GARDEN SHOW COMPLETE NOW

LAST OF THE EXHIBITS MOVED IN YESTERDAY.

Attendance Greater on Opening Night Than Expected—First Sale Is Made by White Company, Although Hudson Has Claim Too—Some Features.

Having half as many exhibits again as ever before, it was necessary for the automobile people to work yesterday to fill all the spaces that have been taken for the A. L. A. M. show in Madison Square Garden. There were many men in the Garden all the afternoon and by the time they got through the place was in shape for the reopening of the automobile show to-day.

The crowd on Saturday night was rather greater than had been expected and that, with the incompleteness of the exhibit, made it a little uncomfortable, although when people got used to keeping moving things weren't so bad. It is expected that from now on conditions will be better.

Saturday night's crowd was one that came more to look than to buy, but in spite of that there were reports of orders being taken. There is always a contest to see which company can get in the first report and the honor lies between the White company and the Hudson. Actually the White company was first, but its first order was made in the afternoon, while the exhibit was being arranged.

Marechal Hermes de Fonseca, a Brazilian, was in the Garden and was taken with the appearance of the White 40 torpedo. He said he'd take it, but he'll have to wait for delivery until after the show is over.

The Hudson company sold one right off, and oddly enough to a man from Hudson, N. Y. Ned Broadwell, who is in charge of the exhibit, said that in the rush at the opening, when the exhibitors were thinking of keeping their cars and chasses from being carried away, a man came up with a handful of bills and gave an order for a Hudson 33 torpedo. He used the money to pay his deposit. He said he knew all about the car and didn't have any time to wait for explanations by a salesman. He caught a 9 o'clock train back home. The man is E. R. Stupplebeen.

One striking exhibit is Carl H. Page's own car in the Chalmers space. This is made in the form of an English coach and is an inside drive, two seated car. The interior is finished in bird'seye maple and pigskin leather and has all sorts of little devices for convenience sake. It is built on the chassis of a Chalmers 30 model and is finished in orange, black and red. The car is one that is likely to be noticed. Mr. Page's initials are on the panels.

Next door to the Chalmers exhibit is that of the Pierce-Arrow, with the George Washington coach as a special exhibit. This is a closed car, built on the 6-66 chassis and is an enormous machine. It is designed for five passengers and constructed on the roomy lines of an old stagecoach. There are closets and things inside and provision is made for all the needs of tourists. There is even a little extension table, "to play solitaire on or address picture post cards," as was suggested.

On the panels is painted the coat of arms of the Washington family. On the right side is a view at Mount Vernon on the strip just above the coat of arms. On the other the strip represents a scene in Arlington.

The Goodyear tire people have pipe clayed the tires of their make to be found on the various cars and the name of the maker is in gilt letters, as was done at the Palace show. The tires in this way make a strong showing.

There was unflagging interest in the black Alco that won two Vanderbilt cup races and in the big silver trophy for the race. These were displayed in the Alco space and there were folks around them all the time. Displays of racing prizes, such as the Chalmers, National, Marmon, Rainier and others had, all had their share in attracting attention.

The Abernathy lads are acting as demonstrators for the Brush car, in which it will be remembered they made a trip back home after they came here on horseback to see Col. Roosevelt come home. The boys come in for as much attention as the machines. The latter, because of the recent price reduction, have more than their usual share of inquiring folks about.

One of the new Buicks is a very racy looking two passenger car. It is called Model 26, and is of 28 horse-power. It has a 100 inch wheel base and is painted in battleship gray. Arthur Newton, the one time distance runner, who sells Buicks, says: "I can take this car and get to Albany in it before any other machine, no matter how big it is. This one can do a mile a minute."

When it came closing time last Saturday night, and folks left, all the exhibits were covered over with white cloths. A half hour later the effect in the dim light was positively ghostly.

The Brush company, by the way, claims the distinction of haveing the youngest of the automobile factory presidents. He is Frank Briscoe, who is 36 years old. He was graduated from the University of Michigan in 1895 and undertook a musical career, studying at Berlin and Paris for several years. He set out ten years ago to conduct a symphony orchestra in Detroit and when this did not prove to be a success he went with his brother, Benjamin, into the Detroit Galvanizing and Sheet Metal Works. Out of this grew the Briscoe Manufacturing Company, which does a big business in making automobile parts. Benjamin Briscoe is president of the United States Motor Company now. The Brush is affiliated with that.

