AUTO SHOW BEGINS TO-NIGHT

BRILLIANT SPECTACLE IN MADISON SQUARE GARDEN.

Diplomatic Corps From Washington Will Add to Splendor of the Scene—Building Transformed at Expense of $75,000—Putting On the Finishing Touches.

For the seventh time in as many years the doors of Madison Square Garden will be thrown open to-night for an exhibition of automobiles and sundries. The seventh annual show will be opened to the public to-night at 7:30 o'clock, but the affair will not officially be in full blast nor will all the thousands of electric lights be turned on until a few minutes after 8 o'clock, when the members of the Diplomatic Corps from Washington will arrive in the building. The representatives of the foreign Powers will be taken up into one of the galleries, and when they are grouped there all the lights will be switched on and this most gorgeous of all American industrial exhibitions will be in full swing.

The building has been transformed for the show, which is to be conducted by the Association of Licensed Automobile Manufacturers, and almost $75,000 has been expended in providing a setting for the gasolene and electric automobiles, tires and accessories that will be displayed. The show will be open to-night until 11 o'clock and will open again on Monday morning at 10 o'clock, closing next Saturday evening at 11 o'clock. An innovation this year will be the doubling of the admission price on two days of the week, as the admission price will be $1 on Tuesday and Thursday.

Though this is a somewhat radical move, it is the result of the undue prosperity that attended the 1906 Madison Square Garden show, which was also conducted by the Association of Licensed Automobile Manufacturers, as so many visitors thronged the aisles that prospective buyers did not have an opportunity to examine the cars carefully enough to have time to make a choice. Several of the exhibitors at the last show advocated raising the admission price to two dollars in the hope that the merely curious ones would be kept away, but this was thought to be too much, so the show committee decided to try the experiment of doubling the price on two of the six full days that the show will be open.

Yesterday the show committee gave a private advance view of the decorations to the newspaper men. All of the thousands of yards of yellow cloth that cover the ceiling were in place, covered with the thousands of silver stars. The signs were all in place and statues met the eye on every hand, the rustic arbor down the centre of the amphitheatre was in place and most of the green carpeting had been laid, workmen being busily engaged in putting down the rest of it.

To onlookers from the gallery the carpet laying was rather amusing. Shrouded show cars and chasses which had been brought to the building by forehanded exhibitors and placed in the spaces they are to occupy to-night and for the next six days were being pushed off the bare floor onto spaces where the carpet had been laid and workmen were walking along in their wake dragging rolls of carpet lining out behind them. The hops, skips and jumps executed by workmen and employees of exhibitors to avoid stepping on the carpet lining and tearing it brought several rounds of applause from those grouped along the edge of the elevated platform.

The amphitheatre was a busy place all afternoon and all of the decorative work was finished up last night, and even the small desks provided by the show committee for the use of exhibitors had all been placed where they belonged. In several places pulleys had been rigged to the steel girders overhead and laborers were busily engaged hauling cars to the level of the elevated platform or cases of tires or accessories to the gallery. The exhibits were brought into the building from the door at Fourth avenue and Twenty-seventh street and many times during the afternoon and evening traffic through the latter street was blocked because there were so many exhibitors who wanted to get their wares into the building at the same time. There were great motor driven trucks loaded with beautifully finished pleasure cars, small gasolene delivery wagons with tires or accessories piled into them and dozens of horse drawn trucks lined up in the narrow street, the drivers of which all seemed of the opinion that it was their turn next to get into the building and discharge their loads.

The programme in connection with the visit to the show to-night of the ambassadorial party from Washington was announced yesterday to be as follows: Marcus I. Brock, assistant general manager of the Association of Licensed Automobile Manufacturers, went to Washington last night to act as escort to the guests. Baron Edmondo Mayor des Planches, the Italian Ambassador and dean of the Diplomatic Corps, has advised the invitation committee that the delegation will be composed of representatives of the various nations as follows:

Italy—Baron Edmondo Mayor des Planches, Ambassador; Count G. B. Nani Mocenigo, attaché; Prof. Antonio Ravaioli.

Austria-Hungary—Ladislaus Hengelmuller von Hengervar, Privy Councillor, Ambassador; Moritz von Szent-Ivany, secretary.

France—Mr. des Portes de la Fosse, counsellor of embassy; Mlle. des Portes e la Fosse; Lieutenant-Commander de Blanpré, naval attaché.

Germany—Fregatten-Kapitaen Hebbinghaus, naval attaché; Frau Hebbinghaus.

Great Britain—E. V. Styrdy, attaché.

