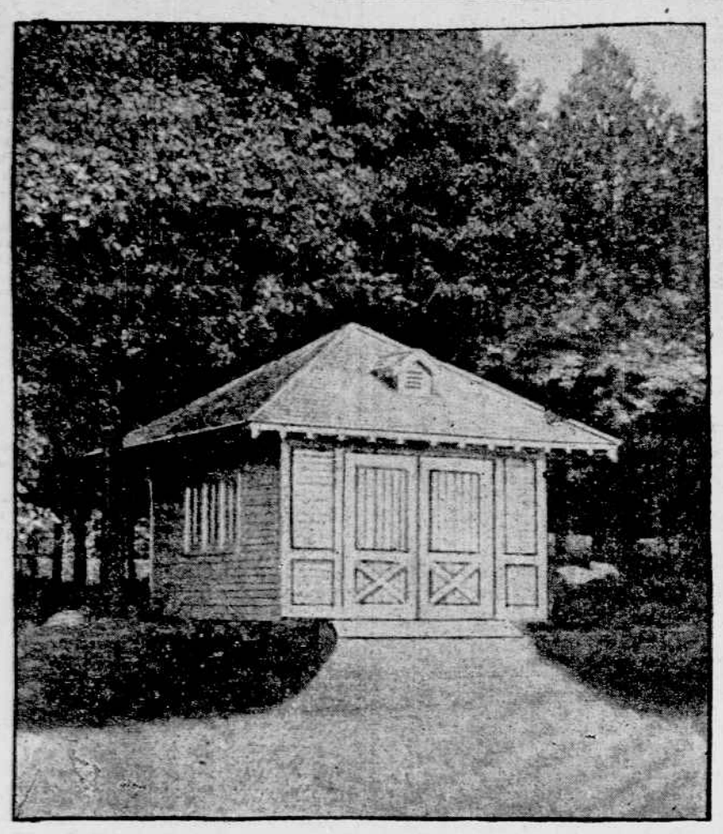
AUTOMOBILE NEWS



PORTABLE AUTO BARNS.

By a useful and convenient novelty in construction, auto barns, price $100 and up (with turntable, gasolene storage and work bench, at additional cost). Cottages, bungalows, stables, boathouses and other portable buildings, may be ordered from the makers, the C. & A. Patented Building Construction Company, No. 170 Broadway, New-York City, and set up by the amateur in a few hours.

CHAMPIONSHIP CRICKET.

PROSPECT PARK BUSY.

Staten Island Team A Defeats Brooklyn Wanderers.

Prospect Park presented a busy scene of cricket yesterday, for no less than five matches were contested on the Parade Ground there. Chief of these was the contest between Staten Island Team A and the Brooklyn Wanderers, which resulted in a victory for the former by 34 runs. C. H. Clarke and F. F. Kelly bowled well for the victors, the former taking 6 wickets for 34 runs, and the latter 4 for 19. C. H. Clarke also batted well for 47, while E. H. L. Steinthal and J. W. Toone also added doubles. For Brooklyn, J. A. Simpson and H. Rushton made the longest stand. The score:

BROOKLYN WANDERERS.

E. O. Challenger, b Kelly	6
W. Burrows, b Clarke	0
J. Wood, b Kelly	1
G. Macpherson, l b w, b Kelly	1
J. A. Simpson, b Clarke	13
W. Bonnar, b Clarke	1
J. S. Watt, c sub, b Clarke	6
A. Gunn, b Kelly	2
H. Rushton, c sub, b Clarke	10
E. F. Boddington, not out	7
D. Maturin, b Clarke	0
Byes	6
Leg bye	1
Total	60

STATEN ISLAND A.

C. F. Hurditch, b Rushton	2
E. H. L. Steinthal, c Macpherson, b Bonnar	19
C. H. Clarke, c and b Wood	47
F. F. Kelly, c Challenger, b Macpherson	2
F. A. W. Ireland, b Bonnar	1
T. A. Allison, c Gunn, b Bonnar	1
J. W. Toone, not out	11
H. Manley, b Wood	0
A. J. G. Cook, b Challenger	4
Byes	5
Wide	1
No ball	1
Total	94

STATEN ISLAND B TEAM VICTOR.

