

SUCCESSFUL AUTO SHOW ENDS.

GARDEN FIXTURE A RECORD BREAKER IN MANY WAYS.

In Decorations, Attendance and Business Results It Surpasses All Predecessors—Visitors Stay Over for Demonstrations—Views of Prominent Exhibitors.

With even less ceremony than marked its opening a week before the seventh annual Madison Square Garden Automobile Show closed last night, when at 11 o'clock the band struck up "Home, Sweet Home" from its station up in one of the galleries at the fourth avenue end of the building.

Even as this show surpassed all others ever held in this city in the magnificence of its decorations and in the number of exhibitors, so did it break all precedents in the amount of business done, both as regards sales of cars and sales of accessories.

Yesterday's attendance was no exception to that of any other day, and in fact it seemed as if there was a larger number of people in the building last evening than ever, which included scores of men who had not been able to visit the show earlier in the week and so swelled the throng last night.

While the afternoon crowd was increased by the Saturday half holiday contingent, there were a great many buyers present all day who had put in a lot of time during the week making careful examination of the cars displayed and going for rides in demonstrating machines, but had not definitely decided just what make of car they would purchase until yesterday.

One prominent exhibitor said yesterday that his concern had done a great volume of business and that in his opinion the show of the Automobile Club of America in the Grand Central Palace last month had really helped the Garden affair.

The demand for cars has grown so tremendously that in spite of the fact that the exhibitors in the Palace had made many sales there was still an enormous amount of business left to be taken care of by the firms who showed in the Garden.

Col. George Pope, chairman of the show committee of the A. L. A. M., remarked last night that he had been much interested all week in observing the decrease in the number of salesmen who donned evening dress for the night session of the show.

He said that it appeared as if most of them realized that the show was after all a business affair, though it undoubtedly has its social side, and that for this reason there have been fewer stand attendants than usual who do nothing but "talk the show."

He has been going to shows—first bicycle shows and later automobile exhibitions—for many years and is inclined to think the evening dress has been worn every year. He laughingly remarked that evening dress would always enjoy a certain amount of popularity for every year young men would be coming to the exhibition.

Regarding the show itself Col. Pope expressed himself as follows: "I am more than gratified with the results of this show. It has been great from every standpoint and the appreciation of one of the foremost attractions in New York from a social standpoint has been so apparent that the future of the automobile show is assured.

There is no doubt that the attendance warrants an increase in the price of admission for next year. The decorations of the Garden seem to have met with great favor. Managers of various shows throughout the country sent representatives to get information concerning them. I wish to take this occasion to express my appreciation of the manner in which the police performed their duties during the visit of the Ambassadorial corps last Saturday night and throughout show week.

William E. Metzger of Detroit, a member of the executive committee of the A. L. A. M., said yesterday afternoon that this has been the most wonderful automobile show ever held. He explained this statement as follows: "Not only has there been an extraordinary and unexpected attendance, but I have noticed that the class of people represented have been high class, far above comparison with previous shows. They came to do business and the business was certainly done. I firmly believe this show should be repeated each year, at the same place and at the same season."

A. L. Riker, designer of the Locomobile, with which Joe Tracy made the fastest lap in the Vanderbilt cup race last fall after winning the American elimination trials with it, chairman of the mechanical branch of the A. L. A. M., introduced the idea that the commonly conceded success of the show has been due to the fact that the American makers are now building cars along conservative and established lines. He said: "We have quit bringing out innovations each year and are now developing cars of proved merit. The freak days are over. The industry has established a type and all its prominent members are busy improving that type. The public has recognized this fact and has come to the show knowing that it would find a wide selection of patterns among vehicles any one of which would be safe to buy."

Col. Albert A. Pope, famous as the "Father of Good Roads," expressed himself as follows: "Take for comparison the show of only four years ago. Why I can distinctly recall that nine-tenths of the exhibits were hand made. That is, they were made at all. Strange as it may seem to-day it was then almost impossible to find a perfect car. They were thrown together in a haphazard sort of way, whose only purpose was to produce something that could be shown as samples. I might add that this system of 'built for the public' cars was not altogether satisfactory to customers or makers. To-day it is different. The manufacturers have a system and they stick to it. Cars are built and are tried out weeks in advance of the show. When the time of the exhibition arrives the cars are correct in every detail and reliable. The customer has only to view the different cars and make his selection according to his own notions. That is why this show has been a success."

