

since it made intercommunication prompt at low cost. Colonel Greene lives 60 miles distant from his principal mines and the journey used to be made



MRS. LOUIS T. ROENITZ  
In Chicago-Aurora Elgin Reliability Run

with difficulty in a day on the deliberate mule. Now the trip can be made so quickly that the Colonel frequently goes to the mines in the morning, spends three or four hours there and then returns home in good time for dinner. Mr. Scarritt, who has been over the ground, says that Colonel Greene has made more strenuous use of the automobile than any man living. No road is too rough and few hills too steep for Colonel Greene's auto. He has a Pope-Toledo and a Panhard doing remarkable feats of travel all the time.

A noteworthy feature of the reliability test run of the Chicago Automobile Association, made from Chicago last month, was that there were three lady drivers. They were Mrs. Louis T. Roenitz, who steered a White steamer runabout; Mrs. F. R. Draper drove a White steamer touring car; Miss K. D. Switz managed very skilfully an Autocar touring car. All the lady drivers displayed nerve and skill.

Dr. Leslie D. Ward, of Newark, N. J., with several friends has been touring in New England. They went to the Berkshire Hills and took in Massachusetts, New Hampshire, Vermont and Maine.

King Leopold is building an automobile road along the coast of Belgium at his own expense. He will draw on his private purse to the extent of \$2,000,000 for the purpose.

Secretary Taft is a great man mentally and physically. It is said that when he was riding on a street car in Washing-

ton one day during the heated term that he rose and made room for three ladies.

Mrs. A. B. Leach, of South Orange, N. J., and family, have started in a 60 H. P. Mercedes car for California. The party will make a variety of side journeys en route, and will make the tour by easy stages.

P. Seery has been chosen secretary of the Motor Car Company of Newark, N. J., having become financially interested in the company. Mr. Seery was for several years connected with the New Jersey Tube Company.

Among the licenses issued in Philadelphia one day lately, permitting people to run automobiles in that city, two were to ladies, Estelle G. Dunk, Lansdowne, Pa.; and Helep P. G. Dodge, 5735 Pulaski avenue, Philadelphia. They passed the Bureau of Boiler Inspection without quailing.

H. D. Ryus, manager of the White Sewing Machine Company's interests in Los Angeles, Cal., has been visiting New York and filling Automobile Row with amazement with his true tales of motoring on the Pacific coast. Mr. Ryus sold 67 White steamers this year. The only thing he found on his travels that the Pacific coast could not equal was Coney Island.

Newark, N. J., has sent out many automobile tourists during the past month. Among the people who have left toil and heat behind to cool off in different states are Mr. and Mrs. J. F. Noll, Harry Tonks and party, Willis Smith and family, L. R. Frisby and family, C. S. Cooper and family, Frederick R. Pratt, president of the Associated Automobile Clubs, with party, H. M. Austin and party, W. S. Fairchild with party, H. Stacy Smith, and a host of others.

Mr. Charles A. Moore, of New York, whose portrait appeared in our July number, bought a Fiat automobile about two years ago and was so well pleased with the service rendered that he has just purchased another of the same make. Mr. Moore, who is head of the firm Manning, Maxwell & Moore, of Liberty street, is a great traveler, and he says that the use of an automobile has doubled the pleasure of going about the world.

Mr. and Mrs. J. B. Mallers, Sr., and Jr., of Chicago, are now touring through the New England States. The junior Mallers is driving the car, a Columbia. The trip will last about two months. Mr. Mallers has already done 9,000 miles this year. Other Chicagoans, too, are on the road, it being the inten-

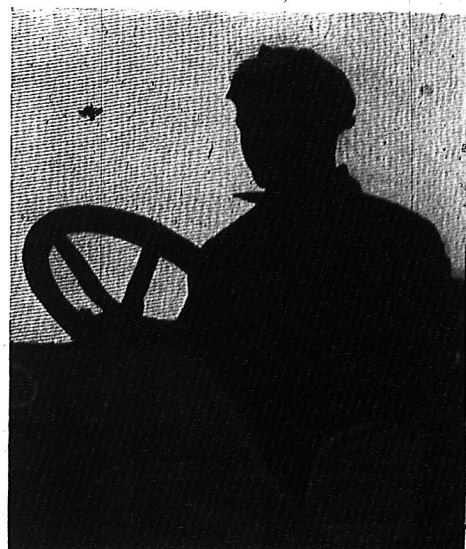
tion of the Van Sicklen party, which took part in the Glidden tour, to drive back to Chicago in the Apperson, which will make something like 3,000 miles since leaving July 5.

