



# GIANT STRIDES NATIONAL A FACTOR

**AUTO CO. BOOMING \$35,000 WORTH IN THE BOOTH**

**State Agents for Four  
Representative Manu-  
facturers.**

perhaps few parallel cases automobile company has built up of the magnitude of that of the Capital Auto Company in the short months. Last September R. H. Harmon, formed the Capital Auto Company and was elected its president. Elms, who is secretary and engineer, is a graduate of University. Fred W. Elsie, the and Harry Seibert, vice president. The native sons of Indianapolis, interests of them all lay before salary the energy and employed has been a large factor in the unprecedented success of the company. It has been fortunate in securing the State agency for four of the best cars on the market today—kept pace with every proven in auto building, and each reputation of having some distinctive advantage over the others in their respective classes. Representatives of the Capital Auto Company were in attendance at the Chicago Show, one each at the display of the Wayne, Reo, Jackson and National manufacturers. This is for the purpose of assisting in the demonstration of the new 1907 models of these automobile manufacturers, who are making extensive exhibits. Any one in Indianapolis or in the State of Indiana who visits the Chicago show will be expected to receive the possible courtesy by these representatives of the Capital Auto Company.

**A Popular Machine.**

The Wayne is a large seller for the company. It concerns is the Wayne. The Wayne is practically sold every year from the factory. It is the Wayne plant in

**Fisher Auto Co.'s Popular Line At-  
tracting Much Attention at  
Chicago Show.**

At the automobile show now on at the Coliseum in Chicago one of the most attractive booths is the National, which is built in Indianapolis. In this booth alone there is more than \$35,000 worth of up-to-date automobiles. One car especially, a \$6,500 limousine, seating nine passengers and having seventy-five horsepower. This car is a magnificent piece of work, being equipped with buffet, writing desk, toilet equipment, inside electric lights, ice chest, speaking tubes, electric device for chauffeur's directions, hot air heating arrangement, etc. This is the best equipped car exhibited and is creating a great deal of interest and was sold within one hour after it was in the booth.

Another model of the National attracting a great deal of attention is the new 75 horsepower runabout, which has 120 wheel base, six-cylinder engine, with mechanician seat on the step. This car was sold to Mr. Homan of New York. This is a \$5,000 runabout.

## Six-Cylinder Touring Cars.

The National Company also shows two six-cylinder touring cars seating seven passengers, having 75 horsepower, which sells for \$5,000, and two four-cylinder touring cars, seating seven passengers, having 50 horsepower, which sells for \$3,500; also, one 40 horsepower runabout painted French gray with patent leather upholstery. This car carries the mechanician on the rear. This is one of the popular type of cars this year and sells for \$3,000. Then to the man who is interested in the mechanical part the National Company shows a complete Model H \$8,500 chassis. The Mitchell booth is creating a great deal of interest, as they show a 20 horsepower runabout which sells for \$1,000. This is a very handsome car and has a sliding gear transmission, shaft drive, with all working parts protected from the mud

INDIANA IN THE F

**State One of Leader  
Machines and Acc**

The coming season will be prosperous ever experienced in the mobile trade, according to the State. They are expecting an increase in sales and an increasing efficiency.

"There is no doubt that the 1907 will be the best in the history of automobiles," said Frank L. Fisher, Fisher Automobile Company. The factories have their entire output and dealers have booked more orders than ever before at this time of the year.

"The factories have guaranteed delivery held up on account of the strike, not furnishing their parts. They are prepared to make almost all the cars and are now making the 1907 models as heretofore. The manufacturers did not get out a delivery until after the Chicago Show. In fact, there have been a number of cars where the models shown were not furnished and were not delivered. But now all cars shown are just what they will deliver. In most every case there have been a few already delivered.

## Cars Are Improved

There has been a decided improvement in the mechanical part of the cars in the last few years. The power plants are lighter, the weight lighter. The crankshafts and all important bearings are out the engine in the motor. They are ball bearing and smaller. The power have much wider bearings.

"The oiling system on the cars is also much improved. It has been years since the regular oiling to stop and oil up every five miles. Now the driver can take care of himself for 150 miles. Water cooled cars are taking care of itself for 150 miles. That there are few cars which attract attention paid to the water once a week.

