

TIMELY AUTO TOPICS.

PERMIT FOR CARNIVAL.

Big Parade in Broadway To Be Feature on April 7.

The committee in charge of the automobile carnival in April has secured a permit from the city...

To the dealers' division of the parade, in which every type of car from the earliest to the latest will be shown...

Many entries or applications have been received for the parade, particularly in the commercial section. No applications will be accepted...

Many of the arrangements for the hill climb on Thursday, April 9, have been completed in the last week...

A decision will soon be reached as to the various courses that have been considered for this contest...

Motorists who are members of the American Automobile Association will be able to obtain not only an almost unlimited amount of touring information...

There is considerable difference of opinion among the manufacturers about having this year a technical examination and report made on the condition of the cars at the end of the Glidden trophy contest...

In preceding years the selection of a car for acting as pathfinder and laying out the route for the American Automobile Association tour and Glidden contest has caused some criticism...

Frank is being heard on all sides for the system proposed by F. B. Hower, chairman of the American Automobile Association touring board...

Unquestionably no single performance of any car has ever attracted more attention in the automobile world than the little Studebaker "30" stock model...

The latest addition to the selling staff of the Harry E. Hought Company is H. M. Pyke, of this city. For the last two years Mr. Pyke has been connected with the Packard company...

Mr. W. Jones, who for the last two years had been with the Mercedes Import Company and prior to that time with the Pope Manufacturing Company in New York...

The smallest four-cylinder automobile ever built has just been delivered to George and Herbert Lurie, thirteen and eleven years old, respectively...

With the end of the racing season at Ormond in Boston and Buffalo shows loom up in the automobile world, while particular interest is being shown in the Savannah races...

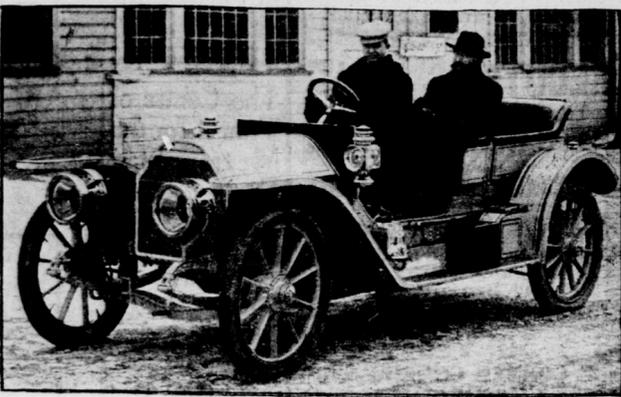
That one more reason is one more year of achievement by this sterling car—another twelve months proof and demonstration of the Oldsmobile's efficiency and reliability.

When inspecting the Oldsmobile bear in mind that it is not merely a show car, but a car that has proven its worth through severest and continuous actual service.

It stands on its past as well as its future. Four and six cylinder cars—Touring, Limousine and Roadster bodies.

Oldsmobile Company of New York, Broadway, at 51st Street.

TWO OF THE FASTEST AND ONE OF THE SMALLEST AUTOMOBILES EVER BUILT.



HARNEY OLDFIELD AT WHEEL OF ST EARNS CAR, ENTERED IN WESTCHESTER ROAD RACE.



THE FIAT CYCLONE, WITH CEDRINO AT THE WHEEL, WHICH BROKE 800-MILE RECORD AT ORMOND LAST WEEK.



SMALLEST FOUR-CYLINDER AUTOMOBILE EVER BUILT. Manned by the sons of John Lurie.

hundred men. Several orders of a special character have been filled at the factory in the past.

As a preliminary to the Savannah races a Studebaker 30-horsepower stock car is racing from Philadelphia to the Georgia city with a 40-horsepower Pullman. Each car carries four passengers, with baggage. As the roads are in poor condition, the test is one of considerable difficulty.

The Kings County Hospital, of Brooklyn, purchased recently a 30-horsepower White steam ambulance. The car is similar in type to those purchased from the White Company by the War and Navy departments, the chassis being of standard make, with a special body. A steam car is regarded as especially suitable for an ambulance on account of the freedom from violent vibration and the ease with which speed can be controlled.

The Packard Company has brought out a new close coupled touring car for four passengers, intended to enable a party to ride together, with a chauffeur in the rear. The car is considered better than a runabout with two seats in the rear, as the seats can be more comfortable, while the load is better distributed.

The Franklin non-stop test run in Cincinnati was ended accidentally last Saturday after 18 days, 8 hours and 59 minutes. The chauffeur, in trying to reverse the car in the street pulled the emergency lever, set the brakes and then threw in the clutch, stopping the motor, so that the run ended prematurely. The next day the car started on a non-stop run to Syracuse, completing it on Wednesday, after a hard trip over snow filled roads. The road mileage of the car during the first test was 3,312 and the motor was kept running all night when the car was in the garage.