Three women were given licenses in Newark, N. J., to operate automobiles in the State. They were Lena M. Gilmore, of 119 Prospect street, East Orange, who has driven an electric runabout for the past three years, during which time she has traveled about 1,500 miles. Carolyn Decker, of 78 North Fullerton avenue, Montclair, has driven a 5 H. P. runabout 3,000 miles in three years. Ethel H. Wilson, of 19 East Seventy-first street, New York, is the other driver. She is a new beginner, however, having driven a 35 H. P. car for two months.

### Guy Vaughan

Guy Vaughan, who was first in the Crawford Notch hill climb, is probably the youngest driver of automobiles in the professional field. He was born at Bayshore in 1884, and his first appearance in racing was in 1902, from which time he has established a number of records that are still undefeated.

At the solicitation of F. B. Stearn, the concern of Wyckoff, Church & Partridge sent Vaughan to Cleveland to run the 30 H. P. car just completed by their company, from that point to Bretton Woods, where it was to enter the hill-climbing contest. The distance covered was 806 miles, and was accomplished in record time, despite the fact that a number of accidents marked the way, culminating in the upset that occurred on the hill preparatory to the event,



GUY VAUGHAN

where the car skidded on the soft sands and tore into an embankment, which, for a time, caused many to consider the car out of the contest.

Vaughan's practical knowledge of mechanism served him in good stead, and with the aid of a country blacksmith, repairs were undertaken, with his supervision, and on the day set aside for the race the popular young driver fixed a record on Crawford Notch that will likely remain for years to come, compassing the distance of one mile and four-tenths in 2 minutes and 48 seconds.

Great credit is due both the driver and car, but Vaughan's display of nerve on this dangerous hill earned him many new admirers, who realized the danger and nerve required to operate the machine.

ditched, there was no hesitation about calling on Tom and his Packard for assistance.

When the owner and driver of a certain car of well-known make, owing to the unexpected shortage of gasoline, was stranded on the steepest grade of a very difficult hill, he was greatly pleased when he picked up the end of a rope lying on the road, to find, most wonderful to say, that the Packard car, with Tom in it, was on the other end of the rope.

Thus the gentleman in distress was helped along until it was possible to ob-

tain an error, as the Packard Motor Co. entered no cars whatever.

One of these two cars was entered by Mr. F. J. Pardee, of Chicago, while the other, entered by Mr. G. G. Buse, of Buffalo, was driven by an 18-year-old amateur driver throughout the trip and finished with a clean score.

Mr. A. L. Kull, New York agent for the Wayne car, ran a Model "F" from New York city to Bretton Woods with a clean record. He drove the Model "K" in the hill climb at Bretton Woods and telegraphed that the car came in fourth and only a few seconds after the winner.

Many of the automobilists who took part in the Glidden tour are enthusiastic in their praises of Judge James B. Dill, of East Orange, N. J., who has a summer residence in Maine near Rangeley Lake. The tourists made one of their



GEO. M. DAVIS IN 50 H.P. THOMAS CAR  
Perfect score in Glidden Tour



CHARLES H. BURMAN DRIVING MODEL 14 PEEBLESS  
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Yes, Tom Fitch is everybody's friend. This remark, uttered by one of the most prominent officials of the A. A. A. during the Glidden tour was only one expression of what a number of people found out at some time during the tour.

The writer, however, will go one better and say that Tom Fitch and the Packard car were everybody's friends.

