

WEBB JAY SERIOUSLY INJURED AT BUFFALO.

Two-Days' Race Meet at Kenilworth Track Marred by Accident to Well-known Driver—Ideal Weather and Large Attendance Make Meeting Otherwise Successful.

Special Correspondence.

BUFFALO, N. Y., Aug. 19.—Aside from the terrible accident which befell Webb Jay, the second annual race meet of the Buffalo Automobile Racing Association yesterday and to-day, was a success in every particular. The weather conditions were the best, the crowds were about the largest ever seen at Kenilworth Park, and the enthusiasm manifested has seldom been equaled here.

Jay's accident was the one happening that marred the meeting, and this occurred Friday afternoon in the fourth mile of the ten-mile free-for-all, when Jay, Lyttle and Burman were on the track. On the back stretch Jay was seen to become enveloped in a cloud of dust from the cars ahead. When this cleared, neither he nor his car could be seen, but a long gap in the fence told the story—the car had crashed through the fence and rolled down the embankment beyond. Some boys who happened to be near the scene of the accident rushed to the spot, and found Jay unconscious and covered with mud and water, while his machine was submerged in the muddy water nearby. An ambulance at the track was hurried to him, and he was taken to the German Hospital, where it was found that he had sustained fractures of the left forearm, several ribs on the left side, and also of the left thigh. His left lung was punctured, and there was a possible fracture of the skull. As soon as it was known that an accident had occurred, the grandstand was immediately in an uproar; spectators rushed onto the tracks despite the fact that Lyttle and Burman were still running, unaware of Jay's mishap. The race was finally stopped in the seventh mile, Burman having covered this distance in 7:15.

Barney Oldfield did not participate in the events on Friday, but gave a five-mile exhibition in his *Green Dragon*, breaking his former record for this track. He covered the distance in 4:41 3-5. Last year's record was 4:52 flat.

The first event of Friday's meet was a two-mile motorcycle race, which was won by Leonard M. Gard, with William Chadeayne second, and George Roessler third. Time, 3:16.

Herbert Lyttle, Pope-Toledo, and Fred Tone, Marion, made a pretty race out of the second event, five miles for cars under 1,432 pounds. Lyttle was in the lead for two miles, when Tone closed up. The finish was exciting, Lyttle winning by fifteen yards. Time, 5:34.

The third event, two heats of the five-mile open Buffalo Derby, for a prize of \$500, cash or plate, came next. Webb Jay

and Charles Burman started in the first heat. Burman shot ahead and kept the lead for three miles, fully a quarter of a mile in front of Jay. It looked defeat for Webb, but in the last mile he forged to the front and won by twenty yards. Time, 5:09 3-5.

In the second heat Herbert Lyttle's car went wrong and he was compelled to retire after having the race practically won. Montague Roberts, in Harry Houpt's Thomas racer, won the heat in 5:27.

In the five-mile open for stripped cars, George Salzman, Thomas; Fred Tone, Marion, and Herbert Lyttle, in a Pope-Toledo, were the contestants. Lyttle won from Salzman by twenty yards. Time, 5:24 4-5.

A much larger crowd appeared at the track to-day. The opening event, a two-mile motorcycle race, was won by Robert H. Gard, a brother of the winner on Friday. Time, 3:05.

Herbert Lyttle next came on the track to give a five-mile exhibition. His car, how-

such clouds of dust that Oldfield took no chances and was readily beaten by his opponent.

The following are the summaries:

FRIDAY, AUGUST 18.

Two-mile motorcycle race.—Won by Louis M. Gard; William Chadeayne, second; Chas. Lang, third. Time, 3:16.

Five miles for cars weighing less than 1,432 pounds.—Won by Herbert Lyttle; Fred Vane, second. Time, 5:34.

Five miles, free-for-all, Buffalo Derby.—First heat, won by Webb Jay; Charles Burman, second. Time, 5:09 3-5. Second heat, won by M. Roberts; Herbert Lyttle, second. Time, 5:27.

