

MRS. DE MASSY'S SIDE OF IT.

DENIES SHOOTING SIMON AND TELLS A CONCISE STORY.

The Case Will Go to Jury Today—Tripped Up in Her Testimony Only Once or Twice—Says She Has a Title but Doesn't Think It Right to Use It in Business.

After Anissa Louise de Massy had denied most emphatically that she had shot Gustav Simon and told her story of what happened on the day the Broadway shirtwaist maker was killed in his office whatever other evidence there was soon put in. The jury will decide her fate to-day. She does not seem to fear the outcome and her demeanor on the stand yesterday was that of a complacent though somewhat exaltable Frenchwoman, who feels confident that twelve men will take her side of it.

Her examination took up a good part of the day. She is very particular about her dress, but she did not put on any frills for the occasion. She spoke in a nicely modulated voice with just the slightest French accent, which was pleasant to the ear. At times she was quite demonstrative, but on the whole she told her story concisely and with no show of resentment. Only once or twice was she tripped up in her testimony.

She told of applying to Simon for a job as designer and how he had taken her on for a week. That was less than a week before the shooting. She had been there about four days when she sent word to Simon that she was going to leave. Hours show week was coming and she had a lot of orders which she had to fill. Simon told her he was very sorry and if she would come around on the following Monday he would pay her—he would give her a full week's salary. This was very kind, she told him, but she only wanted what she had earned.

She went away and came around the following Monday. It was shortly after 3 o'clock. She waited for a time and saw a woman get off the elevator and ask Simon if he had a place for her. He spoke to the woman for a short time and then she went away. That disposed of the mysterious stranger who was in the room with Simon and about whom there have been many hints of sensations.

When the woman had gone Mrs. de Massy went into Simon's office. Simon's humor was not what it had been at her previous interview with him. He told her that he wasn't going to pay her and that if she wanted her money she would have to sue. She thought at first, but then she decided it wasn't worth worrying about. He took her to the door and she walked down the stairway to the street. She didn't see a soul. She was sure she didn't meet Solomon Shiller on the fourth floor. He has testified that he saw her.

"No, I didn't see him—and I didn't see anybody else," she added, with some vehemence. When she got to the street a crowded Broadway car came along and it wouldn't stop for her. She waited for another and was signalling for it when a policeman came up and told her that she was wanted in the building. She went back and was taken to Simon's office. It was crowded. She was not taken by Simon, but there was no conversation with him. This was in contradiction of the testimony of several witnesses.

"It was the cartridge man who hustled me in," she said. She referred to Policeman Werzansky, who says he found the cartridges in her room. She said she couldn't pronounce his name, and after that she called him the cartridge man whenever she had occasion to refer to him. "Did you shoot Simon?" asked Charles Le Barbier, her counsel. "No, I did not," she replied. "Did you have any intention of shooting any one?" "I did not."

She didn't do any pointing on the door, she said. She carried a satchel and a parasol. The police searched her, fumbling with her dress. It was a pocketless dress she wore, she said. "They asked me, 'Where is the gun?'" she said, "and I replied, 'I do not know what you mean.'"

She named the persons who were in the room, saying that some of them had testified against her. The cartridge man asked Shiller for his name, and according to her Shiller refused to give it, saying he didn't want to have anything to do with the case and he "had never seen the woman before." Then, she says, she heard some conversation between the cartridge man and another man and some one said, "Leave it to me; I'll fix her."

When she was taken to the station "all kinds of questions" were put to her. Mr. Le Barbier asked if when the police gave her the pistol she handled it in an awkward manner. "It was the first time she had seen the pistol," he said. "If you'll give it to me I'll show you exactly how I held it," she added.

Mr. Le Barbier seemed to think that was a fair suggestion and he walked inside of the railing and picked up the pistol. While he was looking at it Mr. Ely told him that she had a pistol in her satchel. The remark hit Mr. Le Barbier between the eyes and he didn't bother to hand the pistol to Mrs. de Massy. Mr. Ely rose to inquire what he would do with the pistol. "You can do anything you want with it so long as it is not in evidence," said Mr. Le Barbier promptly.

