AMONG THE AUTOMOBILISTS

SERIES OF TRACK RACES SAID TO BE ARRANGED.

Several Local Dealers Reported to Have Formed an Organization to Conduct Meets on Nearby Courses—Fifteen Make Perfect Scores in Delaware Run.

New Yorkers are to have plenty of track racing during the summer and fall, according to rumors along automobile row yesterday. The report was that a number of local tradesmen had formed an organization for the purpose of conducting race meets and that it was very likely a number of affairs would be arranged in which several famous drivers would be competitors. It is understood that the matter has been under discussion for several months and it has been hinted that the events would be conducted without applying to the racing board of the American Automobile Association for sanctions, though this is not thought to have been definitely decided upon.

The reports made no mention of the track upon which the events were to be held, though Morris Park, Brighton Beach and the Empre City track were all mentioned as possible locations, as all of these courses have been used for automobile races in the past, and twenty-four hour contests have been held at both the Brighton Beach track and at Morris Park. The rumor had it that a dozen entries were already assured for the race meets, including some of the best known cars and drivers that have been seen in former events in the vicinity of this city. It is expected that some official announcement regarding the project will be made before the end of this week.

Fifteen cars made perfect scores in the sealed bonnet contest of the Delaware Automobile Association on Saturday out of the twenty-one machines that started. The run was from Wilmington to Valley Forge and return, the distance being 79 miles. The following cars made perfect scores: Henry McComb Bangs's Stoddard-Dayton touring car, J. T. Chandler's Mitchell runabout, William C. Corey's Mitchell runabout, Eugene du Pont's Peerless runabout, Pierce touring car and Thomas runabout, Dr. John C. Fahey's Maxwell touring car, Robert S. Clover's Maxwell touring car, James F. Hoey's Buick touring car, William E. Holland's Ford runabout, J. R. Richardson's Mitchell runabout and Mitchell touring car, Albert Rothschild's Rainier touring car, Joseph H. Shaw's Franklin touring car and Frank Yerger's Studebaker.

The following applications for membership have been received by the board of trustees of the New Jersey Automobile and Motor Club at Newark: Fred B. Waibel, Harrison Van Duyne, Jacob Rummell, Bevier H. B. Sleght, John M. Miller, Edward M. Stirling, George E. Mausert, Edgar W. Heller and Sol Maybaum, all of Newark; R. Edgar Kirk, W. J. Andrus, Oscar A. Goedecke and George T. Hatt, East Orange; Henry Wallace, William J. Ticknor, Glen Ridge; J. Dykers Nichols, Bernardsville; William A. Lambert, Nutley; H. H. Rolffes, Weehawken; Gordon B. Phillips, West Orange; John W. Hennion, Paterson; Stewart A. Craig, Rutherford; Lawrence M. von Dohlen, South Orange; M. D. Valentine, Woodbridge; Charles B. Ward, Livingston Manor, N. Y. The following associate members were also elected: C. J. Schultz and William B. Price of Newark.

The following automobile clubs have shown their interest in the good roads and legislative convention at Buffalo on July 7 and 8 by electing delegates:

Automobile Club of Southern California, Los Angeles, Charles B. Hopper.

New Jersey Automobile and Motor Club, Newark, Paul E. Heller, J. H. Wood, chairman good roads committee, and F. A. Crosselmire.

Automobile Club of Springfield, Springfield, Mass., Mark Aitken, A. E. Lerche, M. T. White and S. L. Haynes.

Elyria Automobile Club, Elyria, Ohio, S. L. Stark, W. N. Gates and A. L. Garford.

Automobile Club of St. Louis, Mo., Roy F. Britton and Sam D. Capen.

Automobile Club of Wilkensburg, Wilkensburg, Pa., Dr. W. R. Stephens, A. J. Puffinburg and Dr. W. C. Cook.

Automobile Club of Philadelphia, Powell Evans, W. O. Griffith and S. Boyer Davis.