Five miles for stripped touring cars.—Won by Herbert Lyttle; George Salzman, second; Fred Tone, third. Time, 5:19.

Five-mile exhibition.—Barney Oldfield. Time, 4:41 3-5.

Ten miles, free-for-all.—Stopped on account of accident to Webb Jay, Burman finishing seven miles in 7:15.

SATURDAY, AUGUST 19.

Two-mile motorcycle race.—Won by Robert H. Gard. Time, 3:05.



JAY'S WHITE STEAM RACER IMMEDIATELY AFTER ACCIDENT AT BUFFALO RACES.

ever, was not in good order; time, 5:32 1-5, nearly fifty seconds poorer than Oldfield's time on Friday. Lyttle gave the exhibition because the Buffalo owners' handicap was called off for lack of entries.

The three-mile novelty race for fully equipped touring cars, carrying driver and three passengers, was amusing. Charles Soules won the race, as George Salzman and R. Magoon did not comply with the conditions of the contest. Time, 4:47.

The five-mile national championship brought out Barney Oldfield, M. Roberts and Herbert Lyttle. There was a false start, Oldfield and Roberts going three miles before they were flagged. The next start gave Oldfield a fine position and good advantage. He went to the front, followed by Lyttle, and then by Roberts. Roberts, in the Thomas racer, appeared not to have a chance, but he stuck to his post and caught Lyttle, who retired in the fourth mile. Oldfield won in 4:52 3-5.

The Diamond Cup race furnished the surprise of the day. It was fully expected Oldfield would win. Lyttle qualified in the first heat, and Oldfield in the second. In the final Lyttle went to the front and raised

Five-mile exhibition.—Herbert Lyttle. Time, 5:32 1-5.

Three-mile novelty race, for touring cars.—Won by Charles Soules. No second; Salzman and Magoon failed to stop on second lap. Time, 4:47.

Five miles, national championship.—Won by Oldfield; M. Roberts, second; Time, 4:52 3-5.

Five miles, for touring cars.—Won by George Salzman; Charles Soules, second; R. H. Magoon, third. Time, 6:06 2-5.

Ten miles, final Buffalo Derby.—Won by Charles Burman; M. Roberts, second. Time, 10:38.

Five miles, free-for-all, Diamond Cup race.—First heat, won by Herbert Lyttle; M. Roberts, second; Time, 5:04 3-5. Second heat, won by Oldfield; Charles Burman, second. Time, 5:27. Final, won by Herbert Lyttle; Oldfield, second. Time, 4:52.

Universal joints have a great deal of hard work to do, and should therefore be given the best possible care. Above all, they should be kept thoroughly lubricated at all times, and the protection from dust should be as nearly perfect as possible.

More automobiles are to be seen upon the streets of this city than any other town of its size in the Pacific Northwest.—*Pendleton (Ore.) Tribune*.

JAY HAS CHANCE FOR LIFE

Driver Injured in Accident at Buffalo Improving Steadily and Doctors Declare Wednesday Morning That Expected Complications Had Not Set In—Details of Mishap

Buffalo, N. Y., Aug. 23—Special—At the German hospital this morning Dr. B. J. Bixby said Webb Jay's condition was improving steadily and the chances for recovery seemed brighter. Complications which were expected have not set in. Jay was conscious at times yesterday and recognized Charles Burman when the latter went in to bid him goodbye. Jay suffered little pain. His wife remains with him constantly and her spirits have risen in the last day or so.

ACCIDENT TO WEBB JAY

Buffalo, N. Y., Aug. 18—After the events at Detroit and Cleveland it was to have been expected that the Buffalo meeting would not be free from serious accidents. It was not, for in the last race today Webb Jay drove his White steamer into the fence on the stretch turn of the Kenilworth track and received injuries from which he may die.

