

OUR STARTED

LEAVES FOR SOUTH

Autoist Off for New Path-Finding Trip Oldsmobile.

N. Y., Feb. 1.—Equipped with a complete array of shovels, picks, and tools for emergency work, a forty-horse-power Oldsmobile leaves here tonight on a path-finding trip from New York to New Orleans, the first time that an automobile has been made to reach New Orleans, and motorists throughout the country will be interested in knowing the difficulties encountered on this run. The purpose of the trip is three-fold—first, the gathering of data relative to the roads between New York and New Orleans; the second, the gathering of data relative to the population of the gulf; the third, it is expected that the car which Owen is driving will, upon completion of its trip, be made the official car at the Mardi Gras celebration, beginning at the end of the month.

The roads between New York and Buffalo and Cleveland will be the information gathered by contestants in the New York-Orleans race which starts next month. Owen will attempt the roughest and best roads. The route will be published in the coming days for the benefit of the public.

Will Join Party.

F. L. Smith will join the party there on and will make a tour of the towns through which they will pass to the political situation. As far as possible, to get the various presidential candidates' names and information thus gained will be sent to the newspapers and to the local committees.

Crisp News for Autoists

President Hotchkiss of the American Automobile Association is giving his hearty backing to the building up of a big individual membership in the national motoring organization. He urges every motorist to lend his name, influence and aid to the campaign the A. A. A. is conducting in Congress for a national automobile law, carrying with it practically a universal recognition of license tags and the fight that will be waged in the various state legislatures for reasonable motoring statutes and better roads by sending \$2 to Secretary F. H. Elliott, 487 Fifth avenue, New York, for an individual membership.

The outcome of the coming Savannah and Westchester stock car races will, it is admitted, depend largely upon the skill of the drivers and even more on the stay-on qualities of the tires. In the Georgia race of 360 miles exactly 200 sharp turns are to be made, while the Briarcliff course presents an unbroken continuity of abrupt curves. Over such routes the pounding and wrenching to which the tires will be subjected may easily be imagined. The Fisk tires used by the Locomobile in its twenty-four-hour record at Minneapolis are being considered by many of the entrants for the reason that they have an extra layer of fabric and are mechanically fastened to the rim by bolts so that they can not be torn off.

The vogue the taxicab has gained in New York in the six months that have elapsed since its inauguration has amounted to a veritable transportation revolution. The theater and hotel district now fairly swarms with them. On the driveways of Central Park they come close to outnumbering any one class of vehicles. The average receipts of a taxicab are said to be \$50 a day. Of this \$10 goes to the driver for his commission. This leaves \$40 to be divided between maintenance and profit. No wonder American makers have waked up to the possibilities of this new field of motor car manufacture and are preparing to invade all the large cities of the country through the taxicab companies now being formed.

Throughout the South interest is intense in the series of stock car road races to be run at Savannah March 18 and 19 by the local club, with the backing and prestige of the American Automobile Association behind it. The tournament will mark the first big national gathering of motorists ever held south of the Mason and Dixon line. It is believed it will inaugurate a new era in automobilism in the Southern states. The Savannah Board of Trade and the various land and sea transportation companies have risen to the opportunity. The former has raised a big tournament fund and the latter have offered rates for passengers and cars so low as to insure an enormous attendance, not only from the Southern Atlantic seaboard states, but from the motoring centers of the North and West as well.

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TO FEATURE FT.

All Reputable Layers Privileges at Court Is Gratify

NEW YORK, Feb. 1.—The prospect of a syndicate ring will be featured on the Erie next summer, a fact which management expects will popularize the course. It was decided upon after a change was decided upon after discussion at the Western meeting in Chicago. It is expected to throw the ring open to all layers. The change should be made, which heretofore has been the tight prices always of a syndicate ring.

The improvements planned for the Erie track include the removal of loads of sand on the course and the original soil of the track. In track construction sand is being made the going very fast. The entire work will not be completed in less than \$40,000. The last forty days, beginning with the session of the Kenilworth.

