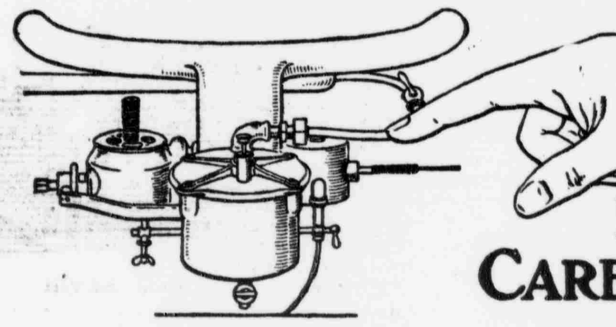
The Stearns
Best of America

The 30 Stearns!!!!

The modest maker calls it a 30 H.P.—we call it 60 H.P. Reason? It has a double carbureter—a large and small. On the small carbureter it *does* develop 30 H.P.—giving a low power machine for city traffic driving, or for any driving up to 30 miles an hour.

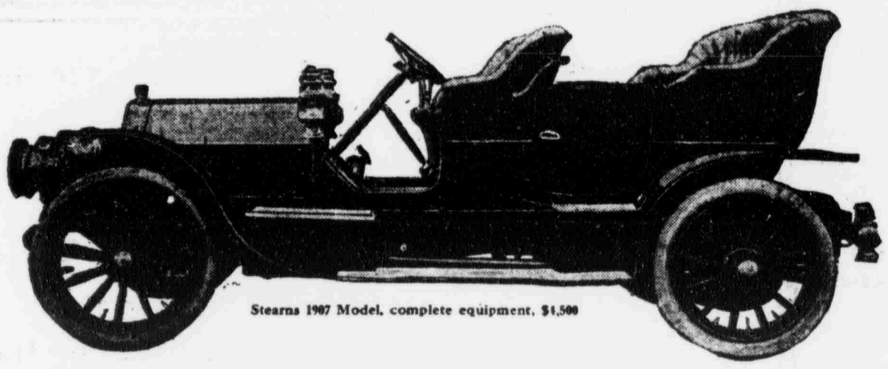
BUT advance the throttle or push a little harder on the accelerator and you have the 60 H.P. CAR.



LOOK *for the* **DOUBLE CARBURETER**

The large carbureter is brought into play, and now you have at your disposal the most powerful power wagon of the year. 60 H.P.? Every motor is testing better than 70 H.P. on the block,

AND with ball bearings throughout (imported German Hess-Bright bearings) even on the crank shaft, you are transmitting a greater percentage of power to the rear wheels than any other car built, bar none.



Stearns 1907 Model, complete equipment, $1,500

Strong Statements????

We have nearly a million dollars invested in our retail XXth Century motor shop—nearly 70,000 square feet of floor space on Broadway. Is it reasonable to suppose that we would order over half a million dollars' worth of Stearns Cars and risk failure of our entire enterprise by exaggerated statements?

We *will* show you. Come, Missourians.

WCP

DAC AUTO SUPPLIES

Agents for

C.G.V. the best of FRANCE — STEARNS the best of AMERICA — FRANKLIN the best light car in the WORLD
ENGLISH DAIMLER best of ENGLAND — BABCOCK the best electric in the WORLD

"Darracq"

On Every Tongue

THE CAR THAT WON

The Vanderbilt Cup

TWO YEARS IN SUCCESSION

The Fastest Car in the World

For simplicity of construction, consistency of speed and easy handling the Darracq stands alone in the automobile world.

As a **TOURING CAR** it is unsurpassed for speed, hill climbing and reliability.

Place your order now for the new 1907 Six-Cylinder Model to insure prompt delivery. Absolutely silent.

DARRACQ Motor Car Company — 1989 BROADWAY NEW YORK, Between 67th and 68th Sts.

Licensed Importers Under Selden Patent

Darracq Parts in Stock — Send for Illustrated Catalogue

AMERICAN MORS

A CAR BUILT FOR PERMANENCE

The American Mors is to-day conceded to be the height of structural strength combined with compact solidity and correct style.

If a better all around car can be designed and built it remains to be shown to the engineering world.

The best American brains and the best French brains unite in the American Mors.

Licensed by the Societe Anonyme d'Electricite et d'Automobiles, "MORS," Paris, France.

All Bodies of the Most Perfect Designs—Complete Equipment

14-18 H. P.	24-32 H. P.	40-52 H. P.
$3,000	$5,000	$6,000

The St. Louis Car Company
Automobile Department, St. Louis, Mo.
New York: 1706-1718 Broadway, cor. 54th Street
L. A. Hopkins, Manager of New York Branch
Superior Storage Accommodations for a limited number of cars.