Defeats Kings County Club by Forty-two Runs.

An interesting contest resulted from the meeting of Team B of the Staten Island Club and the Kings County Club. Although playing only eight men, of whom seven batted, the visiting team defeated its opponents by 42 runs, with one wicket to spare. A. G. Laurie hit out in good style for Staten Island, and just passed the half century mark, and was well backed by R. W. R. Powell, D. G. Humble and S. E. G. Cook. For Kings County, H. C. Smart, with 25, proved top scorer, while E. B. Reece, A. B. Lewis and G. Gautier also scored double figures. The score:

KINGS COUNTY.

W. H. Williams, b Dalton	0
C. B. Worme, c sub, b Dalton	1
E. B. Reece, b Dalton	15
H. C. Smart, c Bousfield, b Curran	36
A. B. Lewis, c Griffith, b Humble	15
E. J. Williams, run out	0
B. Javert, run out	7
H. Whalen, b Curran	2
H. Longton, c Bousfield, b Laurie	4
G. Gautier, not out	12
F. Gautier, b Laurie	4
Byes	15
Leg byes	3
Total	125

STATEN ISLAND B.

C. Dalton, b Worme	2
J. F. Curran, b Worme	7
A. G. Laurie, b Lewis	51
R. W. R. Powell, c Javert, b Gautier	44
S. E. G. Cook, b Longton	22
D. G. Humble, not out	33
P. E. Bousfield, run out	0
Byes	7
Leg bye	1
Total (six wickets)	167

E. H. E. Griffith did not bat.

THISTLES WIN CLOSE GAME FROM O. N. T.

The O. N. T. and Thistle teams played a close and exciting match, which eventually resulted in a victory for the Thistles, by the narrow margin of 1 run. Low scoring prevailed throughout the match, Hal Holden, with 16, being the only double figure man for O. N. T., and J. E. Gillette, with 10, for the Thistles. For the home team, A. Richardson captured 4 wickets for 10 runs. The score:

O. N. T.

C. Parks, b Gillette	0
W. M. Mineman, c Gillette, b Richardson	3
Hal Holden, b Baddeley	16
J. Cooper, c W. Anderson, b Baddeley	0
Hy Holden, b Richardson	9
L. Brierley, c and b Patmore	5
B. Holden, b Richardson	2
M. McHale, b Patmore	0
E. Greewood, c Sturrock, b Richardson	2
M. Dolan, b Patmore	0
F. Whittles, not out	1
Byes	2
Total	43

THISTLE C. C.

J. Daiglisch, b Parks	0
T. Sneddon, run out	6
J. E. Gillette, run out	10
G. Delvalle, c Dolan, b McHale	8
W. S. Patmore, l b w, b Parks	6
C. E. Baddeley, l b w, b Parks	0
W. C. Anderson, c H. Holden, b Parks	7
J. Sturrock, c Brierley, b McHale	3
J. Johnstone, not out	0
A. Richardson, b Parks	
J. McPhee, absent	
Byes	4
Total	44

YONKERS DOWNED BY WEST INDIANS.

The West Indians visited the Yonkers Club at Van Cortlandt Park yesterday for an association championship cricket match, and won the game by 18 runs, with three wickets to spare. D. Goodridge bowled splendidly for the winners, capturing seven wickets for 19 runs. H. S. Alexander, J. Harvey and J. Lahers all batted well for the visitors, while for Yonkers R. Edmendson, with 11, was the only man on the double figure list. The score:

WEST INDIANS

J. Harney, c Edmonson, b Low	14
J. Lahers, b Low	14
J. Tilley, l b w, b Low	8
S. Sargent, b Critchlow	1
H. S. Alexander, c and b Critchlow	16
F. Williams, c Smith, b Low	2
G. Francis, b Critchlow	1
S. Chalmer, not out	7
A. Jones, not out	1
Byes	1
Leg bye	1
Total (7 wickets)	63

YONKERS.

