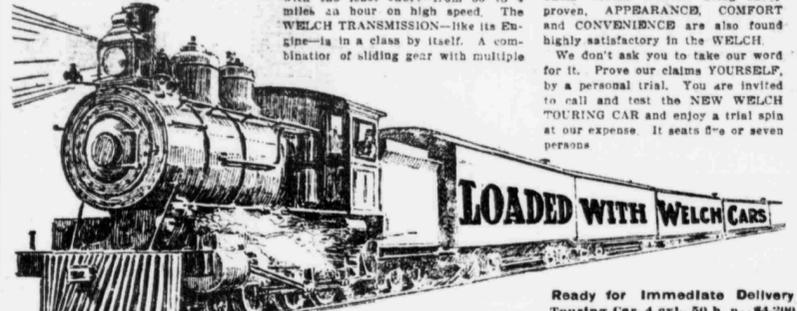


IT'S ALL IN THE ENGINE

The LOOKS of an automobile do not amount to much. The body—the trimmings—are of so much importance as the motive power—the ENGINE. That is what gives the true value—the prestige—to the machine. How fast a SPEED can it attain and HOW LONG maintain it? How easily can it be regulated?

The WELCH car owes its popularity to an original make of Engine—one that is tried and true and always dependable. It is so GOOD an ENGINE that its builders have never yet found it necessary to make any change in it—so PERFECT an ENGINE that it needs no improvement. The WELCH CAR can be driven at maximum speed with the least effort—from 50 to 40 miles an hour on high speed. The WELCH TRANSMISSION—like its Engine—is in a class by itself. A combination of sliding gear with multiple

disc clutches. No stripping of gears—no jerking out of seat when changing speed. Gears always in mesh. Five speeds—three forward and two reverse. Consequently, in the WELCH CAR the HIGHEST SPEED is assured, combined with the GREATEST SAFETY, SUPREMACY of operation and POSITIVE SIMPLICITY of operation. These VITAL POINTS being easily proven, APPEARANCE, COMFORT and CONVENIENCE are also found highly satisfactory in the WELCH. We don't ask you to take our word for it. Prove our claims YOURSELF, by a personal trial. You are invited to call and test the NEW WELCH TOURING CAR and enjoy a trial spin at our expense. It seats five or seven persons.



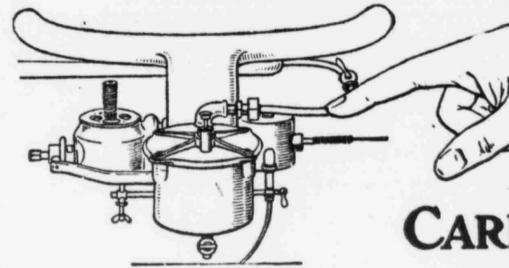
THE WELCH MOTOR CAR CO. 1871-1873 Broadway, New York. L. H. Perman, President.

Ready for Immediate Delivery
Touring Car, 4 cyl., 50 h. p. \$4,200
Limousine, 4 cyl., 50 h. p. 5,500
Landauette, 4 cyl., 50 h. p. 5,500
Touring Car, 6 cyl., 75 h. p. 6,000
Limousine, 6 cyl., 75 h. p. 7,000

The Stearns Best of America

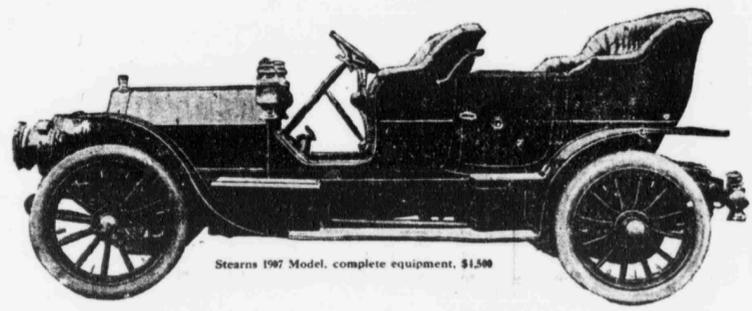
The 30 Stearns!!!!

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.

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



Wyckoff, Church & Partridge

BROADWAY AT 56TH STREET



AMONG THE AUTOMOBILISTS.

MAKEUP OF A. A. A. LEGISLATIVE BOARD ANNOUNCED.

