

### Matheson Motor Car Works

The historic battleground in the valley of Wyoming, rich in dramatically tragic associations that have burned themselves into the nation's memory, is being rapidly transformed into a great residential center, dotted all over with beautiful

and drill presses are run by electric motors having separate attachments on every twenty feet of shafting, while the larger machines are fitted with separate motors. A number of the larger lathes are fitted with multiple transmission gearing, giving nine different speeds that can be

fitted it does not matter at what point a car is stopped one of the pistons must necessarily be at the compression point, and by an adjustable spark igniter, the explosion is made to take place and the piston is moved.

As to the merits of the Matheson gasoline motor it is scarcely necessary to say more than that it probably approaches as near to perfection as the gasoline motor will likely reach. The engine is of the vertical four-cylinder type, the cylinders being free of projections and open at both ends. The valve chests are bolted on the top of the cylinders and contain both the inlet and outlet valves. These castings are also evenly balanced and are operated through rocking levers from the half-time shaft. The bearings are massive, while the valves being placed in the direct line of the cool air current cannot become heated to an excessive degree. The ignition is of the make-and-break system attached to a low tension magneto, producing a remarkably strong spark. The life of one magneto is unlimited.

One or two changes in detail are being made in the 1907 model, notably the removal of the fan from the front of the engine to a position near the fly-wheel. Fans generally have the effect of cooling the cylinder immediately adjoining while the others are heated in an increasing ratio to the distance from the fan. The new position of the fan largely overcomes this defect. Another important improvement now nearly past the experimental stage bids fair to revolutionize the method of injecting the gasoline vapor into the cylinders. The old hap-hazard carbureters with floats that sank and needle valves that clogged up have outlived their usefulness and the



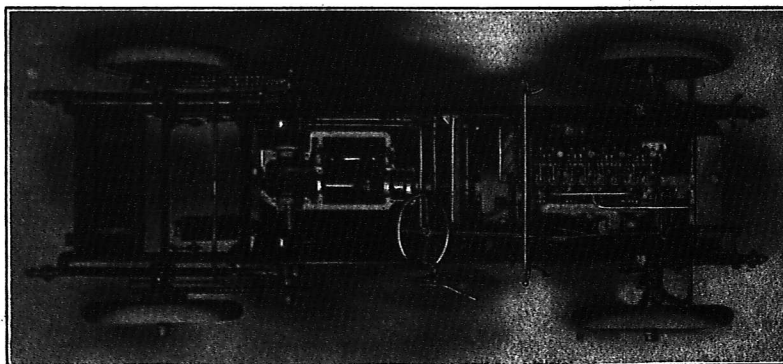
TOM COOPER AT THE FINISH OF HIS GREAT DRIVE OF ONE MILE IN WORLD RECORD TIME OF 1:50 1-5, OR SEVENTY-TWO MILES AN HOUR, WITH SEVEN PEOPLE, AT ATLANTIC CITY, SEPTEMBER 5

villas, ivy-clad and rose-embowered. A few years ago the noble Susquehanna rolled down the romantic valley in idyllic silence, and on its shining bosom were reflected the wide fields of emerald and the dark hills set in amethyst. Now, factories are rising on its banks, and steam and electricity are singing their ceaseless songs all along the valley.

This year an important addition has been made to the rising industries located in the valley by the building of the Matheson Motor Car Works. It is a striking monument to American enterprise that in a few months an extensive factory covering three acres is already completed and fully equipped with the most approved mechanical appliances known in the construction of light machinery.