H. Scott, c McDermon, b Goodridge	4
S. Low, c McDermon, b Goodridge	0
P. Jacobs, b Goodridge	6
R. Calderbank, b Alexander	8
R. Matheson, b Goodridge	1
S. R. Smith, b Goodridge	0
R. Edmenson, c Harding, b Goodridge	11
J. Critchlow, not out	7
J. Biddett, b Goodridge	0
J. Mitchell, run out	1
R. Biddett, b McDermon	0
Byes	4
Leg byes	2
Total	44

Goodridge and G. McDermon did not bat.

Team B of the Yonkers Club visited Prospect Park for an association cricket match with the West Indian Team B, and sustained a crushing defeat by no less than 72 runs. J. Withey and J. Montouth carried the bowling honors for the winning team by securing 5 wickets for 4 runs and 2 for 11, respectively, while for Yonkers T. Rafferty took 5 for 24. The main batting for the West Indians was done by R. Dudley and J. Montouth, with scores of 27 and 22, respectively, while A. Williams contributed 15 and J. Withey 12. The totals: West Indian Team B, 90; Yonkers Team B, 18.

EASY GAME FOR BROOKLYN NOMADS.

Defeat Kings County St. George Men—Corbin's Work a Feature.

The Brooklyn Nomads gained an easy victory in cricket over the Kings County St. George team by 54 runs yesterday. The feature of the game was the good work of A. Corbin, who, in addition to capturing four wickets for three runs, contributed 15. The score of the game, however, was made by W. B. Seale for Brooklyn. For Kings County St. George J. S. Mahon, C. T. Toddings and J. P. Stuart did the best work at the bat. The score:

BROOKLYN NOMADS.

W. B. Seale, c sub, b Barnes	33
J. H. Tattersall, b Barnes	7
J. L. Poyer, run out	0
A. Corbin, b McMahon	15
O. Smith, c Somner, b Barnes	2
V. Nairn, run out	5
A. Tyrill, b McClennan	3
C. A. Tunley, b Barnes	1
E. P. Greenidge, c Somner, b McClennan	10
A. Seale, b McClennan	8
E. H. Tunley, not out	0
Byes	8
Leg bye	1
Total	93

KINGS COUNTY ST. GEORGE.

E. J. Atwood, c and b Poyer	2
C. T. Toddings, C Nairn, b Tattersall	10
J. P. Stuart, c Seale, b Poyer	10
J. S. Mahon, not out	13
G. Barnes, b Corbin	1
J. P. McClennan, l b w, b Corbin	3
C. A. Somner b Corbin	0
J. C. K. Jordan, not out	0
Total	39

RESULTS OF OTHER GAMES.

A close game resulted from the meeting at Elizabeth, N. J., of the Union County and Paterson cricket teams, which resulted in a defeat for the former by 16 runs. W. Bunce played a good all round game for Paterson, for, in addition to scoring 24, he captured 4 wickets for 3 runs. J. W. Hooper played steadily and well for the winners for 27. For Union County E. F. Goddard and A. H. Gilson excelled with the ball. The former took 4 wickets for 24 runs, and the latter 2 for 5. The totals were: Paterson, 66; Union County, 50.

A surprise was encountered at Newark in the meeting of the Columbia Oval and Newark teams. The home players beat the visitors in a low scoring game by the narrow margin of 5 runs, after an exciting finish. The bowling of Livingston and Bates for the winners and Birkett and Shaw for Columbia Oval was exceptionally good, and only two men got into double figures in batting. The totals: Columbia Oval, 36; Newark, 41.

