

OMAHA INCLUDED IN GLIDDEN TOUR

Several Slight Changes Will Probably Be Made to Include Part of Texas.

On his way East from California Chairman S. M. Butler of the Contest Board of the American Automobile Association visited Omaha, Neb., and made arrangements to change the route of the Glidden tour to take in that city. W. R. McKeen, Jr., President of the new Nebraska State Association, had little difficulty in convincing Mr. Butler that his recently organized association should be recognized by a night stop in Omaha. President McKeen said his association had decided to make immediate application for membership in the American Automobile Association.

Mr. Butler accordingly wired Dai Lewis, who is now on the last leg of his journey between Fort Worth, Texas, and Chicago, Ill., to change the route after leaving St. Joseph, Mo., so that it will run direct to Omaha. After leaving St. Joseph the route will probably switch across the northwestern corner of Missouri into Nebraska. After leaving Omaha it will turn east and take in Des Moines, Iowa. Des Moines was on the original route, and the detour now planned in order to take in Omaha will add one more day to the tour and take in two sides of a triangle instead of one. After leaving Des Moines the cars will run to Cedar Rapids, Iowa; Moline, Ill., and finish at Chicago about June 30.

Arrangements have been completed by which the new State association will complete its affiliation with the National body at the next meeting of the Executive Committee of the American Automobile Association. This makes the thirty-sixth State association to become affiliated with the American Automobile Association. Other State associations are in course of formation, and it is likely that before the end of the present year, every State in the Union which has three or more automobile clubs within its borders will have joined the National body.

During the past week the pathfinding party had probably more difficulties to contend with than any pathfinders of previous Glidden tours. Starting from Cincinnati on April 12 they ran into a double storm which came out of the Alleghany Mountains and swept across the southwestern part of the country. No sooner had they literally swum out of this deluge than they ran into another storm, which came up from the Gulf of Mexico, and during the past week they have done nothing but search the river banks to Mississippi and Arkansas for fording places and bridges which had disappeared with the rising of the streams in that district.

Gov. T. M. Campbell of the State of Texas has sent a formal invitation to President Lewis R. Speare of the American Automobile Association to run the tour through the State of Texas. This has been supplemented by an invitation from S. J. Hay, Mayor of Dallas, and L. O. Daniel, President of the Dallas Chamber of Commerce.

So far as can be determined now, the tour will positively go to Texas, but the route, of course, is entirely tentative until Lewis, the pathfinder, makes his report to the Chairman of the Contest Board, and mileages and noon and night controls are carefully figured upon.

A great many influences are at work to switch the tour from the present route, but in a general way it will remain unchanged. Mr. Lewis will undoubtedly find it necessary to recommend certain changes, which will be governed largely by hotel accommodations and conditions of the roads during the Summer time, but all these changes will be minor, and will not affect the general scheme of the seventh annual reliability contest of the American Automobile Association, which is to present the automobile to the people of the great Southwest, and in turn present the great Southwest to the American-made automobile, in order that the two can get together and develop their mutual interests, including better roads and sane and equitable motor laws.

ROUTE FOR JERSEY CLUB.

Pathfinding Party Selects Course That Will Test Stamina of Cars.

Particularly interesting is the 150-mile course laid out for the road contest of the New Jersey Auto and Motor Club of Newark, which will take place in the early part of June. The path-finding party went over the route last Sunday, and their report on their experiences shows that in any weather the course selected will test the stamina of any car. While the weather in June is generally fine, the hills found along the way were steep enough to give the cars an adequate try-out, even in the best of weather.

As it was, the path-finders had a rather exciting time of it on the slippery dirt roads. One-third of the route is over such going, but the remainder of the trip is over good macadam pavement. The run will start from the clubhouse at 6 o'clock and will extend over fifteen hours of running time. While this makes a long day's work for the contestants, it is expected to turn out all right. The route selected is as follows:

The course starts at the clubhouse at Newark, goes out Central Avenue to Grove Street, over to Plainfield Avenue, then through Plainfield and Montclair; at the top of the Montclair Hill turns to the right and goes through Pompton and turns to the left at Newfoundland; then over past Green Pond to Rockaway, Dover, through Dover to Budge Lake, and then to Hackettstown, which will be one of the controls; from Hackettstown the course is laid through Washington, New Hampton, Clinton, Glen Gardner, Flemington, White House, Somerville, Dunellen, Plainfield, Scotch Plains, Springfield, and back to the clubhouse in Newark.

COTTON FOR AUTOS.

One Million Bales Required Annually for Car Manufacturer.

"Few people stop to consider the great amount of cotton used in this country," said F. L. Holmes of Jackson, Mich. "Steel is the only manufactured product that exceeds cotton in importance in this country. Cotton enters into the manufacture of more articles of commerce than any other commodity, except iron and steel, and the stoppage of spindles and looms would be but a trifle compared to the paralysis that would visit countless other industries.

"Automobiles require about a million bales of cotton annually, of which 300,000 bales are used in the manufacture of automobile tires and protectors, 35,000 bales for the manufacture of 'leather' seats and cushions, 10,000 bales for the stuffing and upholstering, while the remainder is used for the manufacture of auto clothing, slip covers, insulating of copper wires, tool bags, tool rolls, waste, and mercerized rain clothes.

"Take the question of automobile lubricating oils alone. Millions of yards of duck forty inches wide are used annually for the purpose of filtration, while mostly every car owner has a canvas cover to put over his car while standing in the garage, and the lamps and other bright parts are covered in rainy weather with enameled waterproof covers. All this uses up countless bales of cotton, so that the automobile uses as much, if not more, cotton than the railroads and other allied industries, and has helped to increase the world's supply of the commodity by 3,000,000 bales more than five years ago."