The Matheson motor car is already well known all over the world. The factory at Holyoke, Mass., had made a reputation for reliable work, but the limitations of the original works had been reached and a new site was wisely chosen in the valley of Wyoming. In opening the new works the company has been fortunate in many ways. Mr. J. Ross Anderson, superintendent of the De La Vergne Machine Company, of New York, was selected as manager of the works, and he immediately began the installation of the best machinery obtainable. The smaller lathes and planers

readily changed by clutches slidably engaging the shafting. In finishing some of the lighter parts of the mechanism of the motors the work is held in place by magnetos, thereby avoiding possibility of bending or twisting the delicate parts. The grinding of piston rings in the cylinders in which they are to be used is a fine piece of mechanical ingenuity, and



TOP OF MATHESON CHASSIS

shows how thoroughly Mr. Anderson has mastered the difficulties of light machine work. This perfect fitting of the piston rings has made possible one of the admirable features of the Matheson motor—the capability of starting from the seat, which is a marked characteristic of the machine. With piston rings perfectly

Matheson car of next year will show something that can be relied upon.

We cannot close this brief sketch without alluding to the delightful experience of a flying visit to the Matheson car works. If their engine is near perfection the same may be said of the gentlemanly master mechanic and his worthy

assistant, Mr. Walter Romaine, also a graduate of the New York engineering shops. Mr. Ralph Mongini is another notable character now in the employ of the company. A native of Milan, Italy, he is a graduate in mechanical engineering of the University of Zurich, Switzerland. He engaged in mining operations in South Africa, and took the first automobile, a Benz car, into Johannesburg in 1896. In the war in South Africa he joined his fortunes with the Boers and served with distinction as a lieutenant of artillery under General Botha. He lost much property on account of the war and came to America in 1902. As an expert demonstrator of the motor car he has few equals. As a racer in notable competitions he has already won enviable distinction. Those who have had the pleasure of a drive in a Matheson car with him through the beautiful valley of

to wager a little money on the result. Friends of Mr. Cooper decided to back him and they got down considerable money also. That their confidence was not misplaced was demonstrated when the Matheson won easily in excellent time.

But the victory over the English Daimler was not a circumstance to the great record established by Mr. Cooper and his car on the last day of the meet. Taking seven people in the car a mile was driven in 50½ seconds, a speed of 72 miles an hour. The time is record for a touring car by 5 seconds over the former mark and it is by far the most remarkable speed record ever made either in this country or in Europe.

The work of the Matheson car at Atlantic City has drawn particular attention to the probable chances of the Matheson in the Vanderbilt race. The

ever entirely to the tourists who will carry their machines with them for the initial tour of the island of Jamaica. The trip will be made on a basis of \$500 covering every expense including hotel. The island of Jamaica has never been explored but it is a beautiful touring country for automobilists. Traveling owing to superior and excellent roads. Mr. Campbell, who has a grand time to a well taken care of.

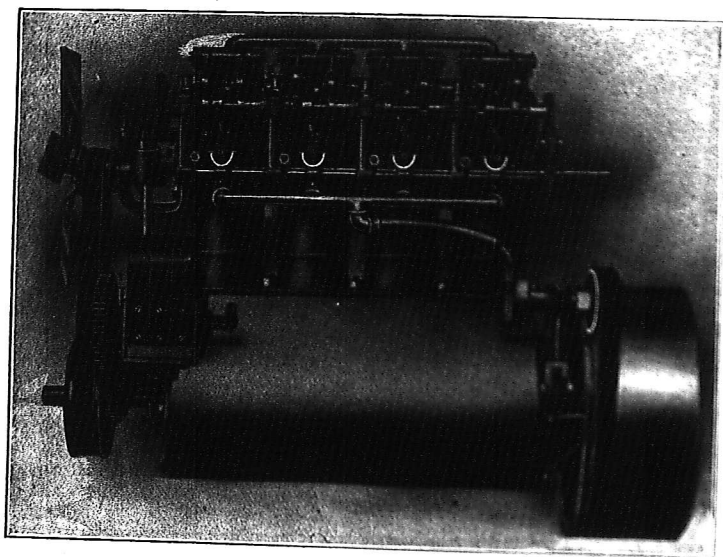
### Chauncey in His Auto

Chauncey Depew is getting young again. In an automobile with two ladies and a package of chewing gum and a reckless chauffeur he gave everything the dust in the high road near Hamden, N. Y. The old constable got busy when he saw them coming and stepped into the highway and waved a red flag. When the chauffeur brought the car to a stop the deputy told him he was under arrest.