"Indiana is the second largest automobile State in the Union. In the State there are over two



...the points of India...  
...the energy and...  
...been a large for...  
...sponsored success of the

...one of the...  
...State agency for...  
...the market today...  
...pass with every...  
...in auto building...  
...reputation of having...  
...distinctive advantage...  
...their respective...  
...advantages of the...  
...attendance at the...  
...one each at the...  
...Wayne, Res. Jackson...  
...manufacturers. This...  
...of assisting in the...  
...new 1907 models...  
...mobile manufacturers...  
...entive exhibits. Any...  
...or in the State of...  
...Chicago show will...  
...possible courtesy...  
...of the Capital Auto...  
...a Popular Machine.

...cars that is a large...  
...ncerns in the Wayne...  
...practically sold every...  
...ceive this year from...  
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...experts had finished...  
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...neither expense nor...  
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...d command the attention...  
...l women who know...  
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...ne Automobile Company...  
...duced a car with many...  
...ures to commend themselves...  
...minating motorist. The...  
...odel N makes the principal...  
...ularity. Chief among...  
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...making change gear...  
...the bevel gear housing...  
...s positive and correct...  
...gearing under all...  
...shift is selective. Interlocking

...ON PAGE 27, COLUMN 3.

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...it was in the hand

...Another model of the...  
...ing a great deal of...  
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...30-horsepower engine...  
...iclan seat on the...  
...to Mr. Homan of New...  
...\$3,000 runabout

### Six-Cylinder Touring Cars.

The National Company also shows two six-cylinder touring cars seating seven passengers, having 35 horsepower, which sells for \$3,000, and two four-cylinder touring cars, seating seven passengers having 50 horsepower, which sells for \$2,500, also, one 40 horsepower runabout painted French gray with patent leather upholstery. This car carries the mechanic on the rear. This is one of the popular type of cars this year and sells for \$2,000.

Then to the man who is interested in the mechanical part the National Company shows a complete Model H \$3,500 chassis.

The Mitchell booth is creating a great deal of interest, as they show a 30 horsepower runabout which sells for \$1,000. This is a very handsome car and has a sliding gear transmission, shaft drive, with all working parts protected from the mud and dirt.

### Stoddard-Dayton Makes Good.

The Stoddard-Dayton Company is showing a gentleman's runabout selling for \$2,500, which has a 40 horsepower engine and is very rakish and is absolutely quiet. This same company shows a very handsome touring car for \$2,500, having a 40 horsepower engine, and is fully equipped with lamps, etc. This car runs noiselessly. They also show a limousine for \$3,500 and a runabout, which is very attractive and has 18 horsepower, which sells for \$1,750. This car is fully equipped also with top, lamps, etc.

The Maxwell is attracting more attention than ever. This company is building a large factory at New Castle, Ind., and expects to employ about 1,500 men about June 1. Their cars are now made in Tarrytown, N. Y., and make one of the best light runabouts built in America, having two cylinders, shaft drive, metal body, etc., all of which go to make up a first-class car, all bearings being in oil, transmission case and engine case being one aluminum casting. This car runs without any vibrator and almost noiselessly and sells for \$825.

The Fisher Automobile Company, who are agents for Indiana, will have salesmen at all four of the booths—the National, Stoddard-Dayton, Mitchell and Maxwell. Mr. Frank L. Moore, Frank B. Willis, F. E. Hunter and M. E. Haywood will be in charge of Indiana sales.

...factories did not get out...  
...factory until after the...  
...last these have been...  
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"Water cooled cars are that there are few cars which attention paid to the water once a week.

"Indiana is the second largest State in the Union. In this State there are over two hundred manufacturers of automobiles. The greatest centers for supplies, such as tires, gas tanks, etc., and these accessories heat and used on the high in the market today.

"Indianapolis alone contributes largely to the manufacturing and accessories. There are seven factories building about fifteen parts and factories, all doing a good business.

"There are now about thirty stores in the city and between cars running in the city.

### Trips a Common

"Less than five years ago considered quite a trip to Indianapolis to Terre Haute, but there is an auto dealer who drives a high powered car who sometimes drives over to the theater and drives show.

