

# In the Automobile World

## HIGHWAYS TO BOSTON ARE IN GOOD CONDITION

### TWO POPULAR ROADS, ONE ALONG SOUND, OTHER INLAND.

#### Entire Trip from New York City Covers Distance of 249 Miles—Organization in Road Work.

Although the season is unusually backward, motorists desiring to tour from this city to Boston or intermediate points need have no fear as to the condition of the roads. Leaving this city there are two popular ways of going, one along the Sound and the other inland, going through Danbury, Waterbury, Hartford, Springfield, and Worcester. At present, however, mention regarding the tour will be confined to the road from New York to Boston via the old Post Road New Pelham Parkway may be used, the route carrying one through New Rochelle and then on to Rye, Stamford, and Norwalk. Up to that point the going is excellent, and if the motorist wishes to stop for a while he can find a good hotel at Norwalk.

Just beyond the latter place the detour, necessitated by the rebuilding of the bridge, still exists; it is fairly good, however, and motorists will doubtless be glad to learn that it is expected that this obstruction will be eliminated early next month. Continuing on, one goes through Bridgeport to Stratford, where the roads are quite good, but between Stratford and Milford there is a stretch that is closed for repairs, calling for a detour south of the main road over a surface near Shore good. Beyond Milford the route carries one through New Haven, and there again the road is in the condition; in fact, no fault can be found with the surface at any point all the way to New London. As to stopping places, excellent opportunities are afforded at Bridgeport, New Haven, and New London.

#### CHOICE OF ROUTES.

Leaving the last-named place there is a choice of routes to Providence. One continues straight along the shore, through Groton, Mystic, and Westerly to Narragansett Pier, and thence northward along the shore of Narragansett Bay to Saugers town. It is at that point where one turns off to reach the ferry to Newport. From Saunders town the way takes one through Wickford, and East Greenwich to Providence. A somewhat shorter route than this leaves the main road at Westerly and proceeds directly to Providence by way of Wyoming and Washington village. Both are in fair condition, with occasional rough stretches.

Then there is another way from New London, which many prefer to either of the previous ones mentioned. Running north along the valley of the Thames river to Norwich, the traveler can reach Groton, Mystic, and Westerly, with good roads all the way. From Providence to Boston is a case of travelling over the main road, which is in excellent condition. Among the places which one goes through are Wrentham, Walpole, and Dedham, to Boston. The distance of the entire trip is 249 miles.

#### CONTRACTOR'S POINT OF VIEW.

While many papers and books have been written about methods of carrying on road work, it is very rarely that anything on the subject comes from a contractor, although he conducts the operation. The rule is he is busy endeavoring to complete his road, to the satisfaction of the authorities and with a profit to himself that he is disinclined to spend any of his spare moments telling how he does things. Once in a while, however, a contractor will make a few comments, and when he does so they are usually constructive to the public whose taxes keep him busy. For instance, John E. Gordon, president of the New York State Road Builders' Association, recently made some statements showing how the character of the labor employed on road work influences its cost. The ultimate success of a contractor with financial resources sufficient for his work depends on his organization and his plant, according to Mr. Gordon, who ranks the organization as the more important of the two, because a good organization can obtain the best results even with mediocre equipment, while a poor organization cannot furnish good results under any conditions.

There are steam shovel engineers who will get out twice as much material in a given time as their less skilled counterparts. There are auto-truck drivers who will get more mileage, carry heavier loads, and preserve the integrity of their machines immeasurably better than the less competent chauffeur whose expertness has been brief and often only with a light pleasure car. There are steam-roller engineers who are real road builders, who know when the sub-grade is properly rolled, when the stone is consolidated sufficiently, and how to roll different varieties of rock. These men are rare, and too often the contractor has to trust his expensive roller to a man whose experience has been gained in running a saw-mill or threshing engine, and who knows only enough to keep up steam and run the roller back and forth. Rolling is perhaps the most important class of work in building gravel and broken-stone roads, and the time spent in training men into good roller operators is generally well-expended.

"Now is the time to buy tires and save money," says Jesse Froehlich, vice-president of the Times Square Auto Supply Co. He adds that if prices of materials continue to soar, tire manufacturers will be compelled to announce another increase, within the next few weeks. Cadillac engineers have figured it out, at least so far as their own eight-cylinder car is concerned; just how much explosive force there is in a drop of fuel. They know how many separate explosions there are to a gallon of gasoline, and further than that the amount of gas-

lene consumed by one explosion in the cylinder.

Frank G. Carrie, manager of the Marmon New York Company, says that proper washing of the car will do more to preserve the finish and appearance than anything else. Thoroughly softening the mud with a stream of clear, cold water is always important.