Brazil—Sylvino Girgel do Amarel, first secretary of the embassy.

Russia—Mr. de Thal, gentleman in waiting, Imperial Court.

Mexico—Señor Don Balbino, Chargé d'Affaires; Señora de Balbino, Señor Don Luis Ricoy, second secretary; Señor Don Manuel Landa Berriozbal, third secretary; Señora de Landa Berriozbal.

The diplomats and Mr. Brock will be met by the welcoming delegation when they leave their special car in Jersey City at 3 o'clock this afternoon. At the Twenty-third street ferry on this side of the river they will be met by automobiles, in which the entire party will be taken to the Waldorf-Astoria. At 8 o'clock in the evening the visitors will be carried to the show in automobiles, escorted by mounted police. At 10 o'clock the visitors will be taken back to their hotel and will be guests at dinner. At 10 o'clock to-morrow morning the party will be escorted to their special car for their return to Washington. The several committees that will act as escorts and hosts are as follows:

Executive Committee—E. H. Cutler, S. T. Davis, Jr., F. L. Smith, M. J. Budlong, W. E. Metzger. Invitation Committee—George N. Pierce, Alexander Winton, E. R. Thomas, H. H. Franklin, George M. Studebaker, Col. George Pope, C. R. Mabley. Ambassadors, Reception Committee—E. Rand Hollander, H. E. Raymond. The Show Committee—M. I. Brock, M. L. Downs, H. T. Clinton, A. N. Jervis. Special—George H. Day, H. F. Cuntz, D. J. Post.

NEW SCHOOL GAME FOR GIRLS.

Inventor Gets Mrs. Henry Siegel's Prize in Large Competition.

A new schoolroom game for girls, details as yet secret, received the indorsement yesterday of the executive committee of the girls' branch of the Public Schools Athletic League at a meeting in the hall of the Board of Education. The committee awarded to the inventor Mrs. Henry Siegel's prize of $50 for the best schoolroom game for girls. The game, one of more than fifty submitted, is to be exhibited on January 25 by a class of schoolgirls.

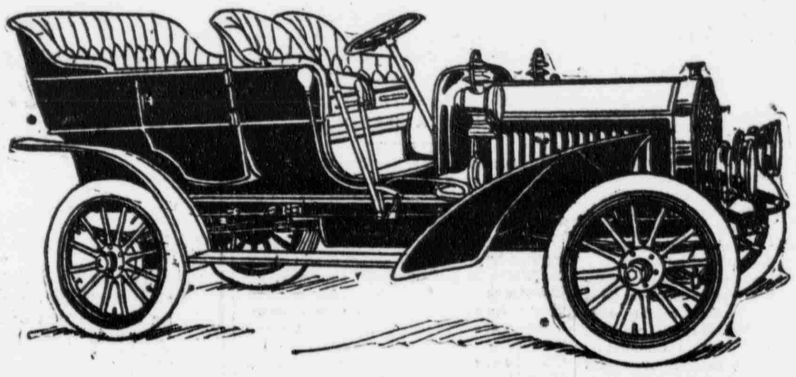
At the meeting were Miss Catharine S. Leverich, chairman; Miss Julia Richman, Miss Josephine Beiderhase, Mrs. I. N. Phelps Stokes, Mrs. Egerton L. Winthrop, Miss Evangeline Whitney, Mrs. A. J. Trussell, Miss Elizabeth Burchenal, Lee F. Hanmer. The assistant secretary reported that 2,000 schoolgirls were now practising athletic games and folk dancing under the supervision of the girls' branch. Also that 150 school teachers were attending the free dancing classes and that in return they were teaching the dances to the children in their classes.

Seventh National Automobile Show

Madison Square Garden

Opens To-night

THE FIRST GUN OF THE CAMPAIGN



BUICK FOUR-CYLINDER TOURING CAR

A superbly finished five passenger Touring Car; 102 inch wheel base; 24 H. P.; 32 x 4 inch tires; selective type planetary transmission (our own design); simple, effective, safe, reliable and subject to perfect control in the hands of the novice; spring suspension ideal; a beautiful and silent running motor; speed 45 miles per hour; the best value ever offered to the American public.

Price $1,750.

This Car will be the Sensation of the New York Show

DEMONSTRATIONS BY APPOINTMENT.

Buick Motor Co. *Flint and Jackson, Michigan, U. S. A.*

Our 18 H. P., Four-cylinder Runabout, Price $650.00, will be ready for delivery in August.

H. J. Koehler, S. G. Co., 1649 Broadway, Cor. 51st.

Also, Newark, N. J., Montclair, N. J., East Orange, N. J., Paterson, N. J.

