FOREIGN CARS READY FOR LAUREL

Many Of Fastest European Autos To Run June 19.. Some Hold Records.

When "Doc" Gerner drops the white flag sending some of the fastest automobiles made in this country and Europe roaring around the Laurel Speedway on June 19, racing fans are going to have an opportunity to see a lot of fast travel.

Others forced to harken rather far back in speedway history to find such an aggregation of machines as those that will run under the banner of the National Motor Racing Association on the Baltimore-Washington Speedway.

Two-Car Contests.

In the last few years, the production of racing machines has been largely the province of two men, Harry Miller and Fred Dussenberg. Most of the races of recent years have been tests of the speed of these two machines. They have been alternately victorious in many of the board track contests and both hold a number of records.

Several years ago, the automobile manufacturers became convinced that little was to be gained by entering special machines in the speedway clashes. As a result, instead of having a field made up of perhaps ten different makes of cars, automobile racing became a duel between the products of Miller and Duesenberg.

It will be different at Laurel on June 19. In a sense the thrills of the old "free for all" will be reproduced with a decidedly modern flavor in that nothing in the way of speed will be sacrificed. It will be a contest of cars as well as a contest of drivers, for each driver believes in his particular machine above all others. Variety thus becomes the spice of competition.

An idea of this variety is to be obtained from the list of cars entered in the race, which includes, in addition to the latest creations of Miller and Duesenberg, such famous race car names as Peugeot, Mercedes, Frontenac, Bugatti and Hispano-Suiza, the products of the best engineering of France, Germany and Italy.

Will Determine Merits.

There has been no contest in America in years to determine the relative speed merits of these machines. The race at Laurel will achieve this end, one that has caused endless arguments among the close followers of this thrilling sport.

The backer of the Italian engineer's genius can take the man who swears by Duesenberg to Laurel with him and have settled to the satisfaction of both an argument that was beginning to look perpetual. The same goes for the men who recalls the victory of Dario Resta in a Peugeot and who thinks that this machine is the fastest thing that rolls on rubber tires.

The N. M. R. A. officials are convinced that the thrill of racing lies in giving the public a chance to see every type of racing car, and to this end they have made lack of speed virtually the only bar to participation in the association's races. Thus, if a man owns a car capable of, say, 130 [illegible] has turned out in the game of speed and was to have made its first American appearance in the race at Atlantic City early last month.

This plan was changed, however, when the foreign supercharger that was needed to supply gasoline to the motor at its tremendous top speed failed to arrive in this country in time. Now this vital bit of equipment has been added and the machine is being tuned to compete against the best products of N. M. R. A. drivers.

Eleven Foreign Cars.

This giant of the oval already has the Italian Grand Prix and the Tago-Florio speed classics in Europe to its credit. In each of these events it established records that its European followers are confident will resist the assaults of others for years.

All told, there are 11 foreign cars racing under the colors of the National Motor Racing Association. There is a still greater number of American makes and, although all of either class may not qualify, Laurel Speedway still is assured of a greater variety of machines than before have roared around it.

The tiny 91-inch Mercedes will have a chance to show its superiority over the 350-inch Hispano and the latter to prove that "a good little man never is quite good enough to lick a big one."

WORKING ON NEW CAMP

Construction of the new camp near Pen-Mar for the Maryland National Guard started Monday. Major Thos. G. McNicholas visited the site Sunday to make a preliminary inspection.

Major McNicholas said an appropriation of $62,000 is available for construction of the camp. While the full capacity of the camp will not be reached until next year, it was explained that this year's provisions will accommodate the Fifth Infantry from July 25 to August 8 or 9, and the First Infantry and Brigade Headquarters for fifteen days thereafter.

When completed the camp will embrace from 1,200 to 1,400 acres and will provide accommodations for the entire Fifty-eighth Brigade. The extent of the present site is 800 acres.