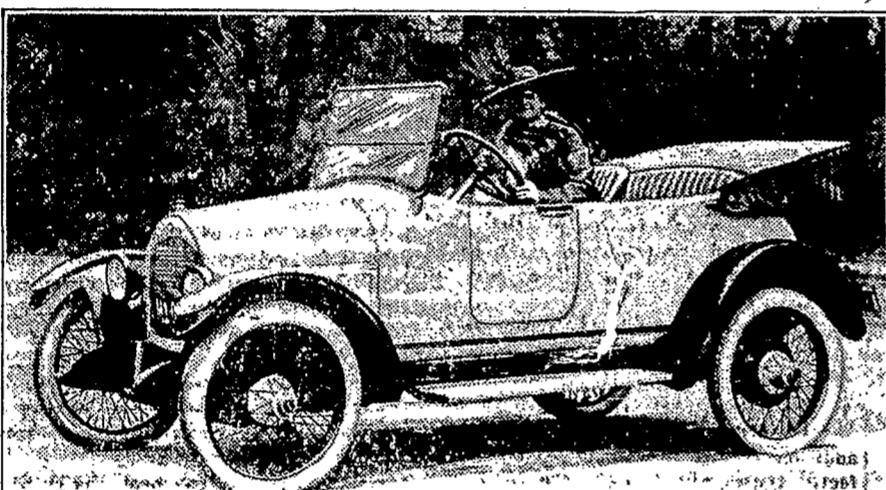
The appointment of Fred L. Brano as wholesale manager for the Marlon-Handley product, and J. B. Schenck as manager of the wholesale department for Pullman cars has been announced by Henry Drouet, president of L. & D. Motors, Inc., distributors for these makes in this district.

"The growing popularity, and this year's record sales prompted the National Motor Car & Vehicle Company officials to increase the output to the limit for the coming season," says W. C. Postner, the local distributor. "They are confident they can sell all they can manufacture."

Enlarged sales and service facilities are offered by the Duffly Motors Corporation at its new establishment, 1920 Broadway, former of 64th Street. The removal into roomier quarters has been necessitated by the Standard Eight's steady climb into popular favor.

According to F. L. Richards, the Scripps-Booth dealer at San Diego, the cooling system of the car is such that the desert heat of 120 degrees in the shade has failed to produce any effect. This is largely because of the size and construction of the radiation system.

"The American business man has been taught a new standard of expenditure," says W. J. Foss, commercial manager of the Pierce-Arrow Motor Car Company. He maintains that high price for



Overland "Country Club" given to the Actors' Fund Fair, which opens to-night, by John N. Willys.

a good article is no longer a selling handicap.

The A. Elliott Ranney Company, Daniels distributors in the metropolitan district, announces the removal of its service department to the new building, 109-123 West 64th Street. Service has even been the watchword of this company, and in the new station room has been provided for the display of used cars.

Prominent in a list of instructions for 2000 or more Maxwell dealers, who next month are to travel over roads everywhere in the United States and Canada in a national proof demonstration of upkeep economy appears the following: "Do not change any of the regular factory equipment or adjustments in the stock car and you will be certain of the greatest measure of success."

#### PLEA FOR ORPHANS' DAY.

Association Asks for Cars to Take Children on Picnic.

Before the officials of the Orphans' Automobile Day Association of New York can complete their plans for the thirteenth annual Orphans' Day treat, they have a hard task before them. A large number of automobiles are needed to transport 5,000 of New York's orphans to Donnelly's Grove, College Point, L. I., on Thursday, June 7, and unless these are forthcoming, the project may have to be abandoned. The cars are needed from 8:30 A. M. until 5 P. M. to take the "kiddies" to the grove, where the motorcade will be parked until the return trip is made, bringing the youngsters to their respective institutions after a gala and never-to-be-forgotten day in the country.

Children irrespective of creed or color are taken on these annual outings, many of them having never ridden in a real automobile before, while hundreds of the youngsters have never seen the country or seashore. This is evidenced by the many letters received by President Horace De Lisser and secretary of the Association, John J. Korbel, from the youngsters who personally write to them, describing their trip, etc., and expressing their gratitude to all who help make these outings a reality after a whole year of anticipated joy.

