

Contests have had no little to do with the wonderful progress. The comparative results show the wide-awake maker his shortcomings and he probably learns more by some reverses than if all were smooth sailing. The weaknesses, great and small, are revealed and afford the opportunity to work out of them.

Contests can be made a frolic and prove expensive and disastrous. Most rules today do not require a speed greater than is legal, and the successful competitor or successful driver on the road is the one who, after determining the proper speed, drives as good judgment dictates at a reasonable and considerate speed.

It is generally said to be the reckless driver who tries to make unnecessary speed who usually drops by the wayside, suffers penalties and often wrecks cars and show lack of consideration for the horse-drawn vehicle, which is no doubt largely responsible for the prejudice existing in some quarters against the automobile.

If the driver could but realize that finishing on time and in good condition is what reflects credit, cars would no doubt suffer less and also those who may chance to be on the highway for other reasons. Such results as those obtained in this contest would have been impossible three or four years ago, which is sufficient proof of the high-class and thoroughly good cars being built today.

The road scores averaged high and the number of sea's broken was few, which indicates that the cars required but little work on them, and that such cases were rare. Bent axles, etc., indicate weakness or reckless driving. The penalties were for the most part due to minor loose parts, such as affected but little the going of the car. Such events, however, reveal these minor weaknesses and their elimination means greater freedom from annoyance.

It was surprising to see the seeming good feeling of the drivers of horses. They seemed quite disposed to give half of the road in most every instance, and the old ill feeling seems to be passing away fast.

The Indianapolis Auto Trade Association may properly feel that the affair was a creditable one, and should meet with liberal indorsement next year. Wisdom was shown in selecting as a technical committee three representative men from three of the local factories—G. A. Weidely, Premier, chairman; Howard Marmon, Nordyke & Marmon; W. G. Wall, National Motor Vehicle Company.

Their work seemed thorough and their rulings have been accepted without question, and with entire satisfaction by the contestants.

PREPARE FOR HILL CLIMB.

WILKESBARRE, Pa., May 23. — The Wilkesbarre Automobile Club intends to

LIKE LONG ISLAND

AUTOS MAY YET RACE THERE

Latest Developments in Vanderbilt Cup Event Show It May Be Held Near New York.

NEW YORK, May 23.—Recent developments make it appear that the Vanderbilt cup race of 1908 will be held on a Long Island course which is already under consideration. Those in charge of the event desire to hold the blue ribbon auto Derby of America near this city if possible. There appears to be little difficulty in securing a suitable course on Long Island so far as the actual roadbed is concerned.

It is the difficulty of adequately policing the circuit which has to be overcome. After the trying experience during the race two years ago William K. Vanderbilt, the donor of the trophy, and the other gentlemen in charge of the event stated emphatically that no more races would be held unless upon a private course or upon roads guarded by the state militia.

The refusal of Governor Hughes to permit the use of the state soldiery for any such purpose and the inability of the promoters to complete the Long Island parkway in time for the big race this fall was a severe setback to the committee in charge of the 1908 event. Several offers from other sections of the country, notably Savannah and St. Louis, have been in the hands of the committee for some time, and despite the efforts of those who desire to see the auto race held in a section other than that near New York, no definite announcement has been made favorable to the Southern or Western circuits.

Connecticut Out of It.

A Connecticut course is apparently out of the question, since it was discovered that the Nutmeg state's statutes forbid use of the public highways for speeding or for contests for prizes or to settle

Par
on bl
held
of the
sociat

holdin
course
howev
the bl
distan
determ
a Pa
Franc
arise
the ra

YACHT

Block

NEW

the ex
Island
auspic
the ex
more
the co
forme
event
in Lo
year's
urday
will b
Twe
ised,
that
chair
Club's
busy o
the ya
"I f
in the
Island
is rea
the la
meetin
ing th
six bo
that
much
Seve
part
race
on Ma
Club.
The
yacht

AUTOS MAY YET RACE THERE

Latest Developments in Vanderbilt Cup Event Show It May Be Held Near New York.

NEW YORK, May 23.—Recent developments make it appear that the Vanderbilt cup race of 1908 will be held on a Long Island course which is already under consideration. Those in charge of the event desire to hold the blue ribbon auto Derby of America near this city if possible. There appears to be little difficulty in securing a suitable course on Long Island so far as the actual roadbed is concerned.

It is the difficulty of adequately policing the circuit which has to be overcome. After the trying experience during the race two years ago William K. Vanderbilt, the donor of the trophy, and the other gentlemen in charge of the event stated emphatically that no more races would be held unless upon a private course or upon roads guarded by the state militia.

The refusal of Governor Hughes to permit the use of the state soldiery for any such purpose and the inability of the promoters to complete the Long Island parkway in time for the big race this fall was a severe setback to the committee in charge of the 1908 event. Several offers from other sections of the country, notably Savannah and St. Louis, have been in the hands of the committee for some time, and despite the efforts of those who desire to see the auto race held in a section other than that near New York, no definite announcement has been made favorable to the Southern or Western circuits.

Connecticut Out of It.

A Connecticut course is apparently out of the question, since it was discovered that the Nutmeg state's statutes forbid use of the public highways for speeding or for contests for prizes or to settle wagers.

The reluctance of the committee to award the race to any section of the country other than the metropolitan district may be the reason for the with-

holding of a public announcement of the course. It is said on good authority, however, that there is little likelihood of the big auto race being held any great distance from New York. It is the firm determination of Mr. Vanderbilt to have a race for the trophy now held by France, and unless unforeseen obstacles arise every effort will be made to hold the race on Long Island.

YACHT RACE POPULAR; MANY BOATS ENTERED

Block Island Event Attracts Fastest Craft on Atlantic Coast Each Year—

Starts June 20.

NEW YORK, May 23.—Notwithstanding the exceptional success of the Block Island yacht race last year, under the auspices of the New York Athletic Club, the event this year promises to be still more popular. Thirty-one boats entered the contest last season, eclipsing all former records, and it was the biggest event in point of entries during the year in Long Island Sound yachting. This year's contest, which will start on Saturday, June 20, from Whortleberry Island, will be the fifth annual race.

Twenty-six entries are already promised, including many of the fastest boats that raced last year. H. A. Jackson Jr., chairman of the New York Athletic Club's yachting committee, has been busy during the last few days rounding up the yachtsmen of the club.

"I fully expect to see forty boats start in the run through the sound to Block Island," said Mr. Jackson. "This event is really more than a race—it is one of the largest and most enjoyable social meetings of Long Island yachtsmen during the summer, and the fact that twenty-six boats are pledged to enter indicates that the sound yachtsmen will be very much alive."

Several of the boats that are to take part will be seen in the first big yacht race in Long Island Sound this season, on May 23, from the New Rochelle Yacht Club.

The Block Island race, which is the star yachting feature of the New York Athletic Club, is limited to decked or cabin yachts in cruising trim of less than thirty-one foot water line. The distance is 100 nautical miles, ending in the west harbor of Block Island. Amateur helmsmen are required to steer, but beyond this there are no restrictions regarding the crew, and any size and kind of sail may be carried.

The boats will be divided into classes