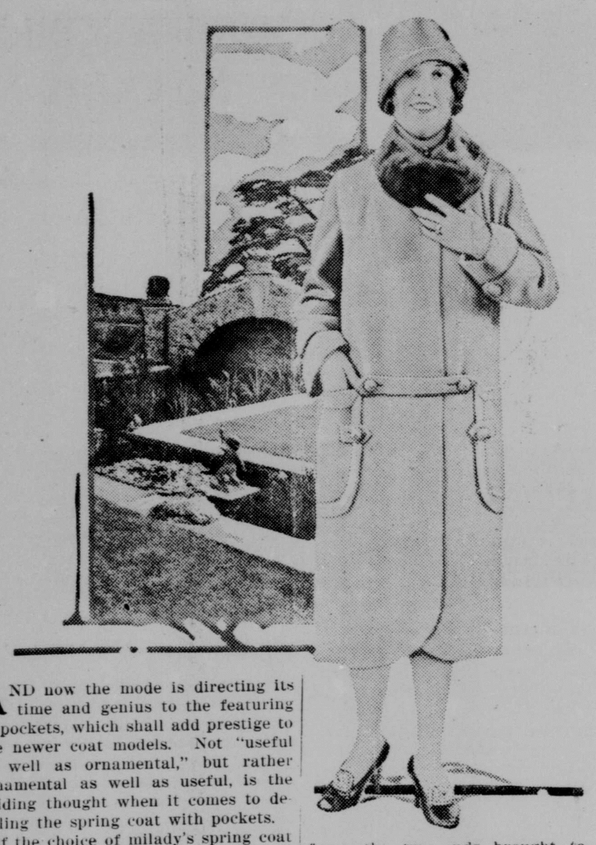
The program for this year provides for the erection of twenty-five stone buildings, construction of roads and installation of electric and water systems. The buildings will include twenty mess halls, four large bath houses and one large supply warehouse.

BLAZE INTERRUPTS FIREMEN'S CARNIVAL

Fire Saturday night destroyed the home of Charles Cockey, two miles east of Reisterstown, and disrupted the annual Decoration Day carnival of the Glyndon Volunteer Fire Company. Members of the company had to leave the festivities to aid in extinguishing the flames.

The blaze was discovered by Mr. Cockey, who returned home from Glyndon about 8 P. M., after having participated in the earlier celebrations of the carnival. Before the members of the Glyndon, Reisterstown and Cockeysville fire companies could reach the scene the structure and its

PATCH POCKETS AND BELTS GIVE STYLE TO THE COAT OF CLOTH



AND now the mode is directing its time and genius to the featuring of pockets, which shall add prestige to the newer coat models. Not "useful as well as ornamental," but rather ornamental as well as useful, is the guiding thought when it comes to detailing the spring coat with pockets.

If the choice of milady's spring coat were left to the small boy whose pride and love for "pockets" is proverbial, then the model in the picture wins. Win it should, for it is a very swagger new style. This handsome sports coat is made from bois de rose colored diagonal cheviot, this fabric being a leader among novelty woolens for spring. Huge patch pockets lend a distinctive style touch. Tailored straps with huge bullet buttons find unique placement both on the sleeves and the pockets. A short strap belt is buttoned across the front, which brings up a most interesting subject, for belts vie with pockets in point of importance this season. Not particularly straight-all-around belts but belts that show a unique treatment. Not only topcoats, but suits, blouses, as well as one and two-piece dresses, emphasize the fashion for clever ideas in belts. Sometimes the belts are cut in one piece with an added underarm form, the two ends brought to the front and buckled.

Still another item of interest appears on the fashionable cloth coat, namely, the below-the-elbow puff sleeve. This idea is featured especially on straightline coats made of fine twill, for there is still a considerable interest in the unflared models. Sometimes the puff is heavily embroidered.

Fur collars of simple design finish the neckline of many a spring top coat. It is quite the proper thing to match the fur to the color of the coat. Very handsome types of twill coats have a capelet effect, such as for instance a quaker gray fine woolen, cut narrow, topped with a matching short cape and collared with squirrel.

Belted coats in fingertip lengths are meeting with favor. The belt is placed just above the hips.

JULIA BOTTOMLEY.

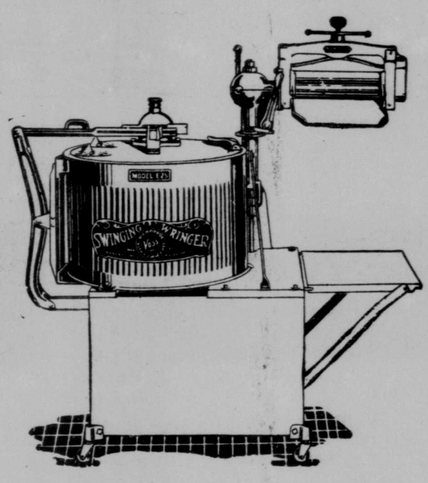
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