The Lantonia Jockey Club is expected to drop the Queen City from its list of stake events at the conclusion of the season, its members that under the provisions a \$10,000 handicap race is profitable in the middle of the season. City was instituted in 1907. Its value was fixed at \$125,000. It is believed that the event is so attractive to Eastern owners that nominations were made and no horses were sent. Last year the value of the race was \$10,000, and of the owners entering horses was the only one to take the race. sent Tilgung over, with a prize and captured the prize.

May Take Up Big

The Lantonia Club hopes to feature the big handicap again; the club is anxious about the next renewal.

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started at Columbus Cir- x and Albany, the first leg as reached at 9:30 p. m. veen New York and here od condition. Little snow ed above Peekskill; the Poughkeepsie and Red ffect. From Red Hook to d Hudson many miles of been completed and work d to complete the state Hudson.

g Owen on the first leg nsom of the General Elec- Edward Coleman of To- e Davidson of New York. he second day's trip, Mr. eave the car, being re- s Smith of the Olds Motor

pm Albany is by way of chester, Buffalo, Erie, innati, Lexington, Louis- e, Birmingham, Baton y Orleans.

SELLING OF TIPS.

S, Cal., Feb. 1.—An ordi- into effect here which pre- of tips on the streets of is in reality aimed at sev- s which have gratuitously raduced racing men and in- l.

this \$10 goes to the driver for his commis- sion. This leaves \$40 to be divided between maintenance and profit. No wonder Amer- ican makers have waked up to the possi- bilities of this new field of motor car manu- facture and are preparing to invade all the large cities of the country through the taxi- cab companies now being formed.

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With the belated coming of this winter's big snowstorms the garages are for the most part given over to the dead storage of cars, whose reappearance awaits the clear- ing of the roads again in the spring. A few owners of the sturdier types of cars, how- ever, have learned there is no more ex- hilarating form of the sport than "auto sleighing." "The stay at homes are miss- ing the time of their lives," says H. C. Townsend, who drove a Berliet through the rocks and sand of the last Glidden tour with a perfect score. "There is no more glorious sport than this snow-bucking. This bounding over ice hummocks and plunging through snowdrifts beats skimming over smooth macadams all hollow. One must have beneath him, however, a car that has the real stuff in it or woe betide springs and axles. Do I use shock absorbers? I should say not. The American Locomotive Au- tomobile Company does not import vanadium steel for the Berliet and then ask you to use mechanical cushions to save the springs and axles."

WESTERN MOTOCYCLISTS UNITE.

A Western motorcycle league, to promote the sport in the West, is in the course of formation in Chicago and promises to be formally launched before the month of Feb- ruary is very old. A meeting of prominent dealers, manufacturers and others interested in clean sport will be held at the Chicago Automobile Club Feb. 6, when plans and details will be discussed. The new organi- zation will not antagonize the F. A. M., but will aim particularly to care for the cause of the motorcycle in the West, promoting contests of various sorts and, above all, will try to arouse public interest in the moto- cycle. H. H. Thorp, L. C. Boardman, J. T. Fisher, C. H. Lang, I. H. Wipple and I. F. Alfonsin are among those interested.

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May Take Up Big

The Latonia Club hope big handicap again; ther about the next renewal stakes—the Derby Oaks, Clipsetta, Brewers, Decor together with the steeple will be renewed for the The list of stakes, with values, will be announced

In speaking of the rec- lico of the steeplechase a tion committee, President Maryland Jockey Club sa pleasant one, and that he views expressed and made by the committee. dates for 1908 for the Club, he said the club ha for them; but he was p opinion that the dates wo same as those of last meeting beginning about the finish of the Benning fall dates immediately given the Benning course

As a result of the inspe jumps in the steeplechas raised a bit. The lower will be drained and possi part nearest Belvedere a this longer turns in this p can be gained. It was th tion of the Maryland Jock new stables for the accom iting racehorses, and th will shortly be started.

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Julius Meyers, 14-Year- In Championship Fo Ing Pins for

CONNERSVILLE, Ind., ville has in the person of champion 14-year-old bow

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Bowling Standings.