Quaker City Motor Club, Philadelphia, A. T. James, Edwin A. Lewis, Dr. W. J. Donnally and L. E. French.

Chicago Automobile Club, T. J. Hyman, Claude Seymour and A. R. Stumer.

Automobile Club of Bridgeport, Bridgeport, Conn., S. T. Davis, Jr., and A. L. Riker.

Wilkesbarre Automobile Club, Wilkesbarre, Pa., Dr. E. C. Wagner and W. L. Raeder.

Malden Automobile Club, Malden, Mass., A. E. Bliss, A. B. Tenney and C. P. Price.

Automobile Club of Washington, Washington, D. C., Robert B. Caverly, John K. Heyl and William D. West.

Norristown Automobile Club, Norristown, Pa., Edwin S. Nyce, Fred M. Jacquith and John E. Mountain.

Automobile Club of Pittsburg, Edward Kneeland, John C. Bragdon, Paul C. Wolff, Edward J. Kent, M. F. Leslie and S. A. Stewart.

Automobile Club of Germantown, Germantown, Pa., Mark Reeves, Charles H. Thompson and C. H. Wheeler.

Cleveland Automobile Club, W. C. Baker, H. L. Vail and W. P. Murray.

Automobile Club of Franklin, Franklin, Pa., John A. Wilson, Charles Gearing and C. E. Trace.

Automobile Club of Vermont, Springfield, Vt., Charles C. Warren, James M. Boutwell, W. D. Woolson and W. W. Brown.

Brockton Automobile Club, Brockton, Mass., Henry R. Burbeck.

Rochester Automobile Club, H. C. Strong, W. C. Barry, Jr., F. E. Mason, John W. Breyfogle, W. H. Campbell and Bert Van Tuyle.

Long Island Automobile Club, Frank G. Webb, Alfred Wilmarth and Russell A. Field.

Automobile Club of Kansas City, Kansas City, Mo., George M. Hawes and L. L. Moore, Jr.

Mt. Vernon Automobile Club, Mt Vernon, N. Y., William Adams, Franklin A. Merriam and Mark D. Stiles.

The spread of the very extensive hat craze among the women of this city is responsible for an innovation that was noticed on Fifth avenue yesterday. The wearers of the big hats evidently do not like to leave them at home when they go out in automobiles and have devised a good plan to prevent the hats from being blown off their heads. They pin a bit of narrow white ribbon to the front of the hat brims and hold the other end in their hands, draping the ribbon around their hats when they alight to visit friends or go shopping.

A number of makes of cars which never before have competed in a Glidden tour will be in the contest this year, two or three such being entered already. The entries for the tour close on July 3, and the entries now in hand and those known to be coming assure the success of the tour. The tour will be more of a battle and less of joy ride this year, and the manufacturers are appreciating the fact. Chairman F. B. Hower of the A. A. A. touring board announces the following officials as his assistants in the conduct of the Glidden tour:

Dal H. Lewis, secretary of the A. A. A. touring board, in charge of the confetti and pilot car; E. L. Ferguson, starter; Mortimer Reeves, checker at the finish and in charge of scout controls; F. D. Stidham, chief of observers; H. D. Herr, hotel arrangements; David E. Hoag, M. D., official surgeon; Arthur N. Jervis, press representative; W. L. Conklin and W. A. Carroll, watchers.

Up to last Thursday the paid entries in hand were as follows:

For Glidden Trophy—No. 1, Charles Clifton, Great Arrow; No. 2, Charles Clifton, Great Arrow; No. 3, J. W. Maguire, Great Arrow; No. 4, R. M. Owen, Reo; No. 5, E. H. Parkhurst, Peerless; No. 6, E. H. Parkhurst, Peerless; No. 7, E. H. Parkhurst, Peerless; No. 8, R. M. Owen, Premier; No. 9, R. M. Owen, Premier; No. 10, Paul Gaeth, Gaeth; No. 11, Gus G. Ruse, Thomas; No. 12, H. H. Franklin, Franklin; No. 13, John Wilkenson, Franklin; No. 14, W. E. Stillwell, Franklin; No. 15, Andrew Cuneo, Reliance; No. 16, J. F. Duryea, Stevens-Duryea; No. 17, I. H. Page, Stevens-Duryea; No. 18, C. H. Foster; No. 19, Frank N. Nutt, Haynes; No. 20, Loring W. Wagoner, Haynes.