Up to that time it looked as though Jay was to be the brightest star of the meeting. Oldfield was on hand with his arm in a sling and his head bandaged and it had been given out that he probably would not compete in races but would confine himself to exhibition trials.

It was in the 10-mile open that Jay was hurt. He had won the first heat of the \$500 Buffalo derby from Charles Burman in the prettiest contest of the afternoon when he came out to meet Herbert Lytle and Burman in the only 10-mile event on the card. Lytle had won the 5-mile race for cars under 1,432 pounds and the 5-mile for stripped touring cars and had finished second in the second heat of the Buffalo derby. The crowd expected a stirring contest in the 10-mile event.

Jay took the pole at the start and led for the first mile, Burman coming second and Lytle last. At the $\frac{3}{4}$ -mile post on the second mile Lytle dashed into the lead and at the end of the second mile Jay had dropped into last place, with Lytle first. Lytle and Burman continued to gain and at the end of the third mile Jay was 100 yards behind the leader.

The track had been sprinkled during the morning and early afternoon, but despite that great clouds of dust were kicked up by the cars on the turns. As the machines dashed along the back stretch on the fourth mile the crowd in the stand realized that Jay was picking up a bit. The peculiar whistling sound which gave his car its nickname was heard from the far side of the track.

Lytle led into the turn. Burman followed close, being lost in a cloud of dust. Then Jay entered the cloud and it was a second before someone shouted: "Webb Jay's in the fence." The spectators were dazed and for a few moments no one seemed to realize what had occurred. Then men poured out upon the track, running toward the turn, and it became impossible for Lytle and Burman to continue the race.

Jay had been blinded by dust. The tracks of his wheels showed that he had not taken the turn at the right place but had run close

to the fence before he had realized his mistake. Then he tried to turn sharply, but the rear wheels skidded, struck a post and broke it off. That sent the front of the car around and 20 feet from the broken post the car dashed through the fence, flew through the air for 50 feet and struck the edge of a pond at the bottom of a 15-foot embankment. Jay fell out as the car struck. Boys who had been sitting on the fence rushed to the spot as soon as they heard the crash. They saw only Jay's canvas coat and one arm above the water surface of the pond. The head was stuck in the mud under the water. The car was almost entirely submerged.

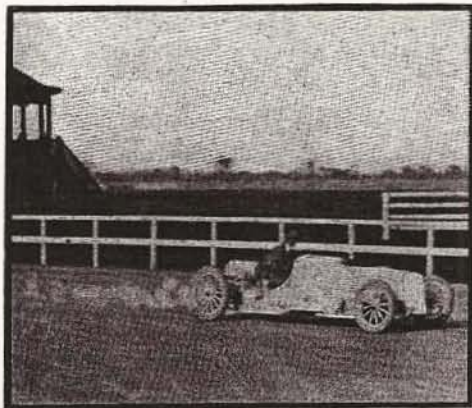
The boys pulled Jay's bleeding body out of the water to the bank and he soon was taken to a hospital in an ambulance. It was found that the left forearm, nine ribs on the left side and the left thigh had been fractured. The lung was punctured so that air escaped from it and spread out under the skin of the crushed left side.

The car, when taken out of the water 2 hours later, was uninjured except for the bending of a brace in front and a crumpling of a part of the hood. The throttle was wide open, the brakes not set and the steering gear in such condition that the machine was steered as it was towed downtown.

Just at the time Jay was hurt Barney Oldfield was preparing to accept Jay's challenge for a \$1,000 match race to be run in three heats of 10 or 20 miles. Thursday Barney had told a Buffalo reporter that Jay's records at Morris park were not accepted as records and the statement had aroused Jay so much that on Friday morning he posted \$1,000 for a contest with Oldfield.

Oldfield said after the accident: "Although Jay and I are rivals on the track, I admire him as a thorough gentleman and I cannot tell you how much I regret this accident. I shall try to find some way to be of assistance to him."

