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Our most sanguine expectations have been surpassed. Handling everything in the automobile line from a cotter pin to a \$15,000 motor car, the public have learned to call on us for the best products of Europe and America.

The interest of the public in our exhibits the past week demonstrates clearly that we have their confidence, and establishes more strongly our conviction that the five automobiles handled by us are the best of Europe and America.

STEARNS the best of AMERICA

C. G. V. the best of FRANCE

FRANKLIN the best light car in the WORLD

ENGLISH DAIMLER best of ENGLAND

BABCOCK the best electric in the WORLD

Our effort to concentrate in the greatest automobile emporium of the world the best of everything (the leaders of every type) has met with public approval. At our XXth Century Motor Shop you can become completely equipped. In addition to handling the world's five leading automobiles, we carry as well all supplies and equipments which relate to motoring.

We want to prove every statement we have made to the hundreds of people we spoke to at the Show. This can only be done by actual demonstration—write or 'phone us, making an appointment—we will keep it.

C. G. V. the best of FRANCE
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AUTOMOBILE NOTES.

The results of the Automobile Show have not borne out the predictions that the day of the imported car is over. The Importers' Salon disposed of all the cars allotted them by the foreign factories for the next three months. Expressions on the subject by the big importers are interesting. C. F. Wyckoff of Wyckoff, Church & Partridge, a member of the Salon, said that he had been affected by the rumors during the last summer and had urged a conservative policy on Mr. Partridge, who was at that time in Europe arranging for the 1917 supply, but the activity of the American market as shown at their exhibit convinced him that he was in error; that the demand showed no reason for the inference that the foreigner had lost a footing in this country.

Mr. E. R. Hollander, of the Hol-Tan Company, said that his company was prepared to go on under the construction of his car that the American manufacturer seems to have no time to attend to.

Mr. Sidney Bowman, another member of the Salon, speaking of the present situation, said that he did not believe that in the month of June there would be a foreign car for immediate delivery in any establishment in this country.

Mr. Joseph said that his 1917 sales of Rochet-Schneider were equal to those of 1916, which at that time was an exceptionally good year for his line.

Walter Allen, with the De Dietrich, said that Mr. Wyckoff's statement expressed the sentiment of the entire Salon.

Mr. Archer, who is a member of the Importers' and said that he could see no diminution of the sale of the foreign car for 1917.

The Importers' Salon this year having become so powerful by their reorganization, and recognized by the A. I. A. M., have received the attention that during the year and at the next exhibition they are to receive more attention than was ever accorded them this time.

Speaking of brakes, Henry Ford, the veteran designer says: "The brake problem may be summed up in a few words: Given two separate sets of brakes, one for service, the other for emergencies, each of which will hold when engaged and drop free from the drum when released, and either of which will hold and side the wheels under full load and on any road surface as dry asphalt or macadam, and you have an ideal brake equipment. Obviously, more than this is ridiculous, as in a more precise"

tial sense, excessive braking ability is a decided disadvantage and a most expensive luxury. The limit of braking possibility in an automobile is the point at which the wheels lock and skid—in other words, the maximum efficiency point is to be found in the area of contact in the tires themselves, but in the traction afforded by the contact of the rubber tire shoes with the road. In the case of a very heavy car of course the traction would be greater and the tire cost correspondingly higher, for every time a tire is skidded on a hard surface it takes dollars out of the pocket of the owner. He is an unwise driver who relies on locked brakes and tire friction for sudden stops. The true art of driving consists in control by throttle and spark, with a keen eye on the road ahead and on all cross streets, depending on brakes only to bring the car to a full stop after it has slowed down under closed throttle. Excessively large brakes are a temptation to reckless driving by nervous persons, while to the knowing buyer the exploitation of large braking surface is a confession of excessive weight in that car. Excessive weight nowadays signifies either faulty design or poor materials—the use of quantity instead of quality to obtain strength. So great is the expense of locking wheels on a heavy car it has been said that "it is cheaper to keep-going than to stop."

The first public test of the results of experiments conducted by J. D. Maxwell and H. A. Grant of Tarrytown (N. Y.), to ascertain the utility of various types of automobile motors, will begin this week. Three Maxwell runabouts will be driven from New York to Tarrytown with different fuels. One motor will be operated with gasoline, another with kerosene and still another with denatured alcohol. Observers will be appointed by the New York Motor Club to make official reports on mileage and fuel consumption.

Already Messrs Maxwell and Grant have had considerable success with kerosene and denatured alcohol, and it is expected that the test this week will give information of no little importance to the motoring public, who cars will be used, since the experiments at the Tarrytown factory have already demonstrated that a six-well motor will run on kerosene, alcohol or gasoline.