"The matron took all my clothing off," said Mrs. de Massy, showing a good deal of animation, "all my clothes, in the altogether, y'know, except my stockings. She asked me if I kept a razor in my stockings. I said, 'No, I would not touch a razor with a long pole.'"

She denied that one of the witnesses for the prosecution, Travis, said she looked like the woman he had seen walking down stairs. She said that Travis told the police that she didn't look like the woman. Capt. Kemp asked her after she had been in the station a short time if the police could have the keys to her room, but she said they could not take anything from her apartments. Then Werzansky, the cartridge man, came back with a box. They asked her what was in it and she said she didn't know. She was told to guess and she said French pins. They handed her the box and told her to open it. She did, and there were some things which she had never seen before except they looked like cartridges which she had seen in Paris, only they were larger. "The girls had them to curl their hair," she said.

This ended her direct examination, and Mr. Ely made her tell something of her life for twenty years back. She had had a governess and she had lived for a time under the name of Viorot, but that was her mother's name. With a show of modesty she said that she had never had a love affair. "I have a title myself, but I do not think that I was entitled to use it in business."

The principal thing brought out by Mr. Ely was that she said that when she walked down stairs after leaving Simon's office she met two persons. One was an underdressed man she met on the fifth floor. He wore his hair very far down over his eyes. On the ground floor she met two men coming in. About the same time she heard a noise as if somebody had slammed a heavy door, or perhaps a pistol had been fired.

Mr. Ely took up the pistol and began to fool with it. She said she had never owned a pistol, and that she was sure she had never seen one until it had been handed to her by the police after her arrest. Mr. Ely passed the pistol over to her. She took it without any sign of alarm or fear and looked at it in different angles with a pleasant smile she looked up at Mr. Ely.

"No, I couldn't tell you if that is the pistol they showed me in the station."

"We rest," said Mr. Le Barbier.

Several witnesses were recalled by Mr.

RED BANNERS HIDE THE GREEN

WHILE SOCIALIST ORATORS FITCH INTO ROOSEVELT.

Haywood, Moyer and Pettibone the Theme of Elizabeth Gurley Flynn, Who Does Not Think Much of Gompers—To Get a Square Deal, Take It, Her Motto.

Several witnesses called earlier in the day said that Mrs. de Massy's character was good. Two witnesses also testified about Simon. One of them was Chas. Marshall Michael Goode, who was shot by Simon a number of years ago. He is lame and had to be "helped by his son, a lawyer, who is assisting Mr. Le Barbier out of sympathy for Mrs. de Massy."

Goode said that Simon's reputation for peace and quiet was not good, and he explained how Simon had shot him. His lameness was due to the shooting. Henry Roberts also said that Simon was not a very peace loving person, and that he always carried a revolver.

The case should get to the jury this afternoon. Justice Blanchard said he would allow each lawyer an hour and a half to sum up the case.

KERNOCAN ON THE BENCH.

7 Feet Horseshoe of Flowers From the Larry Mulligan Association.

Magistrate Frederic Kernochan began his term as Magistrate yesterday in the West Side court and disposed justice for a half hour in the morning and in the afternoon amid banks of flowers that made prisoners wonder what kind of a game they had walked into. A seven foot high floral horseshoe from the Larry Mulligan Association was the most brilliant exhibit, and next in importance was another horseshoe from "Larry, Frank, Teddy, Dutch and Tom" of lesser size. Baskets of flowers and a vase of American Beauties completed the display. The Mulligan exhibit and all the rest were to be sent to Grace Church for the session, said the Magistrate. The new Magistrate led the Mulligan ball with Mrs. Larry Mulligan in March, and Larry was on the job yesterday to wish him success.

While he was being sworn in at the City Hall Magistrate Walsh held court, yielding the bench shortly before 11 o'clock. Miss Rose Kerber, probation officer, presented an ebony and silver mounted gavel from his law partners in the firm of Rand, Moffat & Webb, and then he got busy with a lead pipe robbery of \$1,000. After helping several women with troublesome husbands and sending a few vagrants for repose in the workhouse things were cleared up and the morning session was over.

MOUNTAIN VIEW HOTEL BURNED.

