CRITICS INSPECT THE AUTOS.

MECHANICAL EXPERTS BUSY IN THE GARDEN.

Pronounced Tendency Toward Long Wheel Bases—Photographers' Flashlights Play Pranks on Unsuspecting Visitors—Feasting Begins With Annual Breakfast.

All day yesterday the hundreds of automobiles which have been brought to town for the edification of the public stood in solemn stateliness on the floor of Madison Square Garden, most of them with big cloths draped over them, and were the object of pertinent and impertinent curiosity on the part of a few dozen of the specially privileged. The Sunday after the automobile show opens is the occasion every year that is taken by the sharps of the industry and trade papers to get around and inspect the details which they cannot yet at to suit them when a crowd of prospective buyers is surging about the cars. It is on this day that the critics who follow the tendencies and study carefully each new development size up the whole show.

One of the things in which most of the critics agreed yesterday was that there is a pronounced tendency toward the construction of long wheel bases and that it is being carried too far. Many of the 1905 models are shown in which the wheel base, or the distance from the front axle to the rear, is more than 100 inches, while last year and in former times such lengthy machines were built only for racing purposes. As a long wheel base causes a car to drag going up hill and has some other objections, besides many merits, such as the greater facility with which a long car gets around a corner, there is a limit to the extension of the long wheel base idea. It is thought by the sharps that this limit is being passed and that there certainly will be a reaction. The reaction is not expected to be very great—probably the balance will be found at about 100 inches.

Another feature generally noticed and commented upon was that nearly all the tire makers are this year offering in connection with their tires some sort of a non-slipping device. For the most part this takes the form of an outer covering studded with steel rivets or little knobs of rubber.

The photographers also were busy in the Garden yesterday, and before noon the place was filled with the fumes and smoke of the flashlight powder. It was an oft repeated joke of the day to entice some unsuspecting visitor to the place where a photographer was preparing for a flashlight and get him to stand near by when the powder was ignited, with the result of his being greatly startled and temporarily blinded.

There has been a tremendous influx of visitors from out of town to the show this year. Not only those connected with the industry and directly interested in the trade are on hand, but the patrons of the sport, prominent men of wealth and many others less known seem to be in New York in numbers. At the hotels near the Garden accommodations of any sort are difficult to obtain. Automobilists have taken possession everywhere in the heart of the city.

On Seventh avenue, Broadway and Fifth avenue, north of the Garden, there was abundant evidence yesterday that the exhibitors at the show began to do business on Saturday night. This was found in the number of demonstration cars to be seen running along with prospective buying parties in them. On a day as cold as yesterday the number of automobiles seen on the avenues usually is very small, but in spite of the weather there were as many abroad yesterday afternoon as there are on a fine Sunday.

The round of feasting with which the show week always is punctuated began yesterday morning with the annual breakfast given by F. F. Schwarzkopf to prominent members of the industry and the press. Something over 100 participated. Among the guests were Sir Thomas Dewar of England, E. Mors of Paris, Windsor T. White, president of the National Association of Automobile Manufacturers, Harlan W. Whipple, president of the American Automobile Association, and George H. Day, general manager of the Association of Licensed Automobile Manufacturers. This affair is an annual roundup of the old timers and is always the occasion of splendid fellowship and a jolly time. A number of speeches were made and the affair lasted from 11 o'clock in the morning until 3 in the afternoon.

E. Mors, the famous French manufacturer, who was one of the first guests called upon, imparted the news to the assembly that he thought the Americans now made as good cars as any one, that he had great faith in the future of the American industry and believed it would in time surpass all others. In proof of this, he said, he has arranged to become an American manufacturer and would build cars over here at a factory in St. Louis during the coming year. M. Mors said that he had been four weeks in the country and was delighted with its hospitality, in getting his cars in through the Custom House the officials had been unusually graceful with him, he declared, and he understood that his competitors had not been so fortunate in time to get them to the show at its opening a new record had been made.

Sir Thomas Dewar proved himself to be an eloquent and wittily delightful talker. In fact, some of those present compared him favorably with Chauncey M. Depew. He said that this was his fourth visit to the country and he liked it better every time he visited it. Previous speakers had referred to the fact that nearly all the purchases of high priced cars were made with "papa's money."

