



WOMAN'S AUTO CLUB MADE UP OF SOCIAL LEADERS

British Organization That American Women Are Preparing to Copy

It is Patronized by King Edward and Queen Alexandra



AMERICAN women are planning this Spring to increase their long list of clubs by the addition of another. The Mothers' Club, the Browning Society and the club that wrestles with the servant girl problem, will, if present plans mature, soon have as rivals the Woman's Automobile Club of the United States.

There are already men's clubs for motorists of the machine. Scarcely any city of size is without one, and even down to the small village those who find their keenest joy in handling the lever of the motor car have banded themselves for protection and pleasure.

But while mere man has been properly provided for, one serious omission has been made. The woman chauffeur, or to be exact in the French term, the chauffeuse, has been overlooked.

True, they are permitted on occasion to enter the portals of those handsome clubhouses their husbands maintain, and in some cases even admitted to membership or to form ladies' associate branches.

Independent of Men. In fact, she has been developed to a point of independence where she does not see why she should go without any proper enjoyment that her wealth can buy.

Hence she wants an auto club of her absolute own, and judging by past performance she is very likely to get it.

If such a club is formed there is already an excellent model for it. The Ladies' Automobile Club of Great Britain is a flourishing example of the possibilities of such an organization.

It comes as a sort of shock to American progressiveness to think that the women of the older country, who are supposed to be wrapped in conventions, have already perfected a strong organization.

The club is now almost three years old, and has a membership of 255, and a waiting list as long as the time seems in passing when an auto breaks down ten miles from the nearest point and nothing can be done till someone comes out to mend it.

The noblest, the most distinguished women of England are enrolled in the club, and in reading over the list one might almost fancy it to be a roster of some function at Buckingham Palace.

It was in the home of a lady of nobility that the club was formed, in April, 1903. Lady Beatrice Rawson, an enthusiast, drew together those of her women friends who saw the advantages of such a club.

Interest Instantly Aroused. It had not been hard to arouse interest. Automobiling, although it began as a man's sport, has gained immense favor among women, and there are fair drivers on both sides of the Atlantic, whose skill fairly matches that of the men.

But generally speaking, while a woman might run a machine as well as a man, she lacked that knowledge that equipped him for any contingency. She did not know her legal rights as well, and in case of trouble with authorities on any question of speed or trespass was likely to give in, when often a contest would have shown her to be in the right.

So with the construction of the automobile. Man is by nature a better mechanic than a woman, and more quickly mastered the workings of an auto's intricate parts. But the fair sex can learn, and quickly. All that was needed was an organization devoted entirely to the modern vehicle, where nothing but auto should be talked, where experts would come and lecture on the machine, where questions could be asked and answered, where rosters and newly found faults could be announced to the other members.

This was only the practical side. The social end of the proposition presented equal allurements.

There was a general rush to join the club, and the cream of the sporting nobility applied for membership.

One of Greatest Things in World—Vision

stars, sees that some one calls them all by name, and that a divine hand stretches out the heavens like a curtain, and having journeyed through land and sea and sky, the prophet returns with ten thousand arguments for God's power and wisdom in nature. But the element of emotion and affection enters into this spiritual sense, as when the seer exclaims, in view of the multitude of God's tender mercies, "Thou art the one altogether lovely"; and the element of conscience, too, has its contribution, as when David cried, "Against thee, and thee only, have I sinned!"

who hath equipped the stork and the swallow with nerves toward the realm material, hath equipped man with his spiritual faculty, opening up the kingdom spiritual and eternal.

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Emerson Rainieridge, Mrs. T. R. Brown, Mrs. Broughton Dugdale, Mrs. Walter, Mrs. Elliott of Holme Park, Mrs. Arthur Pearson, wife of the well-known publisher, Mrs. Manville, Mrs. Mark Mayhew, Mrs. Schenley, Mrs. Charles E. Shaw, Mrs. Herbert Lloyd, Mrs. Lindsay Lloyd, Mrs. Charles Hunter, Mrs. Bruce Porter, Mrs. Bernard Weguelin, Miss Honeyman and Mrs. Eric Chaplin.

King and Queen Approve. The King of England, recognizing the presence of many of his friends and principal subjects in the membership list, followed the formation of the club with interest, and when its first annual meeting had been held in Waterloo Palace, His Majesty and Queen Alexandra reviewed the procession which followed from Buckingham Palace.

This annual parade is probably the most easily function in which the automobile plays part in any country.

Each member drives her own machine, and many of them are profusely decorated with flowers. The aristocracy of England, as well as its wealth, is lined up in the procession of costly motor cars, and an invitation to be guest of one of the members of the club is on such an occasion eagerly sought.

On the social side, the club also gives various teas, receptions and entertainments. But in the midst of all these festivities the practical is not overlooked for an instant.

The leading automobile experts relate their experiences in lectures to the members. Captain H. H. P. Deasy recently told the story of "Motor Mountaineering in the Alps," and some of the ladies were so much enthralled by his pictures of the beauties of the snow-capped summits, when seen from an auto, that number expressed an intention to emulate his adventures.

Another lecture that gave a great deal of pleasure and profit to the members was Lieutenant Windham's "Experiences of the Good and Bad Points of a Motor Car."

The club has handsome headquarters in the Claridge Hotel, London, and here is kept quite a library of automobile literature.

Advantages to Members. The members do not content themselves with talking automobile, giving teas or having meetings in the luxurious clubrooms. This is an organization of active motorists, and they give annual runs to distant points.