A substantial luncheon is given the children upon arrival, after which they are free to romp in the spacious grounds, playing all sorts of games, enjoying the usual funny antics of the clowns and other performers, and listening, and in many instances, dancing to the strains of the band of thirty pieces, which is the contribution of the Interborough Rapid Transit Company. Although the responses to the appeal for cars and cash have been quite liberal in the past few days, more cars and cash are needed. This good charity of giving the little unfortunates one of their happiest days in the year, is deserving of the cooperation of all who have the least bit of sympathy in their hearts for the poor children who wait twelve long months for this one "red-letter day." Enter your car, or, if it is impossible, send a cash contribution to help the cause and ask your friends to do likewise. Entry blanks calling for both cars and cash and all information can be obtained from the Orphans' Automobile Day Association, 222 West 59th Street, telephone Columbus 2417.

## THE DEVELOPMENT OF THE GASOLENE TRACTOR

### EVOLUTION OF THIS METHOD OF TRANSPORTATION.

#### Began When Animal Was Found More Efficient When Pulling than Carrying—Next Step Was Wheel.

Tractor is defined in the dictionary as "that which draws." Therefore, the horse, the mule, the ox, the tugboat, and the railroad locomotive can be called tractors. So the history might be said to begin when the animal was found to be more efficient when he pulled a load than when he carried it on his back. When the savage put the ends of two poles over the back of a horse, dragged the other ends of these poles on the ground, and slung his load in the middle, the development started. The horse carried half the load, and the other half was hauled along the ground. The horse was thus enabled to handle just twice the burden he carried half of it and drew half of it.

Then came the wheel, and, as this was before the era of written history the inventor is not known. The chances are that the pulley at that time classified him as a "nub." Also, the chances are that nine hundred and ninety-nine out of every thousand declared it would not work, as it had never been done before. The other one in the thousand probably condemned the inventor for suggesting a labor-saving device that would throw so many men out of work. In any event, the patents have all expired. The wheel enabled the animal, whether horse or ox, to draw considerably more load than it was possible for him to carry. For thousands of years after the invention of the wheel—indeed until the railroad

locomotive came into being—most transportation on land was done by animal tractors and wheeled trailers. The wagon of to-day is one of the most highly developed, practical, and reliable pieces of mechanism we have, for it is the result of several thousand years' experience. Every useless rill has been eliminated. It stands up and does its work year after year with a minimum of expense. While the wagon has been undergoing its development, the animal tractor has been improving also. It is a far cry from the scrubby little pony, or slow-moving ox of antiquity, to the magnificent draught horse of to-day. All development of the horse for business has been along draught lines and not along carrying lines.

One will only stop and think that it has taken thousands of years to bring the wagon and the horse up to where they are, and that the first practical motor-propelled vehicle for the highway made its appearance a few short years ago, he certainly must realize that wonderful progress has been accomplished in a comparatively short time. When the invention of the differential gear made the motor-propelled vehicle for the highway a possibility, the pleasure car took precedence and occupied the minds of engineers because the public demanded it. Our pleasures, after all, receive consideration before our business. After the pleasure automobile was well on its way, though, the higher temperature, the development of the motor truck began. The line of least resistance was followed and the design of the pleasure car taken, on the principle that if a machine would carry a load of passengers, a larger machine of the same type would carry a load of merchandise.

The principal reason for the existence of the motor vehicle for business purposes, whether it be delivery wagon, heavy truck, or tractor, is economy. It may be of time. It may be of money. But as time is money, it all comes to the same thing. The machine that will do the most work for the least money is what the designer is striving to produce. After the motor truck had been in practical use a short time it was brought pretty forcibly to the minds of the engineers that its necessarily high first cost, correspondingly high operating cost, and limited range of action would allow a very narrow margin of profit when it was brought in competition with the horse. It would show a profit on long hauls, good road conditions, good facilities for loading and unloading; but where the hauls were short, or loading and unloading conditions bad, the horse could haul cheaper.

The motor truck has been brought to a state of development. But, after all, it comes in the class of weight-carrying, or pack, animals. The next step was to make the truck do more work than it had been doing and show a greater profit than it had been showing; and the only way to do this was to make it into a tractor which would draw its load instead of carrying it. The efficiency was greatly increased, as in the case of the horse, when he became a tractor instead of a carrier.

In all the live factories to-day the tractor principle is coming in for special attention. Why it delayed so long is hard to understand. It is a self-evident fact that if you have a bunch of merchandise to move, and have a good road to

## IMPROVING COUNTRY ROADS.

### Work Done in Sioux City, Ia., Shows Good Results.

As a result of highway improvements by States and counties it is becoming more comfortable over good roads for many miles and then encounter very poor entrances into a city. The contrast between the good rural roads and the very poor ones within city limits is often due to the laws under which road-improvements in a city must be financed. In many cases the cost of the improvements is borne entirely by the abutting property, whereas, the rural roads are improved at the expense of an entire township, often with county or State aid.