Miss Billie Burke got a message on Saturday to be sure to go to the Corbin booth in the Garden show and she hurried in early in the evening to find out why. She found there a cream colored fore door touring car, upholstered in white, with gold trimmings, bearing a card with the inscription, "Built Expressly for Miss Billie Burke." There was also a note for her from the donor of the car. She wouldn't say who it was.

The Pope-Hartford exhibit has a car called the Naughty Marietta. It is a limousine built for Mme. Trentini, who is letting the Pope-Hartford company display it for a week. It is a 50 horse-power machine, with upper body finished in dark blue. It is upholstered in tan cloth. Adjustable wire mesh screens are fitted to the windows for use on dusty days.

The Chalmers people installed two of their "30" cut out chasses for the show. The chasses are enamelled blue and white and the working of the engines is shown, the crank shafts being revolved by electric motor driven belts around the flywheels. Both chasses are fitted with Morgan & Wright knobby tread tires. The Cadillac and Buick also have such working models.

The Premier folks had a lot of elbow room on Saturday night at their space on the elevated platform, as the Moline cars that are to be shown in the adjoining space were delayed in shipment from the Moline factory at East Moline, Ill., and did not reach the city in time to be put in the Garden before the show opened.

The silver and gray tandem tonneau torpedo car in the Selden exhibit at Madison Square Garden was sold within a very few hours of the opening of the show. The purchaser is a young man from Los Angeles, who is to be married soon after March 1. It is to be their present to his bride on the day of his marriage. The purchaser of the car has visited the local salesroom of the company several times during the last week, but was unable to decide on which model he most desired. At the show on Saturday night he quickly decided on this car. The only hitch, however, over the sale was that he wanted this particular car delivered to him in February, and would content himself with no other.

This was an impossibility, however, as the car is to be shown at all the shows in the West. The company compromised, however, by agreeing to ship the car to Los Angeles after the St. Louis show, which will get it to California by March 1.

The couple contemplate touring abroad, going direct to Australia. For this reason the car will be fitted with special trunk racks, &c.; equipped in fact before delivery with such necessities as will be necessary for several months of touring in foreign lands.

The car is finished in moose gray, with a very dark gray stripe. It has nickel plated demountable rims, lamps, windshield, every bit of metal that can be seen, in fact, being finished in silver and nickel.

"It is interesting to note the drawing power of the new devices on cars this year," says John A. Clark, sales manager of the Peerless company. "One in particular that strongly appeals to the user is a four cylinder mechanical air pump for blowing up tires on Peerless cars. The device is simple in its construction and, as one owner has expressed it, will pump tires to beat the band. Owners who have had occasion to use an ordinary pump in the hot sun or when the weather was down around zero are likely at such a time to lose their enthusiasm. It is, however, a very simple matter to bring the pump into service by turning a small lever conveniently placed, which throws in the clutch, starting the small motor."

After recovering from a severe attack of ptomaine poisoning brought on by eating canned crab flakes in the inland city of Racine, Wis., recently James W. Gilson, general sales manager of the Mitchell-Lewis Motor Company of Racine, arrived here yesterday for the Garden show. This is the first time the Mitchell cars have been shown at the Garden. The Racine organization has been a member of the licensed association only since the Palace show of a year ago.

"Prior to January 1 last year," said Manager Gilson, "we had shipped only 375 of last season's models, while up to the same period this year we have shipped well over 1,000 cars. Business is in both shape and I look for a splendid year, which I have no doubt will be marked by an under-production of cars due to the conservatism of the leading and responsible manufacturers."

Capt. William Mitchell Lewis, president of the Mitchell-Lewis Motor Company, Frank L. Mitchell, its treasurer, and J. W. Bate, the Mitchell designer, will arrive for the show next Thursday.

INJURY'S FINE RACE.

Carrying 126 Pounds Wins the San Miguel Handicap in Fast Time.

JUAREZ, Mexico, Jan. 8.—The San Miguel Handicap was the feature at the races today and resulted in a victory for the gelding Injury, who carried 126 pounds. He conceded weight to everything in the race and equalled his own record for the distance of 1 minute 45 seconds. The pace set by Angelus for the first three quarters was very fast. They went the three-quarters in 1:11 and a fraction, while Injury lay back several lengths. Around the upper turn he moved up with a rush on the outside and took the lead in the stretch. In the final furlong Wilson began to take things easily and Cherryola coming with a determined rush almost got up. Little J. Allen had a narrow escape from injury when his mount Oriental Pearl stumbled and unseated him at the far turn. He jumped up unhurt.