Seven Persons Arrested by Neighbors and Escape in Their Night Clothes.

MIDDLETOWN, N. Y., May 1.—Seven persons had a narrow escape from losing their lives in the flames this morning, when fire destroyed the Mountain View Hotel at Howells Hill from this city. They are Mrs. William Hoeking, wife of the proprietor, and her two young sons; D. F. Talbot, a contractor of New York; William J. McAllister, a travelling salesman of New York and Henry York, an employee of the hotel. All escaped in their night clothes. Mrs. Hoeking had undergone an operation for appendicitis two days before. She was carried out of the building on her bed. The fire was discovered at about 2 o'clock this morning by neighbors who broke open the doors and aroused the occupants. In ten minutes the hotel was a mass of flames. It was one of the oldest hostels in Orange county, having been built about seventy-five years ago. It was well known to New York people, large numbers of whom have spent their summer here.

During the height of the fire it was feared that the whole village would be destroyed and the fire department of this city was called upon for assistance. Two fire engines with apparatus had started for the village when they received word that they were not needed.

NOT A DROP OF BEER SPILLED.

Workman Fell Off a Bridge and Held His Can Alert and Saved It.

BLOOMFIELD, N. J., May 1.—John Kitchell, employed on the new county bridge over the Morris Canal in James street, Bloomfield, felt dizzy to-day and he visited a nearby saloon where he got a pint of beer in a paper cup. Kitchell was walking across one of the girders, pulled in hand, when he lost his balance. He could have saved himself from falling by letting the beer go, but he was not so inclined. Down he shot feet foremost, and as he did so he raised the hand in which he held the pull up in such a way that not a drop was spilled. Into the water with splash went Kitchell, but he still held the pint aloft. His head sank from view, but not the pull.

Kitchell arose to the surface and his fellow workmen hurried to the towpath and threw him a rope. "We will save you," they shouted. "Never mind me, save the beer," he replied. Kitchell after a struggle reached the bank. The beer was unspilled. "What do you think of that?" he said triumphantly. "Never spilled a drop. Here is luck!"

Athlete B. Reader Acquitted.

The jury in the United States Circuit Court which has been trying Athlete B. Reader on an indictment for perjury committed at the trial of his suit against James B. Haggin acquitted Reader yesterday.

PENNSYLVANIA RAILROAD

Bulletin. SPECIAL DELIVERY OF BAGGAGE.

A convenient and useful feature of the baggage service of the Pennsylvania Railroad is its Special Delivery System. This system is in operation all the year around between New York, Brooklyn, Newark, Asbury Park, Philadelphia, Baltimore, Washington and Atlantic City, and during the summer season at Cape May, Wildwood, Sea Isle City, Ocean City and Long Branch.

Under this Special Delivery System the passenger may send his baggage in advance with the assurance that it will be awaiting him on his arrival at his destination, whether hotel or residence. The service is performed in conjunction with local transfer companies. In New York, Brooklyn, Asbury Park and Long Branch the New York Transfer Company, and in Philadelphia, Baltimore, Washington, Atlantic City, Cape May, Wildwood, Sea Isle City and Ocean City the Union Transfer Company perform the service.

The transfer company receiving the baggage gives a receipt therefor and attaches a special check containing the address to which the baggage is to be sent by first train after the order is taken, and arranges for the prompt delivery of the baggage on its arrival in the city to which it is forwarded.

The charge for this special delivery service is 7 cents for each piece of baggage which must be prepaid. This charge does not cover any charges that may be necessary on account of excess weight of baggage over the limit of one hundred and fifty pounds which are checked free on each railroad ticket.

AMONG THE AUTOMOBILISTS.

COMMERCIAL VEHICLE SHOW IN CHICAGO NEXT WINTER.

West is to Have First Executive Motor Driven Business Wagon Exhibition Under National Association of Automobile Manufacturers' Auspices.