"The modern touring car now that you can go any part of a complete car one city built a Limousine with lights inside, writing desk, chest, hot air heating arrangement, operated signals, speaking tubes, toilet, day clock, folding, revolving seating nine passengers, arranged that an electric attached for summer use."

# AMERICAN CARS MAY YET TAKE CUP RACE

Three Vanderbilt Cup Races Have  
Been Held, French Makers  
Successful Every Time.

## WILL BE INCLOSED COURSE

Tire Trouble Largely Responsible  
for Defeat of Home Machines.

Three Vanderbilt cup races have been held, and three times the French designers and makers have seen their products win over the rest of the world of motor cars, including our own industrious and hopeful American inventors and promoters. To the uninitiated this hardly seems encouraging to the loyal citizen, but in the light of the tremendous improvement effected in American made cars through the influence of these much-discussed contests it appears that there is every reason to continue these events, and the knowledge that an inclosed track is to be effected on Long Island before another contest takes place is welcome news to the motor world.

But in lieu of anything definite in regard to the plans for next season, it is last year's race which is still having a bearing on motor car construction, and it will be well along toward next summer before the world has ceased to talk of the wonderful contest and the effect it has had on the development of the industry.

To Louis Wagner, driving a 100-horse-power Darracq, fitted with Michelin tires, came the honors of the race. He drove the 297.1 miles of the Long Island course in 290 minutes 10 2-5 seconds, averaging 51.4 miles an hour. The average last year was 61.5 miles.

Italy came near wresting first honors from France, as Vincenzo Lancia, driving a 120 horse-power Fiat, finished only 3 minutes 48 2-5 seconds behind the winner. Third and fourth places were won by French cars—Arthur Duray, in a 120 horse-power De Dietrich, being third, and Albert Clement, Jr., in a 120 horse-power Clement-Bayard, being fourth. The fifth place was secured by Camille Jenatton, one of the German representatives, driving Robert Graves's 120 horse-power Mercedes. These were the cars that finished in front of the grand stand, the others

# GARAGE IS COMPLETE

INDIANA AUTO CO. GROWING

Local Concern Has One of the  
Most Complete Establish-  
ments in the State.

The Indiana Automobile Company has just remodeled its salesrooms and has now one of the most complete garages, salesrooms, sundry and accessory department, repair and paint shops, in the State of Indiana. The Indiana Company is one of the pioneers in the automobile industry of this State, having been organized early in 1903 to take over the automobile business of S. W. Elston, who started selling automobiles in 1900 in the retail way. With the growth of the industry the Indiana Company became early identified with machines which are now leaders in their different classes.

S. W. Elston, manager of the company, takes pride in reflecting that he brought to Indianapolis many of the makes of cars which have been recognized as leaders. The Indiana Automobile Company now handles only the Peerless, the Winton, the Autocar, the Franklin and the Thomas machines, claiming to have found these makes to be not only the most reliable but also taking into consideration the reputation of the factories behind the cars. This is a very important consideration to the new purchaser.

On account of being an old established and successful institution the Indiana Automobile Company has always been able to select its agencies, having in Indiana the first choice of the good things. That the managers of this company have well selected their agencies is very apparent. No one who is genuine in his opinion can deny that the Peerless is among the leading American-made automobiles. In fact, with slight exceptions, it is far superior for American roads to any foreign-made car. It has all the attributes of the European-made machines without their defects. The chief improvements of the 1907 model over the 1906 consists of a drop frame.

**Peerless Has Drop Frame.**

This is found only in the Peerless. It brings down the weight to a low center without interfering with road clearance; also bringing the engine in a straight line with the rear axle, and on account of the low center of weight eliminates side sway and skidding at high speed. The Peerless engine is a work of art. Cylinders are imported and are cast in pairs to insure rigidity. Important in the development of the engine is the nicety of balance of the reciprocating parts. The crank shaft is first balanced by itself. The pistons, connecting rods, and other

# AUTO IS SAFEST VEHICLE IN W

National Committee Say  
Should Be Taken to A  
Serious Accidents.

## SPORT IS HURT BY A

Operator's Fault If Mishap  
cur in Most Cases.