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MOTORISTS ASKED TO USE CARE.

Committee on Public Safety Issues Address to Auto Public.

The committee on public safety of the Automobile Club of America, composed of Winthrop E. Scruitt, chairman; George F. Chamberlin, Dave H. Morris and Colgate Hoyt, president of the club, yesterday issued an address "to the automobiling public," which was in part as follows:

"When properly handled the automobile is the safest vehicle in the world; the horse drawn vehicle the most dangerous. Recently some interesting statistics on accidents were published, which state that during the year 1906 208 persons were killed through the use of the automobile and 351 injured; the accidents occurred in 192 places. Twice as many people were killed in the same length of time by falling buildings; three times as many by electric street railways; almost as many by lightning; five times as many by fire; many times that number on steam railways, as well as many times that number by horses."

"The courts have decided that we have equal rights on the highway with all other users thereof. Our rights are not superior; they are not inferior; they are the same as those of the drivers of horse drawn vehicles. Nevertheless, we are newcomers; we should have the best interests of automobilism at heart; we are driving a vehicle which makes a certain amount of noise and which, some times creates unpleasant odors, and which not infrequently frightens horses. The motor vehicle, because of its power and capacity for speed, may easily become in the hands of reckless and inconsiderate drivers a menace and peril to other users of the highway. Its possibilities for good, which are enormous, are an exact measure of its possibilities for evil."

"It is true that there are many pedestrians who are exceedingly careless in the use of the streets and highways. Too often they will deliberately step off a sidewalk almost or quite in front of a moving automobile. Unquestionably many of the accidents recorded are due to contributory negligence on the part of the pedestrians. The best interests of automobilism require that automobilists wherever there is possibility of damage to others shall drive with the greatest self-restraint and always well within the limit of safety to all users of the highway; and while it is true that there are many examples of carelessness on the part of the general public, yet our carelessness must provide against their carelessness; our consideration against their lack of intelligence in the use of the highway."

"A study of conditions under which automobile accidents will be travelled by some interesting facts. J. B. R. Smith, Commissioner of Motor Vehicles for New Jersey, states that most of the accidents occur when cars are being driven at less than twenty miles an hour. It is not a question of speed alone—it is speed plus certain conditions. Accidents most often happen in passing street cars."

"Too rapid driving in crowded city traffic, in passing intersecting streets, in rounding corners and curves is the next most prolific source of accidents. The greatest possible caution should be exercised by all drivers and it is imperative that the car under the conditions above outlined should always be under absolute control. We urge upon automobilists a strict observance of the traffic regulations and a careful obedience to the spirit of existing laws governing and regulating the use of motor cars on public streets and highways."

"We urge upon motorists the wisdom of not using open acetylene searchlights on ferrets and in the closely built up and well lighted portions of towns and cities, also not to 'cut out' the muffler; also to avoid so far as possible flooding the engine with oil, thus creating offensive smoke and odor. We urge a proper and thoughtful, but not too frequent use of the horn. The greatest care should be exercised at grade crossings and in passing teams. The speed should be brought down to a point where the car can be stopped almost instantly."

"We believe that if these few plain practical suggestions were taken to heart by automobilists everywhere this coming year it would be the means of averting many accidents and would do much to remove prejudice now in the minds of the public."

THE "UNCATCHABLE" CAR

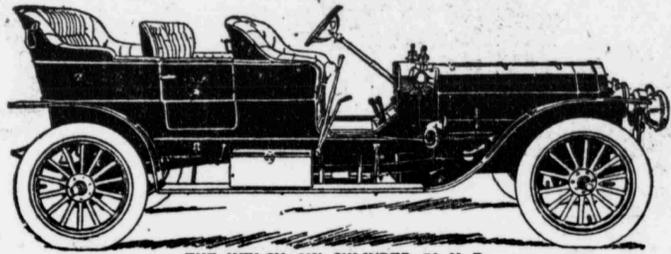
All the fun of automobiling is in passing the other fellow and showing the crowd a "clean pair of heels." Speed is the great desideratum, consistent, of course, with absolute safety. High speed and long endurance are the chief characteristics of the famous flying

1907 WELCH,

WHICH MAKES AN "EXHIBITION" OF ALL OTHER CARS

No other machine can catch up with the Welch in these points.