E. D. Shurmer of the Royal Motor Car Company stated in an interview yesterday that the business done by his company at the automobile show was entirely satisfactory and was in fact a greater volume than was anticipated. He reports retail sales made by his New York agent of \$115,000, and total sales made at the show, including all retail and wholesale business, \$287,000. In addition to these were many sales at the show by Royal Tourist agents from other cities, the San Francisco agent selling four cars.

The Royal exhibit was crowded all during the week and nothing but expressions of admiration were heard concerning the new body equipment on these cars. The sales and upholstering are shown in the highest examples of the Rainier's art, and has extraordinary carrying capacity, was the subject of much favorable comment. However, the feature which attracted the most attention at the Royal Tourist exhibit, is the new double ignition system on these cars, the present ingenious invention of Robert Yardine. This ignition plan is

pronounced by experts to be the greatest step forward that has been made in automobile practice this season.

Mr. Shurmer states further that a large part of his 1916 product has been placed and that the production of 1917 will not equal the demand for Royal Tourist. He is gratified in the decision made some time since by his company to erect a large factory at Cleveland, which will be ready in time to produce the 1918 car. This company is now appointing the cars which they have to deliver and trying to satisfy their customers in this respect.

The Standard Brake Company of New York have concluded negotiations with the National Brake and Clutch Company of Boston, Mass., whereby they have become sole representative of that company for the United States, covering the use of cork inserts in brakes and clutches for automobiles.

For a period of six months, before completing negotiations to represent the National Brake and Clutch Company, a series of most exhaustive, thorough and severe road tests were made, having in view the fact that by this grinding method only could an exact knowledge be obtained of the efficiency of cork inserts in brakes and clutches under all conditions.

When properly used, it is claimed that cork inserts increase the efficiency of a clutch 100 per cent. in every way.

Among the twenty-two companies that have adopted and are now using cork inserts, are such representative manufacturers as Thomas, Rainier and Pierce.

One of the highest grade cars manufactured in this country or Europe, although not on exhibition at the Garden Show, was nevertheless the magnet that drew a great number of automobilists to upper Broadway to view it. The car is the Welch, and is the latest model of a six cylinder, L. H. Periman, president of the company, is more than gratified at the reception accorded the new model. He states that many of the visitors had run up from the Garden, and after examining the machines, invariably expressed their gratification at not missing the exhibit. Many took trial rides through Central Park at the invitation of the Welch Motor Car Company and the ease with which the Welch machines could climb the steepest hills without changing speed delighted the guests. The working parts were pointed out to them and fully appreciated on account of their extreme simplicity. The Welch is the car even under the heaviest speed pressure was a source of wonder to many ladies, and no doubt formed a factor in the ultimate ordering of Welch cars to be delivered within a specified time.

At the show yesterday, asked to express an opinion as to the future of the automobile road show, Harry S. Hought of the Harry S. Hought Company, so well known to New Yorkers, states that as far as he can see, and judging from the experience with which orders are being placed for high powered machines, there will be no let up in the present pace for several years to come. "Things move so rapidly in the game that it is actually impossible for any one to accurately predict the future of the industry," Mr. Hought declares that one thing is

certain, and that is that in a few years a limited number of cars will have the call from the public and that there will not be the indiscriminate buying that is being done to-day. Mr. Hought is one of the most interesting men in the automobile business and well qualified to speak on conditions. As agent for the Thomas products his rise has been meteoric. The building which bears his name is one of the show places of the automobile district, and it is a well known fact that the volume of business transacted there is something enormous. Everything he does is on a generous scale, the most recent example of this being his offer of \$1,000 in cash prizes to be competed for by his selling staff at the show, \$500 of which was to go to the man totalling up the greatest amount of sales from the opening of the show until it closed last night. Andrew S. Robinson, by the way, got under the wire first for the big net of the purse, with Fred Titus a head away and the others putting up a stiff argument for the show money.

In the recent Denver-Colorado Springs speed and reliability contest nearly every well known and popular car of the higher priced type was entered. "Excepting the run to Littleton" which is ten miles south of Denver, it is a prairie road to Colorado Springs. This largely runs through deep arroyos of sharp ravines washed out by the terraced rains cutting through adobe soil, which makes it impossible to maintain bridges in many places. There is a constant rise in the run of 45 miles from Denver to Palmer Lake. The elevation of Denver is exactly one mile above sea level while that of Palmer Lake is 7,200 feet. For seven miles there is a constant rise in the road, and the eastern thoroughfares are taken as a standard.

The winning car, a 24 horse-power Premier touring car, driven by F. F. Fitcher, covered the 80 miles to Colorado Springs in 2 hours and 25 minutes, which is an average of 22 1/2 miles per hour, while the nearest competitor, a 30 horse-power Mercedes car, made the run in 3 1/2 hours. Since the railroad schedule time to the same point is 2 hours and 15 minutes it is noteworthy that the automobile has a big margin to the good.