Referring to this remark Sir Thomas said: "I am a Scotchman, and like all the race am noted for keeping the Sabbath and everything else I can get my hands on. I assure you I did not come here with the object of spending papa's money, but I am going to lay down my bets to have a real good time."

Sir Thomas told several stories which convulsed his hearers and when he had finished three rousing cheers were given for him.

COLUMBIA'S BASEBALL PLANS.

Lauder Will Coach the Nine Through the Entire Season.

Details of the contract signed by William Lauder as coach of the Columbia baseball team for the coming season show the development of a new plan in baseball at the local college. Lauder is to be coach as long as he chooses to be. The contract is to be renewed each season, but so well satisfied are the Columbia men with Lauder that they will keep him as long as he is willing to stay. Lauder will join the nine on Feb. 15 and remain with the team until June 20, when the Columbia season ends. Never before has the college had a man who has been with the team all the season. Much better results are expected from the steadier system of coaching.

The schedule of games has been approved partially by Prof. J. F. Kemp, chairman of the faculty committee on athletics. Prof. Kemp liked some dates, which probably will be changed. He also recommends the playing of all home games on Wednesday and the cut of town contests on Saturday.

W. A. Callaghan, '07, medicine, one of the forwards on the hockey team, has announced that he will play baseball next spring. Callaghan was a star pitcher in a Canadian college, and from what has been seen of his work is expected to prove valuable to the nine.

Skating Races in Clermont Rink.

Speed skaters met in competition at the Clermont Avenue Rink, Brooklyn, on Saturday night in two of the hottest contests of the season. The class A one mile senior event, for the Mosher trophy had eighteen starters, and fell to Walter R. Lee after a great finish with Theodore F. Hayward, the Verona Lake crack.

One Mile Handicap, Class A—Won by Walter R. Lee, New York A. C., 70 yards; Theodore F. Hayward, Verona Lake Skating Association, 10 yards, second; William L. Smith, New York A. C., scratch, third; F. H. Underhill, Winthrop A. C., 40 yards, fourth. Time, 2 minutes 52 3-5 seconds.

One Mile Handicap, Class B—Won by John G. Lloyd, 100 yards; Clyde Martin, 20 yards, second; Rockaway Skating Club, scratch, third; C. V. L. Birk, Wilbur A. C., fourth. Time, 3 minutes 2 2-5 seconds.

AUTOMOBILES.

WE HAVE SEVERAL
"SPEEDWAY"
MOTOR CARS,
"1904 Model," ready for delivery, fully guaranteed, at attractive prices.
"1905 Model" Car on exhibition, Section C, basement, Madison Square Garden.
GAS ENGINE AND POWER CO. and CHAS. L. SEABURY & CO., Consolidated,
Morris Heights, New York City.
Phone 268 High Bridge. Demonstration given.

AUTOMOBILES. AUTOMOBILES.

Importers' Automobile Salon
Herald Square Exhibition Hall,
(Top Floor Macy Building.)
34th, 35th Sts. and B'way,
January 11th to 24th, 10 A. M. to 11 P. M. Daily.
Admission 50c. Mondays $1.00.
Every important manufacturer of Foreign Automobiles represented.
1905 models direct from the Paris Exposition.

Mercedes	Decauville	Gobron	Martini	De Dietrich
Darracq	Renault	Panhard	Hotchkiss	Gabron-Brillie
Clement-Bayard	F. I. A. T.	Roehet-Schneider	Richard-Brasier	Delahaye
Napier	Mors	Pipe	Peugeot	C. G. V.
Carre	La Minerve	Electromobile	Franklin	Leon-Bollee	Rothschild

And the latest imported novelties and accessories.
Decorations by eminent Foreign artists.
Music by the celebrated Italian Royal Marine Band.
Geisha Girls Serving Tea and Refreshments in the Japanese Gardens.

NOTES OF THE TRADE.

What's Going On in Automobile Circles in the Garden.

