FASTEST RUNABOUT NOW BEING BUILT

New Craft for L. L. Biddle Will Be Capable of Making High Speed.

CUBANS BUY SONDERS

Livingston L. Biddle of Philadelphia is having a high speed runabout built by the Mathis Yacht Building Company, which in many ways is of unusual design and which will probably be the highest powered runabout in Eastern waters. Mr. Biddle will use it for high speed service between North Isle, Me., and Bar Harbor. The yacht is 56 feet long and 6 feet 9 inches beam. It will be driven by two Harbeck motors of 300-300 horse-power each. The designs of the boat were made by Bowes & Mower, and boats turned out by this firm have attained exceptional speed so that the new runabout with her high powered engines and her fine lines is sure to be fast.

It is a raised deck seagoing runabout which is a new type and with the raised deck the accommodations will be extensive, and those on board will travel in comfort no matter what speed is attained or what the conditions of sea or weather are. This yacht will be ready for delivery early in the coming season.

A semi-speed cruiser is being built for T. A. Howell of the New York Yacht Club at the yards of the Gas Engine and Power Company at Morris Heights. The designs were made by T. Loring Swasey. They show a handsome craft fitted with an elliptical funnel and one military signal mast. Midship there is a raised house in which are three large staterooms, a bathroom and a saloon 14 feet long. At the after end of this raised house is a lounging space, in which the occupants will be well protected from wind and seas. The raised house enables the yacht to have sliding windows in the staterooms, which give plenty of light and good ventilation. On the bridge deck there will be the steering wheel with the motor control handy, and aft is a roomy deck. This yacht is 74 feet long, 14 feet beam, 4 feet draught and is to be driven by two Speedway motors of 120 horse-power each. These will drive the yacht twenty miles an hour.

C. H. W. Foster has sold his auxiliary ketch Autocrat to Walter C. Hubbard of the New York Yacht Club. The Autocrat was built in 1911 from designs by Thomas F. McManus, and is 83 feet over all, 51 feet on the water line, 16 feet 8 inches beam and 9 feet draught. Mr. Foster, who has owned many yachts, is now having a larger yacht built. The new craft is 137 feet long and is modelled after a Gloucester fisherman.

Several of the sonder boats which for several years were popular in Eastern waters, because international races were arranged with German and Spanish yachtsmen, have been purchased by residents of Havana. The class is scattering and several are to race next summer on Long Island Sound. Five have been purchased for Havana. The Beaver, now named Easo, is for M. Sena. The Caramba, now Dodo, is owned by E. A. Washington. The Huskie, now Margarita, is owned by J. Beck. The Robin, now the Claudina, is transferred to Henrique Lavedan and the Tirillo, now the Dulce Maria, is owned by E. Gollin.

The famous old schooner Endymion has been sold by the estate of the late George Lauder, Jr., to be broken up. This yacht was built from designs by Tams, Lemoine & Crane in 1899. Lawley was the builder. The general dimensions were 135 feet over all, 103 feet on the water line, 24 feet 4 inches beam and 14 feet draught. The Endymion has crossed the Atlantic several times, and for a long period held the record for a sailing yacht, which was about fourteen days. This record was broken by the Atlantic in the race for the German Emperor's cup, in which the Endymion was a starter and finished fourth. The old yacht would have needed much work to have fitted her for more cruises and it was decided to break her up. She carried about sixty tons of outside lead and had about ten more tons inside. The price paid is said to have been a little more than $8,000.

A page in another section of THE SUN to-day is devoted to motor boats and plans that are being made to enroll them for patrol work in case of hostilities. This article will be interesting to motor boat owners and to yachtsmen generally.

COLUMBIA LOSES A CAPTAIN.

Pascarella, Leader of Wrestling Team, Injures Arm.

A. J. Pascarella, captain of the Columbia wrestling team, will be lost for the remainder of the season, it was announced yesterday by Coach Peterson. Pascarella, the only veteran of last season, was wrestling with Joe Almee last week when he strained his left arm badly, his whole weight falling on the twisted arm. X-ray pictures showed that no bones were broken, but that several muscles were torn as well as one ligament.