Manhattan went to Branch Brook Park to play against Essex County, and defeated their opponents in the championship series by 21 runs. F. A. Slade and A. Backus put on 50 runs for the first wicket, and the first named passed the half century mark by two before he was bowled. A. C. Herbert and A. J. Gray added double figures. For Essex County T. Gilbert and A. H. Stratford each made over 20, and W. Such bowled well and captured five wickets for 19 runs. F. A. Slade and W. Adam were the best bowlers for Manhattan. The totals: Manhattan, 101; Essex County, 80.

FISHING GOOD ALONG THE ERIE.

Reports from Lakes and Streams Along the Line Show Week of Good Catches.

The bass fishing season has opened in most promising fashion. The reports from the different lakes along the line of the Erie Railroad show liberal catches at all of the stocked lakes, the fish running from a pound to five and one-half pounds and taking the bait eagerly.

Percy H. Johnson, secretary of the New-Jersey Fish and Game Commission, after a visit to Greenwood Lake last week, said:

I am convinced that there is no lake within two hundred miles of New-York City that is superior to Greenwood. It also pleases me to report that Mombasha and Denmark lakes and Green Pond and all the other lakes and ponds on the lines of the Erie road are affording fishermen excellent sport.

From Sterling Forest come reports of two catches of bass numbering fourteen and eleven, respectively, with the best fish weighing three and a quarter pounds and the average running about one and a quarter pounds. The biggest fish reported in the week was taken from Lake Mombasha at Monroe, and weighed five and a half pounds, topping a string of nine, which averaged two and a half pounds. From the Twin Lakes, at Parker's Glen comes a report of one fisherman, who landed thirty in one day, with two pounds for the average of his catch and a four and a half pounder for the best of the lot.

Trout fishing continues good, although the fish are running somewhat smaller than they did earlier in the season, but the catch is plentiful. At Shohola during the week a string of thirty-two were taken from Shohola Brook, one of eighteen from Half-Way Brook and one of twenty-one from Beaver Brook.

TAYLOR WINS IN ENGLAND.

Crewe, June 24.—At the athletic games here today J. G. Taylor, of the University of Pennsylvania, won the 300-yard dash; time, 32 2-5 seconds.

LOVE'S SACRIFICE.

"Clarence, dear," said the young wife, "won't you try some of my chocolate cake?"

"Did you manufacture it yourself, Cordelia?" queried the newly elected freight payer of the matrimonial combine.

"Yes, dearest," she answered.

"All right, darling," he replied in a tone of resignation. "Carve me a slice—then telephone for the doctor."—(Chicago Daily News.

NEW 1,000 MILE RECORD.

VAUGHAN'S CLEVER DRIVE

Makes New Mark at Empire City—"Auto" Races Postponed.

Guy Vaughan, driving a 40-horsepower Decauville car, established a new world's track record for 1,000 miles at Empire City track yesterday, covering the distance in 23 hours 33 minutes and 20 seconds, clipping 2 hours 16 minutes and 41 seconds off the former mark. Not satisfied with this excellent showing, the plucky driver continued and succeeded in reeling off 15⅝ miles more in the 26 minutes and 40 seconds remaining out of the twenty-four hours. This gave him another new world's track record, namely, 1,015⅝ miles in twenty-four hours' continuous driving.

Charles G. Wridgway held the former record for 1,000 miles, which was 25 hours 50 minutes and 1 second, and was made at Brighton Beach last May in a Peerless machine. Wridgway was the first person to congratulate Vaughan yesterday upon his successful attempt. Vaughan tried to lower the record a few weeks ago, but was obliged to abandon the attempt on account of bad weather and tire trouble. Had it not been for the heavy rain on Friday night, which made the track muddy and slippery, considerable more time would have been clipped off the record.

The new record holder started at 1:35 p. m. on Friday and finished at 1:35 yesterday. Leland H. Mitchell, a mechanic, accompanied him. During the twenty-four hours while Vaughan was circling the track he stopped fourteen times and lost thereby 1 hour, 33 minutes and 45 seconds. He punctured a tire on two occasions, and met with several minor accidents which caused a loss of time.