- Self-starting from the seat. Direct Drive used almost exclusively. 2 1/2-Gallon Cooling System. 18-Gallon Gasoline Tank. Jump Spark Ignition. Four-Cylinder Vertical Engine.



THE WELCH SIX CYLINDER 70 H. P.

Table listing prices for 4-Cylinder 50 H.P. and 6-Cylinder 70 H.P. models in Touring Car and Limousine configurations.

THE WELCH IS KNOWN AS THE "CAR THAT CAN'T BE CAUGHT."

It is "first in speed, first in strength and first in its safe simplicity." Embodies the best points of foreign and domestic makes, with many that are exclusively its own. We made it so good at first that we have needed to make but few improvements, while in the meantime prominent makers have "borrowed" our original ideas. Still, they are welcome. They cannot beat the "WELCH" Car however hard they try.

YOU ARE INVITED TO TRY A TRIAL SPIN FROM OUR SALESROOMS.

THE CAR ITSELF WILL DO THE REST OF THE TALKING.

THE WELCH MOTOR CAR CO.,

Salesrooms: 1871-1873 B'way.

L. H. PERLMAN, President.

QUICK ACTION ON SKATING.

A. A. U. President Threatens Cancellation by Wire of N. S. A. Alliance.

Officials of the A. A. U. held a conference yesterday and it was decided that if the National Skating Association does not rescind its resolution of a few nights ago, when it backed up the Canadian Skating Association, the alliance between the A. A. U. and the National Skating Association will be quickly severed.

"In view of the action of the National Skating Association at its meeting held on January 17, where you in effect decided by a vote not to recognize the alliance of the Amateur Athletic Union with the Canadian Amateur Athletic Union, as well as the alliance with the Amateur Athletic Union with your own association, I beg to advise you that unless you rescind at once your resolution passed at that meeting, as president of the Amateur Athletic Union, I will order a telegraph vote cancelling at once the alliance with the National Skating Association of America, and the Amateur Athletic Union of the United States will assume control of amateur skating in the United States. A notice will be sent to every skater in the United States to the effect that should he come in violation of our alliance with the Canadian Amateur Athletic Union at the

skating tournament to be held at Montreal on February 2, the Amateur Athletic Union of the United States and the Canadian Amateur Athletic Union will disqualify each skater who takes part in this unsanctioned meeting.

Chairman John J. Dixon of the national registration committee of the A. A. U. notifies all skaters that they must not compete at Montreal on February 2, under penalty of disqualification. In speaking of the muddle President Sullivan said:

"The attitude of the National Skating Association amused me very much. We have tried to build up that association by keeping our hands off skating. The Amateur Athletic Union never wanted to control skating, but when we have an alliance we are going to back up the association with which we have the alliance. That's just what we have done for, and if the National Skating Association does not rescind that resolution at once the Amateur Athletic Union will take control of skating and the National Skating Association will cease to exist. In other words, if they want to be good boys and continue their alliance with the Amateur Athletic Union they have a chance to hold another meeting and rescind their resolution. Otherwise they will lose control of amateur skating. It's something that's up to them to decide."

"It is at just such times as this that the Amateur Athletic Union wants to show that it stands for clean honest sport, and we will not tolerate competition between professionals and amateurs in any branch of sport over which we have jurisdiction or of which we approve. If that's the kind of competition the National Skating Association wants the sooner they lose control of skating the better it will be for all concerned."

AUTOMOBILES.

AUTOMOBILES.

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Highly Impertinent!

To dare do more and weigh less than its neighbors; to be stronger with less metal; cool better without water; never freeze, and be the first American car with four and six cylinders.

Notice the impertinent car. Especially notice the "Six."