Cornell is scheduled to meet the Blue and White wrestling team in the first home intercollegiate meet Thursday. Pascarella's loss will necessitate taking Pines from the 125 pound class and using him in the 115 pound class. This weakens the team in the lighter weights. It has been weak all season in the events above the 158 pound class.

Weather Man Is to Blame.

WEST POINT, N. Y., Feb. 26.—With the cancellation of to-day's Army-Cornell hockey game because of lack of ice came the disbandonment of the Army's hockey seven. Of ten regularly scheduled games the Cadets were able to play but two, losing one to Dartmouth and tying the Troy Poly seven. Although there was much cold weather and plenty of ice throughout the winter the Army's schedule ran against so many thaws that cancellation of nearly all the games was necessary. Two outdoor rinks were built, but they were not a success in either case.

Wesleyan Tennis Schedule.

MIDDLETOWN, Conn., Feb. 26.—Announcement was made to-night of the schedule of the Wesleyan University tennis team, consisting of eight matches, as follows:

April 29, Brown at Providence; May 3, Yale at Middletown; 6, Columbia at Middletown; 9, Dartmouth at Middletown; 13, Williams at Williamstown, Mass.; 19, Swathmore at Swathmore; 20, Haverford at Haverford; 27, Amherst at Middletown.

Decision Bouts at West Point.

WEST POINT, N. Y., Feb. 26.—With Tom Jenkins as referee and Cadet Bob Neyland, the latter champion heavyweight boxer of the corps, as timekeeper several interesting bouts were settled in the gymnasium this afternoon. Contrary to the State Boxing Commission's regulations Jenkins gave Cadet Cureton, '16, the decision over Cadet T. L. Martin, '16, and Tom also decided in favor of Cadet Bonham, '17, in the latter's bout with Cadet Heratty, '17.

ASSOCIATION ADOPTS NEW CONSTITUTION

Motor Boat Men Strengthen Their Grip on Sport on Long Island Sound.

WILL REGULATE RACING

The delegates to the Long Island Sound Power Boat Association, which is a local section of the American Power Boat Association, adopted a new constitution and by-laws at its last meeting, and the association is now in much better shape to handle motor boat affairs in the section over which it has control. This association will have a lively season and it is the intention of the different clubs in the association to arrange for many regattas and for long distance races. Long distance racing promises to be popular this year and many cruisers of the express type are now building for yachtsmen who race and cruise on Long Island Sound. The new constitution is:

1. Name. The name of this local section of the American Power Boat Association shall be the Long Island Power Boat Association.

2. Object. The object of this association is to promote the use of power boats and the improvement of their design, engines and construction; to formulate rules governing trials of speed and endurance and to further the interests of the clubs composing its membership.

3. Organization. Any permanently organized club on Long Island Sound which is a member of the American Power Boat Association shall be eligible for membership. Any club ceasing to be a member of the A. P. B. A. terminates its membership in this section.

4. Representation. Each club being a member shall be entitled to appoint from its members delegates to this association, and the number of delegates shall be determined as follows: One delegate for each hundred or fraction of a hundred members, provided, however, no club shall have more than three delegates.

5. Jurisdiction. The powers of this association shall be advisory, and no club shall be bound by the action of the association until it has ratified such action, except in the settlement of questions and disputes relating to racing referred to the association for decision.

6. Officers. The officers of the association shall be a chairman, vice-chairman, secretary and treasurer, all of whom must be corinthians as defined by the A. P. B. A., and who shall with the delegates constitute the executive committee.

Section 7 defines the duties of the officers which are generally known except that the executive committee has to form racing rules, arrange dates for racing events for adoption by the association and settle all disputes. Section 8 specifies that the annual meeting shall be held in March, and monthly meetings from October to June inclusive, of each year, in New York city at such place as the executive committee may appoint. The executive committee may call special meetings of the association whenever they consider it necessary and shall do so upon the written request of delegates from three different clubs.

Notices of every meeting are to be mailed to each delegate at least five days before the meeting. Notices of special meetings must state for what purpose the meeting is called. Delegates from five clubs shall form a quorum at any meeting, but proxies are not to be included in couhting a quorum.