Three Manufacturers' Associations Represented on the Board, Which Will Discuss Important Bills—No Friction to Speak of Over Next Golden Tour—Gossip. President William H. Hotchkiss of the American Automobile Association announced the makeup of the A. A. A. legislative board yesterday. The three automobile manufacturers' associations have representatives on the board, as it is the belief of the executive officers of the A. A. A. that such associations and the national governing body can best work together, both to secure and to prevent prejudicial legislation. George C. John of St. Louis has accordingly been appointed to the board as the representative of the American Motor Car Manufacturers Association, Giles H. Stilwell of Syracuse as the representative of the Association of Licensed Automobile Manufacturers, while Chairman Charles Thaddeus Terry of the board is also counsel of the National Association of Automobile Manufacturers. Chairman Terry will soon call a meeting of the board in this city, when the bill recently prepared by him and introduced at Washington by Congressman Cocks will be discussed, as will also a proposition looking to the drafting of a model state motor vehicle law for submission to the various state legislatures next year. At this meeting the condition of motor vehicle legislation in the different states will be taken up. The members of the legislative board are mostly lawyers, and while the board is not as large as the touring board it is quite representative of the states where automobiles are at present largely used. It is expected that its work will be divided among a number of sub-committees, with an executive committee to oversee matters. In addition to those mentioned, the board is made up as follows: W. W. Niles and Robert Lee Merrill, New York city; Sidney K. Gorham and Charles H. Burras, Chicago; Francis A. Hurtubise, Jr., Boston; Osborne I. Yellott, Baltimore; J. Jerome Hahn, Providence; G. Douglas Bartlett, Philadelphia; Alexander Schwabach, Brooklyn; William H. Spear, Jersey City; James T. Drought, Milwaukee; Roy F. Britton, St. Louis; M. Felton Hatcher, Macon, Ga.; Wade Cushing and William Walker Smith, Cincinnati; Robert Brown, Indianapolis; J. B. Parkinson, Daytona, Fla.; William McLe, Fayson, New Orleans; D. F. Gay, Worcester; Walter S. Schutz, Hartford; G. Allen Hancock, Los Angeles; James E. Cooper, New Britain; John L. Griggs, Paterson; Dr. F. L. Barlett, Denver; D. M. Ferry, Jr., Detroit; C. A. La Forge, Decatur, Ill.; Reuel Small, Washington; Homer H. Johnson, Cleveland; F. D. Larrabee, Minneapolis; E. W. Seefeldt, Columbus; F. J. Keen, Pittsburg; W. K. Brackley, Bloomington, Ill.; Arthur J. Plummer, Malden, Mass.; D. Emmet Welch, Grand Rapids, Mich.; Carlton Coffey, Atlantic City; John H. Barthelemy, Rochester; H. M. Gifford, Duluth; and George H. Wilson, Indianapolis.

A. R. Pardington, second vice-president and general manager of the Long Island Motor Parkway, Inc., has been invited to attend the congress of road builders, which is to be held in Pittsburg next week. The gathering is to be the fourth annual convention of the American Road Builders' Association and will be held in Carnegie Hall at Pittsburg next Tuesday, Wednesday and Thursday. Mr. Pardington has been asked to explain to the delegates the ins and outs of special motor parkways, and to participate in the one now being built on Long Island. It is expected that Mr. Pardington will address about 1,200 highway commissioners, engineers and road contractors, all of whom are likely to be intensely interested in the unique project which has aroused Long Island automobilists to great activity. Yesterday afternoon Mr. Pardington addressed a gathering held in the opera house at Huntington, L. I., explaining the purposes of the convention of the motor parkway.

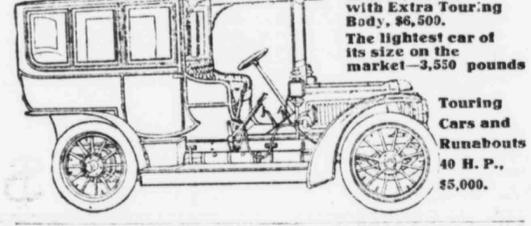
S. A. Miles, general manager of the National Association of Automobile Manufacturers, said yesterday that the attitude of the organization toward the American Automobile Association and its proposed touring contest this year seemed to have been misunderstood. He said that it was not the intention of the N. A. A. M. to prevent the A. A. A. from holding a tour, but on the contrary the makers were willing to go into a tour if its rules met with their approval. He said that the most friendly relations exist between the two organizations and gave the following letter from Chairman Fowler of the A. A. A. touring board, which had been received at the N. A. A. M. office yesterday: "As chairman of the touring board of the American Automobile Association I beg to acknowledge receipt of your resolution adopted by your honorable body under date of March 5. We believe with you that it is not best to have a dividing contest, but rather to give the contestants a reasonable severe run over the average American roads and award the trophy to the club having the largest number of survivors accompanied with the original number of drivers. This seems to be in line with your ideas. By the result of a run of this kind our members and automobile users at large will be able to determine for themselves the relative merit of the cars as applied to their own particular requirements. It is a privilege to be able to promulgate rules for this tour without your cooperation, and therefore suggest that your president appoint a committee of three from your association to meet a like committee from our board to formulate mutually satisfactory conditions."

