the game's a case for the coroner, not the lawyer.

Newspaper men who hold down jobs as copy readers do not welcome the victory of the Arrol-Johnston car in the Tourists' trophy race on the Isle of Man. They're up against it in writing display heads just as much as they would have been if the horse Disproportionableness had won the American Derby.

They say no news is good news, therefore Chicago motorists ought to be happy, for Glencoe has not devised a single new method of automobile-baiting, nor has Evanston produced another tire-shooter for at least 2 weeks. Maybe the north shorers have become tired of furnishing advertising ammunition to certain of Chicago's motor leaders.

With all the rabidness that has taken hold of press and public against motoring and motorists, not a word of credit has been given the motorists for invariably carrying lights at night, nor has a word been said against the users of other vehicles for not carrying lights. Just imagine, if possible, the lovely criticisms that would be forthcoming were the automobiles to run around the country without lights, the same as other vehicles do.

COMPARATIVE RETURNS OF FATAL ACCIDENTS IN LONDON.

The following is a summary of the police returns of fatal accidents in the metropolitan district for the past eight years. Comparative returns of street accidents will, so far as possible, be laid before the Royal Commission on Motor Traffic by the Joint Committee.

Provincial clubs, local correspondents, and members will greatly assist if they will obtain and forward to the Secretary to the Joint Committee, 16, Down-street, W., similar tables of the accidents occurring in provincial towns.

Description of Vehicle by which killed.	Year.								AV. 8 YRS. 1896-'03.	AV. 4 YRS. 1900-'03.
	1896	1897	1898	1899	1900	1901	1902	1903		
Mechanically propelled Vehicles—										
Light locomotives (motor cars)	0	1	0	3	1	1	1	4	1	2
Traction engines	1	1	0	1	3	2	1	1	1	1
Cycles	1	1	3	7	3	6	2	7	4	4
Horse-drawn Vehicles—										
Vans	45	72	50	87	80	87	81	64	71	78
Carts, wagons, and drays	37	40	43	56	42	40	81	26	39	35
Cabs	19	22	20	23	16	14	14	32	19	17
Omnibuses	19	12	10	18	19	22	27	16	18	21
Private carriages	4	4	11	4	6	4	3	2	5	4
Others—										
Tramcars	3	3	6	6	7	6	6	8	6	7
Horses (led or ridden)	1	3	2	3	3	2	4	2	3	3
Total killed	130	165	145	207	179	184	170	152	167	172

The most striking fact brought to light by the above table is that, generally speaking, the number of accidents is in inverse ratio to the speed of the vehicles. Fast vehicles, like cycles and motor cars, cause fewest fatal accidents, while heavy vehicles, like vans, cause the most; and this fact still remains after the comparative number of these vehicles using the roads is taken into consideration.

The above figures are summarised from the report of the Commissioner of Police of the Metropolis for the year 1903. The figures for 1904 are not available. In reply to an application for an advance copy of the information the Commissioner has expressed his regret at his inability to furnish it.