The dues are to be $5 for each delegate, which must be paid before May 1. If unpaid by June 1 the club may be expelled. None but delegates are to be present at the meetings. Every delegate is to vote on motions under consideration and proxies are allowed.

The other sections relate to amendments to the by-laws, which must be by a two-thirds vote; order of business and the appointment of a nominating committee.

DICKINSON NEEDS PITCHERS.

Baseball Team Hopes to Get Outdoors Soon.

CARLISLE, Pa., Feb. 26.—With Andy Oyler on hand to coach the Dickinson College baseball team for the coming season, new interest is being shown and a larger number of candidates are reporting than have been out for several years. Both Coach Oyler and Captain Moose are desirous of having more men out for the pitching staff, as several more pitchers will be needed to carry out the heavy schedule.

The candidates have not yet been able to do any outdoor practice, but it is hoped the coming week will see a great number of men on Biddle field. From present indications it appears that first base will prove a difficult problem for the coach, as Fisher is not expected to be on hand, and none of the other candidates have ever played there. The other infield positions will be ably taken care of, as will the outfield, where there are about twelve candidates.

INDIANS USE BOARD TRACK.

Carlisle Runners Are Anxious to Get Out on Cinders.

CARLISLE, Pa., Feb. 26.—Running daily on the board track which surrounds the athletic field, the Carlisle Indian track candidates are getting impatient for the cinder track and spiked shoes. As the schedule opens early, the redskin runners would like to get as much practice on the track as possible.

It is not expected that any stars will be at Carlisle this spring, but a number of the athletes show much promise and bid fair to develop into good track men. Coach Clevett is working with about thirty candidates daily and it is expected that more will report when the weather will permit the use of the cinder track.

Urges Intercity Golf and Tennis.

ST. LOUIS, Mo., Feb. 26.—In an effort to promote intercity athletic competition all the large cities of the United States owning municipal golf courses and tennis courts have been asked to join the National Amateur Athletic Association in a letter sent out by Nelson Cunliff, park commissioner of St. Louis. The letter also was signed by Dwight Davis, donor of the Davis Cup, who is the originator of the movement. Just how many cities will enter is not known, but according to Davis a start will be made this season.

Seven Tennis Matches for Union.

SCHENECTADY, Feb. 26.—The Union College tennis schedule for this spring has been announced as follows:

May 2, University of Vermont at Schenectady; 5, Springfield Y. M. C. A. College at Springfield; 6, Amherst at Amherst; 13, Trinity at Schenectady; 17, University of Vermont at Burlington; 20, Colgate at Schenectady; 27, Rutgers at Schenectady.

This Is Not a Whale Wearing a Windshield.

A sailor might describe it as a whale wearing a windshield. The automobile enthusiast might call it an armored automobile or a launch on wheels. But a scholarly gentleman, acustomed to perusing Darwin and Huxley would touch the right idea when he murmured "Amphibian."

Here is a seagoing "thing" actually leaving the water and calmly moving over land with all the ease and grace of a well fed land animal. Here too is a gasolene consuming motor car accustomed in native haunts to leave unturned poultry in its wake taking to the ambient blue like a porpoise. Clearly it is enough to make any evolutionist kick his muffler wide open and start writing a book or two on "high."

The "thing" is an attempt to combine the automobile and pleasure launch to make a machine for service on land or sea. During the closing week of the Panama-Pacific exposition, this 50-50 mode of locomotion, surnamed a hydrometer, made seven voyages about San Francisco bay. These experiments were sufficiently successful to show that such an automobile is possible. Once the thing presumed to sail beyond the confines of the yacht harbor and to salute the United States battleship Oregon at anchor off Alcatraz Island.

The hydrometer is merely an automobile with a boat shaped aluminum body fitted with a propeller and rudder to which the engine power and steering mechanism are shifted as soon as the craft loses purchase on the ground and begins to float. Its special features are the provisions for spring play while keeping water out of the hull.

W. C. Mazzll is the inventor of the seagoing automobile and vice-president of the Hydrometer Car Manufacturing Company, which will have its plant at Los Angeles. The machine illustrated here is moved by a 6-35 Haynes engine hung on a specially built chassis. The length of the automobile launch is 16½ feet. It weighs 3,000 pounds.