It will be a wise move for all those who are prejudiced in favor of the foreign car to make a careful inspection of the automobile show at the Garden this week. It will be a revelation to those who think or those who have been led to believe that the automobiles exhibited there are "wire automobiles fastened with hairpins." We have heard up to the present nothing but continual talk of the superiority of the foreign car, that the American manufacturer cannot equal the foreigner in efficiency, durability, workmanship, &c. This is all a matter of the past. Go and judge for yourself—the two shows are running and there is excellent opportunity for comparison; but remember one valuable point, that the fine chassis exhibits made by the Americans this year are those of frames which are used in their regular stock cars; they are not hand made products from gun metal, turned out for exhibition purposes only, which was the case with some of the beautiful frames brought over from Europe last year.

It is a well known fact that many purchasers of automobiles permit themselves to be influenced by smart and often worthless features, very few of them base their decision of purchase upon the strict meritorious accomplishments and competitive trials or demonstrations of the several automobiles they may have had under consideration. C. A. Duerr of the Royal Tourist, whose exhibit is in section M on the main floor in the Garden, is authority for the above statement; he ought to know, being one of the best known and most conservative men in the automobile industry in the East.

Mr. Duerr has two models of the 1905 Royal on exhibition, one a 32-38 horse-power touring car, the other a chassis. The chassis, splendidly furnished and highly polished, the same as is used in all the Royal stock cars, is the object of much admiration, and the touring car complete, one of the handsomest cars shown in the Garden, is a good example of the tremendous progress that the domestic manufacturer has made in high grade finishing work. Duerr's Royal exhibit is small, but it is select and one of the hits of the show.

A notable exhibit to be found in section C in the basement of the Garden is that of the Gas Engine and Power Company and Charles L. Seabury & Co. consolidated. There is shown the 1905 model of the Speedway, a 22-28 horse power touring car and a chassis of same. As the builders of this machine have so far a worldwide reputation in other lines, they will have a busy time during the week demonstrating the qualities of their product to those automobile enthusiasts who are in the first rank. The manufacturers claim the Speedway the equal of the best foreign cars and its advent will be awaited with interest. It sells at $5,000 complete, and every part of the machine is made in their own factory. The vertical four cylinder motor of 22-28 nominal horse power is extremely quiet in its operation, elastic as regards speed variation, and practically without vibration. It is designed so as to render every working part readily accessible. Mr. Walter Gilt, the New York agent, who presides over the exhibit, says that the Speedway 1905 motor car combines the essential features of a thoroughly satisfactory pleasure vehicle, beauty of design, comfort, silent operation, safety and speed.

Harry D. Hount is all smiles over at the E. R. Thomas Co. exhibit. From the opening on Saturday night the space allotted to them has been crowded with interested prospective purchasers of the coming season's "Thomas Flyer" demonstrated to them. Fred Titus, Mr. Megargee and Mr. Hount have all their work cut out answering the questions fired at them. The Thomas exhibit is an exceptionally good one and consists of a six cylinder and 40 horse power chassis, a 40 horse power touring car, a 32 horse power touring car with victoria top and one of the most luxurious limousines ever exhibited at an automobile show, either foreign or domestic. Mr. Megargee asserts this car is called the "Flight Flyer." It gained this nickname by the phenomenal speed obtained through its transmission, which is patented.

In the Thomas transmission the motor drives direct on the third speed and the other two gears are thrown out entirely. The bodies used on the E. R. Thomas cars are the exclusive design of E. R. Thomas, president of the E. R. Thomas Motor Company, who has secured design patent on the same. The lines are not only artistic, but owing to their peculiar curves the bodies are practically dust proof. A very notable feature of the body design mentioning is the fact that the side entrance door swings when open entirely around the mud guard, making the door the same width at the bottom as at the top and enabling the occupant to get in or out in a dignified and easy manner. Besides the cars on exhibition at the Garden, Harry D. Hount has several models on show at his salesrooms, Broadway, corner of Forty-eighth street.

To the left of the main entrance in the Garden show Thomas H. Jeffery & Co. of Kenosha, Wis., manufacturers of the Rambler automobiles, exhibit three of their six 1905 models. Top exhibit three of their six 1905 models. Top exhibit is an 18 horse-power touring car with seating capacity for six passengers. A long wheel base and full elliptic springs combine to make it ride easy even on the roughest roads. The body, finished in an attractive shade of dark olive green with polished brass embellishments, is of the side entrance surrey type with large, roomy, comfortable seats and storage space under the rear seat. Simplicity is a prominent factor in the design, there being the fewest parts possible to accomplish the work.

