

AUTOMOBILES AUTOMOBILES AUTOMOBILES AUTOMOBILES AUTOMOBILES AUTOMOBILES

W.C.P.

Best of America Takes All Hills on High Speed

"Giants' Despair" hill at Wilkesbarre is a noted spot for the testing of automobiles. It has a length of 6000 feet, with a rise up the mountain of 700 feet. On May 30th the STEARNS CAR WON FIRST PLACE in the hill climb for Stock Touring Cars—all prices and horse power. To make the victory more complete a STEARNS TOURING CAR also WON SECOND PLACE in the same race. As a still further proof

STEARNS SUPREMACY ON HILLS

A STEARNS TOURING CAR WON FIRST place in the special event on that day, restricted to the members of the Quaker City Motor Club of Phila., who journeyed to Wilkesbarre in force. To go back to other noted hill climbs, a STEARNS Touring Car, piloted by Guy Vaughan, won the difficult climb at Crawford's Notch last summer, one of the important events of last year. At Gates Mill Hill, near Cleveland, a STEARNS Car carried off first honors last spring and is the popular favorite for the same event, which takes place June 8th. This is one of the most difficult hills in America. What more need be said. The true test of quality is not what a specially built and costly racer will do, but what can be accomplished by a REGULAR STOCK CAR—the kind ordinarily sold by a manufacturer. Such feats are of interest to the buying public, and influence sales. The owner of a STEARNS TOURING CAR, as we have so often reiterated, has at his disposal a machine of remarkable flexibility—ideal for slow running and city driving, yet developing a wealth of power when touring. Hills can be surmounted by any TOURING STEARNS in record time, while on the road it develops the speed of a racer, if desired. Our allotment of STEARNS Cars is limited this year. Call now if you want a 1907 car. The exhibition chassis is at our salesrooms, from which we would like to explain to you why the STEARNS is built to win.

Stearns Touring Car, \$4,500. F. O. B. Factory.

W. J. Clark & Partridge

BROADWAY AT 56TH STREET.

AUTOMOBILE NOTES.

Another great automobile plant is to be built in Detroit. The E. R. Thomas Detroit Company has announced the purchase of twelve acres of ground on the south side of Jefferson avenue, adjoining the new belt line, as a site for a new factory.

All the preliminary arrangements have been worked out quietly, and the formal announcement was deferred until the first anniversary of the organization of the company. The E. R. Thomas Detroit Company began business a year ago and during that time has marketed 500 large motor cars, the greatest number of high powered cars ever sold by any automobile company during the first year of its existence.

The new site for the company is four miles from its present location. The new factory buildings will be constructed entirely of reinforced concrete. The unit system of construction having been adopted, two units will be completed at the present time and other units will be added as the growth of the business demands. The main building will be 6000 feet, three stories in height. There will be a separate power plant of large dimensions, a stock building and a testing building, besides a large garage, thoroughly equipped.

The officials of the company have spent several weeks visiting all of the more modern automobile factories in America. Every idea of merit and every new idea never before used in the construction of an automobile factory will be adopted. In all the company will have 100,000 square feet of space.

The E. R. Thomas Detroit Company, although a separate organization and essentially a Detroit enterprise, is closely associated with the E. R. Thomas Motor Company of Buffalo. The Buffalo company manufactures the Thomas Flyer, while the Detroit company manufactures the Thomas Flyer. With the completion of the new Detroit factory and the fourth new Buffalo factory, which know well under way, the two organizations will have 400,000 square feet and will give employment to 1,000 men, which makes the combined enterprises one of the greatest automobile organizations in the world.

The Detroit company in one year has made a remarkable success, and its motor cars are numerous on the streets of all the large cities throughout the country. In New York city the Thomas Flyer, at the Detroit Thomas is known, is one of the most popular cars sold, and the Harry S. Houpt Company, New York and Philadelphia agents for all the Thomas cars, have all they can do to keep up with the demand.

The officials of the E. R. Thomas Detroit Company are E. R. Thomas, Buffalo, president; H. E. Coffin, first vice-president; H. D. Chapin, treasurer and general manager; J. J. Brady, second vice-president; F. O. Benzner, secretary. Mr. Thomas was one of the first Americans to manufacture automobiles and has been a leader in the industry ever since. Mr. Coffin is the head of the mechanical side of the Detroit company and is consulting engineer for the Buffalo company. Mr. Chapin has been in the automobile business for many years and is one of the best known men in the trade.