The summaries:

First Race—Three furlongs—Upright, 105 (Rice), 5 to 2, won; Sayville, 105 (Wolcott), 12 to 1, second; Martin Casey, 105 (Bruce), 60 to 1, third. Time, :34 3-5. Jack Wainwright, Johnny Pitts, Bill Lamb, Yankee, Mexico, Erfolg, Tie Thomas, Noah and Masalo also ran.

Second Race—Six furlongs—Dennis Stafford, 110 (Rice), 3 to 2, won; Alice George, 108 (McGee), 3 to 1, second; Waldorf Belle, 108 (McCullough), 40 to 1, third. Time, 1:14 4-5. Mike Molett, Bitter Sir, Lady Elizabeth, Deneen, Rose Daly, St. Kilda, Shamrock and Sixteenth also ran.

Third Race—Six furlongs—Bob Lynch, 102 (Molesworth), 4 to 1, won; Lomond, 108 (Rice), 9 to 2, second; The Wolf, 103 (Murphy), 8 to 5, third. Time, 1:13 1-5. Ocean Queen and Gloria also ran.

Fourth Race—San Miguel Handicap—One mile and a sixteenth—Injury, 126 (Wilson), 4 to 1, won; Cherryola, 110 (Moore), 2 to 1, second; Angelus, 118 (Murphy), 9 to 5, third. Time, 1:45. Jack Atkin and Green Seal also ran.

Fifth Race—Five and a half furlongs—Mockler, 110 (Wilson), 8 to 1, won; Rue, 109 (Molesworth), even money, second; Pitapat, 110 (Keogh), 12 to 1, third. Time, 1:08. Fritz Emmett, Bob Farley, Lees Friar and Emma L. also ran. Oriental Pearl fell.

Sixth Race—Six furlongs—Ill Meter, 115 (Louder), 3 to 1, won; L. M. Eckert, 110 (Reid), 4 to 1, second; Tube Rose, 105 (Anderson), 10 to 1, third. Time, 1:13 4-5. Tom McGrath, Hidden Hand, Flying Pearl, Mark Kennedy and Rey el Tovar also ran.

STUYVESANT SCHOOL LEADS.

Standing of Teams in Basketball Tournament.

The high school basketball tournament is likely to be held up by the large number of postponed games which are accumulating with some of the teams, particularly Boys High and Newtown. Stuyvesant is now at the head of the column with fair chances of remaining there, or of at least tying with Newtown, which was beaten on Saturday by Eastern District. Erasmus is still in the basement with her first victory still to come. The standing of the teams is:

School.	*Won.*	*Lost.*	*PC.*
Stuyvesant	7	1	875
Newtown	5	1	830
Eastern District	5	2	710
Manual Training	4	2	664
Commerce	4	2	664
De Witt Clinton	3	3	500
Flushing	3	5	375
Boys' High	2	5	284
Richmond Hill	2	4	332
Jamaica	1	5	166
Erasmus Hall	0	7	000

AUTOMOBILES.

CORBIN

THE CAR OF CONSTANT SERVICE

For 1911 add to their wonderfully efficient "30" a "40" in 5 and 7 Pass. Touring, Toy Tonneau, Torpedo and Limousine and will exhibit at the GARDEN AUTO SHOW a most complete line ranging from $2,000 to $4,000—all distinctive Corbin creations of high grade automobile construction, embodying Abundance of Power, Simplest & most get-at-able mechanism, Ease of Handling, low cost of maintenance, Strong, Durable Construction and CORBIN QUALITY

See Them at Section 58 Main Floor—Garden Show.

Licensed under Selden patent

Corbin Motor Vehicle Corporation of N.Y.
1888 BROADWAY

11-C Torpedo $2,300

None can go further—none faster—none ride with greater ease and comfort—none have ever given better service.

Stoddard Motor Company, 225-227 West 57th St.