On the water the craft is propelled by a 16 inch screw. The wheels are wire with a diameter of 42 inches. To get at the vitals of the machine the chauffeur pilot unscrews the hatch head. The air circulation is stimulated by a miniature ventilator at the prow and opening on the cabin deck.

The promoters claim that the hydrometer is the natural evolution of the automobile by making it available for sea as well as land service. As a military vehicle the machine is praised. The navigator of the car illustrated is E. Rossi, with Julio Barsotti as mechanician, first mate.

CLASS P YACHTS TO SAIL FOR QUINCY CUP

Lack of Interest in Sonders Causes Clubs to Make New Conditions.

The yachts of the P class, thirty-one raters will be busy this year, not only in local waters but further east and in the races for the Marblehead Challenge Cup, which will wind up the season on Long Island Sound. In addition to this important series the conditions governing the Quincy Cup have been changed and the trophy is now offered for yachts of the P class. For several seasons the sonder boats have competed for this cup and the racing has always been keen, but the sonder class is not now as popular as it used to be, no new boats being built this year, while the P class in Eastern waters has been strengthened by the purchase of several crack boats, notably the Josephine and Valiant, and the building of others. The best of all these will be sent around the Cape to race on Long Island Sound next September and the contest for the Quincy Cup will do much to put the Eastern boats on edge.

The Quincy Cup is now held by the Boston Yacht Club and that club and the Quincy Yacht Club have agreed on the changes made in the deed of gift and that deed has been signed by the commodores of the two clubs.

The first deed was dated February 14, 1898, and was made by the Quincy Yacht Club. It was revised and amended the next year and further amended February, 1906. The first challenge for a race this year has been sent to the Boston Yacht Club by the Corinthian Yacht Club of Marblehead and it is expected that all the clubs on Massachusetts Bay in which P class yachts are enrolled and the Portland Yacht Club will soon follow with challenges. After one challenge has been accepted others may be made up to May 15. The first must be in by April 1. The races must be sailed between July 15 and September 15, and as the new class eligible for the cup is larger than the sonder boat the courses have been increased to at least nine miles in length.

GETS IN HALL OF FAME AGAIN.

Jock Sutherland Is Real Athletic Hero at Pittsburg.

PITTSBURG, Feb. 26.—By winning his letter in wrestling this winter, Jock Sutherland for the second time gained admission to the athletic hall of fame at the University of Pittsburg. Candidates for the hall of fame are limited to record holders in the various branches of sport, captains of championship teams, men who win their insignia in three or more sports, and others who are unusually distinguished in athletic ability. Sutherland is entered not only as a three letter man, in football, track and wrestling, but also as a holder of the university record in the discus throw.

Under the direction of Coach Andrew Kerr a large track squad is hard at work in connection with the indoor track season. The dual meet with Syracuse, on March 18, is the big event of this card. Pitt will enter a team in the one-mile college relay which is on the programme of the Meadowbrook Club's games in Philadelphia early next month.

MARMON'S LIGHT WEIGHT.

Remarkable Reduction Comes Through Use of Aluminum.

The net result of the work done by the Marmon engineers in reducing weight by scientific means is the elimination of approximately 1,100 pounds from the seven passenger model, which weighs only 3,540 pounds when fully equipped ready for the road with the gasolene, water and oil compartments filled. It must be considered that the new Marmon is a high grade, high powered car, since the wheelbase is 136 inches and the motor develops 74 horsepower at a speed of 2,450 revolutions a minute in the block test. The car can accelerate from ten to fifty miles an hour in less than eighteen seconds and can be toured in comfortably at a speed of from fifty to fifty-five miles an hour, while the maximum speed of the car on the road is around seventy miles an hour.

It is a safe statement that the car owner can look to aluminum as an important factor in the future in the saving of weight, which means of course ease of handling, low fuel consumption, rapid acceleration, longer life on tires, springs and other such parts.

Novel Trip in Mitchell.