For Hower Trophy—No. 100, R. D. Garden, Great Arrow; No. 101, R. M. Owen, Reo; No. 102, W. H. Vandervoort, Moline; No. 103, Charles Clifton, Great Arrow; No. 104, Henry Cannon, Premier; No. 105, John Breyfogle, Peerless; No. 106, F. A. Barton, Franklin.

Non-contestants—No. 98, R. M. Owen, Premier, Pilot car; No. 99, Charles Clifton, Great Arrow, chairman's car.

Consul Clarence A. Miller of Matamoras recently advised the American Association of Automobile Manufacturers that there was no good automobile in that Mexican district. He tells the outcome as follows:

"Through the sending out of catalogues by the members of that association an interest was thus created, and I am informed that two gentlemen of this district are now contemplating running automobiles from this city to the seashore, a distance of about twenty-five miles. This will at first be in the nature of an experiment and machines will be wanted in Brownsville, Tex., for that purpose. This should succeed, as there is no railroad transportation from the city to the seashore on this side of the river and it is necessary to make this trip by carriage. If machines are thus introduced it is probable that quite a number will be purchased in the near future."

The American Automobile Association announces that Sidney S. Gorham, secretary of the Chicago Automobile Club, authorizes the statement that at a recent meeting of the board of directors of that club the following resolution was unanimously adopted:

"*Resolved*, That the Chicago Automobile Club respectfully decline the invitation of the Automobile Club of America to withdraw from the Illinois State Automobile Association, and thereby from the American Automobile Association, and to join with the Automobile Club of America in an effort to control American motor racing."

If it were possible to design an indicator which would show in dollars and cents the effect on tires of taking corners too fast or of jamming brakes on to their fullest extent car owners would get a bit of a shock. The expense they were incurring by such reckless and ignorant driving would then come home to them with full force. The final collapse of their tires after a few weeks or months, as the case may be, could never have the same effect. They are inclined to attribute the result to bad luck, faulty tires or some other cause not directly within their control.

Plugs placed in the cylinder heads are more likely to get dirty than those in pockets at the side. Therefore do not dismember the coil or magneto when trouble comes before examining and cleaning the plugs.

It is recommended that rubber hose and soldered joints be avoided in all water connections involved in the cooling system of a car. The solder will be cracked by vibration and when it has not been properly applied the constant shaking to which the joints are subjected will open any small crevices where there has not been sufficient flux to make it stick. Hot water soon puts rubber hose out of commission, so that it is very expensive to use, in addition to being unsuited for the work.

GOLF.

Charles H. Seely to Captain Metropolitan Olympic Team.

Word has been received that Charles H. Seely, the Metropolitan champion, has been appointed captain of the M. G. A. Olympic team with full power to select his players. The Olympic competition will be held over the Rock Island Arsenal course on Saturday, July 11. This date immediately precedes the Western Golf Association amateur championship. The Olympic event consists of thirty-six holes medal play and the Metropolitan team won the trophy a year ago at Cleveland.

The professional's shop and caddie house of the Arsdale Golf Club in East Orange was destroyed by fire at an early hour yesterday morning. Until a few weeks ago the building was used as the clubhouse, but recently the members moved into larger and better quarters a short distance away. The loss was not so severe as it might have been, for the reason that most of the personal effects of the members had been removed to the other building. There were, however, a number of sets of clubs in the shop, along with the stock of the professional. The loss is estimated at about $1,500, partly covered by insurance.

It is said that Jerome D. Travers of Montclair, national and New Jersey champion, will not be seen again in an important competition until the amateur championship is held at Garden City in the fall, when he will defend his title. Travers's last appearance was at the invitation tournament of the Wykagyl Country Club.