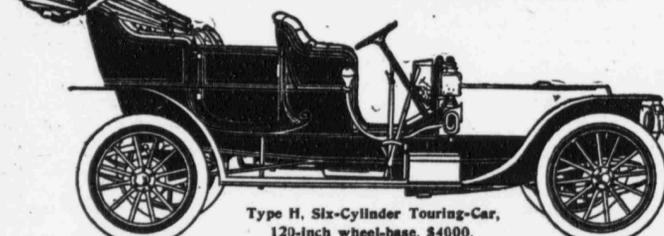
Table listing prices for different models: Shaft-drive Runabout (\$1800), 4-cylinder Touring-car (\$2800), 4-cylinder Light Touring-Car (\$1850), 6-cylinder Touring-car (\$4000).

Franklin limousines and landaulets are on show at our garage

WYCKOFF, CHURCH & PARTRIDGE

Broadway and 56th Street

H. H. FRANKLIN MFG. CO., SYRACUSE, N. Y., M. A. L. A. M.

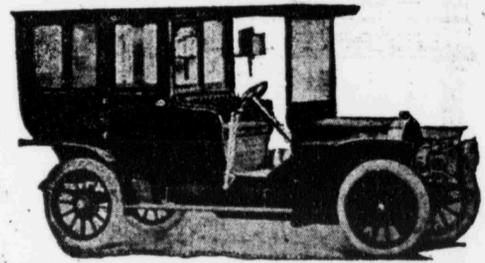


Type H Six-Cylinder Touring-Car, 120-inch wheel-base, \$4000.

Shaft-drive. Sliding gear transmission. Three speeds and reverse. Self-feeding gear-shift. Franklin disc-clutch. Six cylinders. 7 passengers. 30 "Franklin horse-power." 2400 pounds. 60 miles per hour. Ironed for top and for glass front. Full lamp equipment.

FRANKLIN

THE VICTORIOUS DARRACQ.



The Highest Type of Motor Car Construction

A recapitulation of the records for 1906 shows that DARRACQ Cars are first in speed, endurance, hill climbing, economy of consumption and unsurpassed for general reliability, ease of operation and maintenance.

We brought direct from the Paris Show for our exhibit in Madison Square Garden a number of new 1907 cars with Landaulet and Limousine bodies, containing all the latest mechanical improvements, including the famous patented F. & S. ball bearings throughout. These bodies were built especially for the Paris Automobile Salon by the best European carrossiers, and are lavishly upholstered inside in expensive broadcloth with side and ceiling trimmings of a quality to match. Two or three extra seats are provided, giving simple seating capacity for seven passengers. For pleasant weather touring all windows can be lowered down in both the Limousine and Landaulets. The latter type can be practically converted into an open touring car by folding back the upper rear section, which, projecting over the rear seat, forms an admirable dust shield, while the upright glass in front acts as a protection from the wind.

Table listing prices for various Darracq models: One 32 H.P. four cylinder Coupe Limousine (\$7,000.00), Two 32 H.P. four cylinder Landaulet-Limousines (Vedrine) (\$7,000.00), One 32 H.P. four cylinder Grand Luxe Limousine (Million Guiet) (\$7,500.00), One 40-60 H.P. four cylinder "Ronde" Grand Luxe Limousine (Million Guiet) (\$9,750.00), One 40 H.P. Six cylinder Landaulet-Limousine (Vedrine) (\$10,000.00).

DARRACQ MOTOR CAR COMPANY,

1939 BROADWAY, NEW YORK. (Between 67th and 68th Sts.)

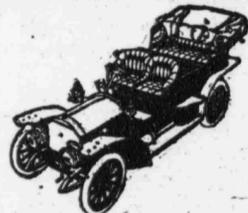
LICENSED UNDER SELDEN PATENT.

MATHESON

(LICENSED UNDER SELDEN PATENT)

Touring Cars and Runabouts

Limousines and Landaulets



FOR IMMEDIATE DELIVERY

One 30-35 H. P. 1907

Matheson Landaulet

Body by Quinby & Co.

Price \$5,500

The Matheson Company of New York

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