Mr. Miles said that while he could not say whether or not the suggested committee would be appointed before the regular meeting of the executive committee next month, he thought perhaps some action might be taken regarding the matter within the next few days. The Long Island Motor Trade Association was organized at a meeting held last Tuesday night in Brooklyn, which was attended by fifteen tradesmen. H. D. Underhill acting as chairman of the meeting. The first formal meeting of the association is to be held on March 11, and a special committee consisting of H. D. Underhill, D. W. Pratt, E. D. Martin, A. W. Blount and H. Hartman was appointed to arrange for the details of the meeting, which will be held at the Hotel Broadway Hotel. Twenty-six dealers have signified their intention of joining the organization, and it is expected that the Long Island dealers in automobiles and accessories and garage men will be present at next Thursday's meeting, when officers will be elected and a constitution and by-laws adopted. "Open season" in the State House always is a period of much danger to the community of citizens, said the *Times Herald*. Frequently enough so, it becomes the peril to the most ordinary vocations of life that it would seem that every loyal and home-loving citizen who has a heartbeating should pick it up and journey with it to the Capitol of his State to join the host of reformers who are there striving to legislate him out of the privileges of nominal freedom and equality with his fellow-men. When the humble citizen has an automobile, as well as domestic interests and a liability of a good deal of money to his family, it is not surprising that he may elect to preserve himself from being hung out in the event of the roads being rough, and by the time that all the inconveniences the legislator whose constituents considered this very humanitarian measure is possessed of a brother—a manufacturer of leather goods who is producing a device which answers this very objectionable condition, it is not surprising that in the coincidence, however, as New Jersey once had it, Governor's son who was an inventor. They were trying to put a governor and a brake on every automobile then. Minnesota is in line, too, with a provision which will make it impossible for the Minneapolis hill climb and other innocent pastimes of its sort to be held under the ban of the law. This benevolent institution also would make possible for any citizen planned in the middle of the road to hold up his hand and cry "halt" whenever he sees a motor car and then if an onlooker can be moved, lead the weeping chauffeur before the nearest magistrate to be fined. From this it would appear that, barring

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For Immediate Delivery in Position Shown.



40 H. P., \$6,000; with Extra Touring Body, \$6,500. The lightest car of its size on the market—3,550 pounds. Touring Cars and Runabouts 40 H. P., \$5,000.

MARINE MOTORS From 3 to 55 H.P. 20, 21 & 26 Feet

THE LOZIER MOTOR COMPANY

55th Street and Broadway. Member A. L. A. M. Agent, Newark, N. J., Linkroom-Smetser Automobile Company

FIAT

The Car That Made Italy Famous

A few of these high grade Automobiles ready for Immediate Delivery.

The Firm That Made the "FIAT" Famous.

THE HOLTAN CO.

Broadway and 56th Street. Licensed Importers Under Selden Patent.

1907 PACKARD FOR SALE. 3000 PRIMUM. 1907 DELIVERY. ADDRESS: JAMES, 20 BROAD ST., NEWARK, N. J.

unwarranted opposition, rural Minnesotans will no longer be absolutely dependent on the wheat crop for their livelihood. Fancy stalling motorists in front of your own doorway as a lucrative and amusing pastime. It is not surprising that the Massachusetts legislature has turned down the universal lights bill which might have saved a few horse-drawn vehicles from destruction, and New Jersey is yet to be heard from. After it is all over and the new regulations are being tried out, it may be that some of them will not prove to be so very bad after all. There is no telling what the season will bring forth, and what whatever would be said on the other side, the fact remains that the bickerings of petty commercial interests would be merged into the main fracas, and the work of the judiciary throughout the nation would be simplified beyond measure. Long Island is the logical place for the 1907 Vanderbilt cup race, if such an affair is to take place, and the proposed touring highway is the one that is most likely to be built. Will the race be held and will the highway be ready for it? Assuming that the race is to be run on American soil and that the highway will be ready to accommodate the big event, the racing board of the American Automobile Association ought to lose no time in rearranging the rules so that the manufacturers who have in mind entering the race will know exactly where they stand in the matter of furnishing cars for this competition. There appears to be some inclination to have the rules provide for a maximum limit of power and a maximum limit of weight, and while these proposals are in the air, it also had enemies. The matter of power might not be considered if there is a limit of the cylinder capacity, and without limiting the power, it is not possible to limit the weight of the car itself. The time is coming when there must be a limit set for road racing machines, not only for the good race results may do to the industry, but for the sake of the safety of the public and the contesting drivers, and this time may well be the year 1907 as any other time. With a limit fixed for cylinder capacity each maker has an equal chance. It is then a question of how much power can be derived through careful workmanship, good design and good material. This striving to better motor car manufacture will be of more benefit in the middle of the road than simply winning the race, winning not because the winner has a better car with a better motor but because he has a car fitted with a motor whose power has been restricted only by the factor of safety as used to some extent by the weight limit as provided in rules that are out of date.