Dates have been announced for the annual invitation tournament of the Morris County Golf Club, October 15, 16 and 17 being the selection. This is the week following the intercollegiate tournament to be held at Rae Burn.

There will be a one day handicap tournament for members at the Wykagyl Country Club on the Fourth of July, the nine hole qualifying round to begin at 9, A. M. sharp. The first eight in Class A will qualify for a cup presented by Louis C. Goetting, that in Class B for a cup given by C. W. Inslee and the eight in Class C will keep on for a cup from T. V. Bermingham. On Saturday next the qualifying round will be played for the July class match play handicaps.

"Think of it," said Pogson. "My third shot, if straight, would have been on the green, but I sliced it, and the caddie couldn't find the ball. So I had to give up the hole to a man who had needed six to make the green and who holed out for the fun of it in eight strokes."

C. West Tainter of the Richmond County Country Club leaves for Lake Geneva, Wis., to-day for a taste of Western golf, and he will not be East again until the amateur championship at Garden City. Lake Geneva is the summer home of H. Chandler and Walter Egan and of Nathaniel Moore.

ALBANY, June 29.—Distinguished golf players, including James A. Stillman, Charles B. Macdonald, William D. Sloane and John M. Bowers of New York; Washington B. Thomas of Prides Crossing, Mass.; Robert T. Lincoln and James Deering of Chicago, Daniel Chauncey of Brooklyn, Henry M. Atkinson of Atlanta, Ga., are directors of the National Golf Links of America, with principal office in New York city, which filed articles of incorporation with the Secretary of State to-day. The company, with a capital of $70,000, is to lay out and maintain golf links and clubhouses.

Columbia River AND Puget Sound

With their glacier-capped Mountains, magnificent Forests, superb Ocean Beaches, lovely Mountain Lakes, cold Trout Streams, great Gorges, beautiful Waterfalls, progressive Cities, and delightful Inland Water Trips are unsurpassed for

Healthful Recreation

NORTHERN PACIFIC

Trains run direct to Seattle, Tacoma, Olympia, and Portland.

Round Trip Summer Tourist Fares to these and other North Pacific Coast cities, June 1 to Sept. 15, 1908.

From Chicago

$72.50

(From St. Louis $67.50)

SEE YELLOWSTONE PARK

via Gardiner Gateway en route

STOP OVER A FEW DAYS AT SPOKANE

For fares and full information write

W. F. MERSHON, G. A. P. D., 319 Broadway, New York, N. Y.

Northern Pacific Railway

For Tourist Literature send to A. M. CLELAND, G.P.A., St. Paul, Minn.

ALASKA-YUKON-PACIFIC EXPOSITION, 1909

200-08

The Pessimist—This is simply a waste of time.

The Optimist—Sure! Of mine!

OUTING FLANNELS

For Tennis, Yachting, Golfing and lounging at the seashore, the Flannel Suit is delightfully light and free.

Half-lined Serges are most attractive for town or country wear.

The Browning, King & Company quality in these suits—the thorough and skillful tailoring—the tested fabrics—are points of distinct superiority.

Wherever the lots are badly broken there are price revisions—commonly called bargains.

Browning, King & Company

Broadway at 32nd Street
Cooper Square at 5th Street
Fulton Street, Brooklyn

INSTRUCTION.

Business Colleges.

Bookkeeping, Shorthand, Typewriting, Penmanship, Civil Service and Academic Departments.
Open during the Entire year.
Call or write for catalogue.

Eastman School

Lenox Ave. & 123d St.

SALES BY AUCTION.

Fifth Avenue Auction Rooms, Inc.

343-341 Fourth Avenue, S. E. Cor. 26th St.
HENRY A. HARTMAN, Auctioneer.
New on Exhibition
Consolidated Sale No. 42 by auction of

The Provident Loan Society of New York

Of the collateral for unpaid loans made previous to and including Feb. 28, 1907.

