

WEEKLY

NEW YORK — SATURDAY, SEPTEMBER 12, 1903 — CHICAGO

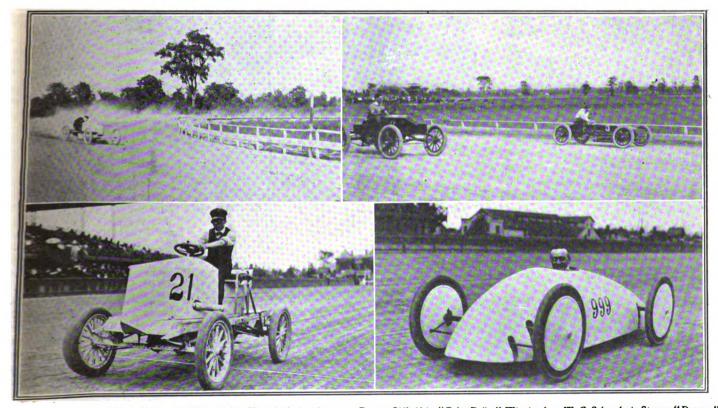
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Stirring Sport at the Cleveland Races.

The Greatest Aggregation of Special Racing Cars of All Motive Powers ever seen in America Compete for Supremacy, but Oldfield Carries off First Honors.

cal disappointing features in connection with Cleveland's two-day meet, the second automobile tournament held under the auspices of the Cleveland Automobile Club, but on the whole

events where there had been a dozen or more entries, only three or four lined up for the start. A number of cars that had been promised never put in an appearance at the track, while others were thrown out of the running either by accidents prior famous racing car, Bullet II, and the champion driver of America, Barney Oldfield, were doomed to disappointment from the start, for while training on the road a few days ago, Winton's Gordon Bennett car was disabled through a bent



Charles Schmidt in "Gray Wolf" just before Thursday's Accident.
Arthur Scaife in the New White "Snail" Steam Racer.

Barney Oldfield in "Baby Bullet" Winning from W. C. Schroeder in Stearns "Dragon."
W. C. Baker in New Electric "Torpedo Kid" which ran into fence.

INTERESTING INCIDENTS AND NEW RACING CARS CAUGHT AT CLEVELAND RACES LAST FRIDAY AND SATURDAY.

the affair may be said to have been a success. The proportion of actual starters in the events compared with the number of entries was wofully small. In a number of events less than half of those who entered came to the tape, while in other

to the races or by difficulties that developed in the mechanism on the first day.

The Cleveland enthusiasts who had counted on seeing broken records galore through the unique combination of one of the fastest tracks in the country, the axle and it was unable to appear. Oldfield did his best with the smaller four-cylinder Gordon Bennett car, now semi-officially known as the "Baby Bullet," and succeeded in annexing new records in the 1,800-pound class, and demonstrated by

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An Enjoyable Tour.

A very successful and pleasant, though uneventful, automobile trip from Kokomo, Ind., to Hazelton, Pa., was recently made party were starting out on a morning ride in a Searchmont car fitted with King of the Belgians body. President Palma is seated in the tonneau, to the extreme right; by his side is Herbert G. Squiers, of the is the Secretary of Public Works, Manuel L. Diaz, and the man at the wheel is chauffeur George Trantz.

Leipzig Annual Automobile Exposition.

The sixth annual international automobile and bicycle exposition will be held under the auspices of the Society of German Bicycle Manufacturers, at the Crystal Palace, Leipzig, from October 15 to 21 next, both inclusive. This year the exposition will not be confined solely to automobiles and bicycles, but sewing machines, typewriters, cash registers, etc., will also be displayed. It is reported that there is already a great demand for floor spaec, detailed information in regard to which may be obtained by writing to the general secretary, Internationaler Markt und Ausstellung von Motorfahrzeugen, Krystall Palast, Leipzig, Germany. Automobiles are not attaining the popularity in central Germany that they are in France, England, and the United States, writes U. S. Consul Brainard H. Warner, Jr. In Leipzig, which has a population of 500,000, one seldom sees an automobile.

Noogan's Sleep Disturbed.