The millions of dollars invested in good roads and crosscountry national highways is daily adding to the delights and creating new experiences for the daring motorist.

A forerunner of what the recently opened Dixie Highway holds in store for the hardy automobile tourist is indicated by the thrilling trip just completed in a Mitchell from Racine, Wis., and its tentacles of snow to Jacksonville, Fla., and its balmy summer climate.

Mr. Howlson of the Cameron & Barclay Company of Jacksonville, Fla., purchased a new Mitchell on February 4, and the next day with the thermometer registering exactly 2 degrees below zero insisted on starting overland via the Dixie Highway to Jacksonville, Fla. He made the trip of 1,544 miles in eleven days without any trouble.

NEW HUDSON IS VERY FAST.

75-Mile an Hour Speedometer Made Necessary.

"While we do not encourage our salesmen to dilate on the speed of the new Hudson Super Six, but rather on its comforts, light weight, ease of control and economy," says Harry S. Houpt, president of the Hudson Motor Car Company of New York, "you would be surprised at the number of our visitors who are keenly interested in the fact that the car is equipped with a seventy-five-mile speedometer.

"In answer to queries our salesmen explain to customers that the sixty-mile speedometer is too slow for the new car.

"As there was danger of damage to a sixty-mile speedometer by the car overrunning the speed limit, the Hudson engineers in order to provide for the accurate operation of the speed gauge were compelled to install a seventy-five mile instrument on this car.

"That this is true is shown by the fact that a Hudson Super Six fully equipped with top and windshield averaged seventy miles an hour for over 1,300 miles on the Sheepshead Bay track. As the car in this test was run about twenty feet from the pole it was probably averaging between seventy-five and eighty miles an hour."

BUMP FINDS MUCH MONEY.

Doesn't Pick It Up, but Locates It.

Returning from a trip up State, F. R. Bump, head of the Studebaker New York branch, waxed enthusiastic regarding the prospects for the coming outdoor season.

"The garages and dealers of the touring sections of the East are preparing for the largest touring season in history. All through the Catskills, the Adirondacks and Berkshires the garage men are making improvements and additions that point that way. In Albany for instance the Studebaker garage is constructing an addition that is estimated to cost $50,000. The men in charge at this garage say that not only are they going to handle a record business this summer, but that the winter touring has been greater than ever before, despite the big snows.

"It's easy to find the reason for this big boom and this optimistic outlook. Money is comparatively loose. By that I mean there has been a great deal of big money making this past year, and far more than usual will be kept in circulation this summer through the agency of the automobile."

STUDEBAKER TRUCK PLANS.

Big Concern Will Build 10,000 This Year.

Announcement made of the new one ton and half ton Studebaker commercial cars is accompanied by the information that the Studebaker corporation will produce 10,000 of these vehicles during 1916, thus taking a place among the largest builders in the industry of trucks of light capacities.

Three models of the half ton carrying capacity are announced, and the same number of the one ton capacity. The half ton models include a panel delivery car, an open express car and a station and baggage wagon. One ton trucks include the open express type, stake body type, and the sixteen passenger bus type.

Quantity production is the rule at the factory because of the big demand for the new trucks that is reported by dealers everywhere.

Although the Studebaker corporation has been building commercial cars of half ton capacity or several years, it has never attempted production on as large a scale as is planned for this year.

One of the features of the new models is that they are equipped with electric starter, electric lights, speedometer and other high class features. In addition to their power these cars are notable also for their attractive lines and high quality of body finish.

Considerable attention has been paid to the comfort and convenience of drivers. Everything necessary for the operation of the trucks is within easy reach of the operator and arranged in simple fashion.

Now Comes Columbia Company.

The details of the personnel of Detroit's new Columbia Motors Company have just been revealed and it will be seen at once that the new company is composed of men thoroughly well known in the industry who have long ago "cut their eye teeth" in the building of successful automobiles. The new car will be of the six cylinder type, with an all year body and several other distinguishing features.