FOURTH AVENUE OFFICE,
370 Fourth Avenue.
Loans to No. 67804, inclusive.
ELDRIDGE STREET OFFICE,
186 Eldridge Street.
Loans to No. 165883, inclusive.
WEST 42D STREET OFFICE,
119 West 42d Street.
Loans to No. 11284, inclusive.
EAST 125TH STREET OFFICE,
105 East 125th Street.
Loans to No. 66984, inclusive.
GRAND STREET OFFICE,
409 Grand Street.
Loans to No. 3130, inclusive.
WILLIAMSBURG OFFICE,
N. Graham Avenue, Brooklyn.
Loans to No. 22268, inclusive.
To be sold
Wednesday, July 1, 1908
at 10 o'clock A. M.

NOTICE—Attention is invited to the unusual quality of the articles offered at this sale.

NOTICE TO CUSTOMERS AND FRIENDS.

THE SALE OF CLOTHING AND FURNISHINGS STARTED SATURDAY, JUNE 27TH, AT OUR OLD STORE, 1300 BROADWAY, CORNER BROADWAY AND 32ND ST., IS NOT A SALE OF ROGERS, PEET & CO.'S MERCHANDISE, NOR A SALE WITH WHICH ROGERS, PEET & CO. HAS ANY CONNECTION, DIRECTLY OR INDIRECTLY.

ANY REPRESENTATIONS TO THE CONTRARY ARE FALSE.

Please note change of uptown store from 32nd St. to N. E. corner 34th St.

Cuba called for them first!

Extra light Tuxedo suits are ready for wear in tropical New York.

These tropical Tuxedo suits, $39.

Year-round Tuxedo suits, $27 to $50.

Pumps are the best foot wear for Summer nights—evening dress or home neglige.

Patent leather—very light, $3.50; with walking sole, $6; "gun metal" calf, $5.

"Arrow" collars in Summer shapes suited to wear with Tuxedos.

"Donara," "Altro," "Arbeka," "Cantara."

Two for a quarter.

ROGERS, PEET & COMPANY.

Three Broadway Stores.

258 at Warren st. | 842 at 13th st. | 1302 at 34th st.

AMUSEMENTS.

Three Twins — LEW FIELDS' HERALD SQ. Evs. 8:15. Mat. Sat. 2:15.

Last 3 Nights. Last Matinee To-morrow. THE WOLF — LYRIC 42d, W. of B'way. By Eugene Walter. Closes Thurs. Evg.

Clyde Fitch's Great Comedy. GIRLS — DALY'S B'way & 30th. Evgs. 8:15. MATINEE TO-MORROW 2:15.

REOPENING MONDAY, JULY 6. THE MIMIC WORLD — CASINO. The New Musical Review. Seats on Sale.

Free Vaudeville in Ballroom Every Evg., 8.30. Dreamland — ADMISSION FREE Except on Saturday & Sunday. FREE SHOWS At All Times. Grand Prize Ball, Friday Evening, July 3. Wm. H. Reynolds, President. Take Iron St'boats.

INTEREST IS NEVER IN ARREARS in Eugene Walter's Great American Drama, PAID IN FULL. ASTOR THEATRE. COOLEST THEATRE IN NEW YORK.

HAMMERSTEIN'S ROOF — 42d St. & B'way. Evgs. at 8:15. & Usual Daily Mat. in Victoria Theatre. (Roof Bill.) Gertrude Hoffmann, Horace Goldin, Col. Fred (Horse with Human Brain), Gus Edwards' 17 School Boys & Girls, Collins & Hart, and 10 others.

CIRCLE Theatre B'way & 60th. Evgs. 8:15. Tel. 5125 Col. Mat. Thurs. & Sat. 2:15. 10th BIG WEEK. The MERRY-GO-ROUND. RAYMOND HITCHCOCK Joins the All Star Cast, including MABEL HITE.

Harlem Casino 124th St. & 7th Av. RIGO and his TZIGANE ORCHESTRA in Summer Garden. Daughter of the Regiment. Dinner (6-8), 75c. Sat. & Sun., $1. Alc. all hours.