The people of Sioux City, Iowa, had wretched roads leading into the country for a number of years, although the roads connecting with them were considerably better. The Legislature was accordingly asked to pass a law by which these country highways within the city limits could be improved at the expense of all of the property benefited, just as the well-lands in Iowa have been improved during many years by forming a drainage district for each section benefited by a drainage system and distributing the cost of the work over the district. When the Legislature passed a Road District law for the improvement of the highways of Sioux City, a number of road districts were formed within its limits.

The work was financed by first determining the proportion of the total cost of each road which the city as a whole should pay; this proportion ranged from 32.8 to 82 per cent. The remainder of the cost in each district was then distributed over all of the property within it, some of the property being laid out in lots and other parts being typical Iowa farming land. The distribution of the expense was first made by estimating that of the lots and the farm lands abutting on the road and most directly benefited should be ranked as paying a certain amount for each foot of road. The remainder of the cost was then divided among the other property in the district.

As an example of the way this system worked out, mention may be made of a farm one mile from a road, which paid \$12.35 per acre; in this district a 100 per cent. assessment was equivalent to \$16 per acre, and this particular farm, on account of its distance from the road, was given a 65 per cent. assessment; the owner of the farm raised no objections to this levy. The districts had an area ranging from one to eight square miles, and the length of roads built in a district in this way range from 0.83 to 5.55 miles; in all twenty miles of the main routes into the city have been improved with concrete roadways in this way.

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## EXPENSES OF MOTORIST.

### Greatest Amount Spent on Tires, Next Comes Gasoline.

The recent investigation, which the Haynes Automobile Company conducted among some 5,000 owners, gave some remarkably interesting figures as to the way the motorist spends his dollar. Many an automobile owner imagines that the major part of the outlay he turns over for his motor car goes for items like oil and repairs which he purchases frequently in small quantities. The largest expense in front of the motorist is the four tires, even when the car is giving a tire mileage of nearly 7,500 miles. Tires which are good for a figure in excess of 10,000 are the exception rather than the rule. This mileage claims one dollar of every four, which the motorist planks down on the counter of the equipment retailer. It is estimated that the cost of inner casings is approximately one-eighth of total tire expense.

Next in importance is the gasoline expense. Fuel costs twenty-two cents a gallon on annual average the country over and it takes thirty-seven cents out of every dollar to keep the motor running. The investigation showed a nationwide average of nearly fifteen miles to a gallon of fuel. Weather has an important effect on the segments of the motorist's appropriation which the gasoline and tire outlays cover. In summer, the higher temperatures give perfect conditions for vaporization in well-cooled motors. The weight of demountable tops and the addition of tire chains in winter, out the mileage one-fifth and fuel mileage one-third. The motor car's repairs and replacements are third in importance. They amount to 3 per cent. of the season's bills with expense varying greatly with the skill of the individual driver. The money spent for motor lubricants ordinarily amounts to only 4 per cent. of the motor car's total outlay.

## JOHN WILLYS DONATES A CAR.

### One of the Country Club Type for Actors' Fund Fair.

John N. Willys, president of the Willys-Overland Company, has donated a "Country Club" car to the Actors' Fund Fair, which will be held during the coming week at the Grand Central Palace. The car is attractively finished. The body is a gray, and the fenders are a light green. The top and seat covers are also gray, with a fine hair-line green stripe, and the color and finish, together with wire wheels, set the graceful lines of the car off to advantage.

It will be one of the centres of attraction at the fair, and judging from the subscriptions which have already been sold, it is likely to prove one of the largest dividend payers there.

D. R. Cain, instructor of the Goodyear Tire & Rubber Company School of Tire Repairing, says that when a tire receives an injury extending through all the piles of the fabric, the repair must be in the form of a section.

## VARIETY IN LINKS AIDS GOLFER'S DEVELOPMENT

### CHANGE OF VENUE CAUSES PLAYER TO FACE NEW PROBLEMS.

#### A Course is Generally Worthy of Consideration Even if It Possesses Only One First Class Hole.

Since no two golf courses can be precisely alike it follows that a change of venue must always bring the player face to face with new problems in the exercise of his art. This is a distinctive and surprising merit of the game, and one which it shares with no other sport. Billiard tables to be worth playing upon at all, must resemble each other precisely in speed of cushion and trueness of ball, the first-class signs court virtually the same everywhere, and one football or baseball field is as like to another as two pens in a pod.

