

infanted, and the other hand, declared he to for the scratch rather without his belt.

ed gloomy for a while and the rounds of sporting crit- ing notable, asking what should be done under the

ow exactly how to decide, "No matter what I do I will favoring one or the other."

id you think of the matter if were opposed to a man wear- ing" was asked of Jeffries, care a snap what he witer- fellow with a look of disgust, that Burns relieved the situa- ing the belt.

was a very interesting one, at the attention of the crowd m start to finish. Burns rful improvement over other of his that I have witnessed.

Hart particularly was an vition. He seemed to be leary stuckian. He struck out in a and he grabbed at every op- th O'Brien he fought like a ood was up and whose ource were intact. He hated t seemed to me that it had idea for Tommy to learn his future opponents.

poorly handled. To begin should have been coun- advice from the men in his ad of that, when Burns feet at the starting bell of ent upon making a cannon- one of his seconds actually r the purpose of adding im- anadian's bull-like charges. were those pushes at times as all but sent to his face e.



TOMMY BURNS.

# LABB HAS HARD TRIP

## FINDS ROADS IN POOR SHAPE

### Enthusiastic Autoist Sinks to the Hubs in Mud Near Seymour—Notes.

W. H. Labb of Indianapolis, at present residing in Louisville, Ky., drove up from that city last week in his Stoddard-Dayton touring car.

The roads encountered between Louisville and Seymour, Ind., were something of a surprise to the enthusiastic autoist who started on the trip without any special trimming up or other preparation, for he found a lot of hard work ahead of him for many miles, as the machine sank to the hubs in mud.

The heavy rains of late made these usually good roads almost impassable, but progress was maintained by leaps and bounds until Seymour was reached.

After leaving Seymour the roads improved, and Labb says: "The roads could not be better, and the experience of those few miles made me feel the right to wear goggles." Nearing Indianapolis, Labb let out his machine, and the car bowled along at a forty-mile clip, and a hard trip was finished in a burst of speed that was way above the limit.

A car that withstood such hard usage, over roads so varied in surface and condition, satisfactorily demonstrates its ability to traverse any constructed roadway, even to blast a wagon trail.

#### Members Remain Intact.

Bombast by some of its officers about nationalizing the Automobile Club of America has aroused some acrimonious comment from other clubs which have nearly as many members and have no desire to be the tail of anybody's kite. There has been no rush of motorists leaving the American Automobile Association to tender allegiance to the wholly wonderful Automobile Club of All America, at least none that could be noticed. A Boston man has suggested that the governors of the A. C. A. buy a small island near Great Britain on which to nationalize themselves.

A coterie of automobile enthusiasts, all foreign and home-bred bachelors, got together at a "honk-honk dinner" in a New York hotel on Thanksgiving day. The appropriateness of the name was revealed when wild goose was brought on as the piece de resistance. The goose was dead and cooked, but its flying cry was frequently sounded from the horns attached to each chair. The souvenirs were gold spark plugs for watch chains, and it was a noisy affair, run on the high gear with a direct-drive throughout.

After an accident, now and then, some one who knows will look at some of the broken parts of the cars in the wreckage and exclaim "Junk!" More than one car has thus been stamped as the hasty product of some new and conscienceless concern. Knowledge of the factory that is behind the car is the best sort that buyers can have. It is well worth all the time, expense and trouble for automobilists to visit the factory where the car they favor is made, and also one or two factories which turn out the cars generally reputed to be best. Nearly all of the big factories are open to visitors, and the example is now being set by the George N.

Worcester Company of Buffalo of advertising an invitation to all automobile owners to visit their plant and examine critically the methods of building the Great Arrow. Opportunities of this sort are not offered in Europe, and should be more generally accepted here. By trips through various factories users can learn a great deal at first-

hand that will enable them to compare merits and demerits wisely.

Members of the American Automobile Association will find "open house" for them at the New York clubs during show week.