It was announced yesterday that the first national exhibition of commercial vehicles will be held in Chicago during the week of November 30 to December 7 next under the auspices of the National Association of Automobile Manufacturers, Inc. The news being made public after the regular monthly meeting of the executive committee of the N. A. M. yesterday. A. M. show committee had reported that an investigation had been made of the desires of manufacturers of commercial vehicles, as it had been shown that they cannot be satisfactorily displayed in connection with pleasure cars. The committee had become convinced that a sufficient number of exhibitors of commercial vehicles could be obtained to constitute a separate department, and it was therefore decided to hold a show in Chicago next winter.

It is to be the policy of the management to use every possible endeavor to interest in the commercial vehicle exhibit the mechanical men, traffic managers, buyers and heads of departments generally of those concerns which make considerable use of horse drawn vehicles. Arrangements will be made by which those persons who so desire and who attend the exhibition of pleasure cars, which occurs on the same dates, may obtain admission to the commercial exhibit without additional cost. It is expected that the admission will be very largely by invitation, and to that end exhibitors will be liberally supplied with admission tickets.

The good roads committee presented its report as a result of which it was decided to call a joint meeting of the good roads committees of the American Motor Car Manufacturers' Association, the National Association of Automobile Manufacturers, the American Automobile Association, the American Motor League and the Association of Licensed Automobile Manufacturers and such other associations as the N. A. M. good roads committee may deem proper. It is expected that this meeting will probably be held in this city during the next thirty days. Those present at yesterday's meeting were Albert L. Pope, William Mitchell Lewis, R. T. Davis, Jr., Windsor T. White, Thomas Henderson, C. C. Hildebrand, William R. Innis, G. W. Bennett and M. J. Buington, in addition to S. A. Miles, general manager of the association. As Ezra E. Kirk has resigned his connection with the E. R. Thomas Motor Company of Buffalo, he resigned as a member of the executive committee, being succeeded by Roy D. Chapin. James Joyce was elected to succeed H. F. Ball, who resigned as the representative of the American Locomotive Automobile Company.

The officials of the Custom House have made a new ruling regarding the reentry of automobiles and equipment taken abroad for temporary use by owners. The new regulations are as follows: "In case of a proper application and examination of the car, automobile of foreign manufacture which previously have been regularly entered and duty paid, are entitled, upon being taken abroad by the owner for touring purposes, to a certificate authorizing their reentry upon returning from abroad, with the owner or within thirty days without the payment of duty. Provided, however, that there shall have been no repairs or improvements or additions made to the said automobile, except absolutely necessary repairs not exceeding 10 per cent. of the original appraised value of the same. Certificates will be issued when requested for American automobiles covering their own and foreign tires on their wheels, and the accessories taken out.

Upon return to this country of any automobile taken abroad for touring purposes under the above certificate, the owner will be required to take out the certificate, to make out a return on the form provided for that purpose, and to pay the duty on the value of the car, plus such reimportation duty as may be required to make out the certificate. The duty will be charged upon the full value of the car. Upon such reimportation the owner will also be required to make out the certificate. The duty will be charged upon the full value of the car. Upon such reimportation the owner will also be required to make out the certificate.

William R. Henderson, Jr., Aston G. Hodson, A. B. Farlington and Desai A. V. were present yesterday at the meeting of the plan and scope committee of the Long Island Automobile Association. The other members of the committee, were out of town yesterday.

A daring but successful repair was recently made by a machine shop near New York on a set of shouldered wrappings whose ends were too small to fit the holes in the piston, although the middle portion was a fit in the connecting rod bushing. As the wrist pin was shouldered instead of straight, the ends, which were only a few thousandths of an inch small for their holes, could be enlarged to fit the latter without affecting the fit in the connecting rod, provided a way could be found to do this. This seemingly impossible feat was accomplished in the following manner: A hole drilled with a very gradual taper was made to fit the hole drilled through the wristpin. A pot of white metal was heated to a bright red, a bunch of

wet waste was wrapped about the middle portion of each pin, and one end was dipped momentarily into the molten white metal. On taking it out the drift, which had been used to drive in the wristpin, was expanded by the drift more than the portion next to the shoulder, but this was taken care of by the grinding.

Among the automobilists. Commercial vehicle show in Chicago next winter. West is to have first executive motor driven business wagon exhibition under national association of automobile manufacturers' auspices.