That was the only occurrence to mar the day's racing. A crowd of 4,000 persons, among whom were many people prominent in the social and business life of the city, was at the track and the weather was superb. The first motor race of the day, the 5-mile open for cars under 1,432 pounds; had been a pretty contest between Lytle and Fred



JAY JUST BEFORE THE ACCIDENT

Tone, the Marion car being only 15 yards behind at the finish of the race.

Oldfield came out after the third race for an attempt to break the Kenilworth 1-mile track record, 58 seconds, and the track record for 5 miles, 4 minutes 52 seconds, both of which he made last year. The Green Dragon wasn't working perfectly, but despite that Oldfield turned the first mile in 55 seconds, the second in 54 $\frac{1}{2}$ seconds, which was a new record and the 5 miles in 4 minutes 41 $\frac{1}{2}$ seconds. Charlie Hall announced that that was the fastest time of the year on a circular track. The summaries:

Two-mile motor cycle—L. M. Gard, Indian, Buffalo, first; William Chadeayne, Thomas, Buffalo, second; George Roessler, Thomas, Buffalo, third; time, 3:16.

Five-mile open, cars under 1,432 pounds—Herbert Lytle, Pope-Toledo, first; Fred Tone, Marion, second; time, 5:34.

Five miles, Buffalo derby, first heat—Webb Jay, White steamer, first; Charles Burman, Peerless, second; time, 5:09 3-5.

Second heat—Montague Roberts, Thomas racer, first; H. Lytle, Pope-Toledo, second; time, 5:27.

Five-mile open, stripped touring cars—Herbert Lytle, Pope-Toledo, first; George Salzman, Thomas flyer, second; Fred Tone, Marion, third; time, 5:19.

Five-mile exhibition—Barney Oldfield; time, 4:41 3-5.

Ten-mile open—Unfinished.

SECOND DAY OF MEETING

Buffalo, N. Y., Aug. 19—When Charlie Hall announced at the beginning of the racing this afternoon that reports from the hospital were to the effect that Webb Jay's condition was encouraging a big shout went up from the grand stand. More people had gathered than on the first day and the weather conditions, barring a south wind, were ideal. The track, however, was dustier than on Friday.

Everywhere among the officials and prominent automobile men who were at the track, there was talk of the dangers of the racing game as shown by the accidents to Oldfield, Kiser and Jay, but it must be admitted that the crowd was larger than on the previous day and there seemed to be prevalent something of the spirit which dominates those who enjoy bull fights.

At a banquet at the Automobile Club of Buffalo last night William H. Hotchkiss, former president of the club, had announced that he would go to court to restrain all persons from conducting track motor races in this city, but he supplemented the announcement with the statement that he would not try to stop today's racing.

Overnight, too, E. R. Thomas had filed a protest against the awarding of the stripped touring car race of Friday to Herbert Lytle and his Pope-Toledo. Mr. Thomas urged that the Pope-Toledo was a racing machine in its details of construction. The protest was sustained and the race was given to George Salzman, who drove a stripped stock Thomas flyer.

The Buffalo owners' handicap event did not fill nor did the 5-mile open for cars under 1,432 pounds, so the first race of the day was a 3-mile novelty event, which Charles Soules, in a Pope-Toledo, won after the crowd had been much amused. The cars stopped at the end of each mile to load or unload the passengers and the failure of R. H. Magoon to stop his Pope-Toledo within an eighth of a mile of the wire brought out a big laugh.

Oldfield finally decided to come out for the 5-mile national championship and in that

event he added four points to his score for the year. The starters were Oldfield, Lytle and Roberts, who drove the Thomas Vanderbilt cup racer of Barry Hout. Oldfield ran away from the other two so that by the end of the fourth mile he was nearly $\frac{1}{2}$ mile to the good, but Roberts and Lytle had a pretty struggle until Lytle dropped out in the fifth mile. Oldfield romped home a winner in 4 minutes 32 $\frac{3}{4}$ seconds.