From the start Vaughan maintained a faster pace than did Wridgway when he established the record which was broken yesterday. The last mile was the fastest. This he made in 1 minute 3 2-5 seconds. The average mile was made in 1 minute and 13 seconds, which is 7 seconds faster than Wridgway drove. Vaughan wore a path through the mud, and by sticking to this course saved much time.

Some five hundred persons were on hand to see the finish, and the grimy, mud bespattered driver was loudly applauded. The time made by Vaughan, as compared with that of Wridgway, is shown in the appended table:

Miles.	Vaughan.	Wridgway.
50	58:37	1:05:40
100	1:56:39	2:09:44
150	3:05:88	3:25:25
200	4:08:56	4:33:04
250	5:01:08	5:48:36
300	5:58:54	6:54:40
350	7:09:58	8:08:43
400	8:20:09	9:15:19
450	9:20:21	10:49:56
500	10:24:42	12:10:34
550	12:49:07	13:42:03
600	13:26:47	15:07:15
650	14:44:55	16:40:06
700	15:53:35	17:59:59
750	17:27:10	19:33:55
800	18:52:44	20:45:36
850	20:06:46	22:11:36
900	21:21:37	23:18:36
950	22:33:13	24:28:29
1,000	23:33:20	25:50:01

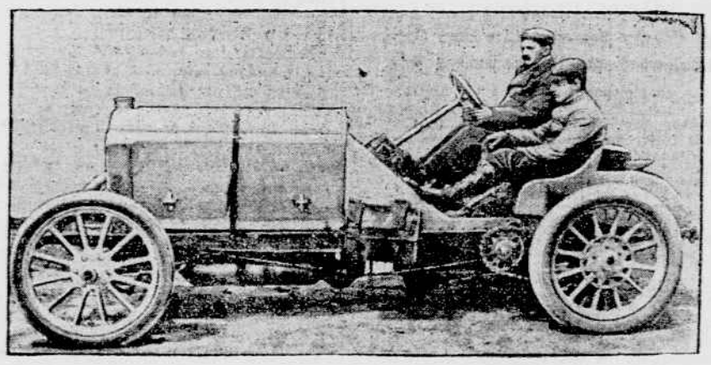
Mileage for twenty-four hours—Vaughan, 1,015⅝; Wridgway, 943. Gain, 72⅝.

The finish of Vaughan and the automobile races which were scheduled to take place yesterday, drew more than three thousand people to the Empire City Track. Disappointment, however, was in store for the crowd, for the races were postponed, owing to the heavy condition of the track on the turns, which made it unsafe for the high power cars to compete.

There was a slight rain falling, too, so the management announced a postponement until 2:30 p. m. to-morrow.

Most of the spectators came to the track in motor cars, and, as rain checks, good for to-morrow, were given out, these people did little grumbling. Some, however, demanded that the admission money be refunded, claiming inability to attend on Monday. A baby riot seemed imminent, but the officials in charge of the meet finally succeeded in satisfying the malcontents.

Ten minutes after the spectators had left the track the sun came out brightly, but it was late in the evening before the track had dried out. The match race between Louis Chevrolet and Barney Oldfield will be sure to draw a large crowd of enthusiasts to the track to-morrow. The programme as announced for yesterday will be carried out.



DURAY DRIVING THE DE DIETRICH RACER IN THE FRENCH ELIMINATION.
Winning the opportunity to represent France in the Gordon Bennett Cup races.

INTERNATIONAL CHESS.

Maroczy Wins Again and Maintains His Lead in Big Tournament.

Ostend, Belgium, June 24.—Punctually at 9:30 o'clock this morning the chess experts began play in the tenth round of the international tournament at the Kursaal, in this city. When time was called at 1:30 o'clock Wolf had beaten Taubenhaus and Janowski had disposed of Leonhardt, while the games between Blackburne and Schlechter and Marco and Marshall were drawn.