It was announced yesterday that the first national exhibition of commercial vehicles will be held in Chicago during the week of November 30 to December 7 next under the auspices of the National Association of Automobile Manufacturers, Inc. The news being made public after the regular monthly meeting of the executive committee of the N. A. M. yesterday.

A. M. show committee had reported that an investigation had been made of the desires of manufacturers of commercial vehicles, as it had been shown that they cannot be satisfactorily displayed in connection with pleasure cars. The committee had become convinced that a sufficient number of exhibitors of commercial vehicles could be obtained to constitute a separate department, and it was therefore decided to hold a show in Chicago next winter.

It is to be the policy of the management to use every possible endeavor to interest in the commercial vehicle exhibit the mechanical men, traffic managers, buyers and heads of departments generally of those concerns which make considerable use of horse drawn vehicles. Arrangements will be made by which those persons who so desire and who attend the exhibition of pleasure cars, which occurs on the same dates, may obtain admission to the commercial exhibit without additional cost. It is expected that the admission will be very largely by invitation, and to that end exhibitors will be liberally supplied with admission tickets.

The good roads committee presented its report as a result of which it was decided to call a joint meeting of the good roads committees of the American Motor Car Manufacturers' Association, the National Association of Automobile Manufacturers, the American Automobile Association, the American Motor League and the Association of Licensed Automobile Manufacturers and such other associations as the N. A. M. good roads committee may deem proper. It is expected that this meeting will probably be held in this city during the next thirty days.

Those present at yesterday's meeting were Albert L. Pope, William Mitchell Lewis, R. T. Davis, Jr., Windsor T. White, Thomas Henderson, C. C. Hildebrand, William R. Innis, G. W. Bennett and M. J. Buington, in addition to S. A. Miles, general manager of the association. As Ezra E. Kirk has resigned his connection with the E. R. Thomas Motor Company of Buffalo, he resigned as a member of the executive committee, being succeeded by Roy D. Chapin.

James Joyce was elected to succeed H. F. Ball, who resigned as the representative of the American Locomotive Automobile Company.

The officials of the Custom House have made a new ruling regarding the reentry of automobiles and equipment taken abroad for temporary use by owners. The new regulations are as follows: "In case of a proper application and examination of the car, automobile of foreign manufacture which previously have been regularly entered and duty paid, are entitled, upon being taken abroad by the owner for touring purposes, to a certificate authorizing their reentry upon returning from abroad, with the owner or within thirty days without the payment of duty. Provided, however, that there shall have been no repairs or improvements or additions made to the said automobile, except absolutely necessary repairs not exceeding 10 per cent. of the original appraised value of the same. Certificates will be issued when requested for American automobiles covering their own and foreign tires on their wheels, and the accessories taken out.

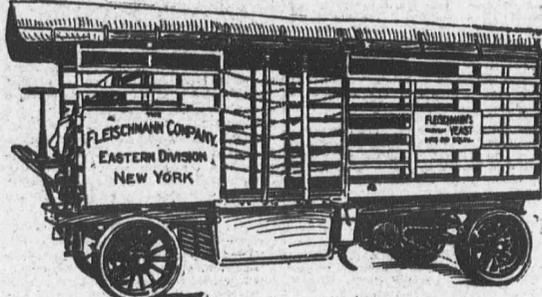
Upon return to this country of any automobile taken abroad for touring purposes under the above certificate, the owner will be required to take out the certificate, to make out a return on the form provided for that purpose, and to pay the duty on the value of the car, plus such reimportation duty as may be required to make out the certificate. The duty will be charged upon the full value of the car. Upon such reimportation the owner will also be required to make out the certificate.

William R. Henderson, Jr., Aston G. Hodson, A. B. Farlington and Desai A. V. were present yesterday at the meeting of the plan and scope committee of the Long Island Automobile Association. The other members of the committee, were out of town yesterday.