SHOW WEEK AUTO BARGAINS

SPECIAL INDUCEMENTS THIS WEEK

in A LARGE STOCK OF HIGH GRADE USED AUTOMOBILES OF STANDARD MAKE.
PACKARD 1908, equal to new, fully equip.
PACKARD 1907, just overhauled; like new.
HUDSON 1910, roadster, double rumble.
CHALMERS, refinished and in fine condition.
EMPIRE, natty little runabout.
KNOX 1909, quiet running, powerful.
FORD, economical, staunch car.
CADILLAC, ideal car for beginner.
BUICK, powerful, great on hills.
Many other fine makes incl. MAXWELL, AUTOCAR, PENNSYLVANIA, &c. Also OLDS DELIVERY & OTHER BUSINESS CARS.
SEE US BEFORE BUYING.
TIRES SPECIAL LOT OF NEW LIVESTOCK AT 50% OFF.

TIMES SQ. AUTO CO.

Largest Dealers in the World.
731-733 7 Ave., near 49 St.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

The One Advanced Car at the Garden Show

The 1911 models of the leading American automobile makers can be seen at the Madison Square Garden Show.

It is notable that with one exception, the cars shown are practically the same as were exhibited by some makers last year and by some even two years ago.

There has been little advancement or improvement.
The one exception is the HUDSON "33."
It is the one advanced car of the year.
It is so startlingly simple and different, so surprisingly generous in quality, size, beauty and value at its price, that it is the sensation of the show.

Before a single car was shown, it was the most talked about automobile of the year.

Early in July, when it was first rumored that Howard E. Coffin was building a new car, many familiar with the industry began to take notice.

They knew Mr. Coffin's ability. That he was getting out a new model was of as much interest as would be the announcement that Edison had perfected a new battery.

It meant advancement, progress—another step forward.

Therefore, dealers from all sections visited the factory at Detroit. They wanted a quantity of any car Mr. Coffin designed. In a month, and before a single car was shown, the year's product was contracted for.

Then details of the HUDSON "33" were made public, and prices on cars of other makers of old models were cut.

That is well remembered automobile history.

The HUDSON "33" marked another advancement, just as each of Mr. Coffin's four previous cars established for their time a new type of motor car designing. It is generally admitted that cars for 1912 and 1913 will have many of the features that are this year found only on the HUDSON "33."

It is two years in advance of other makes.

Warning to All Interested in the "33"

Orders from individuals for 687 cars were received the first day the HUDSON "33" was shown.

Three-quarters of a million dollars worth of automobiles bought by consumers the first day.

There has not been a time since, that the factory has not been from a month to six weeks behind the demand.

We have twice asked for an increased allotment. Each time we have been refused.

We have already taken orders for a large share of our allotment.

When that is gone, there will be no more HUDSON "33's" to be had in this territory.

The same situation prevails in other sections. We have endeavored to get more cars from other dealers but they, too, are asking for a greater supply.

See the HUDSON "33" at the Garden Show, space 11, main floor.
Let us demonstrate it to you.
Compare it with any car you think well of and then decide. Delay may mean that you will have to take some less desirable car.
The six leading makers of moderate priced automobiles have orders for more cars than they can manufacture before June and July.
Only the dealer's supply can be depended upon.
Ours is already well contracted for.
Make your investigation and decision. Delay may mean disappointment.

Touring Car—$1250
Pony Tonneau—$1300
Torpedo—$1350

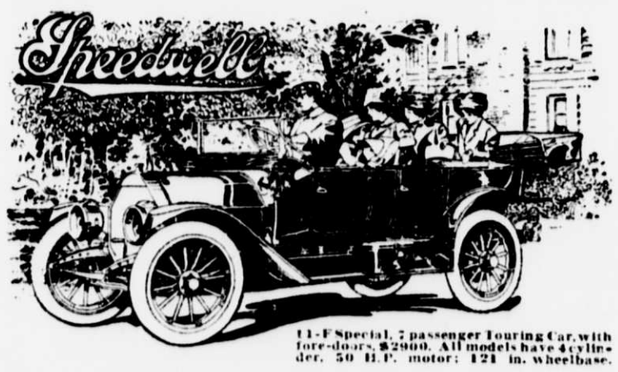
Equipment includes three oil lamps, gas head lights, generator, tools, etc. An extra equipment including Strathmore Mohair top, Prest-O-Lite tank, Bosch Duplex system of ignition, including famous Bosch high-tension Magneto, $150.