Senator Depew sat in the rear seat wearing a long duster. He produced the \$50 required for the appearance of the chauffeur and the party proceeded to White Plains.

Senator Depew said he did not believe the machine had been going so fast but he admitted that the constable had the best of the argument because he had had a spy watch on him. The Senator was a good humor and as the car drove away he waved his hand to the crowd which had gathered at the roadside and smiled pleasantly.

Next day states the chauffeur told the Senator appeared in court. The \$50 is supposed to go to the improvement of the roads and Chauncey and his chauffeur are going some other way where the constable escapes from troubling and where the red flags are folded at rest.



LEFT SIDE OF MATHESON ENGINE

Wyoming have had a joy worthy of remembrance.

### Matheson Car at Atlantic City

When Tom Cooper, the old time cycle champion, came to the front with two very meritorious performances at the Atlantic City meet of September 3, 4 and 5, the Matheson car came with him. Since entering the automobile business Mr. Cooper has been associated with the Matheson Company, of New York, as general manager.

At Atlantic City, in a touring run about of the 1906 pattern weighing nearly 4,000 pounds, the old time cycle champion defeated Hardy in the English Daimler car in a sensational match race down the beach for \$250 a side. This match was made as a joke but soon became far from that, as after being closed, Cooper expressed his desire

that a racing car will weigh 1,000 pounds less than the record breaker at Atlantic City. This racing car will be fitted on 1906 Chassis, which will be used in the regular touring car of next year, to which will be attached a racing body. Mr. Cooper believes that this racing car will maintain a speed of 80 or more miles per hour and his Atlantic City performance would seem to indicate the correctness of his views.

### To Tour Jamaica

Chester I. Campbell, of 5 Park Square, Boston, Mass., has announced a trip of a month to Jamaica, starting October 31 and concluding about December 1. The trip will be made by a party of automobilists who will carry their machines. A large fruit steamer has been chartered and will be given

The Stamford Works of the Locomotive Company, of Stamford, Connecticut, heretofore operated under a lease from the Pullman Company, have been purchased outright and will be operated by the Locomotive Company as an adjunct to the main works of the company at Plattsburg, New York. The Stamford Works are being refitted and put in condition with a view to utilizing the plant to its fullest capacity on the 1907 work, and will enable the company to materially increase the output for 1907. Additions have been made to the Plattsburg Works and this plant is now working to fullest capacity.

"Hobson's Choice" had its origin in Toby Hobson, who was the first person in England known to have let out hackney horses for hire. His clients had always to take the horse that was nearest to the door, which meant that they had no choice.

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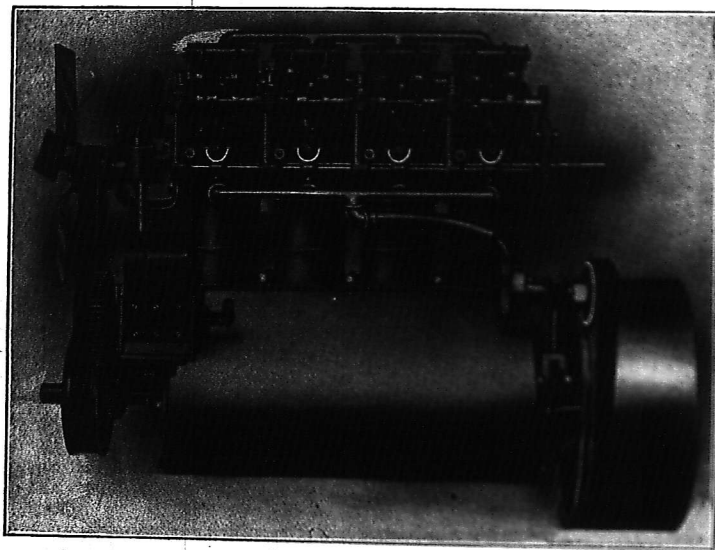
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