The Automobile Club of America appointed a committee on public safety and has directed it to consider the problems arising out of the use of motor cars on our highways and particularly with regard to their safe operation. The committee says:

"When properly handled the automobile is the safest vehicle in the world. Compared with horse-drawn vehicles the most serious accidents are caused by careless drivers. Most automobilists are careless in the use of their cars. The automobile is a dangerous instrument belonging to the few rests upon all. The New York Herald recently published some interesting statistics on accidents.

"It states that during the year 1906 209 people were killed through the use of the automobile and 351 injured. The accidents occurred in 192 places. The widespread use of this kind of vehicle has caused a great deal of trouble. There were, however, twice as many people killed in the same length of time by falling buildings; three times as many by electric street railways; and many by lightning; five times as many by fires; many times that number of accidents on railways, as well as many times as many by horses.

"The pitiable part of the chapter on accidents generally is that many of them might have been avoided. The high cost of automobile accidents is no exception to the rule. Regrets, however, are of no use unless out of these sad experiences we learn a lesson for future guidance.

"In considering this subject, it is not out of place to point out that the courts have decided that we have no rights on the highway with automobiles. Our rights are no better, they are not inferior; they are the same as those of the drivers of horse-drawn vehicles. Nevertheless, we must come to the conclusion that the best of automobilism at heart; we are a vehicle which makes a certain amount of noise and which sometimes gives pleasure to others and which sometimes



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Italy came near wresting first honors from France, as Vincenzo Lancia, driving a 120 horse-power Fiat, finished only 8 minutes 18 2-5 seconds behind the winner. Third and fourth places were won by French cars—Arthur Duray, in a 120 horse-power De Dietrich, being third, and Albert Clement, Jr., in a 120 horse-power Clement-Bayard, being fourth. The fifth place was secured by Camille Jenatton, one of the German representatives, driving Robert Graves's 120 horse-power Mercedes. These were the cars that finished in front of the grand stand, the others being called off the track.

#### Good Showing of American Cars.

The American cars, although not among the leaders at the end of the race, made a good showing nevertheless. They had no mechanical troubles. They had leather anti-skid tires, which do not permit as fast driving as ordinary tires. The best evidence that this is true was shown during the fifth round of the Locomobile, driven by Tracy. Before beginning this round, the favorite American driver changed tires, using again the regular wrapped tread Diamond. He went around the course in 26:21, making the fastest lap during the entire race, and at the same time establishing a record for the course. This shows conclusively that the cars was fast enough, and had the weather not been so damp and the road so slippery there is no telling what the final result would have been.

While the record for the fastest lap thus goes to the Locomobile, the greater honor among the American contestants goes to the Thomas car, driven by Le Blon, as he was first of the American team at the end of the race, finishing eighth and having run an excellent race, considering the troubles he experienced in the changing of tires.

It was this tire changing which caused most of the delay to the American cars. The tires on all the American cars were Diamond, and they stood the test exceedingly well, considering the fact that they were fitted with leather nonskids. In the act of tire changing our drivers showed that they were only novices. The foreigners never required more than three minutes for the operation, while in one

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It is already conceded that the Peerless is as noiseless as an automobile can be made. Peerless springs are the subject of as careful attention as can possibly be given. They are made by Lemolne of France, the greatest spring maker in the world, and cost seventy-five per cent. more than any other spring made. These springs are made of silico-manganese steel. This material can be forced out of line eighteen inches and will spring back to a sixty-fourth of its original position. The Peerless uses a three-spring suspension in the frame, which makes unnecessary the use of shock absorbers. A volume might be written on this subject which only illustrates the care which every detail of Peerless construction receives.

It is not alone in any one of these details that the Peerless excels but in a hundred little things which in the aggregate have caused this machine to be called in the East "the thousand mile non-stop car." In every contest in which a Peerless has entered it has been heard from, such as winning the first prize in the Glidden tour and enabling that premier motorist, Barney Oldfield, to defeat all competitors in his Peerless Green Dragon, also holding all world's track records from one to fifty miles. These records were made in open contests against all comers on equal terms.

#### Winton Uses Offset Cylinders.

The 1907 Winton is chiefly characterized by its usual great factor of safety in all working parts and by its new ideas

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#### May Be a Menace.