LUNA PARK. Harlem to Luna in 55 minutes. The subway takes you to Atlantic Ave., B'klyn, then transfer to the Sea Beach Express.

Free Admittance Except Saturday & Sunday. HAPPYLAND SOUTH BEACH, STATEN ISLAND. Free Vaudeville. Marie La Blanche Aerial Marvel—This Week. 50 Other Attractions.

ALHAMBRA MAT. DAILY, 25c. LOUISE DRESSER. Onslp. Matthews & Ashley, Gallagher & Barrett, Carlin & Otto, Juggling Normans, etc.

MADISON SQUARE ROOF GARDEN. Every night, 8:30. Protection in event of rain. An Original Musical Comedy, "SKI-HI."

BLANEY'S LINCOLN SQ., Bway, 66 St. Eve. MAT. TO-DAY. EDNA MAY SPOONER & CECIL SPOONER. "Our Cinderella"

EDEN MUSEE. WORLD IN WAX. Gypsy Music. CINEMATOGRAPH Every Hour. Prominent People, Past & Present.

SITUATIONS WANTED—MALE.

CHAUFFEUR, who is on the square; 5 years references. CHAUFFEUR, Palisade av., P. O., Jersey City.

PROPOSALS.

OFFICE PURCHASING COMMISSARY, U. S. Army, 39 Whitehall Street, New York City, N. Y., June 26, 1908.—Sealed proposals, in duplicate, for furnishing and delivering subsistence stores in this city, on or before August 31, 1908, in accordance with the specifications and conditions set forth in Circular No. 4, War Department, Office of the Commissary General, Washington, March 27, 1908, will be received at this office until 11 o'clock A. M. July 6, 1908. Information furnished on application. Envelopes containing bids should be marked "Proposals for Subsistence Stores opened July 6, 1908," and addressed to A. L. SMITH, Colonel, A. C. S., U. S. Army.

Department of Public Charities, foot of East Twenty-sixth street, New York.

SEALED BIDDER ESTIMATES will be received by the Department of Public Charities at the above office until 2:30 o'clock P. M. on

MONDAY, JULY 13, 1908.

For furnishing all the labor and materials required for repairing ovens at the bakery, Blackwell's Island, the City of New York.

For full particulars see City Record.

ROBERT W. HEBBERD, Commissioner.

Dated June 29, 1908.

NO EXTRA CHARGE FOR IT.

Advertisements for THE SUN and THE EVENING SUN may be left at any American District Messenger office in the city.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

LOZIER 1909

THE ENTIRE OUTPUT OF 1908 SHAFT-DRIVE LOZIER MOTOR CARS IS DISPOSED OF, AND 1909 MODELS ARE NOW SHOWING.

OUR 1908 RECORD THE First 1908 Shaft-drive LOZIER MOTOR CARS were put in the hands of our customers in December, 1907, and deliveries have been steadily made from that time until last week, when the last of these cars was disposed of.

It is a well-known fact that no other make of high-grade car receives harder usage or more continuous service than the average LOZIER MOTOR CAR, and the 1908 Shaft-drive LOZIER cars have been no exception. They have covered thousands of miles from Maine to California, and are receiving the hardest kind of service in the present touring season. A man does not buy a $5,000 LOZIER Touring Car for the mere purpose of riding in Central Park. They are out in the highways and byways, and maintaining their position with the leaders.

A few words as to the remarkable record which these cars have made: When the announcement was first made last year that a high-powered, Shaft-drive LOZIER car would be built for 1908 having a motor with a crank shaft mounted on ball bearings and possessing other unique features, there were those who were unkind enough to hint that these features were untried and would give trouble. In proof of our claim that *we do not experiment upon the public* and that a LOZIER MOTOR CAR when offered for sale is not an experiment, we present the following record as an unanswerable argument:

We state upon honor that out of the entire number of 1908 Shaft-drive LOZIER MOTOR CARS, either four or six-cylinder, sold to customers, we do not know of and do not believe that there has been:—

(1) A single broken or replaced transmission gear, gear tooth, gear shaft, nor even one with wear enough to require a new part, or adjustment of any kind.