Now that Mr. Edison has turned his attention to the automobile we feel inspired to hope that the time may come when our beautiful streets will not sound so much like a railroad switching yard on a busy day.—Nooga (Tenn.) Times.



J. B. PRICE AND PARTY ON TOUR FROM KOKOMO, IND., TO HAZELTON, PA.

by a party consisting of Mr. and Mrs. John B. Price, their niece Miss Roberts and Frank Nutt, of the Haynes-Apperson Co. The tour occupied a period of seven days. no attempt being made to establish a fast record, though an average of 120 miles a day was made with ease. One of the longest day's runs was from Cleveland to Buffalo, about 250 miles, which was covered in ten hours. The car used was one of the new Haynes-Apperson touring cars fitted with King of the Belgians body.

Mr. Price is very enthusiastic as a result of the trip and the freedom from trouble and delays, but found the clutch gear too high for use around his home in the mountain district about Hazelton, and upon completion of the trip telegraphed for a smaller sprocket.

Palma Sets an Example for Presidents.

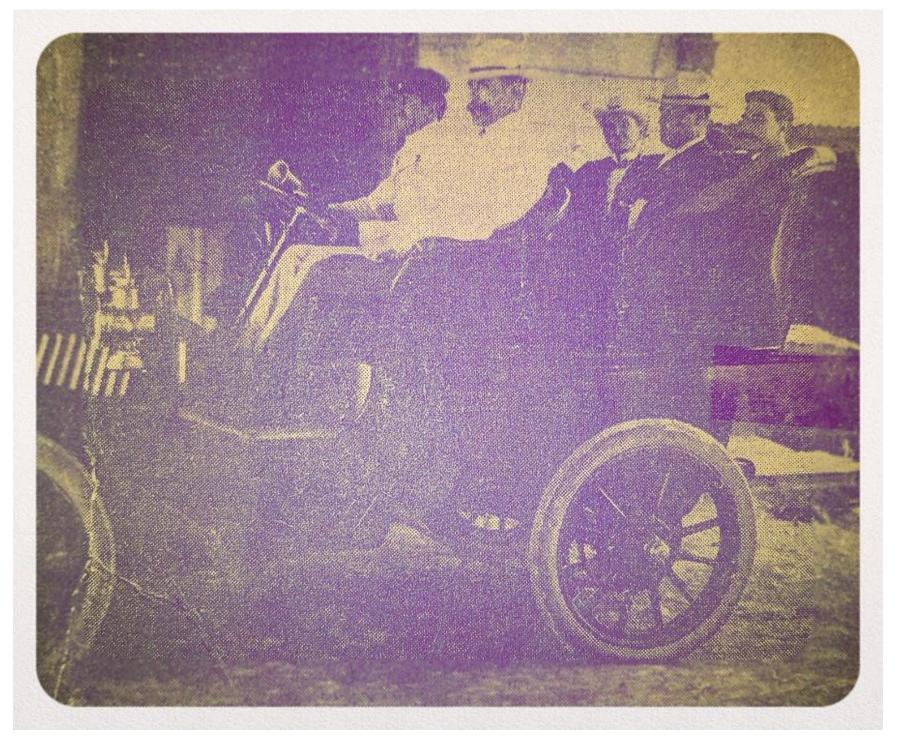
So many American customs have been adopted in Cuba of late that it is only a question of a short time when the more enterprising cities will have lost their last trace of Spanish rule. There are a number of automobiles in Cuba, particularly in the city of Havana, and although the majority are of electric type, several gasoline touring cars are in use, and they never fail to attract attention.

An interesting photograph, which is reproduced in the accompanying illustration, was recently taken in Havana, just as President Tomas Estrada Palma and United States governmental service, and at his left is Carlos de Zaldo, Secretary of State for Cuba. Sitting in the front seat



PRESIDENT PALMA, OF CUBA, AND PARTY STARTING FOR A RIDE.





August 9, 1903 (FRONT SEAT) Manuel Luciano Diaz, Secretary of Public Works, in a white suit and hat, seated next to the driver, in the first automobile to arrive in Cuba. (BACKSEAT) Carlos de Zaldo, Secretary of State and Justice, Herbert Goldsmith Squiers, United States Minister to Cuba, and Tomas Estrada Palma, President of Cuba