HAYNES

Model T—and What It Means.

While other makers are putting out their MODEL D OR F we are making our MODEL T, and we have not skipped any letters of the alphabet either. FOR THIRTEEN YEARS we have been making (not assembling) automobiles, always under the keen eye of Elwood Haynes, the original genius of the company, and the pioneer to whose resource and inventiveness almost every automobile in America is, in some respect, in debt. The old situation—Haynes perfecting, rivals afterwards copying—exists to-day. The Vanderbilt Cup Race proved Haynes' superiority and reliability.

READY FOR DELIVERY
TWO 50 H. P. LIMOUSINES \$4,500 TWO 50 H. P. TOURING CARS \$3,500
ONE 30 H. P. LANDAUETTE \$3,500 ONE 30 H. P. TOURING CAR \$2,500

HAYNES AUTOMOBILE CO., 1715 Broadway. You needn't come here to see them. Phone 1346 Columbus and we will come to you.

VARSIITY BEATS ALUMNI.

New York City College Wins Up Successful Basketball Season. The varsity basketball team of the New York City College completed a very successful season yesterday by defeating the alumni in a very hotly-contested game in the new college gymnasium by the score of 12 to 7. The varsity team only succeeded in trying the score in the first half. In the second half, however, they got together and led at the end by five points. Marcus and Gibney, the alumni forwards, played very cleverly and showed some of their old form, but were somewhat behind in shooting. Rosenblatt and Marks played well at guard, although rather roughly at times. Cronin at center gave Kaplan much trouble. For the varsity Capt. Barbanell, who played only in the second half, and McCready, the other forward, scored all the goals.

Guaranteed Automobile Tires

The following guarantee is worth something—it means a full season of automobiling without the worry and a great saving of expense. A guarantee of relief from punctures (only five in four thousand tires), from blowouts, less rim cutting, less skidding (practically none), and less damage to tubes; equal or greater resiliency and speed, absolutely easier riding and positively more than twice the mileage of any other known pneumatic tire. There is an absence of all freak construction, there is the best workmanship and material that money can procure, more comfort and less trouble at a minimum of cost, no change of rims, lugs, tools or tubes. We will gladly furnish a list of names of prominent users who will testify to the above, and convince you that this tire is superior in every essential feature to any other pneumatic tire ever made. Made in red rubber and strikingly handsome. TRACTION TREAD TIRE & TYRE CO., 1695 Broadway, New York. Telephone 826 Columbus.

Automobile Bargains.

Brasier, 30 H.P., cost \$8,000, now \$3,000
Brasier, 20 H.P., cost \$6,000, now \$2,000
Brasier, 16 H.P., cost \$5,500, now \$2,000
Cleveland, 30-35 H.P., cost \$5,500, now \$2,000
Cleveland, 22-28 H.P., cost \$4,000, now \$2,000
All these cars, taken in trade, have been thoroughly overhauled and repainted and are guaranteed for one year. E. B. Gallaher, 230 West 58th Street, N. Y.

IMMEDIATE DELIVERY

35 H. P. FIAT TOURING CAR

30 H. P. SIMPLEX LIMOUSINE

RENAULTS and PANHARDS EARLY DELIVERY

J. M. QUINBY & CO. NEWARK, N. J.

SEVERAL 1906 RAINIER CARS AT ATTRACTIVE PRICES

Consisting of the Following: 22-28 H.P. touring car, with cape top 22-28 H.P. folding front landaulet. The above have been taken in trade by our dealers, have been thoroughly overhauled, repainted and carry guarantee ranging from six to eight months, depending on condition at any time. THE RAINIER COMPANY, Broadway and 50th St., New York.