The lineup of practical executives includes J. G. Haverling, who has until recently been president of the King Motor Car Company; T. J. O'Connor, formerly connected with the Olds and Packard companies; W. L. Day, formerly sales manager of the King Motor Car Company, the factory sales manager will be Truman A. Bollinger, who gained his experience by long association with the Olds and Hudson companies and as factory superintendent of the King Motor Car Company, and the factory superintendent is John A. Motheault, who has been in the manufacturing end for the past 15 years and who has done everything that a man can do, building motor cars from the ground up and even racing them in big events.

Automobile Ads Endure.

"The average life of an advertisement is variously estimated at from a few days to several months, but cases have been known where newspaper or other periodical advertisements have continued to bring results for years following their publication," says President C. H. Larsen of the Oldsmobile Company of New York. "Such an instance has come to the attention of the Olds Motor Works, whose factory is quite generally recognized as a great-granddad of the motor car business and who probably was the very first advertiser of motor vehicles in this country. An inquiry containing a clipping of an advertisement of the old curve dash runabout was received from a prospective buyer in Evergreen, a small place in Virginia. The advertisement, which appeared in the latter part of 1901 and was undoubtedly one of the first automobile advertisements ever published, featured the old curve dash as the best thing on wheels and the postmark showed that the letter was mailed nearly fifteen years after the Olds Motor Works advertisement was printed."

GARFORDS TO BE USED AS HILL TRANSPORTS

Omnibus Service Planned for Visitors to Camp at Bluff Point.

Inasmuch as it is proposed to make the National Guard encampment at Plattsburg, N. Y., a permanent thing, to be used often by citizen soldiery in obtaining drill perfection, it will be of interest to know that men going there will have visualized for them one form of military preparedness as soon as they step from the train or boat landing at Bluff Point, Lake Champlain.

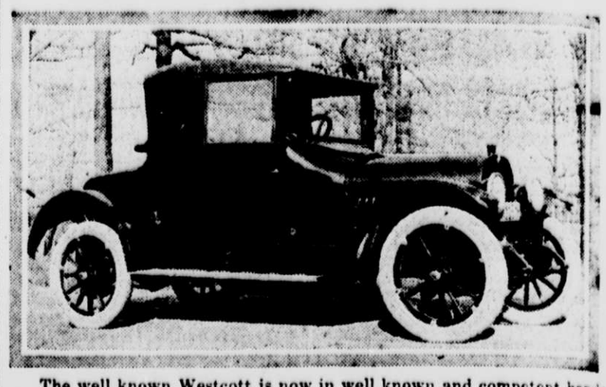
The grade from the landing and railroad station to the Hotel Champlain is unusually severe and when the transportation lines found that Bluff Point was evidently to become heavily congested with traffic because of the camp, they at once began investigating to see how men could be best transported up the steep hills to the hotel. Last summer and fall several of the late model worm driven Garford motor trucks were in use in the Adirondack Mountain region and they gave such excellent service that the officials of the Delaware and Hudson Railroad decided to adopt them for the solution of their hauling problem at the Bluff Point station.

The R. E. Taylor Corporation, Eastern distributor of Garford motor trucks, was therefore approached and blue prints have been prepared for the style of worm driven Garford motor trucks to be used for motor buses at Bluff Point. Two of these vehicles will be put on at once and others later if the traffic warrants it. These motor buses will be able to carry a score or more of passengers with baggage up the excessive grade from the station and boat landing to the Hotel Champlain. This has been fully proved by exhaustive tests and the embryo soldier will be able to at once gauge the importance of the motor truck in war use as a troop transport on land by the performance of these Garfords in carrying him to his destination.

Busy Truck Year Ahead.

"Evidence of great prosperity in the motor truck trade this year has taken such definite form that there is now no occasion to base optimism upon signs only," says G. C. Frey of the Kissel Kar. "In this I refer only to domestic orders. At our plant, and I have no doubt that similar conditions exist in others, the truck department is by far busier than at any time in the history of the company."

Here Is the Westcott Six-41 Cabriolet



The well known Westcott is now in well known and competent hands here—the Allen-Westcott Motor Car Company, Inc., at 1920 Broadway, with Lew H. Allen, a familiar figure on the row, holding down the double job of president and general manager. One of Allen's first moves was to insure the right kind of service to owners, which one must admit was a wise move. The owners were pleased and told others about it.