Surrey Type. Two is a large, luxurious, comfortable touring car. The body is of the side entrance surrey type, the doors at the entrances to the rear seat are particularly wide, the seats themselves unusually large and roomy, deeply upholstered and have very high backs. This upholstered and have very high backs. This upholstered carriage, with a canopy top, luggage rail, plate glass swinging front, waterproof side curtains, two oil side, an oil tail, and two gas head lights, with brass mirror reflectors and separate gas reflector, a brass tube horn, drop forged wrenches, pliers, pump and repair kit, sells for $2,000. It is finished in royal blue with maroon trimmings and polished brass embellishments.

The Rambler Limousine is built upon the Surrey Type. Two chassis, extending to a 34 inch wheelbase and 34 inch tires are used. It is designed for a good depot wagon or theatre bus for five passengers, and represents in the highest degree the carriage maker's art. No pains are spared to make it comfortable, beautiful and reliable, and at a less price than ever before offered, provides a machine which in every respect fills the demand for this type of vehicle. With complete equipment it sells at $3,000.

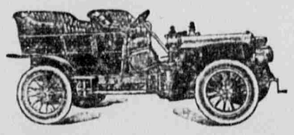
Thirteen vehicles, designed to meet as many varying demands of conveyance, comprise the exhibit of the Electric Vehicle Company of Hartford, makers of Columbia automobiles. Four speedy and luxurious high power gasolene cars for touring and special town service to small electric runabouts, the range of motor car employment is shown in the two powers most in use. In addition to a gasolene design the company has returned to the English body as a basis, from which have been evolved bodies of rare delicacy for comfort as well as grace of line and proportion. Where falls lines have generally marred body building practice the Electric Vehicle Company and some few foreign builders are now employing the inverted rear curves which have the merit of most defective qualities. Novelty in color scheme is a feature of the Columbia exhibit. Red, green and olive brown, outlined with black and wine colors without striping, are new and distinctive. In trimmings, cloth and leather are used in the same piece, cloth in the parlors, cars and leather in the gasolene cars of the coach types. With elaborate panels, broadcloth and leather have been matched in color, and all used together—rather in front in color, and all used together—rather in front in upholstering and cloth in the rear, with floor carpets in color harmony. A most interesting feature of this exhibit is seen in full sized working models of both the new four cylinder and two cylinder gasolene cars, highly polished, driven by electric motors, and so cut away on one side as to give a full view of the parts in operation. The action of working of pistons, cam shafts, valves, lubricating and sparking devices, clutches, transmission gears, is shown perfectly.

Hockey Notes.

Although it is contrary to the rules of the Amateur Hockey League for a player to play for more than one league in a season, W. A. Callaghan of Columbia has been given permission to represent the Wanderers as well as his college. It was for that reason that his appearance in the Wanderers' line-up against the Brooklyn S.C. after he had played in the Princeton-Columbia match went unchallenged.

The manager of the Wanderers Hockey Club of Albany, the intercholastic champions of central and northern New York, challenges any interscholastic seven in New York, Brooklyn or Vermont to a game to be played at their rink on any date favorable to their schedule, with a return game at Albany. All communications may be addressed to F. E. O'Connor, 71 North Pearl street, Albany.

Columbia
35-40 HORSE POWER



Perpetuates the best mechanical features of the 30-35 h. p. COLUMBIA holder of the Chicago-New York road record and one of the leading successes of 1904. Has the best attributes of foreign designed cars, combining with them such original COLUMBIA features as adapt the construction thoroughly to American needs and conditions. The standard side entrance body is of new and rich design and perfect in its appointments. Price, $4,000. With Royal Victoria body, $5,000; with Limousine or Landaulet body, $5,000.

See it and the other Columbias at the Automobile Show.

Made by
ELECTRIC VEHICLE CO.,
HARTFORD, CONN.
Member Asso. of Licn. Auto. Mfrs.
N. Y. Salesrooms, 134 136 138 West 39th St.

Blow Your Horn and Fill Your Tire.