A much closer finish was provided in the 5-mile stock touring car event in which George Salzman, Thomas flyer, won from Charles Soules, Pope-Toledo, by a matter of inches.

Oldfield had made a public offer on Friday night to drive in the final of the Buffalo derby \$500 race in place of Jay if the referee would permit and to give the prize to Jay in case he should win it. Burman and Roberts, the others who had qualified, were willing, but the suggestion was frowned upon by Windsor T. White on the ground that his company was willing to take good care of Jay. Referee Temple decided that under rule 13 the substitution of a car and a driver as proposed by Oldfield could not be permitted.

Burman stuck to the middle of the track in that race and Roberts took dust all the way. In the fourth mile the Thomas car spurted a bit and reduced Burman's lead but the Peerless soon regained all it had lost and Burman finished an eighth of a mile ahead in 10:38.

After the race Burman went to the officials and asked that the \$500 be paid to him in two checks, each for \$250, so that he might give one to Webb Jay. "Jay won the fastest heat yesterday," he told the judges, "and would have won today had he not been hurt. I wish to give him half of the prize."

The last race on the card was the Diamond cup event, run in two heats and a final. Lytle and Roberts started in the first heat, the Pope-Toledo winning by half a mile in 5:04, 5:04 $\frac{3}{4}$.

Oldfield and Burman started in the second heat for a race which brought the stand to its feet. Burman was at the pole and a little ahead for the first 3 miles. As they flashed by the fourth time there was no appreciable change in the positions.

Gradually, however, Oldfield turned on the speed. Slowly he crawled up. Little by little he gained. Coming like a gale down the stretch he caught Burman at the very tape and won by a half wheel. It was the most sensational finish of the meeting and the crowd cheered with delight.

Oldfield and Lytle came out for the final and Lytle provided another sensation by beating Oldfield. He took a 50-foot lead in the first mile, increased it to 100 feet and got the pole in the second mile; was ahead by 75 yards at the end of the fourth mile and won by 50 yards in 4:52.

During the afternoon Charles Soules drove a Pope-Toledo stock touring car 5 miles in 5:57 $\frac{3}{4}$, which, according to the announcer, is a new world's record.

After the race Oldfield gave out a statement that he had driven his last race in the dust. He said his records would show that he knew how to drive a car on a circular track, but that he was no better than any other man in the dust and hereafter would slow his car while taking turns in a cloud



of dust rather than risk life by fast driving.

Charles Burman had announced earlier in the day that he would never race again after this afternoon. The summaries:

Three-mile novelty race—Charles Soules, Pope-Toledo, first; George Salzman, Thomas flyer, second; R. H. Magoon, Pope-Toledo, third; time, 4:47.

Five miles, national championship—Barney Oldfield, Green Dragon, first; Montague Roberts, Thomas racer, second; time, 4:53 3-5.

Five-mile, stock touring cars—George Salzman, Thomas flyer, first; Charles Soules, Pope-Toledo, second; time, 6:06 2-5.

Five-mile, Buffalo derby, \$500 prize, final—Charles Burman, Peerless, first; Montague Roberts, Thomas racer, second; time, 10:38.

Five-mile, Diamond cup race, first heat—Herbert Lytle, Pope-Toledo, first; Montague Roberts, Thomas racer, second; time, 5:04 3-5.

Second heat—Barney Oldfield, Green Dragon, first; Charles Burman, Peerless, second; time, 5:27.

Final heat—Herbert Lytle, Pope-Toledo, first; Barney Oldfield, Green Dragon, second; time, 4:52.