See the Triangle on the Radiator

THE A. ELLIOTT RANNEY COMPANY
1928 Broadway, NEW YORK
237 Halsey St., NEWARK

BRUNS AUTO COMPANY
1295 Bedford Ave., BROOKLYN

Licensed Under Selden Patent



11-F Special, 7 passenger Touring Car, with fore-doors, $2900. All models have 4 cylinder, 50 H.P. motor; 124 in. wheelbase.

You must spend $4,000 to $6,000 to buy the Speedwell's equal

Speedwell motor cars maintain a middle ground in the matter of price—$2500 to $2900.

They are honestly worth what they cost—they are worth much more than they cost according to current standards.

They are honestly worth what they cost, because they possess in an eminent degree that rare quality which constitutes so large a part of motor car value—the ability to withstand the extreme punishment to which motor cars are subjected.

To drive yourself, your family, your friends, in a car is a great responsibility—a responsibility that will rest lightly on your shoulders if you drive a Speedwell.

You never heard, did you, of a Speedwell axle breaking?

You never heard of a Speedwell steering gear failing in its purpose?

The Speedwell is impervious to those road shocks which are constantly putting the axles, the springs, the wheels, the steering gear, the frame, to the utmost heroic test.

Last year, for instance, a Covington, Ky., Speedwell owner, driving his car along the country road at the rate of fifty miles an hour, collided with a telegraph pole. Bent fenders and damaged radiator were the only evil results to the Speedwell.

With a motor car the unexpected is constantly happening.

Not under $1000 to $6000 will you find a car more certain to withstand the incidents and accidents of every-day road use than the Speedwell.

The Speedwell Motor Car Company, Dayton, Ohio
Licensed under Selden Patent

Garland Auto Co., 1657 Broadway
Telephone Columbus 5596
Space 207 in Madison Square Garden

The Wall Street edition of THE EVENING SUN contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter, are contained also in the night edition of THE EVENING SUN.—*Adv.*

CHALMERS MOTOR CO. SPACE 21 MAIN FLOOR MADISON SQUARE GARDEN Detroit Mich. U.S.A.

See the Glidden Trophy in the Chalmers Exhibit

Nearly a Million Dollars Have Been Spent in Efforts to Win It

Sport is simply battle without bloodshed. It is war with the desire to maim and kill left out. Therefore it brings out the best in men. And the greater the prizes, the stronger the men who compete for them; the more intelligent the effort put forth to win; the more honor to the winners.

The Glidden Trophy has been contested for seven times. Glidden Tours have passed through the twenty-six most populous states of the Union and through Canada.

More people, ten times over, have seen the Glidden Tour in progress than have seen any other automobile contest.

Not only is it the most famous motoring Trophy in the land; it is one of the most celebrated trophies of sport in the whole world.

Beautiful as this trophy is, it is not its intrinsic value which makes it so desirable. It is the traditions of all those seven contests—those contests which crossed and recrossed the Alleghanies, the White Mountains, the Berkshires, the Adirondacks. Those contests which drew out their unending miles through the great West and South. Those contests which enlisted the best engineering brains, the most highly trained mechanics and the most skillful drivers in the industry.

Nearly a million dollars have been spent in the struggle to win this great prize.

A majority of the companies now showing cars at Madison Square have, at one time or another, tried to win the Glidden Trophy. And there is scarcely a company which would not gladly engage the whole Garden for a week if it could only say—"The Glidden Trophy was won by our car and we now have it on exhibition alongside the car which won it."

We would be willing to do that ourselves if we couldn't exhibit it any other way.

In the 1910 Tour—the longest and hardest ever held—the Glidden Trophy was won by a stock Chalmers "30"—$1600, with magneto and gas lamps. Never before had this trophy been won by a car costing less than $4000.

The Trophy is now a feature of the Chalmers Exhibit—space 21, main floor, North aisle, Madison Square Garden. We invite you to come and see it, and a duplicate of the car that won it, which stands alongside.

CHALMERS MOTOR CO. Detroit Mich. U.S.A.

This monogram on the radiator stands for all you can ask in a motor car.

Carl H. Page and Company,
Broadway at 50th St., New York.
"We Guarantee the Service."

Bruns Auto Company
Bedford Ave. and Fulton St.
Brooklyn

Paddock-Zusi Motor Car Company
Newark, New Jersey