The motor vehicle because of and its capacity for speed, may come, in the hands of reckless considerate drivers, a menace and other users of the highway.

Its possibilities for good, enormous, is an exact measure sibilities for evil. When a man ing a horse he is undertaking an animal which has a will of This animal, when frightened, to oppose his will and his s the will and strength of the c often with serious consequences driver; no difference how skill be. On the other hand, the hicle has no will of its own and erned wholly by the will of its It starts and stops; goes slow fast; goes in a straight path or exactly as it is directed.

Being thus under perfect c entirely the operator's fault, ba dents to the mechanism, if it is in such a way as to bring c others. It is true that there are dextrians who are exceedingly the use of the streets and high often they will deliberately step walk almost or quite in front ing automobile. Unquestionabl the accidents recorded are du tributary, even criminal negli the part of the pedestrians. cases it is often impossible to accident and the automobilist n tely blameless.

The best interests of autom quire that automobilists, when

# CTURES HERE NS LAST NIGHT

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vings on Exhibition  
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who seeks a story, or  
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a story in itself. This  
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Reckoning," "The Sick  
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l makers of machines in  
their ideas of design to  
artist. "Saying Things"  
of his best efforts in au-  
is a picture that is read-  
any one who ever heard  
sorrows of automobil-  
highway.

hl is one of three or  
ho have pictures in the  
the Herron galleries. He  
the land, but his work

## Carage Is Complete

CONCLUDED FROM PAGE 25.

which have all been thoroughly test-  
ed and proven before being offered  
to the public. The greatest im-  
provement of the 1907 Winton Model  
M is the use of offset cylinders which  
eliminate the knock which is so frequent-  
ly heard when suddenly starting out with  
a machine, also the use of the multiple  
disc clutch which has been tested to hold  
ninety horse-power and which will start  
on fourth speed without jar or shock.  
The off-set cylinders not only eliminate  
the knock but give more power. This is  
gained by the fact that in the power im-  
pulse of the engine the angularity of the  
connecting rod is greatly reduced, de-  
creasing also side strain of the piston and  
obviating friction. It is figured that this  
will increase the power of the stroke at  
least thirty per cent.

The increased angularity of the con-  
necting rod takes place on the exhaust  
stroke when there is no opposition to  
the piston's upward motion and therefore  
no apparent friction. The other improved  
features of the model M Winton include  
the off-set cam shaft which requires less  
power to operate, also interchangeable  
mechanically operated valves all on the  
same side of the motor. Winton again  
brings forth a machine which is noted for  
its accessibility to all the working parts.

Also the shooting offer, which was so  
successful on the Model K, has been used  
and the famous patented Winton twin  
springs. With the Model M Winton this  
year a complete equipment of gas, oil and  
tail lamps, trunk carrier, tools, horn, etc.,  
is included. The Model M is predicted to  
become one of the leaders of the 1907 mod-  
els, as it is unquestionably the equal of  
many higher priced cars. This year the  
Winton also brings out the Model XIV,  
which is hailed as a worthy successor of  
the Model K. It is lighter and has the  
Winton patented individual clutch sys-  
tem of transmission, the well-known air  
control and a great many other features,  
including beauty of design, which places  
it among the leaders in the \$2,500 class.

### Franklin a Winner.

The 1907 Franklin, which is also handled  
by the Indiana Company, is surely a win-  
ner. It already wears the laurel wreaths  
of victory in having broken its own record  
for trans-continental trips by going from  
San Francisco to New York in fifteen days,  
two hours and twelve minutes. The best  
previous record was made by a Franklin  
runabout in thirty-three days. The only  
other record of any consequence is sixty  
days by a water-cooled car, which was  
made in 1902 by a 1902 Winton. The  
Franklin also holds the record for econ-  
omy in the use of fuel. In an open and  
national contest in which sixty-five ma-  
chines participated the Franklin made  
eighty-seven miles on two gallons of gaso-  
line, winning the \$500 punch bowl given  
by the American Automobile Club as first  
prize for this occasion.