The Waters Power Horn and Tire Filler does it with the same equipment utilizing the exploded gas from the engine. A minute fraction of exploded gas is taken from the engine and stored in a tank, 6x12 inches in size, screwed beneath the floor of your car. The hose for the horn is attached to this tank. Another connection runs to the tire. A simple turn of the wrist blows your horn a good, strong blast. Simply turn the valve and fills your tires. The price, complete, including the tire filler and a regular chime whistle, is $35. You can use the whistle, if you like, or you can use your own horn. Our connection is adapted for use with your present horn and hose. We do not send horn or hose. Shipment made immediately upon receipt of check. If after using it thirty days it does not give entire satisfaction, return it at our expense and get your money back. Send for booklet and say.

GAS ENGINE WHISTLE CO.,
Manufacturers also of the only successful power whistle for motor boats.
1131 Broadway, Cor. 26th, New York.
1 block from Show.

ROCKWELL'S ELIGIBILITY.

Subject of Discussion at Harvard-Yale Athletic Conference.

NEW HAVEN, Jan. 15.—There was some discussion, so it was learned to-night, at the Harvard and Yale athletic committee meeting here yesterday as to whether Rockwell, the Yale quarter back, is eligible to play another season on the varsity eleven. Rockwell played for a few minutes as a substitute when he first entered Yale. He left college soon after and entered again as a freshman the following year. He has been playing football every year since, and if the brief spell that he played when he first came to Yale is to count as one football year he has therefore been playing four years at Yale.

He is a junior, and there is a strong feeling that he should be elected captain, but the technical objection has been raised that he has already put in four years, the limit. It is understood that the varsity squad will meet to-morrow night to elect a captain.

No one who was at the conference yesterday will state what was the verdict in the Rockwell case. It was regarded as a bit significant that the conference of the two committees should be held on the eve of the Yale varsity football meeting to name a captain.

NEW YORK A. C. SKATER WINS.

Guy Lyman Secures Mile and Two Miles at North Bergen Skating Club Meet.

The skating races of the North Bergen Skating Club at Weehawken yesterday attracted all the local crocks and a fair crowd of spectators. Guy Lyman of the New York A. C. accounted for the mile and two mile handicap off liberal marks. Arthur V. Sarony, his clubmate, figured in both events, but Lyman seemed to have more speed at the finish. McCrow of Paterson, N. J., got the verdict in the mile novice rather easily from Kent of Hoboken.

One Mile Novice—Won by R. A. McCrow, Paterson, N. J.; W. Kent, Hoboken, second; M. L. Bradt, Hoboken, third. Time, 3 minutes 41 4-5 seconds.

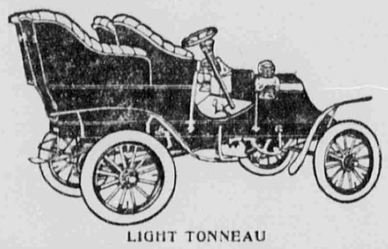
One Mile Handicap—Won by Guy Lyman, New York A. C., 125 yards; A. V. Sarony, New York A. C., 125 yards, second; Woodward Sutphen, Long Branch Skating Association, 125 yards, third. Time, 2 minutes 52 2-5 seconds.

Two Mile Handicap—Won by Guy Lyman, New York A. C., 200 yards; Woodward Sutphen, Long Branch Skating Association, 175 yards, second; A. V. Sarony, New York A. C., 200 yards, third. Time, 6 minutes 17 2-5 seconds.

AUTOMOBILES.

EXAMINE
The "Maxwell"
The Automobile whose points are the talk of the show
Exhibit Section C in restaurant
New York City Salesroom,
317-319 W. 59th Street
MAXWELL BRISCOE MOTOR CO.
TARRYTOWN, N. Y.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

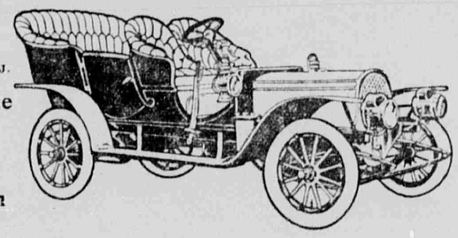


LIGHT TONNEAU

FRANKLIN

The car you want is the car that does the most at the least expense.
You don't want a complicated heavy car that wears out tires; uses gasoline up fast; makes your repair bill heavy; and is clumsy and hard to manage.
The Franklin Cars are not only light for their high power, but their
Four-Cylinder Air-Cooled Motor
is the starting point of masterly engineering that results in an efficiency not known to any other car.
The Franklin 12 horse-power Light Tonneau is a better Touring Car than most cars of 18 and 20 horse-power. The Franklin 20 horse-power Touring Car is miles ahead of other cars rated in this way.
While you're at the show, look up the Franklin.