Has Won Place

It has won out in open field and against all comers—the best that America and Europe has to offer in automobile construction.

The reason for this is simply that the Peerless car embodies every feature that automobile experience *the world over* has proved of real and lasting worth.

The 1907 Model, among other important changes, shows two new features of special interest.

The Springs of the new model are longer than last year's, and made by Lemoine, in France, of the finest silico manganese steel. Positively the toughest and most resilient springs made.

The new **Peerless Drop Frame** construction accomplishes the interesting feat of lowering the center of gravity of the whole car without lessening the road clearance.

Result? Greater comfort and safety to Peerless passengers. No swaying or skidding.

Have this car explained and demonstrated to you at Madison Square Garden or at our garage. It will be a pleasure to us either way.

THE PEERLESS MOTOR CAR CO.
220-224 W. 41st Street, New York City

AMONG THE AUTOMOBILISTS.

MOTOR 'BUS COMPANY INTRODUCED IN INDIA.

Other Cities Expected to Follow Lead of Calcutta, Opening Up a Field for American Manufacturers—Constitutional Objection to Reciprocal Laws.

According to a report just received from Consul-General William H. Michael, a company known as Calcutta Motors, Limited, has just been incorporated to conduct a general motor bus and freight service in that city. It is believed that it will succeed in time in driving out the bullock carts and wretched "ticcagarris" that have served in an unsatisfactory way the increasing passenger and freight traffic. A Calcutta newspaper says: "The development in motor conveyance for goods and passengers was sure to come. The capital of the Calcutta Motors, Limited, is to be $400,000. A start is to be made with ten omnibuses and ten lorries. If they could add a service of motor cars for hire by time or mileage they would confer a boon on the community." There are many cities in India that will make a similar change, which opens a good field for American manufacturers of motor vehicles. The sightseeing motor car has not yet been introduced in India, and the demand for such cars should increase from year to year as the stream of visitors increases, as it has been doing for several years.

When a car is run into a garage with a deflated tire it is good judgment to jack up the wheel as soon as possible and this will prevent any damage to that particular shoe and tube. If a car is placed in storage it should be jacked up all around and the tire deflated, but under all other conditions the tires should be kept well filled. When a car is running with a load the walls of the tires are bent sharply and this excessive motion will often generate heat and the usual wear can only weaken the tire at the line of contraction and expansion which follows about the entire circumference. The tube will become weakened by friction and blowouts are a probable consequence. A tire is properly inflated when it will stand up full and round under the pressure of a loaded body. When the car is moving a slight flattening is expected, but this will not be perceptible unless closely observed.

It is reported that several States will shortly consider legislation providing for the exemption of non-residents automobilists registered in their home States, provided these latter States grant the same privilege in return, says the *Horseless Age*. For instance, the Pennsylvania Motor Federation is reported to be contemplating the introduction of a bill which will allow a non-resident motorist to tour through Pennsylvania for a limited number of days on the license issued to him in his native State provided the State from which he comes grants the same privilege to Pennsylvania. Such a law would be unconstitutional because the reciprocity condition conflicts directly with that clause of the Federal Constitution which prohibits a State from discriminating against non-residents because their home State does not reciprocate the privileges granted. The State has the right to require all non-resident automobilists to take out a local license, but it cannot pick out and discriminate against motorists whose home State does not grant any privileges to non-residents.

The theory of the proposed legislation seems to be founded on the fact that a State may regulate the right of a foreign corporation to do business within its jurisdiction, and may compel it to take out a local license. Retaliatory legislation depriving corporations of another State of the right to do business unless a similar privilege is granted by that other State has been common in this country and does not conflict with the Constitution, as a corporation has no right to migrate into another State unless permission is given to it to do so. Consequently the State can entirely prohibit the corporation from entering its jurisdiction, which includes the right of prohibiting entry into its jurisdiction under certain conditions.

Automobilists are not corporations, however. Every citizen of this country has the inviolable right to travel into and through any State as he wishes as long as he complies with the laws governing the local inhabitants. Any law discriminating against non-residents under certain conditions, depending upon the action of the home State of these non-residents, is null and void. So let those who contemplate introducing an automobile bill with such a provision strike out the objectionable part and provide for either total exemption, non-exemption or exemption for a limited time, with no reciprocity condition.