(2) Nor a bent, broken, worn, or even slightly defective or worn gear drive shaft, floating shaft, universal joint, differential, or mechanism of the shaft-drive portion of the car.

(3) Nor a cracked, broken or flawed cylinder, cylinder casting, motor base casting, transmission case casting, or motor or transmission part of this kind—all of which parts are made in our own foundry.

(4) Nor a single ball-bearing of a crank shaft, cam shaft, or transmission of a motor, or shaft-drive mechanism, either broken, replaced or even showing enough wear or play to require replacing or adjusting, and not a single instance of crank-shaft Bearings indicating the slightest pound or knock which would indicate wear or play.

(5) Nor a single instance of a broken spring, or even a single leaf of a spring.

(6) Nor a broken, bent, sagged, or defective frame.

(7) Nor a radiator or cooler which would not cool the motor.

(8) Nor a broken or defective part or any portion of the oiling system, or a failure of the system to perfectly lubricate the cylinders and all of the motor bearings.

(9) Nor a broken, bent or defective crank shaft or cam shaft.

The above covers all vital parts of the car—particularly last year's new features of shaft-drive construction and ball-bearing motor. We further state that all other parts of the motor and car have proven equally well-designed and properly proportioned, and we do not know of a single weak part of the car, or of any trouble occurring through poor material, workmanship, bad design or improper weight distribution. We challenge any manufacturer in the world to make a similar claim for his 1908 product.

In the light of such a remarkable record we offer the 1909 Shaft-drive LOZIER MOTOR CAR with a ball-bearing crank-shaft motor, with the assurance that it is one of the most reliable high-powered cars in the world, and emphasize our prophecy—viz: that NO LARGE CAR CLAIMING TO BE OF THE HIGHEST GRADE AND QUALITY CAN BE SUCCESSFULLY MARKETED IN THE FUTURE WITH CHAIN-DRIVE MECHANISM AND PLAIN-BEARING MOTOR.

THE LOZIER MOTOR COMPANY, 55TH ST. AND BROADWAY

Their Face Value is Their True Value

We point to the performance of Pennsylvania Clincher tires on the six-cylinder *Stearns*, which won every event for six-cylinder cars at the recent Jamaica races, only because you can be certain of getting the same strength, dependability and speed quality, whenever and wherever you buy

PENNSYLVANIA CLINCHER TIRES

Our new book—*"Factory Facts"*—tells just how we make *good* tires, and how tires must be made to be as *good* as *ours*.

PENNSYLVANIA RUBBER COMPANY, of New York,
Factory: Jeannette, Pa. 1741 Broadway, N. Y.

PROPOSALS

Department of Water Supply, Gas and Electricity, Room 1536, No. 13 to 21 Park row, Borough of Manhattan, City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M. on

WEDNESDAY, JULY 8, 1908.

Boroughs of Manhattan and The Bronx.

No. 1. For furnishing, delivering and laying water mains in First avenue, from One Hundred and Tenth to One Hundred and Twenty-fifth street, and in One Hundred and Twenty-fifth street, between First and Third avenues.

No. 2. For furnishing materials, repairing and resetting artificial stone sidewalks and curbing and resetting natural stone curbing.

No. 3. For furnishing and delivering double nozzle standard New York hydrants, repair parts for the same and lead-lined iron pipe, unions, elbows and couplings.

For full particulars see City Record.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.

The City of New York, June 25, 1908.

Headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh street, Borough of Manhattan, the City of New York.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M. on

TUESDAY, JULY 7, 1908.

Borough of Manhattan.

No. 1. For furnishing and delivering harness, leather and harness trimmings to the repair shops for the Boroughs of Manhattan, The Bronx and Richmond.

No. 2. For furnishing and delivering paints, oils, varnishes, brushes and painters' supplies to the repair shops for the Boroughs of Manhattan, The Bronx and Richmond.