BUILT BY THE LARGEST BUILDERS OF STREET CARS IN THE WORLD

Bianchi

CARS

MADE IN MILAN, ITALY.

Italian craftsmanship has displayed itself to a marvelous degree at times. Nowhere has it attracted such widespread attention as in the Bianchi car.

Careful attention to every detail and the elimination of unnecessary elements has made the chassis ideal from a mechanical standpoint.

2-30 H. P. and 2-40 H. P. Touring Cars, ready for delivery March 1. Early dates on others. 1907 Chassis at New Salesroom.

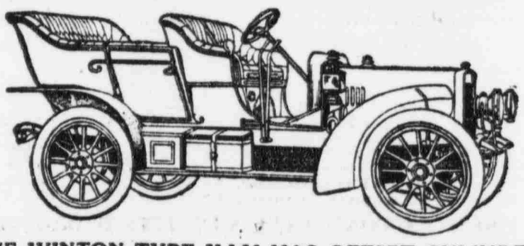
CATALOGUE SENT ON REQUEST.

PERCY OWEN, Inc., Sole U. S. Agent,
2049 Broadway, at 71st Street, New York.

WINTON

BROADWAY AND 70th STREET

BROOKLYN—CARLSON AUTO CO., 1060 BEDFORD AVE.



THE WINTON TYPE X-I-V HAS OFFSET CYLINDERS

So, when the combustion of gas produces power, WINTON power puts its full strength into driving work, because the power-impulse is practically STRAIGHT DOWN—not off to one side, on a big angle.

Same difference in results as between hitting a nail squarely on the head and striking a glancing blow. Glancing blows waste energy and bend the nail. Old style cylinders (not offset) waste power in side thrusts, and hurry their decay in "knocking."

Telephone 3580 Columbus for a demonstration.

AUTOMOBILE NOTES.

The automobile season for 1907 is now in full swing. The die has been cast by the several makers of motor cars for the current year and they must stand or fall on their merits. The exhibition season has come to a close and the disorganization which this phase of the industry tends so much to create is being rapidly adjusted in the various establishments that will bend their efforts now toward disposing of the balance of their supply. Among the latter, and probably one of the largest in the world, Wyckoff, Church & Partridge are among the first to size up the situation for the coming year. E. S. Partridge, vice-president of the company, has gathered the data from the various departments of the company and has given out the following statement:

"I find that we have orders for delivery for the next two months on 31 Stearns, 17 C. G. V.s, 42 Franklins and 17 Babcock electrics, which includes immediate deliveries that have been made of cars we had on hand. I find that for the last four months our garage has had a waiting list ranging from 25 to 120, that the entire floor capacity has been taken up, which has caused us to urge the architects who are preparing the plans for the erection of two stories more to be added to our present building to hasten the work and care for the demand. The workmen in our machine shop have been working overtime hastening the repairs on cars for summer use, while our supply department shows a healthy increase over the last five months."

Mr. Partridge further states that although the company is arranging Continental tours for many customers there is a decided tendency on the part of American automobilists to tour their own country this season, with the result that excursion routes are being laid out in greater numbers than ever before. He lays this to the progress of the good roads legislation throughout the United States. Mr. Partridge states that 1907 has all the earmarks of being the greatest from an automobile selling standpoint in the history of the industry.

"Some of our friends along automobile row have been complaining of the backwardness of the season, but we have not noticed it," said P. N. Lineberger, vice-president of the Rainier Company, in a interview yesterday. "We have disposed of an even dozen machines at the New York store during the week, Wednesday being the banner day, for not less than six contracts were signed before nightfall. Philander R. Jennings of New York, an old Rainier user, purchased two cars, a limousine and a tonneau. David Belasco took a red landaulet, which had just been returned from the Chicago show that day. The balance of the sextet was made up of a touring car, sold to Harry Woodhouse of Yonkers; another to William C. Buckley of Brooklyn and a similar one to Edward A. McDougan of New York."

A communication from the Pittsburg office of the Rainier company last week also tells of the sale of a Rainier show limousine to Miss Fritzi Scheff, the comic opera star.

One of the features of the Autocars which appeals to the experienced motorist is the reserve fuel supply, which never leaves one "stuck for gasolene" far from a source of supply. This reserve supply is automatically replenished when the tank is filled and is always ready for an emergency. The fuel tank of the Autocar holds sixteen gallons. Four gallons of this is in the reserve compartment and cannot be used until the driver opens a valve under the seat. Thus when the regular supply is used there is still enough to carry the machine from twenty five to forty miles, and in these days of well established touring routes it is harder to get further than that from a gasolene supply.