There may be difference of quality, to be sure, but never of kind. Good is good and bad is bad absolutely, and the tape-line and spirit-level are the all-important factors in the case. How different it is with the game of golf! Here one finds divergences in both kind and quality. One course may be laid out on the flat and another over rolling ground; there may be short links and longer circuits; at club every hazard and putting green have been laboriously created out of the rough, at another nature has done everything. Yet at all good golf may be possible; if not wholly, at least in part. A course is entitled to consideration even though it possesses but one first-class hole out of the nine or eighteen; but it must have the one.

Players who know no course but their own miss one of the dearest delights of golfing. The new situations, the unexpected problems are wonderfully fascinating, and in their quick and accurate resolution the golfer shows his class. It is almost impossible that a really fine golfer should ever be developed upon any one course no matter what its individual excellence. He must broaden his conceptions of the game by an excursion now and then into the wide world of golf. Infinite variety is the spice of golf as of life, and the golfing pilgrim should be one of the happiest of men.

It happens again and again that golfers find themselves in a variety of regions in more or less strange territory at all seasons of the year. If they have their clubs with them it is only natural that with time on their hands, they should seek the nearest links. But if they are not in the habit of playing over any circuit excepting their own, they will find it a difficult matter to get the run of the land. If, on the contrary, a strange links is taken as a matter of course, the enjoyment of the game is intensified a hundred-fold.

## FAST TIME BY CHALMERS CAR.

### Joe Dawson Pilots Stock Chassis Mile in 39.10.

C. H. King, vice-president and general manager of the Chalmers Motor Sales Company, which was recently opened as a factory branch in the Circle Building in this city, received a telegram last Thursday giving particulars of the remarkable performance of this make of car at Jacksonville, Fla., on May 9. Piloted by Joe Dawson, the famous Speedway driver, a stock chassis with its fan removed made the fastest mile record ever stored in the 280 cubic inch and under class. The time for the mile on the wave swept sands of Atlantic Beach was 39.10 seconds. The trial was under official American Automobile Association observation, Joseph Tracy, the veteran race driver, acting as technical representative of the Contest Board, while the timing was done with electrical timing device.

Dawson's mark is 2.2 seconds faster than the record made by a 450 cubic-inch class National, and was also within three seconds of records made by the Hudson Super-six Let's 300 cubic-inch class. The piston displacement of these motors being considerably greater than that of the car in the recent test, Dawson made the "speed baby" maintain a speed of nearly 95 miles per hour.

## NEW HEIGHT-FLYING RECORD.

### Capt. Robertson Reaches 16,400 Feet with Passenger at Sea Diego.

SAN DIEGO, Cal., May 12.—All American records for altitude were broken yesterday by Capt. W. A. Robertson, jr., junior military aviator at the North Island training school, who reached a height of about 16,400 feet. The American record, 16,325 feet, had been held by Victor Castrom, who was killed in a flight at Newport News, Va., on Wednesday.

Captain Robertson and Lieut.-Col. Henry G. Boston started from North Island and Calexico in Imperial Valley last January but were carried far from their course and were lost for nine days in the desert of Sonora, Mex. Captain Robertson to-day had as a passenger Capt. C. K. Rhinehardt. They used a 300 horsepower Hupmobile. The temperature prevailed above the 16,000-foot level and both aviators suffered intensely.

The USO run of June 10 over a route between Yonkers and Albany on one side of the Hudson and return on the other side, will be under the management of George A. Ellis, of the United States Tire Company, State Commissioner of the Motorcycle Federation. It will not be an endurance affair, and the proceeds will be given to the American Red Cross.

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## TRAVELLERS BECOME CRITICAL.

### Golfers who go from one course to another become more critical than their stay-at-home brethren, and in time come to the conclusion that the character of a course is determined by the position and guarding of its putting greens.

If the greens are in an open position it passes the wit of man to make the course first-class. No course can be called a thorough test of the skill and nerve of the player which has not so closely guarded greens that on occasions there is but one, and that a most skillful shot by which the long approach can be placed on the putting green. In guarding the green the main consideration should be to render it difficult of approach save from the centre of the course and from a well-hit drive.

There is perhaps no sport in which even a respectable player may become so utterly and mysteriously off as in the game of golf. If, indeed, it can under such circumstances be called a game at all, and is not rather to be designated as a fiendish torture. Such bad fallings away, of course, may be due to over-golfing oneself, or to playing in oppressive weather, or upon bad greens, especially those far

from the clubhouse, and in time come to the conclusion that the character of a course is determined by the position and guarding of its putting greens. If the greens are in an open position it passes the wit of man to make the course first-class. No course can be called a thorough test of the skill and nerve of the player which has not so closely guarded greens that on occasions there is but one, and that a most skillful shot by which the long approach can be placed on the putting green. In guarding the green the main consideration should be to render it difficult of approach save from the centre of the course and from a well-hit drive.

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