Contracts for the new buildings have been let and the factory will be occupied September 1. The cost of the plant fully equipped will be \$2,000,000. The old plant will be used temporarily as a storage place for stock.

Everything points to a great representation of Americans made machines in European countries this season, one which will give the foreign makers food for thought. Inquiry among the big makers here reveals great enthusiasm among those who have decided on a tour in foreign lands as a means of relaxation during the summer season. C. A. Duerr & Co. of New York expect to have at least twelve Royal Tourists on tour in Europe this season, as that number of purchasers of Royal cars have declared their intentions in this respect. The owners had eight Royals, operated in the hands of owners, touring foreign lands last season and the tourists were unanimous in the opinion that the American car is absolutely safe and satisfactory away from home. One Royal owner covered 10,000 miles touring Great Britain last season, but not a trouble of any sort, not even tire trouble. "Apart from the satisfaction of seeing our cars abroad one might say invade the enemy's country," says C. A. Duerr. "It is nothing as compared with the confidence with which our customers are making preparations for their gay trips. Going away from their seat of supplies, one might well have thought they took extra parts, etc., galore, but nothing of the sort. The Royals which go to Europe this year go just as if they were to make a run in their own country. They are getting a

good overhauling and tuning up, but that's all, and, barring accident, won't be touched till they get back here."

J. M. Quinby & Co. of Newark, N. J., have just completed for I. W. Helman, Jr. of San Francisco, Cal., a 60 horse-power Matheson equipped with aluminum demilimonousine body. An interesting feature in connection with the shipment of this car was the fact that no express car could be secured high enough to allow the completed automobile to be delivered on board, and it was necessary to remove the top and crate it separately. While Mr. Helman will have one of the handsomest cars in San Francisco, the express company is also to be felicitated, as their charge for the transfer was about \$1,000. The car is painted a rich red with black underbody and carmine chassis, the upholstery being black leather, with silk curtains to match.

The latest invention in tires is the Hartford Midgley Tread, Dunlop or Clinchers. Four coils of steel piano wire are vulcanized into the tread which makes the tire antiskid, enhances the life of the tire, and makes it practically puncture proof. Herbert Lytle, the racing driver, put a set of these tires on his big Pope-Tonks demonstrating car at the Chicago Show, so he says, and has run them for more than a year, and has had no trouble. He had in them at Chicago. This, too, on a testing car which is put through all kinds of punts over all kinds of roads, and under all kinds of conditions.

The Autocar which won the recent twenty-four hour endurance derby had the rear wheels equipped with Hartford Midgley Tread Dunlop type tires. These tires had been used 2,000 miles before entering the race, but notwithstanding this fact the Autocar covered in the twenty-four hours 741 miles with but one trouble to the Hartford tires excepting two punctures, one of which was repaired in 10 seconds; the other in 2 minutes and 10 seconds.

A line of coupes, especially for the use of suburbanites, is being completed in the Winter factory at Cleveland. The body is modelled after the coupe that Mr. Winston has had in his personal use for more than a year. The body encloses the steering wheel, the dash and its equipment, and the seats, affording the fullest protection from the weather to driver and passenger.

It is reliably said that the first travelling salesman for automobiles in this country was F. M. Hoblitt, who was selling cars as long ago as 1850. In 1880 Mr. Hoblitt ordered the first shipment of cars to California, a carload of Waverleys. He is now travelling representative of the American Automobile Company and is on the Pacific coast in the interest of the firm.

The Continental Caoutchouc Company announces a change in its representation at Buffalo, W. A. Jute will be manager of the branch in that city at 729 Main street, succeeding F. M. Parker, who has severed his connection with the company.

The success of the automobile industry as a whole is nowhere more accurately indicated than in the ever increasing extent of the tire business. John S. Wiese, Long Island distributor for Michelin tires, has just closed a contract with the Lambert, Mack & Co. of this city, national Michelin agents, for additional territory including the cities of Albany, Saratoga, Troy and Washington, D. C. Mr. Wiese has just returned from a Southern trip and reports a most successful tire season in that section.

Close on \$200,000 represents the amount of business transacted by the Ford Motor Company's New York branch under the management of Gaston Plattner during the month of May. This is truly a wonderful showing, the more so in the face of the unseasonable weather. Thirty-five "Clippers" cars and 200 four cylinder runabouts were sold at wholesale and retail during the above month. Mr. Plattner says that indications for a record month in June and has laid his plans accordingly. The opening of the Ford branch at 26 Broad street, in the Broad Exchange Building, will materially add to the sales in June. Mr. Plattner believes, for the reception accorded the innovation by the men in the financial district has been most cordial.