In spite of the talk about manufacturers being far ahead, the majority are not yet ready to show their new models. This is especially true of the makers of the big touring cars which are best known. It is true that the whole industry will be ready for earlier deliveries, but the factories are not as far ahead of other years as has been supposed, and the real fashions in big touring cars for 1907 will not be seen until the show at Madison Square Garden in January, just the same as of old. It has been difficult always for the trade to be ready for a show even by the middle of January.

How wisely the engineers and factory superintendents of the Association of Licensed Automobile Manufacturers have licensed in their co-operative work toward the standardization of parts is shown by the fact that their results are to be copied so far as possible by the unlicensed makers. Of course the laboratory and other testing work that the licensed engineers have done in determining the best materials and methods of construction can be used only by the licensed makers, but in the use of standardized bolts and screws it is different. The American Motor Car Manufacturers' Association has paid the mechanical branch of the Association of Licensed Automobile Manufacturers the great compliment of asking for their specifications of screws adopted, and the A. L. A. M. has magnanimously furnished the other side enough copies of the specifications for all the outside makers. This will be of great advantage to automobile users at large.

It is erroneous to speak of automobile "tread" from wheel centering to the distance from wheel centering on the same axle. This measure, and "gauge." "Tread" refers to tires only, and means the width of the tire that comes into contact with the ground.

To insure safety in emergencies, three means of disengaging power are provided on the Winton Model M. Gears can be neutralized by lever, the clutch may be thrown out by hand, or the clutch may be disengaged and the brake applied by using a single lever which is connected to both elements.

The craze for alloy steels in automobiles is not altogether free from unpleasant possibilities. All alloys do not form a homogeneous mixture with steel, hence the likelihood of hard and soft spots in the metal, with the result that the steel is weakened, not strengthened. To obviate difficulties of this sort, the Winton Company uses only such alloy steels as are known to be homogeneous mixtures, and, as a further precaution, submits the metal to severe strains on the 200,000 pound testing machine, which is one of the show features at the big Winton factory.

Vice President Thomas Henderson of the Winton Company will arrive in New York from the Olympia show at London on Dec. 8.

The new five-ton Winton truck has a combination solid and live rear axle that is declared by traction experts to be the cleverest thing yet offered for use in motor trucks.

## MOTOR RACING A FEATURE.

Paul Guignard Has Been Secured to Race Bobby Walthour.

NEW YORK, Dec. 1.—Motor racing behind high-power motor-cycles, and also paced middle-distance events behind these flying machines are to be a prominent feature this year during the week of the big international six-day bicycle race at Madison Square Garden, Dec. 9 to 15, and at the Saturday night meet, Dec. 8.

Paul Guignard, the greatest middle-distance pace following in Europe, has been secured to race Bobby Walthour in a ten-mile event behind pace and also to give exhibitions during the week following. Guignard's record abroad flying like the wind at a clip of nearly a mile a minute, he set up the world's record of 59 miles 304 yards for the hour, and 3 miles 195 yards for the two hours behind pace. He beat Walthour at this style racing when they met at Dresden, and it takes all of the blonde-haired South-

skill on the high-bank saucer track at the Garden to reverse the order of the finish.

George Bonhag seems to be another athlete who has the record-breaking habit fixed. A week ago Bonhag crowned a most active fall campaign by breaking all world's records for the three-mile run indoors, when, in a special event in the Thirtieth Regiment Armory, he covered the three miles in 14:48 3-5. In the A. A. U. indoor championships in the Garden on Nov. 9 and 10 he wiped out old scores with a vengeance, by beating William Nelson, the crack little English runner, in both the two-mile and five-mile events. In the two-mile event Bonhag set up a new indoor record of 9:33 1-5, and on the following night resied of the five miles in 20:01 2-5.

In American League Park on Aug. 4, over a grass track, the flying Dutchman ran three miles in 15:35 3-5, badly defeating Daly and Nelson, who ran second and third. At the Senior Metropolitan he ran the fastest three miles that had been run in years, covering the distance in 15:07.

At the Labor day games of the Irish-American Bonhag won the four-mile special race in 20:27 3-5. Bonhag again came to the front at the fall game of the New York A. C., in which he won the two-mile handicap from scratch easily in the good time of 9:40 2-5. That certainly is going some.

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