If a car, by one of those unaccountable accidents that sometimes happen to the best of drivers, should become

tain a supply of gasoline from the tank of Tom's car.

His name probably will never be learned from Tom, his willing assistants, nor the Packard car, for they waited by the roadside until so great a distance was between the two cars that the most suspicious person would never think that anything out of the ordinary had occurred.

While the term Packard Team has been applied to the two Packard cars that contested for the Glidden Cup, it is



W. C. WALKER IN A POPE-HARTFORD  
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halts near the residence of Judge Dill and he seemed to throw everything else aside to help the wanderers. Judge Dill is a member of the Touring Committee of the A. A. A. and he arranged to hold the meetings in his house, where he made all the tourists welcome.

Flub—The Chicago woman made a queer break at the wedding. Dub—What did she do? Flub—Wished the bride many happy returns of the day.—Philadelphia Record.

The Union Automobile Garage Company, of Akron, \$5,000, was incorporated by E. D. Valentine, Lottie G. Martin and Claude L. Calbetzoh, Fred E. Hilbert and George S. Cox.

The Automobile Manufacturers' meeting called at Niagara Falls has been indefinitely postponed.

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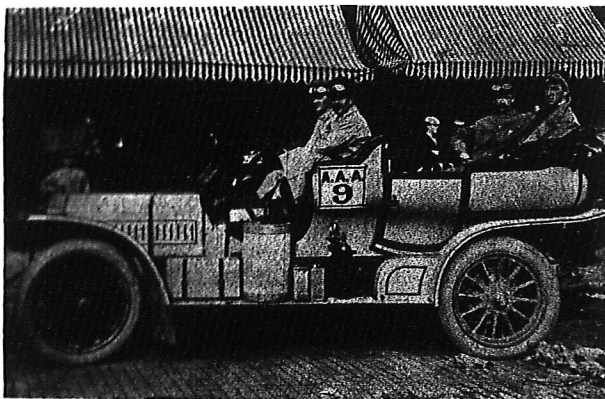
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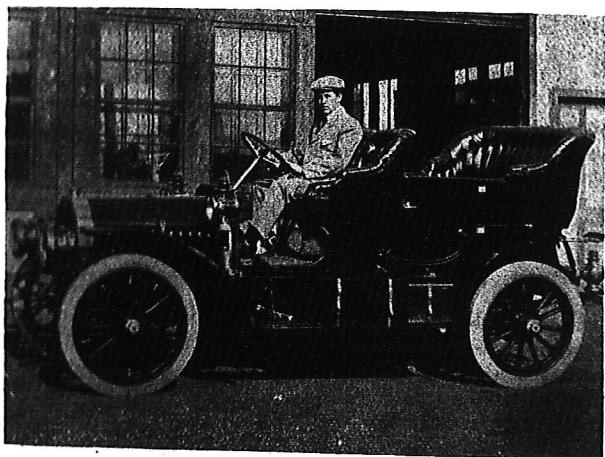
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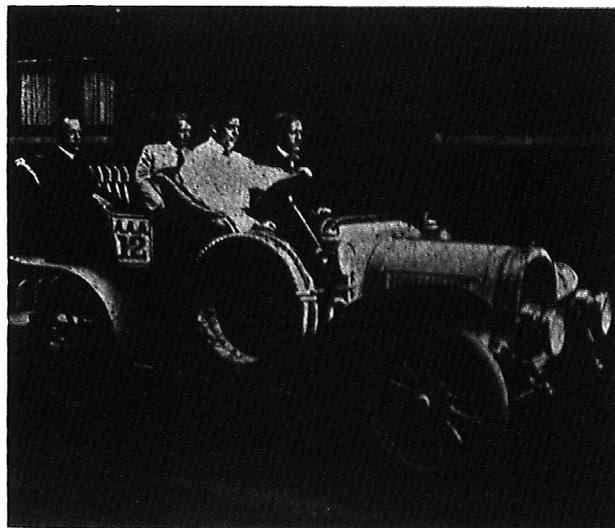
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