In the afternoon session Tschigorin went down before Teichmann, Burn lost to Tarrasch and Alapin was beaten by Maroczy. The latter thus maintains the lead of half a point over Janowski and Tarrasch. Following is the score of all the players to date:

	Won.	Lost.		Won.	Lost.
Alapin	5	2	Marshall	4½	5½
Blackburne	4½	3½	Schlechter	6	4
Burn	3½	6½	Tarrasch	7	3
Janowski	7	3	Taubenhaus	2	8
Leonhardt	6	4	Teichmann	5½	4½
Marco	4½	5½	Tschigorin	3	8
Maroczy	7½	2½	Wolf	5	5

On Monday, in the eleventh round, Marshall will meet Janowski, and Leonhardt-Marco, Schlechter-Janowski, Teichmann-Blackburne, Wolf-Tschigorin, Maroczy-Taubenhaus and Tarrasch-Alapin will be the other pairings.

DO YOU OWN REAL ESTATE?

The Tribune's real estate news each day is complete, giving records of transfers, mortgages, lis pendens, liens, auctions, improvements, etc.

Automobiles. | *Automobiles.* | *Automobiles.*

PEUGEOT CAR

Wins Rochet-Schneider Cup.

"The Automobile" has just published a special dispatch from Paris, from which we quote as follows:

"Paris, June 7.—By the victory of the 18 H. P. Peugeot, owned and driven by Mr. Perrett, of the Ardennes Automobile Club, the Rochet-Schneider Cup has passed from Switzerland to France. Owing to its exacting nature and the quality of the competitors, the Rochet-Schneider Cup competition may justly be described as the Gordon Bennett of touring events."

It adds that this year's race was run over a mountainous country, the total distance being about 200 miles, and says the victory this year of the 18 H. P. Peugeot, which was pitted against 13 cars of from 16 to 40 horse power, representing France and Switzerland, brings the cup into France, and has aroused the enthusiasm of the French section.

In the same issue of the paper a special article on "Transmission Gearing Efficiency Test" says: "Experiments were recently carried out at the laboratory of the Automobile Club of France in order to determine the efficiency of the transmission gearing of the modern automobile." As the result of these tests Peugeot showed a higher efficiency than any other car, showing a total of 89 per cent, as against 79 per cent by its nearest competitor.

This is why Peugeot won the France Economy Trials in 1903 and the Gallien Hill Climbing Contest in 1904, and every touring race in which it enters.

It will be noticed that the car which won the Rochet-Schneider Cup was not driven by a paid chauffeur, but by the owner, Mr. Perrett.

Duplicates of the car which won this race now ready for

IMMEDIATE DELIVERY.

Do Not Wait Several Months for a Shipment from Europe.

Telephone 3114—38th for a demonstration which will be made at your convenience.

AMERICAN PEUGEOT AUTOMOBILE CO.

Sole American Agents, Broadway & 49th St.

SQUADRON A BEATEN AT POLO.

Great Neck Scores a Well Earned Victory in a Brilliant Game.

[BY TELEGRAPH TO THE TRIBUNE.]

Long Branch, N. J., June 24.—In a game replete with brilliant team work Great Neck defeated Squadron A on the Rumson Polo Grounds to-day. The match marked the first of a series in a tournament which ends next Friday.

Squadron A had the best of the handicap by four points. Great Neck earned 10 goals and Squadron A 6½. Four fifteen-minute periods were played. A midsummer crowd was present, and the brilliant strokes of the players were lustily cheered. The line-up and handicaps were:

GREAT NECK.		SQUADRON A.	
J. P. Grace	2	J. H. Hunt	1
Arthur Burden	2	L. Neilson	2
I. T. Burden	3	L. J. Hunt	2
H. C. Brokaw	3	R. C. Lawrence	1
Total	10	Total	6

AUTOMOBILE TRADE NOTES.

Hints to the Buyer from the Garage and Manufactory.

Alfonso XIII, King of Spain, after his trip to Paris, where he saw the French automobile products, ordered an electric surrey of American make, a Columbia, with the regular equipment as used here. King Alfonso picked out the same sort of vehicle as that used by Harry Payne Whitney, John A. Hoagland and others. It is a car that will carry four comfortably. The order was received by cable at the Electric Vehicle Company's factory last week, and the car will be shipped to Spain in a few days. Another interesting order for a Columbia, received by cable a few days ago, was for an electric hansom for Sara Bernhardt.