The car is exceptionally well made, and it takes Allen to tell one about it. There is a fine array of cars on view now.

MAXWELL DELIVERY CARS.

Something New Offered by Company for Business.

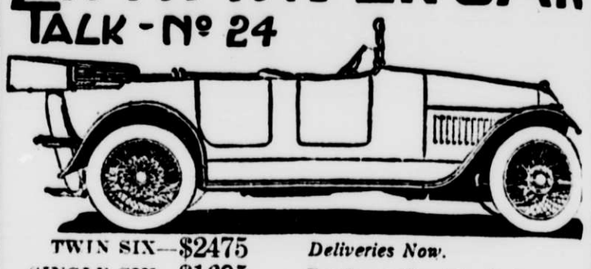
Announcement comes from Detroit that the Maxwell Motor Company, Inc., has decided to enter the field of light delivery, using for the purpose the standard Maxwell chassis, which is furnished complete, including cowl, instrument board and electrical equipment, but lacking the body, which the buyer can have designed and built locally to fit his individual needs.

With the car the Maxwell company furnishes a scale of dimensions which enables any body builder to fit exactly the standard arrangement for attaching this part to the frame. The work of attaching is free from any complication of wiring or piping. The chassis comes ready to drive.

"The Maxwell company has found the one satisfactory solution of the light delivery problem," declares Henry De Bear, local Maxwell distributor. "Light delivery is a problem of special body equipment. While it is possible for the laundryman and the dry cleaner to use the same type of body, each can greatly facilitate his problem by having a body built to carry the especial type of merchandise that he handles. The same holds true with the butcher, the baker, the milliner, the grocer and every other line of business which uses or should use motor driven delivery equipment.

"There are good delivery body builders in every city. To his own design any merchant can have built the type of body best adapted to his needs. We price the chassis at $90 less than our touring car. This will more than offset the cost of the finest type of delivery body, mounted, painted and gold lettered."

PATHFINDER CAR
TALK - No 24



TWIN SIX—$2475 Deliveries Now.
SINGLE SIX—$1695 Touring or Roadster Body.

They Lead

Our Pathfinder Twin Six is the God of motordom. These Twin Sixes we are delivering from day to day are the forerunners of a vast army of conquerors—Pathfinders in the truest sense, every one of them. Whew! That sounds big, but the car justifies it.

Senior Bros 1875 Broadway New York

Phone Columbus 8882 for demonstration.

Maxwell

Conservatism

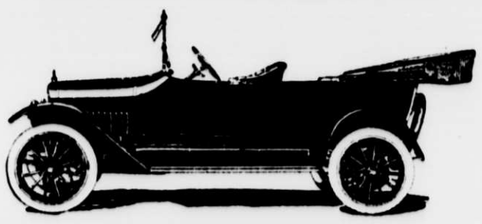
HIGH-SOUNDING and extravagant phrases, as applied to motor cars, are all too common. Thus their force is lost, and they convey no thought other than the impotence of the user.

Unfortunately, too, generalities are often resorted to in the absence of significant facts and convincing evidence.

For every effect there is a cause. The prestige and favor acquired by Maxwell Motor Cars are due to tangible and commanding reasons.

The comeliness of design, the solidity of structure, the economy in upkeep and operation, the ease and comfort in driving and lastly the innate integrity of the whole (exemplified by the World's Motor No-Stop Mileage Record, recently established by one of our stock touring cars)—these are the powerful contributing factors to Maxwell eminence.

Maxwell Motor Car Owners are people who recognize the wisdom of economy. They expect surpassing service and everything that such service implies. They pay tribute to Value and Worthiness whether in man or car.



One Chassis, Five Body Styles

Two-Passenger Roadster	$635
Five-Passenger Touring Car	655
Touring Car (with All Weather Top)	755
Two-Passenger Cabriolet	865
Six-Passenger Town Car	915

Full equipment, including Electric Starter and Lights. All prices F. O. B. Detroit.