The winter season has more than fulfilled the prediction that it would be a banner one for limousines. This fact cannot help but be forcibly impressed on any one who will take a stroll of an afternoon or evening on New York's principal thoroughfares. Another thing that impresses an observer who has any general knowledge of automobiles is that it is difficult to tell the difference between the foreign and the home product. Very different to a season or so ago when American coach work was more often than not distinguished by its crudeness. Among the top notchers in American cars which have distinguished themselves in fine body work as in other respects, the Royal Tourist stands out very distinctly.

The builders of the Royal were among the first to realize the importance of the enclosed type of body for winter use and established a special body building department, one of the most modern of its kind, which is being run in conjunction with their automobile plant. This plan has given them the additional advantage of being independent of the body builder, and of introducing some individuality into their body work. C. A. Duerr & Co., the New York representatives, have been complimented over and over again by enthusiastic purchasers, many going so far as to declare that in this season's limousine the manufacturers of the Royal have actually outdone themselves.

The latest arrival at the Royal showrooms, different in finish to the numbers that have preceded it, is typical of them all. Glancing at its exterior it strikes the eye in a pleasing manner, its lines dignified, while the whole is suggestive of ease and refinement. The interior is sumptuously fitted up, with tufted satin ceiling and sides upholstered in leather of color to match the general finish, with electric lights, speaking tubes, silk curtains, silk cord racks and toilet requisites.

Sitting in the rear seat with unobstructed view, as windows are fitted round the entire body, with plenty of leg room, a luxurious feeling pervades the occupant that leaves nothing to be desired. The model in question is finished in light brown with panels in Royal Tourist primrose, black moulding and dainty gold striping, the interior fittings being in various shades of brown to harmonize with the general makeup.

One of the most important announcements which has been made since the automobile movement became a success is that of J. M. Quinby & Co., Newark, N. J. The fact that this staid old house, established in 1834, are selling complete cars is certainly an indication that in their opinion the automobile movement has come to stay. They have Renault, Fiat, Panhard and Simplex chassis for which they contracted last year, giving their customers the benefit of early spring deliveries and a choice selection of touring and limousine aluminum bodies of their own construction, painted and upholstered to suit individual tastes.

Quinby & Co. are just completing a large addition to their factory, giving them a frontage of 275 feet on Division street and 225 feet on Ogden street. A recently made inventory of their plant showed that the building contained some sixty or seventy chassis averaging about $5,000 apiece and embracing almost every well known make of high grade cars sold in this country.

An interesting feature of Quinby & Co.'s business is the almost hourly arrival, on fair days, of cars under their own power from New York, Philadelphia and points further east and south. Sometimes Ogden street is fairly congested with costly cars awaiting their turn to be taken into the building or for minor immediate repairs.

The scarcity of suitable freight cars for the transportation of motor cars has become such an unbearable obstacle to shippers that some alleviation of the situation is very apparent to the railroads. The shortage has compelled every one interested to bring all obtainable influence to bear in their effort to secure service due this great industry. Some of the railroad officials have been, however, gone into the subject with such earnestness that the congestion will soon be entirely removed.

The Lackawanna, for instance, is now furnishing specially built cars for this work, and by so doing C. E. H. H. Franklin Manufacturing Company, the largest shippers on the Lackawanna and who have labored long and arduously to bring this about, find themselves to day in a position which is incomparably good as regards car service.

Wyckoff, Church & Partridge received word last week from the F. B. Stearns company of Cleveland stating that their demonstrating car was stolen from in front of the Coliseum during the latter part of the Chicago show week. So far they have found no trace of the machine.

A very strong combination has been formed in New Jersey to handle the Losier car in the eastern section of the State, and salesrooms have just been opened at 17 Bank street, in the heart of the business section of Newark, which will be the central headquarters, and it is purposed in a short time to establish branch headquarters in other localities in the territory controlled by this company.

The members of the firm are C. Linkroum and L. W. Smeiser. Mr. Linkroum is one of the oldest and best known automobilists in eastern New Jersey and has been the owner of fourteen automobiles, up to the time of purchasing his first Lozier two years ago. Mr. Linkroum is a retired business man, but his love for automobiling has induced him to take up the sale of automobiles as a pastime. L. W. Smeiser is well known in the trade, having formerly been manager of the Haynes-Apperson branch in Chicago, and later connected with the Royal Tourist and Pope companies of this city. From now on his efforts will be confined entirely to the handling of the Lozier car.

In a recent interview with L. A. Hopkins, manager of the New York office of the St. Louis Car Company, the statement was made that the American Mors will soon be a factor in American auto contests. One of the best known American drivers is considering an offer to drive a Mors in the various field contests of the coming spring and summer. Mr. Hopkins also stated that the Mors would take part in the next Glidden tour. In a quiet way the Mors car has for some time been identified with accomplishments worth while in the endurance line.