Nothing so well aids the progress of specially privileged vehicles in crowded traffic as the use of unmistakable and prominent distinguishing marks, and the ambulances, police patrols, and fire apparatus which are painted in bright colors or carry conspicuous badges are always more easily driven through congested streets than those which are decorated in more ordinary fashion. The need of some such characteristic becomes very strong when self-propelled vehicles with their greater speed capabilities are beginning to supplant the more archaic types. A good illustration of what may be done in this line is seen in the case of an ambulance which is in use in London. The body and upper gear in white, clearly branded with the symbol of the red cross, and a pennant carried at the peak of the canopy make the vehicle one readily to be picked out of a throng and as readily avoided by the other vehicles. The ambulance, the first of its class, has been in service for a couple of months and is said to have given a good account of itself.

According to some experiments recently made in France of pneumatic tires the conclusion has been reached that they should be inflated with nitrogen rather than air. Liquids will not answer for the purpose owing to their non-compressible properties. While the effect of the oxygen in ordinary air is bad for the rubber in the tires, causing it to become dry and brittle, nitrogen has a much better effect. Nitrogen, being very neutral chemically, is almost without action on caoutchouc and on the sulphur incorporated with it. Numerous laboratory experiments have shown the good results that may follow its use, and this has entered into current practice more and more. In some extensive tests automobile tires inflated with nitrogen gave great satisfaction and drivers who have used nitrogen prefer it to air for inflating tires. The manner of inflating tires with nitrogen is very simple. Steel bottles filled with nitrogen under pressure can be produced so they can be sold at a moderate price. The bottles are provided with a stopper to which a pressure gauge is attached and which communicates with a flexible tube ending in a nozzle that may be screwed to the valve of a tire. One great advantage of such a system of tire inflation is that the labor of working a pump is done away with and at the same time the danger of insufficient inflation is very much lessened.

Road conditions in the West, where deep ruts and upturned earth make the crown of the road very high, have demanded something radically different from the average run of cars, and the Western farmers and townspeople have inclined to shaftless buggies in far greater numbers than the average man concerned with automobiles conceived to be possible. It is comparatively recently that any effort has been made by manufacturers to meet this market, which for some time has been ripe for the picking. The quiet but substantial sale of the high wheel, motor driven buggies of the Holsman type in the West has proved the market, despite the ridicule to which these horseless carriages have been subjected at the hands of the majority of those in the automobile business and it is of even more significance that several new concerns have embarked or are about to embark in their manufacture. The movement cannot be poopoohed or said to be chiefly a dream when the "harvester trust" is of the number that is preparing to do that very thing. Through its thousands of salesmen travelling or residing in the agricultural districts this trust is in an uncommon position to know that the demand for the high wheeled motor buggy in the Western States is real and not fictitious. The situation is one that should "give pause" to the older manufacturers, not to mention the newer ones whose tendency is to rush on the market with high priced Frenchified touring cars. It is not enough to deceive the fancy with the thought that it is the price of the shaftless buggy that is responsible for its sale, as this is not the case. Not a few of those who use them are in the fairly well to do class. That type of automobile may appear in the nature of turning back the hands of Time, and if so there must be reasons for it, and it is for the responsible heads of the industry to discover those reasons and to profit by them.

Though some of the pessimistic automobile hackers who wait for fares in Times Square assert that theirs is not so profitable a business as it seems to be, it is evident from a suit recently instituted at Portland, Ore., against the Oregon Railroad and Navigation Company that the calling has its attractions on the Pacific Coast. The complainant sues for $3,100 for the loss of an automobile worth $1,100. He sets out in his complaint that the car was delivered to the company in May of last year to be shipped to a Detroit factory for repairs. The automobile never reached its destination and he claims he was never recompensed for its loss. The hacker figures that he would have made $2,000 with the car during the summer and therefore adds that amount to the value of the machine in his suit.

Two Models for 1907:

Type XIV, $3000—Five passengers. 30 horsepower. Four vertical cylinders. Water-cooled. Sliding-gear, roller-bearing transmission. Direct drive on high gear. Three forward speeds and reverse. The well known Autocar-patent floating-disc, fly-wheel clutch. Three-point suspension of power plant as a unit, preserving perfect alignment of all working parts and minimizing loss of power in transmission to the driving wheels. Increased wheel base (112 inches), longer springs, roomier body. More luxurious, and more impressive appearance than ever. Color: Dark green or bright automobile red. Equipment: Complete, including gas headlights and gas generator, as well as oil lamps and tail light.

Type XV, $1200—Two passengers, 12 horsepower. The most highly developed motor car in the world, and the absolute standard in runabouts. The only 2-cylinder runabout with motor under hood, sliding-gear, ball-bearing transmission, shaft-drive, and three forward speeds and reverse. *Winner of the Philadelphia-Harrisburg endurance test, Jan. 1-2.*

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