The De Dietrich car which was knocked out by a locomotive at the Kingsbridge railroad crossing has been taken to the De Dietrich garage with the steel frame bent out of shape, the body and wheels a total wreck, but with its engine and gear case uninjured, as both hang on an independent frame apart from the main frame, which received the locomotive's shock.

The Belgian made Pipe motor car is a four-cylinder machine; interchangeable, mechanically operated valves are placed on each side of the motor magneto ignition; it has cogwheel pump, clamped steel frame, single cone clutch, three speeds, the third direct action, transmission by cardon ball bearings in gear case and wheel axles. The dashboard is in walnut, fixed on the frame, with steering wheels on the bonnet, so that the body can be taken off without trouble. The springs are outside, wheel base, 9 feet 3 inches; size of body, 7 feet, 7 inches by 23½ inches; wheels, 810x90. One brake acts on the differential and one lever brake acts on the rear wheels. This 14-horsepower Pipe machine will speed from thirty-five to forty miles an hour, and with all of its strength, reliability and luxury is a low priced imported car.

A cable message has just been received stating that an 18-horsepower Peugeot, owned and driven by Mr. Perrett, of the Ardennes Automobile Club, has won the Rochet-Schneider Cup, which thereby goes from Switzerland to France. "The Automobile," in commenting on the race, says: "Owing to its exacting nature and the quality of the competitors, the Rochet-Schneider Cup competition may justly be described as the Gordon Bennett of touring events." It states that this year the race was run over a mountainous country, a distance of more than two hundred miles, and that the victory of the 18-horsepower Peugeot, which was pitted against more than a dozen cars of from 16 to 40 horsepower, representing France and Switzerland, has aroused great enthusiasm in French automobile circles.

"The Automobile" also calls attention to the recent transmission gearing efficiency test, which was carried on at the laboratory of the Automobile Club of France, in order to determine the efficiency of the transmission gearing of the modern automobile. Mr. England, who represents the Peugeot in this country, calls attention to the fact that the Rochet-Schneider Cup was not won by a paid driver, but by the owner, Mr. Perrett.

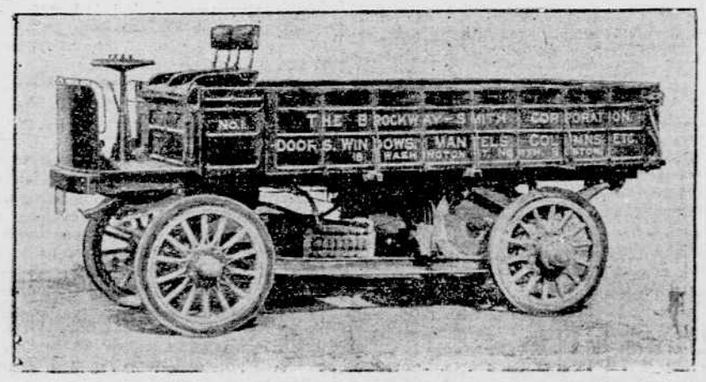
The Gotham Automobile Company has for distribution "The Twentieth Century Hustler," the new Stevens-Duryea catalogue. It is completely descriptive of the motor car, fully illustrated.

The Martini car has been most successful in all competitions in which it has taken part, and, more important still, has made for itself, by reason of quality alone, a reputation for reliability and general freedom from trouble to the user. The production of the Martini factory has increased enormously in consequence, and now stands firmly established among the leading makes of automobiles of the world. The great Martini factories at Frauenfeld and St. Blaise, Switzerland, are represented by Palmer & Christie, No. 239 West 50th-st., who are sole importers of Martini motor cars for the United States and Canada.