The chief feature of the 1907 Franklin  
is the continued use of the auxiliary ex-  
haust by which the heat formed by the  
exhaust gases is quickly eliminated from  
the cylinder, the remaining gases being  
let out through the regular exhaust valve.  
This double exhaust feature of the Frank-  
lin enables this machine to take a large

of the largest and handso-  
Either Messrs. Boyd,  
tend you every courtesy,  
rebate you your expenses  
considered in the nature  
Demonstrations in Chicago

# BOYD AU

415-417-419 M

tinued for 1907 as long as they last at the  
price of \$1,000.

The 4-cylinder 1907 Autocar is a won-  
der of mechanical creation. The ease of  
getting at all the parts, the use of valve  
cages which are instantly removable en-  
able the operator to examine the engine  
at all important parts with a minimum of  
labor. This machine is rated by the  
French method at 30 h. o., its actual  
power according to American ratings  
being far in advance of this. It is one of  
the quietest and smoothest machines of-  
fered this season.

### Thomas Flyer Well Known.

The last but not the least of the ma-  
chines handled by the Indiana Automob-  
ile Company are the Thomas Flyer and  
the Thomas Forty. These machines are  
so well known that they really need but  
little discussion. The Thomas Flyer is  
noted for the fact that it competes in  
every way with French machines. Point  
for point, improvement for improvement,  
Thomas has defied any French maker to  
show a machine which can outclass them.  
On account of the great horse-power of  
the Thomas Flyer double side chains are  
used.

Take a catalog of any high-class French  
machine of the same type of construction  
and compare the specifications with the  
Thomas and it will be found that the  
Thomas has all the points of the French  
machines and some that are not on the  
French machines. An important feature  
is the safety locking device on the rear  
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or four to thirty or more examples, is representative of an original, for a periodical with a story in itself. This work is instantly visible in children by Jessie Wilcox Kings of Indiana or cowboys Remington, in the by Maxfield Parrish, in William T. Smedley, the present day artist, or arouses the humor more readily than A. B. drawings of rural people do, the way they do environment in which they are found in rural communities the middle West, applied to Indiana as well, although Frost may be the Hoosier land and its "Uncle Billy Wood," "The Congress-Reckoning," "The Sick Pictures which suggest an atmosphere.

Clark, who died recently of his own making in the hands of illustrators, and in the hands of eight of his pictures of them being to illustrate on Crawford and Robert Appleson. Appleton had a picture of automobiles. Some pictures were produced when he showed the new-coming manufacturers. It is the makers of machines in their ideas of design to the artist. "Saying Things" of his best efforts in illustrating a picture that is read by one who ever heard of sorrows of automobilizing highway.

is one of three or four who have pictures in the hands of the Herron galleries. He is a foreign land, but his work is thoroughly American. His work is all of the navy. One of his cruiser Ariadne coaling in harbor. Another has the "Lighters of Japan," a third of the American Battle fleet shows the main squadron fleet on its way to the

## ALL HAVE SIX CARS.

to Be Well Represented  
Chicago Auto Show.

Motor Manufacturing Company is shipping six cars for the Chicago Auto Show, Feb.

will consist of one Premier complete touring car, two powered runabouts and one of the well-known five-passenger car, upholstered in French red, leather, and one finished in black leather, upholstered with tops, storm curtains, etc.

are of the character which are admired, and seem to have general acceptance by anything of its kind which is this year. These are finished in color with very fine red upholstered in beautiful leather. The cars are finished in French red with a beautiful quality of leather and pliable, over spring added with hair, making a complete outfit.

Also the shooting offer, which was so successful on the Model K, has been used and the famous patented Winton twin springs. With the Model M Winton this year a complete equipment of gas, oil and tail lamps, trunk carrier, tools, horn, etc., is included. The Model M is predicted to become one of the leaders of the 1907 models, as it is unquestionably the equal of many higher priced cars. This year the Winton also brings out the Model XIV, which is hailed as a worthy successor of the Model K. It is lighter and has the Winton patented individual clutch system of transmission, the well-known air control and a great many other features, including beauty of design, which places it among the leaders in the \$2,500 class.