The principal feature at the Mercedes Import Company's place last week was the arrival of the 1917 Mercedes six cylinder chassis. A number of visitors to the Automobile Show on learning of its arrival took time to inspect it. Recent purchasers of Mercedes cars include Charles H. Mum, a 30 horse-power Commodore Frederick G. Bourne, 15 horse-power six cylinder Richard G. Gifford, W. W. Flower, Gottfried Pfl. P. A. Valentine and John C. King, all six cylinder, 15 horse-power cars.

R. T. Peckham, well known in the automobile world, has been appointed metropolitan agent for the Pennsylvania Motor Cars, made at Bryn Mawr, Pa. Mr. Peckham has leased quarters on Broadway and already has demonstrated cars ready for service.

Among the recent reinforcements to the six cylinder advocates here in this country is the six cylinder Bradster which was shown by the first time at the Paris show. Although its wheel base is a little longer than the usual Bradster construction, the general details of the construction are Bradster

throughout. The cylinders are cast in pairs, six in number, and are of the same size as used on the popular 25-horse-power Bradster, being 115x130 millimetres bore and stroke. Low tension make and break ignition is used without any other auxiliary devices. The spark is set at the factory and cannot be advanced or retarded, as is the usual Bradster practice. The transmission is of the selective type, such as was shown on the Harry Payne Whitney Bradster racer at the Palace show, and the car is fitted with six inch tires on the rear and five inch on the front, and these, with the Bradster three-quarter elliptic springs, are sure to make for easy riding and low cost of maintenance.

The newly wedded son of Mrs. Melba, who arrived last week with his bride, received a present of a 28 1/2 horse touring car from the "Optima" company, this car being an exact duplicate of the one recently purchased from Chrysler & Co. by Thomas A. Edison. The young couple will expend a large part of their honeymoon in an extended tour in this big French machine.

One of the leading automobiles of French manufacture that was not exhibited at the show last week is the Delaunay Belleville, handled here by A. C. Neubauer. Mr. Neubauer held a private salon all week, and judging from the results the car bids fair for an era of prosperity.

NORMAL TEAM BEATEN.

Flushing Girls Win Return Basketball Match After an Exciting Play.

In a return match on their own court at the college yesterday Normal was defeated by the Flushing Girls High School by the close score of 10 to 8. Flushing had won earlier in the season on its own court. A large crowd of partisans of both teams enlivened the game with their cheers and songs. So even was the play that not a goal was shot for the first ten minutes. In passing and team work the Normal girls greatly excited their visitors, but the Flushing girls were more accurate in their throwing for goals.

The first goal was very cleverly thrown from a scrimmage by Miss Hotchkiss for Normal and immediately after her team mate, Miss Brady, drew out of another tangle of players and caged from a difficult angle. With the score 4 to 0 against them the Flushing girls played furiously. Twice in succession Miss Schoedler caged a goal tying the score. Neither side was able to score again in the half.

In the second period Miss Lane, Normal's captain, broke the tie with a clever goal on a well executed pass from Miss Hotchkiss. Miss Beymer then immediately evaded the matters for Flushing by caging another goal. Miss Hotchkiss, who had been injured in the first half, collided with one of the visitors and was knocked out. She very pluckily resumed playing a few minutes later. Seventy minutes were the two teams that the score was continually tied, but Flushing finally won out on Miss Beymer's superb shooting.

In a preliminary contest the Pi Nu five of Normal defeated a picked team by the score of 10 to 4.

Columbia Defeats Cadets at Basketball.

WEST POINT, Jan. 19.—By accurate goal shooting and strong defensive play, combined with team work, the Columbia basketball five defeated the Cadets to-day by a score of 20 to 13. Columbia took the lead and before the first half, which ended in Columbia's favor 18 to 9, it was evident the Cadets would be among the also rans. The soldiers were decidedly of color, especially Rockwell, the army star goal shooter, who gave way to Newman in the second half without a goal to his credit. Hurley was the star and his spectacular long shots might be called chance work if they had not happened with such frequency. In the last half Columbia's team, with the exception of Hurley, was entirely of sub-

SEVERAL 1916 RAINIER CARS AT ATTRACTIVE PRICES

The immediate success and the magnificent showing of the 1917 Rainier has induced many owners of '16 Rainiers to trade in their cars for the '17 model. These are now offered for sale by us at very low prices, after having been overhauled and retouched, and carrying guarantees ranging from 6 to 9 months. They include a limousine, a landaulet and several touring cars, both 28 and 32 H.P. Remember, that a good second hand car is a better investment than a cheap new car. Look them over and try them.

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C. G. V. AUTOMOBILE. Landaulet for sale; cost \$12,000; excellent condition; will sacrifice. ROBERT WALSH, Alborac Garage, 82d St. and Broadway.

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