A daring but successful repair was recently made by a machine shop near New York on a set of shouldered wrappings whose ends were too small to fit the holes in the piston, although the middle portion was a fit in the connecting rod bushing. As the wrist pin was shouldered instead of straight, the ends, which were only a few thousandths of an inch small for their holes, could be enlarged to fit the latter without affecting the fit in the connecting rod, provided a way could be found to do this. This seemingly impossible feat was accomplished in the following manner: A hole drilled with a very gradual taper was made to fit the hole drilled through the wristpin. A pot of white metal was heated to a bright red, a bunch of

wet waste was wrapped about the middle portion of each pin, and one end was dipped momentarily into the molten white metal. On taking it out the drift, which had been used to drive in the wristpin, was expanded by the drift more than the portion next to the shoulder, but this was taken care of by the grinding.

General Vehicle Company LONG ISLAND CITY Largest Builders of Commercial Vehicles in the World



A GREAT REDUCTION in expenses and time can be obtained in delivering light or heavy merchandise of every description by using our ELECTRIC TRUCKS AND WAGONS. Send for catalogue showing new 1907 models and particulars.

FIAT SPECIAL PRICES ON LATE 1906 CARS.

An exceptional opportunity to purchase THE FAMOUS ITALIAN CAR at remarkably low prices—ready for immediate use.

- 20 H. P. Landulet (Binder, Paris) \$6,500
35 H. P. Demi Limousine (Demarest) \$7,750
35 H. P. Touring Car, Victoria Top (Rothschild, Paris) \$7,500
50 H. P. Touring Car, Cape Top (Quinby) \$9,500
35 H. P. Landulet (Rothschild, Paris) \$8,000

The Above Prices Include Complete Equipment

ALSO 15 H. P. Shaft Drive Town Chassis \$3,750

THE HOLTAN CO. Broadway and 56th Street, New York.

AMONG THE AUTOMOBILISTS.

COMMERCIAL VEHICLE SHOW IN CHICAGO NEXT WINTER.

West is to have first executive motor driven business wagon exhibition under national association of automobile manufacturers' auspices.

It was announced yesterday that the first national exhibition of commercial vehicles will be held in Chicago during the week of November 30 to December 7 next under the auspices of the National Association of Automobile Manufacturers, Inc.

The news being made public after the regular monthly meeting of the executive committee of the N. A. M. yesterday.

A. M. show committee had reported that an investigation had been made of the desires of manufacturers of commercial vehicles, as it had been shown that they cannot be satisfactorily displayed in connection with pleasure cars.

The committee had become convinced that a sufficient number of exhibitors of commercial vehicles could be obtained to constitute a separate department, and it was therefore decided to hold a show in Chicago next winter.

It is to be the policy of the management to use every possible endeavor to interest in the commercial vehicle exhibit the mechanical men, traffic managers, buyers and heads of departments generally of those concerns which make considerable use of horse drawn vehicles.

Arrangements will be made by which those persons who so desire and who attend the exhibition of pleasure cars, which occurs on the same dates, may obtain admission to the commercial exhibit without additional cost.

It is expected that the admission will be very largely by invitation, and to that end exhibitors will be liberally supplied with admission tickets.

The good roads committee presented its report as a result of which it was decided to call a joint meeting of the good roads committees of the American Motor Car Manufacturers' Association, the National Association of Automobile Manufacturers, the American Automobile Association, the American Motor League and the Association of Licensed Automobile Manufacturers and such other associations as the N. A. M. good roads committee may deem proper.

It is expected that this meeting will probably be held in this city during the next thirty days. Those present at yesterday's meeting were Albert L. Pope, William Mitchell Lewis, R. T. Davis, Jr., Windsor T. White, Thomas Henderson, C. C. Hildebrand, William R. Innis, G. W. Bennett and M. J. Buington, in addition to S. A. Miles, general manager of the association.

As Ezra E. Kirk has resigned his connection with the E. R. Thomas Motor Company of Buffalo, he resigned as a member of the executive committee, being succeeded by Roy D. Chapin.

James Joyce was elected to succeed H. F. Ball, who resigned as the representative of the American Locomotive Automobile Company.

The officials of the Custom House have made a new ruling regarding the reentry of automobiles and equipment taken abroad for temporary use by owners. The new regulations are as follows: "In case of a proper application and examination of the car, automobile of foreign manufacture which previously have been regularly entered and duty paid, are entitled, upon being taken abroad by the owner for touring purposes, to a certificate authorizing their reentry upon returning from abroad, with the owner or within thirty days without the payment of duty. Provided, however, that there shall have been no repairs or improvements or additions made to the said automobile, except absolutely necessary repairs not exceeding 10 per cent. of the original appraised value of the same. Certificates will be issued when requested for American automobiles covering their own and foreign tires on their wheels, and the accessories taken out.