American Automobile Storage Co., 40 West 60th Street, New York
Orange Automobile Garage Co., ORANGE, N. J. NEWARK, N. J.
Paterson Automobile Exchange, PATERSON, N. J.
F. L. C. Martin Automobile Co., PLAINFIELD, N. J.



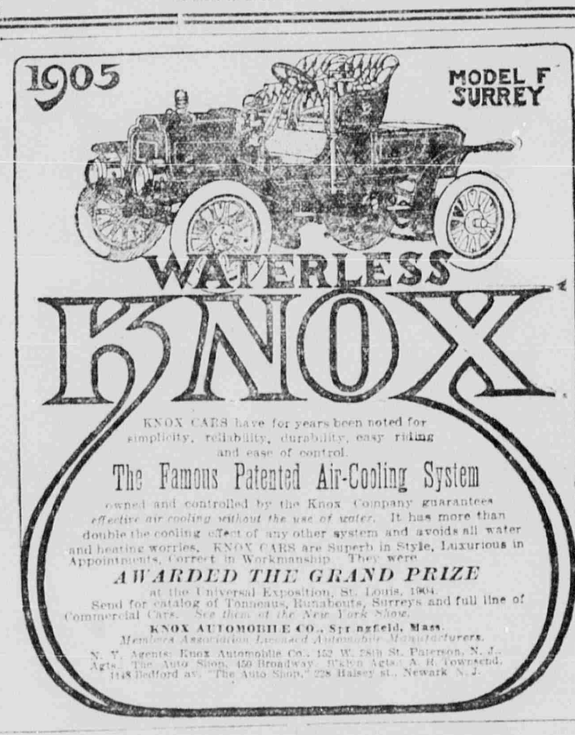
20 H.-P. TOURING CAR

H. H. Franklin Mfg. Co.
Syracuse, N.Y.
M. A. L. A. M.

Locomobile
Gasoline Touring Car
EASILY THE BEST BUILT CAR IN AMERICA
See Our Exhibit at Madison Square Garden Show.
THE LOCOMOBILE COMPANY OF AMERICA, B'way, cor. 70th St., N.Y.
J. F. PLUMMER, JR., N. Y. Manager.
Member A. L. A. M.

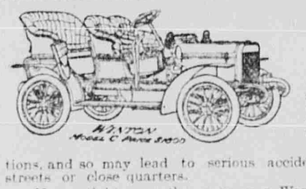
POPE AUTOMOBILES
SEE OUR AUTOMOBILE SHOW EXHIBIT
POPE-TOLEDO
20 H. P., side entrance, Price $2,500
30 H. P., " " 3,500
45 H. P., " " 6,000
(50 H. P. Pullman to order.)
POPE-HARTFORD
16 H. P. Price $1,000
POPE-TRIBUNE
12 H. P. Price $600
POPE-WAVERLEY ELECTRICS
15 Different Models, $850 to $2,250
POPE MOTOR CAR CO., Toledo, O. Indianapolis, Ind.
POPE MANUFACTURING CO., Hartford, Conn. (Dept. A.)
M. A. L. A. M.

1905 MODEL F SURREY



WATERLESS KNOX
KNOX CARS have for years been noted for simplicity, reliability, durability, easy riding and ease of control.
The Famous Patented Air-Cooling System
owned and controlled by the Knox Company guarantees *effective air cooling without the use of water.* It has more than double the cooling effect of any other system and avoids all water and heating worries. KNOX CARS are Superb in Style, Luxurious in Appointments, Correct in Workmanship. They were
AWARDED THE GRAND PRIZE
at the Universal Exposition, St. Louis, 1904.
Send for catalog of Tonneaus, Runabouts, Surreys and full line of Commercial Cars. *See them at the New York Show.*
KNOX AUTOMOBILE CO., Springfield, Mass.
Members Association Licensed Automobile Manufacturers.
N. Y. Agents: Knox Automobile Co., 152 W. 58th St., Paterson, N. J., Agts., The Auto Shop, 456 Broadway. Phila. Agts., H. Gowenstud, 1148 Bedford av. The Auto Shop, 228 Halsey st., Newark, N. J.