### Franklin a Winner.

The 1907 Franklin, which is also handled by the Indiana Company, is surely a winner. It already wears the laurel wreaths of victory in having broken its own record for trans-continental trips by going from San Francisco to New York in fifteen days, two hours and twelve minutes. The best previous record was made by a Franklin runabout in thirty-three days. The only other record of any consequence is sixty days by a water-cooled car, which was made in 1902 by a 1902 Winton. The Franklin also holds the record for economy in the use of fuel. In an open and national contest in which sixty-five machines participated the Franklin made eighty-seven miles on two gallons of gasoline, winning the \$500 pitch bowl given by the American Automobile Club as first prize for this occasion.

The chief feature of the 1907 Franklin is the confined use of the auxiliary exhaust by which the heat formed by the exhaust gases is quickly eliminated from the cylinder, the remaining gases being let out through the regular exhaust valve. This double exhaust feature of the Franklin enables this machine to take a large charge of gas and develop greater power from smaller cylinders than any other manufacturer has been able to accomplish. The absence of water circulation with its attendant pumps, water pipes and radiator, enables the Franklin to build an extremely light automobile, and by the use of wood sills and full elliptic springs, make it a most flexible and able American car for American roads. The Franklin is produced in three models, the G, the D and the H. The H is the six-cylinder type, selling at \$4,000, which successfully demonstrated its advantages during the season of 1906. The Franklin Manufacturing Company are the original producers of four-cylinder and six-cylinder cars, having been the first in the market with both models.

At the New York Automobile Show the Franklin was given the second place in selection of position on account of the fact that they had done the second largest business in the United States, Winton having been given the first place on this occasion. The Indiana Company note as a remarkable fact that it is absolutely impossible to get a second-hand Franklin of a late model. They have a number of inquiries on their books from people who do not have the funds to buy new Franklins, but would like a second-hand one. They have been unable to supply this demand, but hope by showing the new 1907 models to lure some of the possessors of 1906 cars into purchasing 1907 and give up their 1906's for their less fortunate friends.

### Autocar Very Accessible.

The 1907 Autocar runabout is a most remarkable runabout car. There is nothing new about it except the 1907 improvements, which merely add to the desirability of this machine. For ten years

the last but not the least of the machines handled by the Indiana Automobile Company are the Thomas Flyer and the Thomas Forty. These machines are so well known that they really need but little discussion. The Thomas Flyer is noted for the fact that it competes in every way with French machines. Point for point, improvement for improvement, Thomas has defied any French maker to show a machine which can outclass them. On account of the great horse power of the Thomas Flyer double side chains are used.

Take a catalog of any high-class French machine of the same type of construction and compare the specifications with the Thomas and it will be found that the Thomas has all the points of the French machines and some that are not on the French machines. An important feature is the safety locking device on the rear wheels. By the operation of a lever under the heel-board next to the driver the rear wheels can be locked so that if for any reason the machine should stop on a steep hill there is absolutely no danger of its rolling backward. In addition there are the usual brakes and safety devices.

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In the electric class the Indiana Automobile Company will handle the Baker for the coming season. The chief characteristic of this machine is the fact that it is built with the same care and precision given by the manufacturers of gasoline machines to their cars. The Baker manufacturers have always made it a point to make their machines stand up. By the use of twelve and fourteen cells and a motor which has been tested to the greatest efficiency the Baker people can get fifty to seventy-five miles on half the batteries used by others. This is certainly a vast improvement, as the cost of renewal is thus decreased to one-half, and on account of the high character of the workmanship and material employed in the Baker the expense of maintenance is very small.

This week's purchasers of machines from the Indiana Automobile Company include J. T. Elliott, touring car; Frank Clevenger, Columbus, Ind., Olds runabout; Dr. James Egbert of this city, Olds runabout; four-cylinder Peerless, G. L. Crook of the Atlas Engine Works, this city; Thomas Forty runabout to T. Taggart.

The Indiana Automobile Company's force of salesmen will leave for Chicago Sunday night and will be stationed one each at the different booths represented by this company. Intending purchasers will be given every attention, and those wishing demonstrations of any car will please make themselves known to the representative of the Indiana Automobile Company, who will see that they not only are given a ride, but that their admission to the exhibition hall is made without charge.

## TO DISPENSE WITH HORSES.

Many Summer Residents Are Arranging to Have Automobile Garages.

NEWPORT, R. I., Feb. 2.—Many summer

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