YOUR TIRE CHANGED IN THREE MINUTES

The above illustration shows the mechanical features of the CRESCENT (FORMERLY RIM HARBURG)

Referring to the figures:

- 1. Beveled band fitted permanently to the felloe of wheel.
2. The Crescent Removable Rim holding an inflated tire. Any regular make of clincher tire fits this rim.
3. Hinged clip which, when loosened allows the removal and replacing of the rim with tire.
4. Best rim nut holding clip and rim in place.

Each wheel is provided with six of these hinged clips. This rim enables the automobilist to carry with him extra inflated tires.

The entire operation of removing the damaged tire and replacing it with a new one (inflated) can be accomplished in three minutes. Can be fitted to old wheels as well as new.

For further particulars and demonstration call on CRESCENT PARTS CO. 1739 Broadway, N. Y.

Pullman AUTOMOBILES.

"Not only the best for the price, but the best at any price."

The Most Reliable Automobile Cars. 20 to 40 Horse Power, \$1,850, \$3,000 and \$3,500. Do not make the mistake of buying before seeing the Pullmans. Immediate deliveries.

BOUEN MOTOR CO. General Eastern Distributors. 1675 BROADWAY, near 52d St.

J.M. QUINBY & CO.

NEWARK, N. J. Adjacent Lockwood Station. Automobile Body Builders. EST. 1834.

AUTOS: Are These Bargains? Well Limousines, Landulets, Runabouts, Touring Cars, New Cadillac Limousine, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 1796, 1795, 1794, 1793, 1792, 1791, 1790, 1789, 1788, 1787, 1786, 1785, 1784, 1783, 1782, 1781, 1780, 1779, 1778, 1777, 1776, 1775, 1774, 1773, 1772, 1771, 1770, 1769, 1768, 1767, 1766, 1765, 1764, 1763, 1762, 1761, 1760, 1759, 1758, 1757, 1756, 1755, 1754, 1753, 1752, 1751, 1750, 1749, 1748, 1747, 1746, 1745, 1744, 1743, 1742, 1741, 1740, 1739, 1738, 1737, 1736, 1735, 1734, 1733, 1732, 1731, 1730, 1729, 1728, 1727, 1726, 1725, 1724, 1723, 1722, 1721, 1720, 1719, 1718, 1717, 1716, 1715, 1714, 1713, 1712, 1711, 1710, 1709, 1708, 1707, 1706, 1705, 1704, 1703, 1702, 1701, 1700, 1699, 1698, 1697, 1696, 1695, 1694, 1693, 1692, 1691, 1690, 1689, 1688, 1687, 1686, 1685, 1684, 1683, 1682, 1681, 1680, 1679, 1678, 1677, 1676, 1675, 1674, 1673, 1672, 1671, 1670, 1669, 1668, 1667, 1666, 1665, 1664, 1663, 1662, 1661, 1660, 1659, 1658, 1657, 1656, 1655, 1654, 1653, 1652, 1651, 1650, 1649, 1648, 1647, 1646, 1645, 1644, 1643, 1642, 1641, 1640, 1639, 1638, 1637, 1636, 1635, 1634, 1633, 1632, 1631, 1630, 1629, 1628, 1627, 1626, 1625, 1624, 1623, 1622, 1621, 1620, 1619, 1618, 1617, 1616, 1615, 1614, 1613, 1612, 1611, 1610, 1609, 1608, 1607, 1606, 1605, 1604, 1603, 1602, 1601, 1600, 1599, 1598, 1597, 1596, 1595, 1594, 1593, 1592, 1591, 1590, 1589, 1588, 1587, 1586, 1585, 1584, 1583, 1582, 1581, 1580, 1579, 1578, 1577, 1576, 1575, 1574, 1573, 1572, 1571, 1570, 1569, 1568, 1567, 1566, 1565,