The Harry S. Houpt Company has delivered 125 1907 60 horse-power Thomas Flyers to purchasers in New York, Brooklyn, a wonderful record when one takes into consideration the backwardness of the season. Many notable sales have been made, those of recent date including a 70 horse-power runabout to W. K. Vanderbilt, Jr., and a similar machine to E. Russell Thomas.

THE MAXWELL WINS

The Maxwell sweeps the entire light car field at the great Wilkes-Barre and Bridgeport hill climbs. The Maxwells have perfect scores in Long Island and New Jersey endurance runs.

It was not surprising to those who knew the MAXWELL that it won first and second places in the thousand dollar and under class, but when this same \$825.00 runabout finished in second place for cars costing \$2,500.00 everybody was astonished.

Why is it that the Maxwell with a 14 H. P. motor can defeat cars rated at from 30 to 40 H. P. and costing almost three times the price of the Maxwell?

Because the MAXWELL Horsepower is real—every ounce of it gets into action to drive the car.

Bombastic claims are all right until real contests such as these show the cars as they really are.

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Every factor conducive to SAFETY, EFFICIENCY, RELIABILITY and COMFORT known to the science of automobile construction is utilized in the construction of Thomas Cars.

IMPORTANT to Prospective Purchasers.

We have sold the greater part of our allotment of both "Flyers" and "Fortys," and judging from the volume of business we have done during the month of May, the chances are that the balance will be disposed of in short order. We advise you to place your order now if you want anything like a decent delivery.

Ready for IMMEDIATE DELIVERY.

60 H. P. Thomas Flyer touring car \$4000
Thomas Flyer runabout (The speedway flyer)..... 4000
40 H. P. touring car 2750
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Two 1906 50 H. P. Thomas Flyers, at Attractive Prices. Thoroughly overhauled and repainted in our own shops.

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Matheson

The Matheson Still Breaking Records.

The Matheson is the first gasoline car to climb the "Giants Despair" at Wilkesbarre, in less than two minutes. On Decoration Day a Matheson driven by an amateur defeated all comers in the free for all race and established a new record for the ascent up the mountain.

Mr. R. T. Kelsey, an amateur, drove his Matheson through the two-day run of the Long Island Auto Club, making a perfect score.

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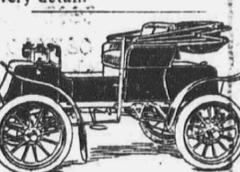
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List of machines on hand sent upon request.

Auto Supplies at Cut Prices

Genuine Schieber carburetors, all sizes from \$10.00 to \$18.00.
Extra folding lamps, solid brass, finely unpolished, best seats built, regular price, \$75.00, our price, \$65.00 per set.
Our piece wheels, they last \$25.00, our price, \$20.00.
Phosphor bronze and brass tire holders holding two tires, to fit any car, regular price, \$10.00, our price, \$8.00 per set.
Oil guns, \$3.00, no different from those you pay \$5.00 and \$1.00.
Splifford switch plugs, \$c.
Accurate Amperimeters at \$1.75.
8 day clocks (guaranteed), with stem winder, and stem wind, new dial set, regular price \$7.50, at \$4.75.
8 inch Alpha searchlight lamps, with bulbless regulator, regular price, \$12.00, at \$8.50.
Combination speedometers, with trip and sea-mileage, regular price, \$15.00, our price, \$12.00.
Dietz side of lamps, Peerless, Oh, that's all, regular price, \$15.00, our price, \$4.50 per pair.
French square side lamp, regular price, \$14.00, at \$8.50 per pair.
All makes of spark plugs at cut prices.

TIRES AND INNER TUBES.

Our special sale of tubes and tires last week brought us many new customers, so we continue a special for the coming week, including the following makes: Diamond, Goodrich, Hartford, G. & J. Morgan & Wright, Amazon, Pennsylvania and Dunlop.

Size	Case	Tubes
28x2 1/2	\$7.00 to \$10.00	\$2.75
28x3	\$7.00 to \$10.00	\$2.50
30x3 1/2	\$10.00 to \$12.00	\$3.00
30x4	\$10.00 to \$12.00	\$3.00
32x4	\$12.00 to \$15.00	\$3.50
32x4 1/2	\$12.00 to \$15.00	\$3.50
34x4 1/2	\$15.00 to \$18.00	\$4.25
34x5	\$15.00 to \$18.00	\$4.25

All other sizes in proportion.

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