No. 3. For furnishing and delivering lumber to the repair shops for the Boroughs of Manhattan, The Bronx and Richmond.

For full particulars see City Record.

NICHOLAS J. HAYES, Fire Commissioner.

Dated June 25, 1908.

Main Office of the Department of Street Cleaning, Room 1403, Nos. 13 to 21 Park Row, Borough of Manhattan, The City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Street Cleaning at the above office until 12 o'clock M. on

THURSDAY, JULY 23, 1908.

Boroughs of Manhattan and The Bronx.

No. 1. Contract for the final disposition of all Ashes, Street Sweepings and Rubbish that may be delivered on board of deck scows or other vessels at the waterfront dumps of the Department of Street Cleaning, in the Boroughs of Manhattan and The Bronx, on the Harlem River and on the East River, excepting the dump at the foot of Clinton Street, East River.

For full particulars see City Record.

FOSTER CROWELL, Commissioner of Street Cleaning.

Dated June 26, 1908.

Main Office of the Department of Street Cleaning, Room 1403, Nos. 13 to 21 Park Row, Borough of Manhattan, The City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Street Cleaning at the above office until 12 o'clock M. on

THURSDAY, JULY 23, 1908

The Borough of Manhattan.

No. 2. Contract for the final disposition of all Ashes, Street Sweepings and Rubbish that may be delivered on board of deck scows or other vessels at the waterfront dumps of the Department of Street Cleaning, in the Borough of Manhattan, on the Hudson River, and Clinton Street Dump on the East River.

For full particulars see City Record.

FOSTER CROWELL, Commissioner of Street Cleaning.

Dated June 26, 1908.

U. S. ENGINEER OFFICE, Whitehall, N. Y., June 26, 1908.—Sealed proposals for constructing Island Stairway from Pelham Bay Station, Pelham Bay Park, will be received at this office until 12 o'clock noon, July 28, 1908, and opened immediately thereafter. Information on application. W. H. HUNTER, Capt., Engrs.

AUTOS ALL AI AT YOUR PRICES

Manhattan's Pioneer Automobile Establishment.

Overstocked with best stock of cars ever seen or shown in N. Y. Sold at prices you can't duplicate. BEST QUALITY ONLY.

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AM. LOCOMOTIVE CAR	1686 Broadway. Tel. 5300 Columbus.
AUTOCAR	Autocar Sales Co., B'way & 80th St. Phone 4923 River.
BAKER	ELECTRICS, Baker Motor Vehicle Co. of N. Y., 1790 B'way. Tel. 2830 Col.
CLEMENT-BAYARD & APPERSON	SIDNEY H. BOWMAN AUTO CO. 225-231 West 49th St., New York.
DORIN	1888 BROADWAY (63d St.) Phone 5903 Columbus.
DEMAREST A. T. & Co.	IMPORTED CARS, 335 5th Av.
ELMORE	A. Elliot Ranney Co., B'way at 61st St., N. Y. Phone 3850 Col.
FIAT	THE HOL-TAN CO. 244-250 W. 49th St. Phone 2406 Bryant.
FRAYER-MILLER	CO., Motor Mart, 62d St. and B'way. Tel. 2351 Columbus.
GARFORD	Garford Motor Car Co., 1540 B'way. Phone 4881 Bryant.
HAYNES	HAYNES AUTOMOBILE CO., 1715 Broadway. Phone 1346 Columbus.
HOL-TAN	THE HOL-TAN COMPANY, 244-250 W. 49th St. Phone 2406 Bryant.
ITALA	ITALA IMPORT CO., 41 W. 55th St., & 335 5th Av.
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LOZIER	THE LOZIER MOTOR CO. Broadway and 55th St. Tel. 3892 Col.
MORA	MOTOR CAR CO., Broadway & 52d Street. Tel. 3829 Col.
NATIONAL	HOMAN & SCHULZ CO., 38 West 62d St. Phone 4511 Col.
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