YOUNG QUAKERS ON RIDE

Philadelphia, Pa., Aug. 21—On Wednesday afternoon last the Evening Telegraph, of Philadelphia, with the aid of the local automobile dealers and agents, brought off quite a creditable parade of motor vehicles. While the parade was not the principal object, it must be recorded a success as such. The Telegraph, which has been doing a great work in furnishing free ice to the poor, soliciting money subscriptions and enlisting the aid of children of those more fortunately situated as regards this world's goods, conceived the idea of partially recompensing its little helpers by giving them an automobile ride. To this end the paper asked the co-operation of the Philadelphia automobile tradesmen and individual owners, and the response was gratifying. Over sixty cars showed up at the start, and into these fully 300 little ones were stowed away, and the procession started for Fairmount Park. After a 20-mile trip through that popular pleasure ground the long line headed for home. Just here the sporting instincts of the children came to the surface, and urged on by

their little passengers the chauffeurs let out several links, with the result that the municipal speed laws were badly fractured in several places. While the Telegraph's committee in charge of the affair duly deprecated this rather rapid wind-up to what was to have been a properly staid, Quaker-like affair, the children were hugely delighted, and when they climbed out of the cars, with their hair tangled and their eyes dancing, even the girls declared "It was just lovely!" Manager "Bill" Smith, of the local Rambler branch, did yeoman work in getting cars for the parade, a counting of noses just before the start showing that of every five cars in the procession three were Ramblers. The Telegraph proposes to give a similar outing to the little helpers towards its free ice fund before the opening of the schools.

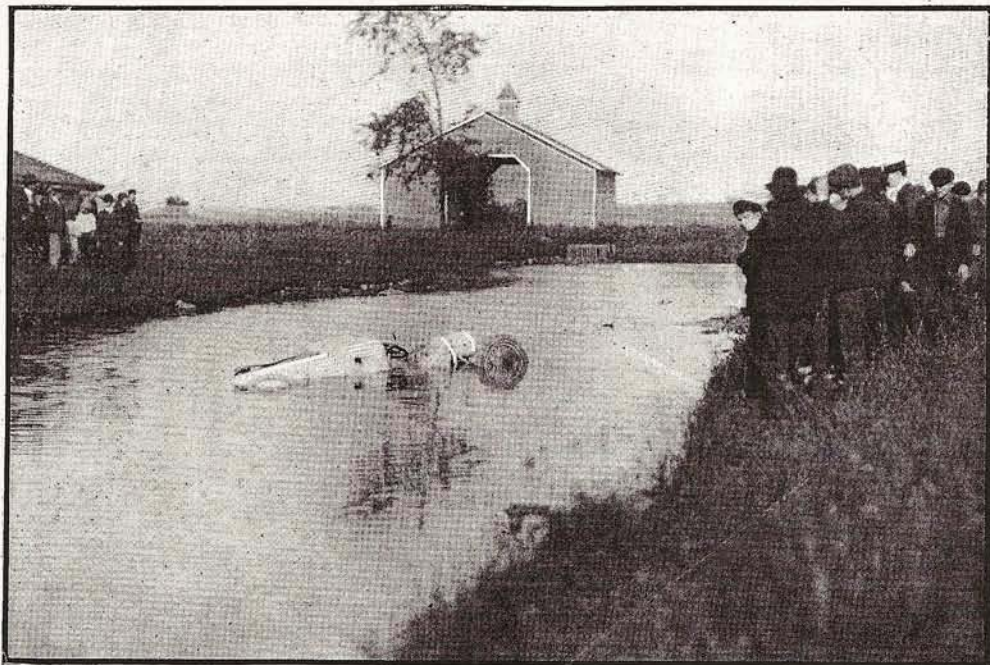
MEGARGEL GETS AWAY

New York, Aug. 19—Percy Megargel, after a week of waiting for the arrival of the Reo Mountaineer from the factory at Lansing, Mich., got off at 5:30 o'clock this morning on his double transcontinental journey. David Fassit, of the factory, accompanied him. The seat of the car is hinged and folds so that the men will have a good sleeping berth when they do not care to regularly pitch camp. Megargel roughly guesses that it will take 112 days for the journey, which will bring them back to New York around December 1. He will follow the route of his recent trip to Portland, Ore., go south to San Francisco and probably return by the route taken by Whitman in his Franklin and Olds trips.