The agency tour of Arthur M. Robbins, manager of the Aerocar, in New England has developed into an endurance test. On account of the heavy roads encountered, the time limit set for the campaign in Connecticut has been extended two days. In many places, Mr. Robbins writes, the highways were almost impassable with quagmire and sandy soil, the melting of snows and recent rains having transferred the roadways into rivers of mud.

It was in the neighborhood of New Britain that Mr. Robbins experienced his greatest difficulty, and it was owing to the courtesy of Mr. Wilcox of the Corbin Motor Vehicle Company of that city that he was enabled to reach New London on schedule time. Mr. Wilcox, being himself an old campaigner, was fully alive to the situation, and rendered valuable assistance to Mr. Robbins in replacing tires. Mr. Robbins takes the most optimistic view of the agency situation and has closed with agencies in New London and other principal cities in Connecticut for the Aerocar this year.

The enormous factory which the Maxwell-Briscoe Motor Company of Tarrytown, N. Y., is erecting at New Castle, Ind. is now rapidly approaching completion, and the company expects to be able to occupy the plant by next fall at the latest. The factory will be the most complete as well as the largest occupied by any automobile concern in this country. In appreciating the size of the plant which the Maxwell people will have at their disposal it is interesting to note that the census reports recently issued by the United States Government place the total number of automobiles manufactured in this country during the year 1906 at 26,000. The new Maxwell plant will have a capacity alone of 12,000 cars per annum. This, it will be noted, is a number nearly half that of the total output for last year.

Of the numerous departments of a motor car plant the drop forging shop is of primary importance. There are many parts of a car which from a standpoint of time and money should be drop forged. Take for instance the Electric Vehicle Company, where are forged I beam axles, steering knuckles, pivots, lamp brackets, &c. To make these parts by other methods is impractical. It is of course preferable to saw out the crankshaft from a solid slab, as is done in the Columbia plant.

A remarkable endurance run was held recently in Italy under the supervision and patronage of the Ministry of War. The object of the run was to test the ability of automobiles to carry despatches in the dead of winter over mountain roads deep with snow. The weather and road conditions were so severe that only one contestant was able to cross the Apennines and reach Florence, the destination. This was Henri Maggioni, who drove a 50 horse-power Zust.

Business has not been slow at the Haynes Automobile Company's place, despite the snow and the unpleasant travelling during the last two weeks. Sales are reported to George L. Glaser of Flushing, Winthrop McKim of Tuxedo Park, W. E. Townsend, C. W. Blumstead, George Haiss, H. A. Mack and A. W. Tucker.

Interest in offset cylinders increases steadily, and the prospect is that a majority of the leading makers will follow this practice next season. Tests have shown that the offset decreases cylinder wall thrust 50 per cent. on the combustion stroke, making a material increase in driving power.

The friends of John Lurie, proprietor of the Auto Supply Company, are finding much amusement in the company's mammoth signboards. These signs are the pet hobby of Mr. Lurie, and he has devoted considerable time and attention to designing them. Nearly a dozen are to be seen in and around the city.

Mr. Lurie has just contracted for a 140 foot signboard to be erected in Pelham Parkway. As there are no other signboards in this locality the Auto Supply Company's new sign is sure to attract much attention.

Two more type XV. 50 horse-power 1907 Pope-Toledo touring cars were delivered to purchasers last week by the A. G. Southworth Co., Inc., New York and Brooklyn agents for all the Pope automobiles. Clinton Elliott of Brooklyn received one of the new cars, while the other went to A. S. Thompson of New York. This is the fourth successive year that Mr. Elliott has purchased a Pope-Toledo. Last year he drove his Type XII. Pope-Toledo touring car 12,000 miles, and the car is in excellent condition to-day. For the last four years he has averaged 10,000 miles a season with his Pope-Toledo cars.

At the Motor Boat Show great interest is shown in the 31 foot cruiser presented by the Racine Company. This is an extremely serviceable craft and one of the biggest boats of its size ever shown. It seems surprising that a boat 31 feet long can sleep five people and contain a stateroom, saloon, toilet room, galley, icebox and wardrobe, all without serious crowding. The boat as shown is ready to cruise from bedding and stove to all equipment. This boat stands out in contrast to most of the other boats exhibited by reason of its useful qualities. It is not a fancy product but a real boat. Its appeal is therefore more to real sailors than it is to the casual sightseer.

The Truscott Boat Manufacturing Company of St. Joseph, Mich., have the largest individual exhibit at the Motor Boat Show now in progress at Madison Square Garden. Their space occupies the entire eastern end of the main floor. On view are a most extensive line of models, every type of Truscott motor and a line of boat, auto parts and accessories, the like of which has never before been assembled in one exhibit. A staff of twenty men from the works at St. Joseph is in attendance.