Of the first ten cars finishing without mishap or breakdown in the French Elimination Race, for selections to compete for the Gordon Bennett Cup, three were De Dietrich machines.

The great volume of business which C. B. Rice has done in Baker electric vehicles this year is remarkable. If the total sum were disclosed it would astonish many agents who handle gasolene machines. It is evident that the electric has become popular. One sees them everywhere nowadays, driven by women as well as men, and they are always under perfect control, while within their mileage capacity they are the most useful type of automobile. Numbers of them, principally Stanhopes, Imperials and runabouts, have been bought by well known New-Yorkers for service at their country homes. No stable is considered complete without its quota of electrics.

Those interested in commercial trucks should not fail to call at the New-York Motor Car Salesroom, No. 141 West 38th-st., and hear about the Knox Atlas commercial trucks. The first of these trucks is due to arrive in New-York about the middle of the week. The feature that seems to attract the most attention to this new creation of Harry Knox's, is that it is not an air cooled car, Mr. Knox having been thoroughly convinced that there is only one way to cool a gasolene engine, and this is by the use of plenty of water. The Knox Atlas trucks are driven direct on the rear axle by large powerful spur gears, thus eliminating any possible chance of a broken chain, a stripped gear or the numerous other difficulties found in chain and bevel gear driven cars. The axle, especially designed by Mr. Knox, is of great strength, and has what might be called a solid live axle, designed, as it is, with a tubular outer axle, which carries the full weight and strain of the load, while the close fitting inner axle drives the rear wheels. The one particular feature, however, that Mr. Knox has endeavored to follow and has successfully obtained is the simplicity of the whole machine. Already the demand for these trucks is showing an increase. It is probable that a vehicle like the Atlas truck is one which will fill a long felt want in the commercial trade.



ATLAS TRUCKS, MADE FOR COMMERCIAL PURPOSES.

The Reliance Touring car is meeting the expectations of the New-York sales agents. Two carloads of these cars are on the way from Detroit, and should be in the salesrooms of the New-York Motor Car Company, No. 141 West 38th-st., not later than Tuesday of next week. Two of these cars have already been sold in Brooklyn, thus leaving only four for future delivery, and from the way the cars are giving satisfaction, they will not be long on the floors of the New-York agents.

I. W. England, of the Peugeot Company, has decided to enter one of his cars in the Glidden tour, and also at the Mount Washington hill climb. He is now settled in the new garage at 49th-st. and Broadway, the entire building having been secured for Peugeot cars. Mr. England is one of the few importers who are fortunate enough to have cars on hand for immediate delivery.

PIPE MOTOR CARS
MADE·IN·BELGIUM

A foreign car equaling the best construction of any imported car.

JOSEPH S. HELLER, Agent for America, 123 West 52d St., N.Y.

Tonneau, 14 h. p., complete, $3,500.

MONEY SAVED

in Pipe Cars over other foreign makes as well as in low cost of maintenance with all of the advantages of luxury, speed, endurance, ease of manipulation and thorough reliability that the highest priced imported machine affords.

20 PER CENT less than other imported cars.

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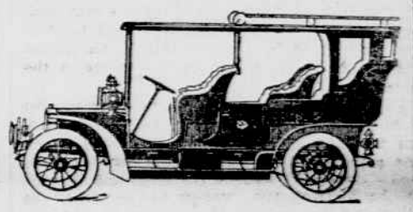

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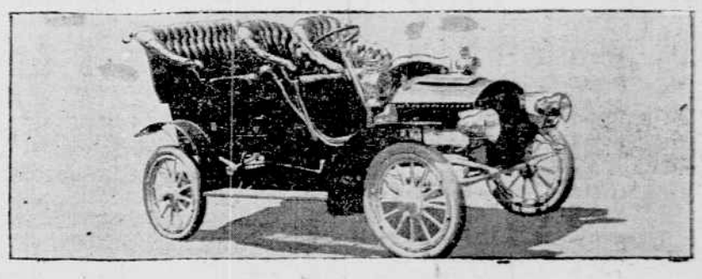

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