Maxwell
MOTOR COMPANY, DETROIT, MICHIGAN

New York Retail Branch:
1808 Broadway, at 59th Street
Brooklyn Branch:
1392 Bedford Avenue at St. Mark's Avenue
Bronx Dealer: Simmons Automobile Co., 415 East 149th Street
Newark Dealer: Wilson-Ward Motor Co., Halsey St. & Branford Place

AUTOMOBILE EXCHANGE

CARL H. PAGE MOTORS CO.
Mitchell
USED CAR DEPARTMENT.

1916 Mitchell, 5 & 7 pass.
1915 Mitchell, 4 & 6 cyl., 5 pass.
1915 Special Racer.
1915 Lozier Touring.
1915 Chandler, Roadster.
1915 Paige.
1915 Cole, 6 Roadster.
1916 Overland, 5 pass.
Scripps-Booth.
Imported Sedan.
1915 Chalmers.
1913 Hudson Touring.
1913 Buick, model 36.
Several cars in good running condition at $100.

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Time Payments Arranged.
235 W. 58th St.
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STUDEBAKER
Used Car Bargains
We have the most complete stock, comprising nearly every make and model.
Call and see for yourself why it pays to deal with Studebaker
Prices from $75 to $750
Studebaker Corporation of America
B'way, at 50th St. Phone Circle 1100. Open Evenings.
C. A. Ackerman, Mgr. Used Car Dept.
Brooklyn Branch 1291 Bedford Ave. Phone Decatur 1181.

1913 Mercer Runabout Two passenger, overhauled; repainted; starting-lighting system; like new.
ROSKAM-SCOTT CO., 1896 Broadway

Knight Daimler, 38 Electric light system; Westinghouse shock absorbers; elegant bargain.
ROSKAM-SCOTT CO., 1896 Broadway

Lancia Land't Brougham 30 horse power; elegant limousine; repainted; like new.
ROSKAM-SCOTT CO., 1896 Broadway

A BARGAIN—$[illegible] elegant gentleman's ROADSTER; suitable for doctor or lady; self starter; electric lights; detachable rim; top; [illegible]; PRIVATE STABLE; [illegible]

S. G. V. Town Car 1913 Landaulet Brougham; cowl dash; fore doors; elegant bargain.
ROSKAM-SCOTT CO., 1896 Broadway

Turn Your ORD COMMERCIAL Into a NE-TON TRUCK

HE "OLSON" TRUCK WHEEL installed on your Ford in [illegible]. Carries a ton and more. $65 salvage.
2-D FRAME EXTENSIONS give from 2 to 3 feet extra space. $15 & $20.
Hayes-Diefenderfer Co
237 WEST 54TH ST.
Telephone Circle [illegible]

1916 Apperson R'dster four passenger runabout; like new.
ROSKAM-SCOTT CO., 1896 Broadway

90 Simplex R'dster excellent condition; sacrifice.
ROSKAM-SCOTT CO., 1896 Broadway

Metallurgique Brougham car; overhauled; repainted; like new.
ROSKAM-SCOTT CO., 1896 Broadway

A BEAUTIFUL late model OVERLAND car, equipped; electric lights; self starter; all improvement; nearly new; to be agreed; will sell for half price. PRIVATE STABLE.

1915 Simplex, 50 [illegible]
ROSKAM-SCOTT CO., 1896 Broadway

DELANEY BARGAIN [illegible] Motor Car Co., [illegible] Street. Tel. [illegible]

New S. G. V. Town Car elegant Summer car; [illegible] cost $4,000; bargain.
ROSKAM-SCOTT CO., 1896 Broadway

AN OPPORTUNITY [illegible] model; [illegible] $3,000; [illegible] dress clothes.

1913 Simplex, 50 [illegible] new six cylinder.
ROSKAM-SCOTT CO., 1896 Broadway

AUTOMOBILE AND MOTOR TRUCK IN STEUBEN
PREPAREDNESS
[illegible] $55. Day and Evening Classes for Ladies.
STEWART AUTO SCHOOL
225 West 57th St., [illegible]

AUTOMOBILE SUPPLIES
HANDSOME PAGE BOAT [illegible] STABLE [illegible]

BEARINGS
New Departure Service Station
203 W. 54 St. (at B'way).