Harry Knepper, who drove the winning Frayer-Miller car in the Long Island Automobile Club test, has refused the challenge of C. Mottotti Brothers for a match with a Pullman car. The latter car started on Wednesday from Philadelphia in a match race with a Studebaker car at Savannah. In his answer Mr. Knepper says in part: "We beg to inform you that you can always meet the Frayer-Miller in any bona fide open contest, whether economy, reliability or endurance."

There are no signs of depression at the plant of the Wayne Automobile Company, in Detroit. On the contrary, men are being added to the force every week, and the full number will soon be at work. Much material is being ordered to fill orders the company now has.

The Elmore agents in Detroit obtained figures on the cost of repairs recently from sixteen owners of Elmore cars in that city. The figures showed that these sixteen cars were driven 132,639 miles, with a total cost for repairs of \$36.96. The smallest sum spent was five cents, for a mileage of 6,500 in a year, while the most unfortunate owner had to spend \$5.90 in two years in driving his car 18,000 miles.

Automobiles have several times helped out rural fire departments. The latest case reported comes from Rockville Centre, Long Island. A few days ago so few members of the hose company answered an alarm that they could not draw the hose cart two miles to the fire. So H. S. Chapin came to the rescue in a Haynes car.

There is little prospect of price cutting this spring, and indications point to a big demand for the better cars. Manufacturers of such lines have no intention of disorganizing the trade to try to increase sales. The Oldsmobile company expects to have difficulty in filling orders and will not reduce prices a cent.

Mitchener and Mulford, who will drive Lozier cars in the Briarcliff race, have established quarters on the Briarcliff Manor property, near the starting point. They will get their cars in a few days and will begin work on the course at once. They will live at the Briarcliff stores for thirty days before the race.

E. R. Hollander, of the Fiat Automobile Company, is of the opinion that the Automobile Club of America should control all national racing affairs in this country. He is a great believer in racing, and Fiat cars are entered in practically all races. The company has always given cordial support to the Ormond races and is eager for another Vanderbilt Cup race, so that a team may be entered. Two Fiats will race at Briarcliff.

The Jackson car, made in Jackson, Mich., is looking for hill climbing contests. It has always done well in these affairs, and opponents in match or general races are being eagerly sought by its manufacturers.

W. C. Temple, former chairman of the American Automobile Association racing board, who has for some time been a member, with Lyman J. Gage and A. G. Spalding, of the Tingley colony at Point Loma, Cal., is growing tired of the colony, according to Harlan W. Whipple, and is likely to come East soon. If he does he will probably drive a Pierce car in the Glidden tour this year, as he used to do before he was converted.

BOSTON PAIR WIN AT RACQUETS. Philadelphia, March 7.—Scott and Boyleston, of Boston, to-day won the national doubles racquet championship at the Philadelphia Racquet Club, defeating Clarke and Hewitt, of New York, four games to one.

AUTO DEALERS IN ARMS.

Prepare to Fight Adoption of Frerlinghuysen Amendments.

Automobile dealers all over the State of New Jersey are up in arms against the proposed Frerlinghuysen amendments to New Jersey auto laws. They contend that should these amendments be adopted they would work a great hardship on the automobile business in that state.

Resolved, That the New Jersey Automobile Trade Association, meeting in conference for further discussion of proposed amendments to the automobile law, is unqualifiedly and unalterably opposed to the high, prohibitive and inequitable license fees proposed and that whatever funds be necessary to subscribe to the end of securing their defeat are hereby authorized.

It is further resolved that the New Jersey Automobile Trade Association combine with the various automobile clubs of the state and test the constitutionality of the double taxation proposed under the cloak of license or registration. That it is the opinion of this association that the constitutionality of this principle should be tested in the highest courts and that every effort be made to put automobilists on the same footing as every other user of the highways.

THOMAS FAR IN LEAD.

American Car Four Hundred Miles in Front of the Zust.

Julesburg, Col., March 7.—The American Thomas car, in the long race from New York to Paris by the way of Alaska, passed through here this evening on its way to Sydney, where Roberts, the driver, will stop for the night. Sydney is 1,568 miles from New York, and the Thomas car is now 400 miles in the lead over the Zust, the nearest rival. The car covered 160 miles to-day, the second best day's run since the race began.

Omaha, March 7.—The Zust (Italian) car in the New York to Paris race, arrived here to-night, and will push on to-morrow in an effort to make up some lost ground. The machine is in good condition.

Word has been received here that the De Dion car is still at Cedar Rapids, St. Chaffray hopes to continue to-morrow.

Chicago, March 7.—The Moto Bloc (French) and Protos (German) cars left here to-day, the tail-enders in the race to Paris. The Moto Bloc reached Maple Park after a sixty-mile run, while the Protos stopped at Geneva for the night, having covered forty-five miles.

AUTOISTS START NORTH

RACE MEET A SUCCESS.

Suggestion Made to Extend Ormond Tourney Next Year.

Ormond, Fla., March 7.—That a great number of persons journeyed to Ormond, chiefly to see the automobile races, was apparent to-day, for many of the visitors left here on the train going North. The officials were up early, and among those to leave were Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America, under whose auspices the tournament was held; Samuel M. Butler, E. Rand Hollander, Mr. and Mrs. A. L. Riker and Lieutenant Bayles.