Megargel reached Buffalo Monday and left for Cleveland Tuesday morning.

FIRST IN HERKOMER TOUR

Berlin, Aug. 14—Ladenburg, in a Mercedes fitted with Continental tires, was the first car to finish in the Herkomer tour, which was completed yesterday, running from Munich to Munich through Ulm, Baden Baden, Nurnberg and Reglesburg, finishing at Munich. Weingand was second; Palge, in a Mercedes, was third, and Opel, in an Opel, fourth. One hundred and one cars were entered in the 700-mile tour, representing France, Germany, England, Austria, Belgium and Switzerland.



WEBB JAY'S CAR IN CREEK AFTER THE ACCIDENT

JAY IS STILL RACE-MAD

Injured Driver, Out of Hospital, Says He May Take Up Straight-away Work—Goes Home

Buffalo, N. Y., Oct. 21—Webb Jay has so far recovered from his recent accident at Kenilworth park track that he left this city for Cleveland on Wednesday. He admitted before he went that he had changed his mind about the 1905 Vanderbilt cup race being the last event of the sort to be run in this country. Jay's previous view had been that the 1905 race would be so marred by accidents that it would put a stop to long distance road races in the United States. Jay thought the racers did remarkably good work this year. He referred to the fact that he himself had spent a week earlier in the year on the course and that he had said at that time that the course was about a mile-a-minute drive. The winner in the race did better than that, however, and Jay thought it a very creditable performance. Jay intimated that while he has abandoned the track he may take a flyer at some straightaway racing. He did not say exactly when it would be.

His condition was promising. During the week he spent at a hotel after coming from the hospital his leg, which was fractured on August 18, bothered him a bit, but that probably was because he had used it too much. Jay said after seeing so many disabled folk at the hospital he had come to think that there were few well persons in the world and it was almost with surprise that he saw people walking on the streets and riding in street cars and automobiles.

"It's strange," he said, "what queer ideas one will get after spending 8 weeks in a hospital."

Cleveland, O., Oct. 24—Webb Jay, the automobile driver who crashed into the fence at Buffalo Aug. 17 and whose escape from death will long be looked upon as one of the miracles of modern surgery, arrived in Cleveland from Buffalo by boat a few days ago. Jay is still very weak from the effects of his accident and he was unable to talk about the mishap. His wife, who has been his constant attendant during the dreary hours at the Buffalo hospital, said her husband talked sometimes of his accident, but his recollections were very indistinct. After the first shock of the machine crashing into the fence he knew nothing for many days. As much as possible they try to keep his mind from dwelling on the theme, for even though the physicians feel sure of his ultimate recovery, they dare not risk exciting him. Jay has every chance in favor of recovery but he will probably never be the man he was before the accident.

MOTORPHOBIA IN CHICAGO

Chicago, Ill., Oct. 23—Mayor Dunne says he didn't; Chief of Police Collins says he didn't, and so the automobile public is wondering who is responsible for the set of alleged rules governing motorists in Chicago which appeared in all

the morning papers last Thursday. The city's chief executive, who had been credited with issuing the rules, denied having given them out and said it was probable the chief had. The latter cleared his skirts by claiming that the official rules were nothing more than memoranda gathered for use by the police and were not intended for the public. He blamed "some irresponsible person" for the paper getting out of his office. These rules, as published by the dailies, were eight in number and were supposed to be for the purpose of governing automobile traffic in the city streets. They were as follows: Chauffeurs should give pedestrians every advantage.

Chauffeurs must not only not run down persons, but they should be careful not to frighten them.

Chauffeurs should avoid great speed. I would be liberal on this point in the day time and in places where the road is clear. I would be strict after dusk and wherever there are many people.

Chauffeurs should be compelled to go slowly always while in the business center and particularly at crossings.

Chauffeurs should only use the right half of the roadway, no matter how long they may be delayed before the opportunity comes to pass preceding vehicles.