WINTON



THEN, there's the Winton Steering Gear of 1905. Observe that it is not a "Worm Gear," like the others.
The thread of a Worm wears down in the centre long before the sides wear. Then you have "lost motion" in the Steering Gear. That "lost motion" makes steering mighty uncertain sometimes.
It upsets the Driver's calculations, and so may lead to serious accident in running through crowded streets or close quarters.
If you tighten up the wear on a Worm steering gear it is then liable to "wedge" in the nut when you turn sharply on short curves.
That may land you in a ditch.
No "lost motion" or wedging is possible with the Winton Steering Gear of 1905.
Because it has a whole-round thread on the steering shaft.
This works in a whole-round nut.
The thread must therefore wear evenly all around when wheel is turned to left or right.
Your life may some day depend on the accurate control this patented Winton feature gives.
See the Winton at the show—right hand aisle, a little way from main entrance.
Five Models—All with Four Cylinder Vertical Motors.

Model C	15-20 HP.	$1,800
Model B	24-30 HP.	$2,500
Model B Limousine	24-30 HP.	$3,500
Model A	40-50 HP.	$3,500
Model A Limousine	40-50 HP.	$4,500

The Winton Motor Carriage Co.,
Cleveland, O., U. S. A.
New York Branch: Broadway and 54th St.

CONTINENTAL TIRES
THE TIRE OF INTERNATIONAL REPUTATION.
Specify that Continental Tires be used on your new Auto.
See our exhibit, Spaces 20 & 21 Madison Square Garden, also Importers' Automobile Salon.
THE CONTINENTAL CAOUTCHOUC CO.,
EMIL GROSSMAN, Manager, 206 Broadway, New York. Factory, Hanover, Germany.

The Importers' Auto Show.

In spite of the fact that the Madison Square Garden was crowded as never before on the first night of an automobile show, the Importers' Automobile salon did not seem to suffer much on Saturday night, but had one of the biggest crowds present that has been to the show in Herald Square Hall since its opening. All this week both shows will continue open and the show of imported cars will continue for two days after that in Madison Square Garden has closed. The Garden show ends on next Saturday night, but the Importers' Salon does not close until the 24th. Instead of hurting one another in any way, it seems probable that both shows will have as big crowds nightly as the managers of them can desire.

Spence Hockey Manager.

Kenneth M. Spence, '06 college, has been elected manager of the Columbia hockey team in place of Earl P. Gannett, '06 law, who has left college. Spence was assistant manager in the early part of the season.

AUTOMOBILES Largest and most Reliable Exchange
Are offering, until all the "Reliable" second-hand automobiles that are taken in by all new agents of New York City.
An ENTIRE BUILDING, with finest equipped Repair Shop in the Metropolis. Every Automobile put in perfect order before offering for sale.
We're not overloaded with "Clocks" and "Antiques."
Georges Richard, $1000; Clement, $1100; Panhard, $2500; Peugeot Cab, also Victoria (new, cost $8000 each, price $1000; Cadillacs, $400 $450; Winton, $150; Oldsmobiles, $175 up; Long Distances, $150-$300; Northerns, $250; Peerless, $750; Mobile Surrey, $225; Toledos, $150; Packard, $600; Franklins, $350 $750; Baker Electrics, $300; Columbia Cabriolet, $1200; Columbia Runabout, $150; Seabright, $500. Other opportunities.
BROADWAY AUTOMOBILE EXCHANGE,
New Building, 137 to 143 West 48th.

AUTOMOBILE BARGAINS.
If you want to buy a second hand Automobile, call and see us, get our prices and we will save you money. Largest assortment in city.
TIMES SQUARE AUTOMOBILE CO.,
261 West 49th st., two doors east Broadway.