The Southern resort has settled down to its usual quietude to-night and the rumbling, belching, pouting noise of the racing cars as they passed by the hotels on previous days during the week was heard only at intervals. It was old Ormond again in the truest sense of the word.

General satisfaction has been expressed by all over the outcome of the meeting. While the number of cars here was not up to expectations, and further sifted down owing to mishaps before the tournament, the wonderful records made and the excellent way in which the contests were managed have stamped the tournament a big success.

With the exception of the first day, when only twelve and one-half miles of the course could be used, the beach was at its best. Hardly an impression of the heavy, speeding monsters as they tore along, making time that was never equalled before, could be seen on the white sand. Had the races been held in January, as in previous years, such conditions could not have welcomed the drivers, for never so far this season has the beach been so smooth.

E. Rand Hollander, of New York, whose 60-horsepower Fiat Cyclone made such a wonderful showing, was enthusiastic in favor of extending the tournament next year. Paul Lacroix, also of New York, whose 60-horsepower Renault made such a good showing, left here to-day for Savannah. He will enter a Renault car in the races there.

Fred Wagner, the official starter of the American Automobile Association, will journey to Savannah in a few days. He has in his pocket the entry of Louis J. Bergdoll's Benz car, which shared the glory with the Fiat and Renault cars in the races here this week.

Automobiles.

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AUTOMOBILE CARNIVAL Week of APRIL 6TH 1908 OF INTEREST TO AUTOMOBILE BUYERS

In announcing New York's FIRST AUTOMOBILE CARNIVAL, it is eminently in place to make a few brief statements of facts connected with the stupendous growth of the automobile industry as it exists to-day.

The Story of One Decade.

Eight years ago there were in the United States less than 60 concerns engaged in the manufacture of automobiles, involving a capital of about \$6,200,000 and employing less than 3,000 men—the value of the product was under \$5,000,000. To-day the capital invested approximates \$200,000,000, the annual output is more than \$100,000,000, and the number of persons employed a trifle over 60,000.

Ten years ago a speed of 45 miles a day was fast going. Now we have any speed desired up to the numerous mile-a-minute, and less, feats daily chronicled.

Progress in 1907.

Though 1907 was a panic year, all previous records for output were overshadowed. The 1906 figures, both for number of cars and value of output, were eclipsed by a large percentage. To fittingly celebrate this 10 years of unimpeded growth, we have set aside the week of April 6th.

No better nor more complete line of automobiles was ever shown in New York than can be seen on the floors of our salesrooms to-day. From the smallest and lightest-powered to the largest and heaviest touring cars, the growth of the industry to its present perfection is shown in each class.

There never were better cars than are now on view. The signs point to a possible shortage of cars this spring and summer. Prospective buyers should file their orders as rapidly as possible if prompt deliveries are expected.

All the Leading Cars

are united to make the coming celebration a big success. Such cars as are built to-day are infinitely superior to those put out 10 years ago and during the intervening years. At the present list prices the automobile buyer secures a much bigger bargain than ever before.

PARADE — RUN — HILL CLIMB — watch for later details.

As representatives of all the leading cars, we stand for the absolute maintenance of full list prices and the selling of the best products only.

- American Locomotive Co. Babcock Elec. Carriage Co. Bianchi. Bowmar, S. B., Auto Co. Brewster, J. B., & Co. Broadway Auto Exchange Cleveland Motor Car Co. Corbin Motor Car Co. Darracq Motor Car Co. Fiat Automobile Co. Frayer-Miller Co. Garford Motor Car Co. Grossman, Geo. J., Co. Harolds Motor Car Co. Haynes Auto Co. Hol-Tan Co. Homan & Schulz Co. Knox Auto Co. Koehler, H. J., & Co. Lozier Motor Co.

- Maxwell-Briscoe, Inc. Mitchell Motor Co. of N. Y. Mora Motor Car Co. Northern. Oldsmobile Co. of N. Y. Owen, R. M., & Co. Palmer & Singer Mfg. Co. Panhard & Levassor Rainier Motor Car Co. Ramney, Elliott A., Co. Rolfe-Royce Import Co. Sanford, Frank A. Scott, Geo. J., Motor Co. Southworth, A. G., Co., Inc. Stevens-Duryea. Stoddard-Dayton Co. St. Louis Car Co. Studebaker Bros. Co. Times Square Auto Co. Welch Motor Car Co.

- White Co. Winton Motor Carriage Co. Wyckoff, Church & Partridge. Auto Supply Co. Bryant Motor Co. Diamond Rubber Tire Co. Empire Tire Co. Firestone Tire Co. Flak Rubber Co. Goodrich Rubber Tire Co. Goodyear Rubber Tire Co. Hartford Rubber Tire Co. Jones Speedometer Morgan & Wright Tires Newmastic Tire Co. P. H. Tire Co. Warner Instrument Co. Wyatt & Listman

OLDSMOBILE

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