Chauffeurs should not overtake and pass moving street cars. This rule I would be the most strict about, as an automobile becomes most dangerous appearing unexpectedly when retreat is cut off by the moving car.

Carry rear lights placed so as to shine on the licensed number.

Light front and rear lights at dusk, no waiting for darkness.

A. L. A. M. ON MOORE CASE

New York, Oct. 24—C. F. Cunz, head of the patent department of the A. L. A. M., interviewed by a MOTOR AGE man today, had the following to say of the service of Moore with an injunction and summons for an accounting for his infringement of the Selden patent through his use of an unlicensed imported car:

"When we sent out the announcement that an injunction had been issued forbidding the use of an unlicensed car by W. J. Moore, there followed a story that Moore was dead and some of the papers raised a laugh at our expense on the assumption that we had obtained an injunction against a dead man. This made us resolve to follow up this man Moore, who had gone to Texas. We recently learned that he had returned, was at Albany and had several trips to New York. Last Thursday night a deputy marshal served him with the injunction and summons at the Ten Eyck at Albany."

BEACH RACING IS OVER

Atlantic City, N. J., Oct. 23—At a meeting of the race committee of the Atlantic City Automobile Club, held this evening, it was decided to postpone the meet proposed for November 14 and 15 and enlarge it to a monster 4 days' racing carnival in April, beginning on Easter Monday. It was found to be doubtful whether the entry of a sufficient number of fast cars to make a November meet a success could be obtained. Besides, in Easter week touring conditions are fine, Atlantic City is at its best and the new cars are out and ready for speed trials. With these conditions prevailing, a spring meet ought to be more successful.

SNOW ON ALL SIDES

Megargel Finds it Hard Work Making His Way to the Coast—Touch of Winter

Hailey, Idaho, Oct. 19—The Reo Mountaineer leaves for Boise this afternoon, loaded for a winter's trip over the mountains. It has snowed nearly every day for the past week and the mountain trails are now covered to a depth of several inches, making the going very difficult. From all reports we will encounter snow-clad roads for the next 400 miles or until we are on the western slope of the Cascades, when we will have rain and mud instead of the snow.

At Boise we will replenish our wardrobe, substituting fur and heavy flannels for the lighter clothing with which we left New York city last August, for it is very cold in the mountains, especially early in the morning and evening. For the past week we have been breaking through the ice every morning in order to secure water with which to wash and fill our radiator. Thus far, with the exception of a few icicles found clinging to the pump one morning, we have not frozen our water supply, but we take care to drain the radiator and cylinder jackets every night before retiring.

Despite the extreme coldness of the nights, the days are very warm if the sun is out bright, although running through snowstorms up here in the mountains is anything but warm work. The snow blows against our faces and stings like needles, while our hands and feet soon become like lead. Both Fassett and myself remain healthy and not even a cold reminds us of the weather we have been through. Reports from the Cascade mountain towns tell us that there are 6 inches of snow already on the passes and that both sheepmen and mountaineers have moved down into the valleys, all predicting an unusually cold and snowy winter.

The Reo Mountaineer is still running on its original set of four Diamond tires, although I shall put on a new set at Boise. The ones now on the wheels are worn entirely through the rubber. Not a point of the several hundred little dots on our rear Bailey-tread tires remains, both rear tires being worn right down to the canvas. They can be recovered, as the canvas is still in good shape and the tires are perfectly air tight.

The scenery throughout Idaho is wild and grand. The inhabitants, especially in the hills, are miners working mines for silver, gold, tin and zinc. The majority of the mines hereabouts are paying handsomely. This country was mined, or rather the surface was worked over, some 15 years ago. Now the mines go deep down into the earth and new discoveries are made almost daily.

The hunting is about the best in the United States. At Cottonwood ranch, where we stopped when I drove Old Steady across the continent—the same ranch that sheltered Dr. Jackson when he drove across 2 years ago—I found the rancher busily engaged in setting traps for a number of bears that were prowling